



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

September 7, 2011

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

**PROJECT NO. TR070853-(2)
PLAN AMENDMENT NO. 200900002
ZONE CHANGE NO. 200900002
VESTING TENTATIVE TRACT MAP NO. 070853
CONDITIONAL USE PERMIT NO. 200900024
PARKING PERMIT NO. 201000008
APPLICANTS: COUNTY OF LOS ANGELES METROPOLITAN TRANSPORTATION
AUTHORITY / KROEZE FAMILY, LLC / KROEZE, INC
DEL AIRE ZONED DISTRICT
SECOND SUPERVISORIAL DISTRICT (3 VOTES)**

SUBJECT

Kroeze Family, LLC, Kroeze, Inc. and the Los Angeles County Metropolitan Authority "the applicants" are requesting approval of a Vesting Tentative Tract map to create 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 project site is located in the unincorporated community of Del Aire 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 Regional Planning Commission conducted a public hearing on this matter on February 16, 2011 and approved the project on April 20, 2011. The project has been called for review by your Board due to the Plan Amendment and Zone Change requests.

IT IS RECOMMENDED THAT YOUR BOARD:

1. Certify the Environmental Impact Report ("EIR") including: Draft EIR, Final EIR and Mitigation Monitoring and Reporting Program ("MMRP"), and adopt the

Environmental Findings of Fact and Statement of Overriding Considerations for Project No. TR070853-(2)

2. Indicate the Board's intent to approve Project No. TR070853-(2), General Plan Amendment Case No. 200900002, Zone Change No. 20090002, Vesting Tentative Tract Map No. 070853, Conditional Use Permit No. 200900024, and Parking Permit No. 201000008; and
3. Instruct County Counsel to prepare the necessary Findings and Conditions to affirm the Regional Planning Commission's approval of Project No. TR070853-(2), General Plan Amendment Case No. 200900002, Zone Change No. 20090002, Vesting Tentative Tract Map No. 070853, Conditional Use Permit No. 200900024, and Parking Permit No. 201000008.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Update the zoning and land use on the subject property to allow the applicants to develop the property with commercial and residential uses in close proximity to an existing transit station on an underutilized site. The proximity of the project to public transportation is intended to encourage transit ridership and contribute to reducing dependency on the automobile.

Implementation of Strategic Plan Goals

The zone change and plan amendment promote the County's Strategic Plan goal of Operational Effectiveness. The zone change and plan amendment will allow development of an underutilized site and promote economic growth within the unincorporated community of Del Aire in close proximity to a transit station, in compliance with the Countywide General Plan and Zoning Ordinance.

The request also promotes the County's Strategic Plan goal of Community and Municipal Services by improving quality of life through the provision of new residential units and commercial space in close proximity to a public transit corridor and employment center.

FISCAL IMPACT/FINANCING

Adoption of the proposed general plan amendment and zone change, as well as the approval of the vesting tentative tract map, conditional use permit, and parking permit should not result in any new significant costs to the County, as the applicants are bearing the full costs of new development and construction. No request for financing is being made.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

The Regional Planning Commission ("Commission") conducted public hearings on General Plan Amendment No. 200900002, Zone Change No. 200900002, Vesting Tentative Tract Map No. 070853, Conditional Use Permit No. 200900024, and Parking Permit No. 201000008 on February 16, 2011, March 26, 2011, and April 20, 2011.

The requests before the Commission were: i) a Plan Amendment to amend 3.2 acres within the Los Angeles Countywide General Plan from Category 1 (Low Density Residential) to Category 4 (High Density Residential); and to pre-designate 2.7 acres

located within the City of Los Angeles from Public Facility to Category 4; ii) a Zone Change to change 0.9 acre from C-1 (Restricted Business) zone and 2.3 acres from R-1 (Single-Family Residence) zone to MXD-68U-DP (Mixed Use Development-68 Dwelling Units per Net Acre-Development Program) zone; and to pre-zone 2.7 acres located within the City of Los Angeles from PF (Public Facilities) zone to MXD-68U-DP zone; iii) a Vesting Tentative Tract Map to create two lots on 5.9 acres to accommodate 390 multi-family residential units (278 condominium units and 112 apartment units), and 29,500 square feet of commercial/retail space; iv) a Conditional Use permit to authorize development of a residential and commercial/retail project in the Mixed Use Development (MXD) zone and to ensure consistency with the Development Program zone; and v) a Parking Permit to authorize shared and reciprocal parking and 312 tandem parking spaces.

On April 20, 2011, the Commission voted to close the public hearing, certified the EIR, adopted the Statement of Overriding Considerations, approved the tentative tract map and related entitlements with the attached findings, conditions with modification and MMRP, and recommended that the Board of Supervisors approve the general plan amendment and zone change.

Pursuant to subsection C of Section 21.56.010 and subsection B.2 of Section 22.60.230 of the Los Angeles County Code ("County Code"), the conditional use permit, parking permit and vesting tentative tract map are deemed to be called for review by your Board and shall be considered concurrently with the general plan amendment and zone change. A public hearing is required pursuant to Sections 22.16.200 and 22.60.240 of the County Code and Sections 65856 and 66452.5 of the Government Code. Notice of the hearing must be given pursuant to the procedures set forth in Section 22.60.174 of the County Code. These procedures exceed the minimum standards of Government Code Sections 6061, 65090 and 65856 relating to notice of public hearing.

ENVIRONMENTAL DOCUMENTATION

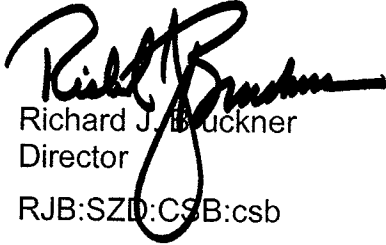
An EIR was prepared for the project in accordance with the California Environmental Quality Act (Code Section 21000) and the County's Environmental Document Reporting Procedures and Guidelines. The EIR concludes that, except for Noise and Air Quality impacts, all of the potentially significant environmental impacts can be mitigated to a less than significant level through implementation of the mitigation measures identified in the EIR. The approval of this project requires adoption of a Statement of Overriding Considerations, including a finding that the benefits of the project outweigh the potential unavoidable adverse impacts to noise and air quality.

IMPACT ON CURRENT SERVICES OR PROJECTS

Action on the proposed general plan amendment, zone change, vesting tentative tract map, conditional use permit, and parking permit is not anticipated to have a negative impact on current services as the project will construct adequate infrastructure to serve the project and through payment of connection and service, the project will cover its fair share to develop new infrastructure as determined to be necessary.

Respectfully submitted,

DEPARTMENT OF REGIONAL PLANNING



Richard J. Buckner
Director

RJB:SZD:CSB:csb

Attachments: Commission Resolution, Findings and Conditions; Commission Staff Reports and Correspondence; Vesting Tentative Tract Map, Exhibit "A"; EIR and Mitigation Monitoring and Reporting Program

c: Chief Executive Officer; County Counsel; Clerk of the Board; Assessor; Director, Department of Public Works; Director, Department of Regional Planning



Los Angeles County Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

CERTIFIED-RECEIPT REQUESTED

April 20, 2011

Cox, Castle & Nicholson
2049 Century Park East, 28th Floor
Los Angeles, California 90067-3284
Attn: Charles Moore

Dear Mr. Moore:

**SUBJECT: PROJECT NO. 070853-(2)
GENERAL PLAN AMENDMENT NO. 200900002
ZONE CHANGE NO. 200900002
CONDITIONAL USE PERMIT CASE NO. 200900024
PARKING PERMIT NO. 201000008
VESTING TENTATIVE TRACT MAP NO. 070853
MAP DATE: JULY 7, 2010**

A public hearing on General Plan Amendment Case No. 200900002, Zone Change Case No. 200900002, Conditional Use Permit Case No. 200900024, Parking Permit No. 201000008 and Vesting Tentative Tract Map No. 070853 was held before the Los Angeles County Regional Planning Commission (Commission) on April 20, 2011.

After considering the evidence presented, the Commission in its action on April 20, 2011, approved the vesting tentative tract map, conditional use permit and parking permit in accordance with the Subdivision Map Act, Title 21 (Subdivision Ordinance) and Title 22 (Zoning Ordinance) of the Los Angeles County Code ("County Code"), and the recommendations of the Los Angeles County Subdivision Committee; and recommended that the Los Angeles County Board of Supervisors ("Board") approve the general plan amendment and adopt the zone change. A copy of the resolutions and approved findings and conditions is attached.

The general plan amendment and zone change are currently pending. The conditional use permit, parking permit and vesting tentative tract map are not effective until the general plan amendment and zone change are adopted by the Board. Pursuant to subsection C of Section 21.56.010 and subsection B.2 of Section 22.60.230 of the County Code, the tentative map and conditional use permit are deemed to be called for review/appealed by the Board.

General Plan Amendment Case No. 200900002 is a request to amend 3.2 acres within the Los Angeles Countywide General Plan from Category 1 (Low Density Residential - one to six 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 Case No. 200900002 is a request to change 0.9 acre from C-1 (Restricted Business) zone and 2.3 acres from R-1 (Single-Family Residence) zone to MXD-68U-DP (Mixed Use Development-68 Dwelling Units per Net Acre-Development Program) zone; and to pre-zone 2.7 acres located within the City of Los Angeles from PF (Public Facilities) zone to MXD-68U-DP zone.

The action on the vesting tentative tract map, conditional use permit and parking permit authorize:

- The subdivision of the 5.9 gross acre site into two mixed-use lots with 390 multi-family residential units (278 condominium units and 112 apartment units), and 29,500 square feet of commercial/retail space;
- The development of a residential and commercial/retail project in the Mixed Use Development (MXD) zone and to ensure consistency with the Development Program zone; and
- Shared and reciprocal parking between Lot Nos. 1 and 2; and 312 tandem parking spaces.

If you have any questions regarding this matter, please contact Ms. Carolina Blengini of the Special projects Section of the Department of Regional Planning at (213) 974-1522 between the hours of 7:30 a.m. and 5:30 p.m., Monday through Thursday. Our offices are closed Fridays.

Sincerely,

DEPARTMENT OF REGIONAL PLANNING
Richard J. Bruckner
Director of Planning



Samuel Z. Dea
Supervising Regional Planner
Special Projects Section

SZD:CSB

Attachments: Resolutions, Findings and Conditions

c: Board of Supervisors
Subdivision Committee
Building & Safety
Zoning Enforcement
Kroeze Family, LLC/Kroeze, Inc. (via e-mail)
John Koppelman (via e-mail)

**FINDINGS AND ORDER OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES**

PROJET NO. TR070853-(2)

CONDITIONAL USE PERMIT NO. 200900024

PARKING PERMIT NO. 201000008

ENVIRONMENTAL ASSESSMENT NO.200900024

HEARING DATES: FEBRUARY 16, 2011 AND APRIL 20, 2011

SYNOPSIS

The applicants, Kroeze Family, LLC, Kroeze, Inc. and the Los Angeles County Metropolitan Transportation Authority ("Applicants"), request approval of a general plan amendment, zone change, tentative tract map, conditional use permit and parking permit to accommodate a mixed-use transit-oriented development consisting of 390 residential units (278 condominium units and 112 apartment units) and 29,500 square feet of commercial/retail space on a 5.9-acre site ("Project Site") adjacent to the Green Line Aviation/LAX Station in the unincorporated community of Del Aire.

PROCEEDINGS BEFORE THE REGIONAL PLANNING COMMISSION

February 16, 2011 Public Hearing

A duly noticed public hearing was held on February 16, 2011, before the Regional Planning Commission ("Commission"). The Commission heard a presentation from staff and testimony from representatives of the Applicants and members of the public. Commissioners Bellamy, Helsley and Modugno were present. Commissioner Valadez was absent. At the time of the hearing, the commission for the Fourth Supervisorial District was vacant. The Applicant's representatives, Charles Moore and Roger Moliere, and the project architect, Dan Withee, testified in favor of the project. Two additional persons testified in favor of the project and three local residents testified with concerns regarding the proposed access and the density of the development.

The Commission directed the Applicants and staff to conduct a meeting at the Del Aire community to receive additional testimony from local residents. There being no further testimony or discussion, the Commission voted to continue the public hearing to April 20, 2011, to provide time for the staff and the applicant to hold the community meeting, to prepare the Final Environmental Impact Report, and to prepare draft findings and conditions for the Commission's consideration and final action on the vesting tentative tract map, conditional use permit, and related entitlements.

April 20, 2011 Public Hearing

A continued public hearing was held on April 20, 2011. The Commission received a presentation from staff and testimony from representatives of the Applicants and the Del Aire Neighborhood Association. Commissioners Valadez, Modugno and Pedersen were present. Commissioners Helsley and Louie were absent. Staff reported that additional correspondence from the City of El Segundo was received on April 19, 2011, expressing concern about impact to the intersection of El Segundo Boulevard and Aviation

Boulevard and response to comments. The Applicant's traffic engineer testified and addressed City of El Segundo's concern regarding traffic impacts and the Commission found the explanation satisfactory.

There being no further testimony, the Commission voted (3-0) to closed the public hearing and certified the Environmental Impact Report and Statement of Overriding Consideration, approved the tentative tract map and related entitlements with the attached findings, conditions with modification and Mitigation Monitoring Program, and recommended to the Board of Supervisors approval of the general plan amendment and zone change.

FINDINGS

1. The Applicants are requesting a Conditional Use Permit ("CUP") 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 on a 5.9-acre site that consists of two parcels that will be developed as a contiguous project site. The development consists of subdividing the site into two lots to accommodate 278 condominium units, 112 apartment units and approximately 29,500 square feet of commercial/retail space. Lot 1 will be 3.2 acres, and Lot 2 will be 2.7 acres. The Applicants are also requesting a Parking Permit to allow reciprocal access between the two proposed lots, and approximately 39 percent or 312 of the 797 proposed parking spaces for the development to be in the tandem configuration.
2. A Conditional Use Permit is required to ensure compliance with the requirements and standards of the proposed MXD and Development Program zone pursuant to Sections 22.40.520 and 22.40.040 of the Los Angeles County Code for the proposed development and to ensure that development occurring after rezoning will conform to the approved plans and be compatible with the surrounding area.
3. CUP No. 200900024, and Parking Permit No. 201000008 were heard concurrently with Plan Amendment No. 200900002, Zone Change ZC200900002 and Vesting Tentative Tract Map No. 070853. Approval of the vesting tentative tract map will not become effective unless and until the Board of Supervisors has approved the General Plan Amendment and adopted an ordinance effecting the change of the zone and such ordinance has become effective, and until the Local Agency Formation Commission for the County of Los Angeles ("LAFCO") has approved a jurisdictional boundary change 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 tract map.
4. General Plan Amendment No. 200900002 is a related request to amend the 3.2-acre portion of the Project Site that is located within unincorporated County from Countywide General Plan Category 1, Low Density Residential to Category 4, High

Density Residential; and to pre-designate as Category 4 the 2.7-acre portion of the Project Site that is located within the City, 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.

5. Zone Change No. 200900002 is a request to change 0.9 acres of the Project Site 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; and to pre-zone the 2.7-acre portion of the Project Site that is located within the City 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. The DP-Development Program will ensure that development occurring after rezoning will conform to the approved plans and be compatible with the surrounding area. As applied to this case, the conditional use permit will authorize the development of a mixed use development on the Project Site.
6. Vesting Tentative Tract Map No. 070853 is a related request 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. Lot 1 will be developed with 112 apartment units, 8,000 square feet of commercial/retail space and 523 parking spaces; and Lot 2 will be developed with 278 condominium units, 21,500 square feet of commercial/retail space and 274 parking spaces.
7. The Project Site located within both the unincorporated community of Del Aire in the County and the City, 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. Approximately 3.2 acres of the Project Site are located within the County area and the remaining 2.7 acres are located within the City.
8. Regional access to the Project Site is provided by the 105 and 405 freeways, which are located to north and east, respectively. Immediate access from the west to Project Site is provided through Aviation Boulevard, from the south through 117th Street and from the east through Judah Avenue. Pedestrian access is provided from West 116th Street to the Metro Green Line/Aviation Station site.
9. 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 (seven single-family homes and two duplexes), a commercial structure, a motel, and surface parking lot.

10. Surrounding land uses within a 500-foot radius of the project site are the Metro Green Line Aviation/LAX Station, bus transfer station, and a Park-and-Ride Lot to the north, single-family residences to the east and single-family residences, a motel, and a liquor store to the south. Land uses to the west are utility, industrial, parking, and the railroad.
11. Approximately 0.9 acres of the subject property is zoned C-1 (Restricted Business), 2.3 acres is 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). The detachment of territory from the City will require the subsequent action of Local Agency Formation Commission (LAFCO). Upon LAFCO approval of the detachment of the incorporated portion of the Project Site from the City and annexing it to the County, a zoning designation consistent with the remainder of the Project Site will be in place for the subject property.
12. Properties to the north of the project site are zoned PF (Public Facility) and LAX (Los Angeles International Airport) within the City of Los Angeles. Properties are zoned R-1 (Single-Family Residence) to the east and south and MU-N (Urban Mixed Use North) within the City of El Segundo to the west.
13. The subject property is designated a Low Density Residential in the Los Angeles Countywide General Plan Land Use Policy map and Public Facility in the City of Los Angeles General Plan. Concurrent with this approval, the Commission has recommended that the Board of Supervisors approve an amendment to the Countywide General Plan to amend the 3.2-acre portion of the Project Site located within the County to High Density Residential and predesignate the 2.7-acre portion of the Project Site located within the City from Public Facility under the City of Los Angeles General Plan to Category 4, High Density Residential. 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.
14. The Project Site 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 related general plan amendment and zone change will require an ALUC consistency determination pursuant to Section 21676(b) of the PUC, and the project approvals will be conditional on an ALUC finding of consistency.

15. The site plan, labeled Exhibit "A", for the Conditional Use Permit and Tentative Map depicts a two-lot subdivision with a total of 390 residential units and 29,500 square feet of commercial/retail space on the 5.9-acre Project Site. Each lot contains multi-story buildings to accommodate the residential units and commercial/retail space. Lot 1 is 3.2 acres in size and Lot 2 is 2.7 acres in size. There are 278 condominium units, 523 parking spaces and 8,000 square feet of commercial/retail space located within Lot 1; and 112 apartment units, 272 parking spaces and 21,500 square feet of commercial/retail space within Lot 2. A total of four buildings over a two-level parking garage are proposed on the Project Site. The height of the buildings facing south and east range from two to four stories. The maximum height of the proposed buildings is 72 feet. The site plan indicates 797 parking spaces and 92,114 square feet of open space. Primary vehicular access to the Project Site will be provided by Aviation Boulevard, which is a County designated Secondary Highway. Secondary access is provided through West 117th Street. Pedestrian access is depicted along the northern portion of the Project Site between the Green Line Transit Station improved with amenities such as seating areas and landscaping. Additional access is also provided along Aviation Boulevard, 117th Street and Judah Avenue to the west, south, and east respectively.
16. The Exhibit "A" also includes a Conceptual Signage Program which includes ten different types of signs, graphics, or other wayfinding indicators. 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 to accommodate the location of commercial land uses and the anticipated increase of vehicular and/or pedestrian traffic. Signs that are informational in nature such as building identifier, directional, wayfinding are proposed along West 117th Street and Judah Avenue.
17. Approximately 62,800 cubic yards of grading, or earth movement, will be needed to accommodate the proposed development. The grading is necessary to construct the subterranean parking structure and utility infrastructure. Approximately 61,000 cubic yards of soil from the project site will be cut and exported off-site with the remaining 1,800 cubic yards used as backfill.
18. Domestic water will be provided to the project site 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 Service will be provided by AT&T. The project site is within the boundaries of the Wiseburn School District, and the Centinella Valley Union High School District.

19. The technical and engineering aspects of the project have been resolved to the satisfaction of the Los Angeles County Department of Public works, Fire, Parks and Recreation, Public Health and Regional Planning.
20. The proposed use for the subject property is appropriate because its location allow the efficient use of existing infrastructure and services, as the site is compatible with surrounding uses, adjacent to a transit station and will support State and County efforts to provide workforce housing near major employment centers and transit stations, reverse global climate change, increase use of public transportation, decrease air pollution and contribute to energy conservation. Design features such as building orientation and inclusion a mix of housing and commercial uses compliment and protect surrounding uses. The Project's location within an urbanized area, surrounded by major commercial uses and regional employment centers and proximity to well developed transit corridors, makes it ideal for redevelopment with higher density residential uses.
21. The site is physically suitable for the type of development being proposed, as the property is relatively flat, adequately served by public utilities and of appropriate size to adequately fit the proposed development and comply with the MXD Zone standards.
22. The subject property is of adequate size and shape to accommodate the yards, walls, fences, parking, landscaping and other accessory structures excepts as otherwise modified, as shown on the vesting tentative tract map and Exhibit "A".
23. The proposed project is consistent with the development standards and requirements applicable to the MXD-68U-DP Zone, as set forth in Section 22.40.510 of the County Code, as well as the requirements of the DP zone, pursuant to Sections 22.40.030 through 22.40.080 of the County Code.
24. Pursuant to Section 22.40.520.B(1)(a), mixed use development projects are contemplated for parcels of land containing not less than 5 acres. Here, there are two individual parcels comprising the development site, each of which is less than 5 acres in size, but together they total approximately 5.9 acres. The parcels are planned for development as a single, unified project spanning the entire 5.9 acre site, therefore, the proposed mixed use development would take place on a site that is not less than 5 acres in size. Additionally, the Code allows for mixed use developments on lots that are less than 5 acres so long as the development constitutes an appropriate and orderly extension and/or arrangement of buildings, facilities and open space, in addition to meeting all other applicable Code requirements. The proposed project constitutes such a development because it is proposed as a single development with four buildings organized above a parking structure and separated by outdoor spaces and amenities connected by paved pathways lined with landscaping which maximizes open space and density. The

development interfaces well with the community since it allocates the commercial uses with residential units above facing Aviation Boulevard and the transit station and the two-story townhome style units facing the single-family houses along 117th Street and Judah Avenue. The compact parking structure is located at the center of the project site, framed by commercial and residential buildings, which allows the parking spaces to be easily accessible by all uses within the property while concealed from street view maximizing visual compatibility with the surrounding residential community.

25. The proposed project is required to comply with the development standards of the MXD zone pursuant to Section 22.40.520 of the County Code, except as otherwise modified by this CUP.
26. The project is consistent with the uses allowed in the MXD zone and with the following standards: required area, design features, open space, landscaping, building design, residential density, utilities and access. In accordance with Section 22.40.520B, the Commission modified the following requirements of the MXD zone:
 - a) Lot No. 1: To allow a Floor Area Ratio ("FAR") of 2.43.
 - b) Lot No. 1: To allow Building Coverage of 85 percent.
 - c) Lot Nos. 1 and 2: To allow the following changes in parking standards:
 - i. Studio Condominium: one covered parking space per unit
 - ii. One Bedroom Condominium: one covered parking space per unit
 - iii. One Bedroom Apartments: one covered parking space per unit
 - d) Lot Nos. 1 and 2: To allow the following standards for building identification signs:
 - i. Building identification signs located on the building elevations facing Aviation Boulevard (west) and transit plaza (north) shall not exceed the size depicted on the Conceptual Signage Program.
 - ii. Building identification signs located on the building elevations facing West 117th Street and Judah Avenue shall be limited to a maximum of five percent of the building wall.
27. The Applicants has requested modification of lot coverage and floor area ratio to allow Lot 1 to exceed the maximum building coverage and FAR standards in the MXD zone. Lot 1 has a FAR of 2.43 and Building Coverage of 85 percent, which exceeds the 2.0 FAR and 50 percent Lot Coverage County Code standards. Although Building Coverage and FAR of Lot 1 exceed the County standards, modification of the lot coverage requirement is appropriate for the project because of its urban development character and proximity to an existing transit station. Current planning practices and state law encourage residential densities of established communities be increased and redevelopment of low-density urban areas with existing services such as mass transit to reduce sprawl, traffic impacts and greenhouse gas emissions. An effective method to encourage such redevelopment

is to modify Building Coverage standards on urban infill sites located adjacent to transit hubs. Lot 2 meets the applicable requirements related to FAR and lot coverage, with an FAR of 1.36 and a 47 percent lot coverage.

28. There will be no need for the number of parking spaces required by Part 11 of Chapter 22.52 because the proposed project is a transit oriented development. 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. The Applicants have requested a reduction in the parking requirement contained in Part 11 of Chapter 22.52 of the County Code. The reduction would allow for studio and one bedroom condominiums to provide one covered parking space per unit, rather than the two covered parking spaces required by the Code; and for one bedroom apartments to provide one covered parking space per unit, rather than the one and one-half parking spaces required by the Code. The project will provide parking for all other uses on the site at the ratios required by the Code. Pursuant to the Code, a total of 964 parking spaces would be required (846 for the residences and 118 for the commercial/retail or 658 for Lot 1 and 306 for Lot 2). Under the requested modification, the project will provide one parking space for each one-bedroom or studio condominium unit and one parking space for each one-bedroom apartment unit, which along with the required parking for the other uses, will result in a total of 797 parking spaces on the project site. The requested reduction is a 17 percent reduction of required parking spaces pursuant to the County Code.
29. A two-level parking structure with 763 parking spaces is proposed on the project site with 679 (including 312 tandem spaces) parking spaces reserved for the residential units and guests and 84 parking paces reserved for the commercial/retail uses. All the residential parking will be provided in a secured gated area. An additional 34 parking spaces for the commercial/retail area is also proposed on a surface parking area located on the northeast portion of the project site.

The requested modification is appropriate as the subject property is in close proximity to Green Line Station and a bus transfer station. The County adopted the Transit Oriented Districts Ordinance (Chapter 22.44 Part 8 of County Code), which provides that required parking for certain uses may be reduced by 20 percent along the Metro Green Line Transit Oriented Districts and by 40 to 60 percent along the Metro Blue Line Transit Oriented Districts. Although located adjacent to a Metro Green Line station, the subject property is not 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.

30. Neither of the proposed lots will contain enough parking spaces to meet the standard Code requirement of 964 spaces. However, as modified the proposed development requires a total of 797 parking spaces (523 spaces for Lot 1 and 274

for Lot 2). The site plan depicts 512 parking spaces located on Lot 1 and 285 parking spaces located on Lot 2. The proposed parking configuration requires Lot 2 to allocate 11 surplus parking spaces to Lot 1. In addition to the modification of the required parking ratios, the applicant also requested approval through the parking permit to allow reciprocal access and share parking between Lot 1 and Lots 2. 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.

31. There will be no conflicts arising from special parking arrangements allowing shared facilities, tandem spaces or compact spaces. The parking spaces will be shared between two lots but the project will be treated as a unified development. There are conditions contained in this permit and the tentative map to guarantee shared and reciprocal access and shared parking between the two lots in the project site. Tandem parking spaces are proposed only for residential units and will be shared by members of the same household. No compact parking spaces are being proposed.
32. The project does not propose any off-site facilities, leases of less than 20 years, rear lot transitional parking lots or uncovered residential parking spaces.
33. 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. The proposed project is a transit oriented development and 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. Therefore, it is not expected that excessive off-site parking will occur.

Although the proposed development will not result in excessive demand for on-street parking by the project residents because of the project site's proximity to public transit, 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.

34. The Exhibit "A" Conceptual Signage Program depicts ten different types of signs, graphics or other wayfinding indicators. 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 building identification signs as defined by the County Code Section 22.52.930 (building identifier and building identity blade as defined in the Conceptual Signage Program). Building identification signs located on the building elevations facing Aviation Boulevard (west) and transit plaza (north) shall not exceed the size depicted on the Conceptual Signage Program (10 percent of the building façade). However, building identification signs located on the building elevations facing West 117th Street and Judah Avenue shall be limited to a maximum of five percent of the building façade.

Larger signs are more appropriate on the building facades facing Aviation Boulevard (west) and transit plaza (north) than on those that face 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 facade faces an elevated rail station and the 105 Freeway. 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 appropriate. Therefore, the building identification signs oriented toward West 117th Street and Judah Avenue are limited to a maximum of five percent of the building facade.

35. The design of the project and proposed improvements will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area since sewage disposal, storm drainage, fire protection, and geological and soils factors are addressed in the conditions of approval. The proposed commercial component of the project will only face Aviation Boulevard and the Aviation/Green Line Station, while two-story townhome style units face the single-family residences along West 117th Street and Judah Avenue. This design approach increases the compatibility between the proposed development and the scale of the one and two-story single-family residences to the south and east of the project site.
36. The development program provides conditions to ensure that the development occurs conforming to the approved plans and use since the project plans, CUP, and Parking Permits are critical for the approval of this project at this location. The program ensures that the plan that is replacing a lesser type of development is compatible with the surrounding neighborhood and does not represent a menace to the public convenience, welfare or development needs of the area.
37. There is no evidence that the proposed project will jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.
38. The subject project site is appropriate in size and shape to accommodate the yards, walls, fences, parking, landscaping, loading facilities and other development features

and will fully integrate the proposed uses with the surrounding area. The project site is 5.9 acres in size and accommodates the proposed development according to the standards of the MXD zone. Two-story townhome style units face the single-family residences on West 117th Street and Judah Avenue which increases the compatibility between the proposed development and the scale of the one and two-story single-family residences to south and east of the project site. The proposed commercial uses along Aviation Boulevard and Green Line Station are compatible with the scale of existing developments.

39. The project satisfies the open space requirements for mixed use developments. Pursuant to Section 22.40.520.B.4, open space shall comprise not less than 30 percent of the net area of the project site. The subject project contains a total of 92,114 square feet of open space which is approximately 37 percent of the total net area of the project site. Lot 1 contains 43,826 square feet of open space which is approximately 31 percent of the lot's net area and Lot 2 contains 48,288 square feet of open space which is approximately 41 percent of the lot's net area. The total open space area in the project site consists 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.
40. 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. Street-level entrances and signage will be strategically placed. 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 buffering 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.

41. An 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. 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.
42. The uses in the subject mixed use project are commercial and residential, and the uses will be developed in locations and configurations set forth on the approved Exhibit "A".
43. Although the applicant did not submit a development schedule that shows the construction order of the project improvements, the two-lot configuration of the tentative tract map allows the development to take place in one phase or two phases. Conditions of approval require that a detailed development schedule be submitted to the satisfaction of the Director of Regional Planning prior to construction.
44. The applicant has satisfied the "Burden of Proof" for the requested parking permit and CUP.
45. The applicant met with the president of the Del Aire Neighborhood Association and interested local residents several times to address project design, environmental impacts, and community issues and concerns.
46. On June 6, 2009, an environmental impact report scoping meeting was held in 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.
47. On January 26, 2010, the applicant met with local residents and members of the Del Aire Neighborhood Association meeting to discuss design alternatives, the 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.

48. One phone call from a local resident was received on January 2, 2011. The caller requested information about the project and expressed concerns regarding the lack of demand for additional housing in the project area.
49. The following written correspondence regarding the project was received: a letter from the Del Aire Neighborhood Association, dated February 7, 2011, requesting that a hearing be held in the Del Aire neighborhood, West 117th street be modified to a cul-de-sac, and pedestrian access to the project site at 116th Street be eliminated; a letter from the applicant's representative, Charles J. Moore (Cox, Castle & Nicholson), dated February 10, 2011, in support of the project; a letter from the co-applicant, County of Los Angeles Metropolitan Transportation Authority, dated February 10, 2011, in support of the project; an e-mail from a local resident, dated March 26, 2011, expressing concerns regarding the project including parking, traffic, school capacity, utilities capacity, among others; and an e-mail from a local resident, dated March 30, 2011, expressing concern about parking.
50. A community meeting was held at the Del Aire County Park located on 12601 South Isis Avenue, Hawthorne, on March 26, 2011 from 9 a.m. to 11:30 a.m. Representatives from the Departments of Regional Planning, Public Works and Fire and the project applicant's team were present. A total of 128 public meeting notices were sent to the Del Aire community on March 10, 2011. The audio for the meeting was recorded.

Samuel Dea from Regional Planning started with a description of the entitlements requested and process status and was followed by a presentation made by the project architect, Dan Withee. The traffic engineer followed with a description of the project traffic features and addressed an alternative to the proposed 117th Street cul-de-sac that was suggested in a letter submitted by the Del Aire Neighborhood Association at the February 16 hearing. The Neighborhood Association's main concern was that many drivers currently use Judah as an alternative to Aviation Boulevard after exiting the 405 freeway as Judah is a four-lane road with no traffic signals or stop signs. However, the Draft EIR has considered the 117th Street cul-de-sac alternative infeasible based on several reasons including that the street closure would divert traffic to nearby streets, would be in conflict with the regulations regarding street closures provided in the California Vehicle Code and would impede access to the community by emergency vehicles. The traffic engineer presented an alternative to address the Neighborhood Association concerns which includes an extension of the existing curb on northwest corner of the intersection between West 117th Street and Judah Avenue. This would preclude automobile access to the project site for traffic coming west from 117th Street and north from Judah Avenue.

Sixty-nine local residents attended the meeting and 20 speakers testified regarding the proposed project. Concerns were raised regarding the project including impacts to facilities such as libraries and schools and impacts on existing infrastructure such

as water pressure; impacts to traffic including increased demand for on-street parking and increased traffic on the neighborhood streets; lack of housing need; and increased density and lack of neighborhood compatibility.

51. The subject property is not located in a Significant Ecological Area and the proposed design and improvements will not cause damage to fish and wildlife habitat.
52. This project must comply with the Los Angeles County Green Building ordinance and Drought-Tolerant Landscaping Ordinance prior to building permit issuance.
53. Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper and property posting. Additionally, the project was noticed and case materials were available on the County Department of Regional Planning website and at libraries located in the vicinity of the Del Aire Community. A total of 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 feet radius from the project site, as well as those on the courtesy mailing list for the Del Aire Zoned District and additional interested parties on January 6, 2011. On January 10, 2011, a Notice of Completion and Availability ("NOA") 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 the NOA was published in the Daily Breeze and La Opinion newspapers and posted on the Department of Regional Planning website. On January 10, 2011, the Notice of Public Hearing and NOA and Availability of the Draft Environmental Impact Report were published in the Daily Breeze and La Opinion newspapers.
54. An Initial Study was prepared for this Project in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft Environmental Impact Report ("DEIR") was prepared for this Project. The public comment period for the DEIR began on January 11 and ended on February 24, 2011 (45 days). After the public comment period ended, a Final Environmental Impact Report ("FEIR") was prepared with response to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the Mitigation Monitoring and Reporting Program ("MMRP").
55. After consideration of the attached Environmental Impact Report ("EIR") and MMRP together with any comments received during the public review process, the

Commission finds on the basis of the whole record before the Commission that except for noise and air quality impacts, no significant environmental effects which cannot be avoided or mitigated have been identified. The EIR 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.

56. The EIR concludes that 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. 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. 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.
57. The Commission finds that substantial benefits resulting from the implementation the project outweighs its unavoidable adverse effects related to air quality and noise.
58. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is the Los Angeles Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Special Projects Section, Regional Planning.

BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION CONCLUDES:

REGARDING THE CONDITIONAL USE PERMIT:

- A. The use with the attached conditions and restrictions will be consistent with the adopted general plan for the area; and
- B. The requested use at the location proposed will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, and not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare; and

- C. 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 Title 22 of the County Code or as is otherwise required in order to integrate said use with the uses in the surrounding area; and
- D. The proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate and by other public or private service facilities as are required;
- E. The plan complies with the intent of planned mixed-use development which may contain residential and commercial uses, 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, than if developed as a Zone R-A use as provided in subsection A of Section 22.40.520; and
- F. The development program provides necessary safeguards to insure completion of the proposed development by the applicant forestalling substitution of a lesser type of development contrary to the public convenience, welfare or development needs of the area.

REGARDING THE PARKING PERMIT:

- A. That there will be no need for the number of parking spaces required by Part 11 of Chapter 22.52 because the use is proximate to park-and-ride facility, bus transit station and passenger rail line; and
- B. That off-site facilities will provide the required parking for the uses because such off-site facilities will be controlled through ownership, leasing or other arrangement by the owner of the use for which the site serves, and are conveniently accessible to the main use, and such leases will be written in such a way as to prevent multiple leasing of the same spaces or cancellation without providing alternate spaces and will contain other guarantees assuring continued availability of the spaces; and
- C. 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
- D. 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 Title 22.

AND, THEREFORE, the information submitted by the applicant and presented at the hearing substantiates the required findings for a conditional use permit as set forth in

Sections 22.56.90 and 22.56.1020 of the Los Angeles County Code (Zoning Ordinance).

REGIONAL PLANNING COMMISSION ACTION

1. After review and consideration of the Final Environmental Impact Report, the Regional Planning Commission certifies that Final Environmental Impact Report has been completed in compliance with the California Environmental Quality Act and the State and County guidelines related thereto and that the document reflects the independent judgment and analysis of the Commission and determines that the significant adverse effects of the project, as described in the Final Environmental Impact Report, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference, and therefore adopts the Environmental Impact Report (Environmental Assessment Case No. 200900024) prepared for the project.
2. The Mitigation Monitoring Program for the proposed project incorporated in the Final EIR is approved and adopted and, pursuant to Section 21081.6 of the Public Resources Code, the Commission finds that the Mitigation Monitoring Plan is adequately designed to ensure compliance with the mitigation measures during project implementation.
3. In view of the findings of fact and conclusions presented above, Conditional Use Permit No. 200900024 and Parking Permit No. 201000008 are APPROVED subject to the attached conditions.

VOTE: (3-0-0-2)

Concurring: Moduno, Valadez, Pedersen

Dissenting: None

Abstaining: None

Absent: Helsley, Louie

Action Date: 4/20/11

c: Each Commissioner, Commission Services, BOS 2th District, Zoning Enforcement, Building and Safety

SZD:CSB
4/20/11

**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 approval 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 related development includes approximately 62,800 cubic yards of grading, which includes approximately 61,000 cubic yards of export and 1,800 cubic yards of on-site backfill. There are 797 parking spaces proposed to accommodate the proposed development. The parking permit allows for a reduction in the required parking for studio and one-bedroom condominium units and one-bedroom apartment units as well as for shared and reciprocal parking between the two lots that comprise 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, 8, 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 or other applicable statute of limitations period. 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 Registrar-Recorder/County Clerk ("Recorder"). In addition, upon any transfer or lease of the property during the term of this grant, the permittee, or the owner of the subject property if other than the permittee, shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.
8. This grant shall be considered used 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 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 an initial sum of \$6,000.00 with Regional Planning within thirty (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. The permittee shall replenish the mitigation monitoring account if necessary until all mitigation measures have been implemented and completed.
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. The permittee shall submit a development schedule to the satisfaction of the Director of Regional Planning prior to construction. If approved, the development schedule will be incorporated as part of the Exhibit "A."
21. 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.

22. Although the subject property is intended to be developed as a unified project site, the development on each lot shall be designed to stand alone in the event that the other lot is not developed or that any structure located thereon is removed. Therefore, the buildings within Lot 1 and 2 shall be constructed structurally independent and shall stand alone in case the buildings within either of the lots is removed or is not developed.
23. 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.

PARKING PERMIT CONDITIONS

24. The permittee shall provide parking for studio and one-bedroom condominium units at a ratio of one covered parking space per unit. The permittee shall provide parking for one-bedroom apartment units at a ratio of one covered parking space per unit. The permittee shall provide parking for all other uses and development on the subject property at the ratio required by Chapter 22.52, Part 11 of the County Zoning Code. Based on these ratios, the parking required for the project as proposed is a minimum of 797 automobile parking spaces, which shall be provided as depicted on the approved Exhibit "A" (dated July 7, 2010), or on an approved revised Exhibit "A", shall be continuously maintained on the subject property and shall be 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.

Should only one of the lots be developed, 523 parking spaces and one Type "A" loading area shall be provided for Lot 1 and 274 parking spaces and one Type "A" loading area shall be provided for Lot 2. If the Project is revised whereby the total number of residential units and/or amount of commercial/retail space for each lot are reduced, the amount of required parking and loading spaces may be adjusted in accordance to ratio contained in the parking program summary depicted on the Exhibit "A" dated July 7, 2010. Notice is hereby given that a new Parking Permit or other approvals may be required for additional reduction of required parking beyond the amount modified by this permit.

25. A maximum of 312 or 39 percent of the required parking spaces may be in the tandem configuration, as depicted in the 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.

26. A minimum of two (2) commercial Type "A" loading, as depicted on the 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.
27. This permit shall not be effective until the owner of the subject property submits a covenant running with the land, providing that necessary easements to ensure that parking rights described in this grant are protected upon any change in the ownership of the lots as shown on Tentative Tract Map No. 070853 and the development of the lots separately. The agreement shall be recorded on both lots of Vesting Tentative Tract Map No. 070853. A draft of the covenant and agreement shall be provided to the Director for review prior to recordation, and a copy of the recorded covenants and agreements shall be provided to the Director upon recordation.
28. The property owner shall furnish and record an agreement in the office of the County Recorder, as a covenant running with the land for the benefit of the County of Los Angeles, providing that should this parking permit terminate, the owner or his successor in interest will develop the parking spaces needed to bring the new use or occupancy into conformance with the requirements of Part 11 of Chapter 22.52 of the County Code at the time such new occupancy is established. A draft of the covenant shall be provided to the Director for review prior to recordation, and a copy of the recorded covenant shall be provided to the Director upon recordation.
29. The subdivider shall reserve in the CC&Rs the right for all residents and their guests within the project to use the internal driveway system for access and to use the guest parking spaces throughout the subdivision. A draft of the CC&Rs shall be provided to the Director for review prior to recordation, and a copy of the recorded CC&Rs shall be provided to the Director upon recordation.

PROJECT SITE SPECIFIC CONDITIONS

30. All utilities shall be placed underground to the satisfaction of Public Works. Provide satisfactory evidence that the applicant has made arrangements with the serving utilities to install underground all new facilities necessary to furnish service.
31. All structures shall comply with the requirements of the Division of Building and Safety of the Department of Public Works.
32. 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 into a site plan and submitted to Regional Planning for final review and approval by the Regional Planning Director before issuance of a building permit.

33. Bicycle racks for public use shall be provided within the project site in the transit plaza, accessible to the public.
34. 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 5:00 p.m. on Saturday. Pile driving and drilling is prohibited on Saturdays and shall be restricted between the hours of 8:00 a.m. and 6:00 p.m. on Monday through Friday. No Sunday, or holiday construction 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.
35. 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.
36. Lot 1 shall be permitted to be constructed at an FAR not to exceed 2.43 and lot coverage not to exceed 85 percent of the net area. Lot 2 shall be permitted to be constructed at an FAR not to exceed 2 and lot coverage not to exceed 50 percent of the net area.
37. Because the project constitutes an appropriate and orderly arrangement of buildings, facilities, and open space, the project shall be allowed as proposed on two parcels of land, each of which is less than 5 acres in size, but that together are approximately 5.9 acres in size.
38. Open space shall comprise not less than 30 percent of the project site net area.
39. The subject property shall be developed and maintained in substantial compliance with the Conceptual Signage Program approved as part of the Exhibit "A". Signs shall comply with standards for the C-2 Zone in County Code Section 22.52 Part 10. Building identification signs may be developed and maintained in substantial compliance with the Conceptual Signage Program approved as part of the Exhibit "A". Building identification signs located on the building facades facing West 117th Street and Judah Avenue shall not exceed five (5) percent of the area of the building wall area.
40. No building or structure of any kind except a temporary structure used only in the developing of the property according to the program shall be built, erected, or moved onto any part of the property.
41. 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.

42. Notwithstanding Section 22.40.070.A.4, all necessary improvements for each construction phase in accordance to the approved development schedule shall be completed prior to the occupancy of applicable structures.
43. Where one or more buildings in the projected development are designated as primary buildings, building permits for structures other than those so designated shall not be issued until the foundations have been constructed for such primary building or buildings.

PRIOR TO RECORDATION OF A FINAL MAP

44. Recordation of the final map and effectiveness of this grant 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

45. The permittee shall submit for review and approval of the Director of Regional Planning three (3) copies of revised plans, similar to Exhibit "A" as presented at the public hearing, that depict all project changes required by these conditions of approval, including the following: 1) provide a gated pedestrian access at the proposed wall along the eastern portion of the subject property, and 2) provide final design of the proposed driveway on 117th Street.
46. Three copies of a detailed 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.

47. 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.

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 Director of Regional Planning before issuance of a building permit.

48. All perimeter walls and fences shall use materials, finishes, and colors that complement the proposed buildings. A landscaped area not less than five (5) feet wide shall be provided along the length of the subject property along West 117th Street and Judah Avenue/West 116th Street.

PRIOR TO ISSUANCE OF A GRADING PERMIT

49. 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 are to be imported for review and approval by the Director of Regional Planning before issuance of a grading permit, pursuant to Section 22.56.172 of the County Code.

ADDITIONAL CONDITIONS

50. As agreed, the permittee shall provide \$300,000 for community circulation improvements in proximity to the Project Site, including, but not limited to 117th Street and Judah Avenue. A dedicated interest-bearing fund or other similar deposit methods shall be established to the satisfaction of the Department Public Works and Department of Regional Planning prior to final map approval for Tentative Tract Map No. 070853. The usage of the fund shall be subject to the following guidelines:

- a. The president of the Del Aire Neighborhood Association (Association) shall submit a request in writing to the Director of Regional Planning within two (2) years of the issuance of a certificate of occupancy for the Project for expenditure of funds for circulation improvements within the Del Aire Community. The request shall indicate the types and locations of the improvement.
- b. If no written request has been submitted by the president of the Association as mentioned-above the permittee may request in writing a refund of the deposit accompany with an application for reversion of acreage pursuant to Title 21 and the Subdivision Map Act and all monies deposited by the permittee, including any interest, pursuant to this condition shall be returned to the permittee upon recordation of the final map for the reversion to acreage.
- c. The fund shall be for the sole purpose of providing road improvements for streets within the Del Aire Community which include, but not limited to the following: parkway/median and sidewalk improvements, landscaping public right-of-ways, curb pop-outs; special signage; creation and/or implementation of parking restrictions; and circulation restrictions such as turn prohibitions, truck access prohibitions and striping. The community circulation improvements will only be constructed within the public right-of-way and will otherwise not require construction or modification of existing improvements on private property. The fund shall not be for the purpose of street closure since it was not analyzed in the Project's EIR.

- d. The requested improvements and the uses of the fund shall be to the satisfaction of the Department of Public Works and other responsible agencies having jurisdictional authority over the specific improvement.

SZD:CSB
4/20/11

**FINDINGS OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
FOR VESTING TENTATIVE TRACT MAP NO. 070853**

1. The Regional Planning Commission ("Commission") of the County of Los Angeles ("County") has conducted a duly noticed public hearing in the matter of Vesting Tentative Tract Map No. 070853 on February 16, 2011 and April 20, 2011.
2. The applicants, Kroeze Family, LLC, Kroeze, Inc. and County of Los Angeles Metropolitan Transportation Authority ("Applicants"), are proposing to construct a mixed use development on 5.9 gross acres to accommodate 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.
3. Vesting Tentative Tract Map No. 070853 is a request 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. Lot 1 will be developed with 112 apartment units, 8,000 square feet of commercial/retail space and 523 parking spaces; and Lot 2 will be developed with 278 condominium units, 21,500 square feet of commercial/retail space and 274 parking spaces.
4. The project site located within both the unincorporated community of Del Aire in the County and in the City of Los Angeles ("City"), 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. Approximately 3.2 acres are located within the County area and the remaining 2.7 acres located within the City ("Project Site").
5. Regional access to the Project Site is provided by the 105 and 405 freeways, which is located to north and east, respectively. Immediate access from the west to Project Site is provided through Aviation Boulevard, from the south through 117th Street and from the east through Judah Avenue. Pedestrian access is provided from West 116th Street to the Metro Green Line/Aviation Station site.
6. 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 (seven single-family homes and two duplexes), a commercial structure, a motel, and surface parking lot.
7. Surrounding land uses within a 500-foot radius of the project site are the Metro Green Line Aviation/LAX Station, bus transfer station, and a Park-and-Ride Lot to the north, single-family residences to the east and single-family residences, a motel, and a liquor store to the south. Land uses to the west are utility, industrial, parking, and the railroad.

8. Approximately 0.9 acres of the subject property is zoned C-1 (Restricted Business), 2.3 acres zoned R-1 (Single-Family Residence), and 2.7 acres of the property, which is located within the City of Los Angeles, is zoned PF (Public Facility). The detachment of territory from the City will require the subsequent action of County of Los Angeles Local Agency Formation Commission ("LAFCO"). Upon LAFCO approval of the detachment of the incorporated portion of the Project Site from the City and annexing it to the County, a zoning designation consistent with the remainder of the Project Site will be in place for the subject property.
9. Properties to the north of the project site are zoned PF (Public Facility) and LAX (Los Angeles International Airport) within the City of Los Angeles. Properties are zoned R-1 (Single-Family Residence) to the east and south and MU-N (Urban Mixed Use North) within the City of El Segundo to the west.
10. The subject property is designated as Low Density Residential in the Los Angeles Countywide General Plan Land Use Policy map and Public Facility in the City of Los Angeles General Plan. Concurrent with this approval, the Commission has recommended that the Board of Supervisors approve an amendment to the Countywide General Plan to amend the 3.2-acre portion of the Project Site located within the County to High Density Residential and predesignating the 2.7-acre portion of the Project Site located within the City from Public Facility under the City of Los Angeles General Plan to Category 4, High Density Residential. 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 proposed subdivision is consistent with the proposed land use classification.
11. The Project Site 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 related general plan amendment and zone change will require an ALUC consistency determination pursuant to Section 21676(b) of the PUC, and the project approvals will be conational on an ALUC finding of consistency.
12. Vesting Tentative Tract Map No. 070853 was heard concurrently with Plan Amendment No. 200900002, Zone Change No. 200900002, Conditional Use Permit No. 200900024, and Parking Permit No. 201000008.
13. General Plan Amendment No. 200900002 is a related request to amend the 3.2-acre portion of the Project Site that is located within unincorporated County from Countywide General Plan Category 1, Low Density Residential to Category 4, High Density Residential; and to pre-designate as Category 4 the 2.7-acre portion of the Project Site that is located within the City, 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.

14. Zone Change No. 200900002 is a request 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; and to pre-zone the 2.7-acre portion of the Project Site that is located within the City 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. The DP-Development Program will ensure that development occurring after rezoning will conform to the approved plans and be compatible with the surrounding area. As applied to this case, the conditional use permit will authorize the development of a mixed use development on the Project Site.
15. Conditional Use Permit No. 200900024 is a request 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 on a 5.9-acre site.
16. Parking Permit No. 201000008 is a request to allow reciprocal access between the two proposed lots, and approximately 39 percent or 312 of the 797 proposed parking spaces for the development to be in tandem configuration.
17. The site plan, labeled Exhibit "A", for the Conditional Use Permit and Tentative Map depicts a two-lot subdivision with a total of 390 residential units and 29,500 square feet of commercial/retail space on the 5.9-acre Project Site. Each lot contains multi-story buildings to accommodate the residential units and commercial/retail space. Lot 1 is 3.2 acres in size and Lot 2 is 2.7 acres in size. There are 278 condominium units, 523 parking spaces and 8,000 square feet of commercial/retail space located within Lot 1; and 112 apartment units, 272 parking spaces and 21,500 square feet of commercial/retail space within Lot 2. Primary vehicular access to the Project Site will be provided by Aviation Boulevard, which is a County designated Secondary Highway with 75 feet of right-of-way. Secondary access is provided through West 117th Street, a local with 60 feet of right-of-way. Pedestrian access is depicted along the northern portion of the Project Site between the Green Line Transit Station improved with amenities such as seating areas and landscaping. Additional access is also provided along Aviation Boulevard, 117th Street and Judah Avenue to the west, south, and east respectively. The access as proposed is adequate to serve the proposed subdivision as depicted on the approved tentative map.

18. The proposed development is compatible with surrounding land use patterns because its location allow the efficient use of existing infrastructure and services, adjacent to a transit station and will support State and County efforts to provide workforce housing near major employment centers and transit stations, reverse global climate change, increase use of public transportation, decrease air pollution and contribute to the conservation of energy. Design features such as building orientation and inclusion of a mix of housing and commercial uses compliment and protect surrounding uses. The Project's location within an urbanized area, surrounded by major commercial uses and regional employment centers and proximity to well developed transit corridors, makes it ideal for redevelopment with higher density residential uses.
19. The Regional Planning Commission finds the proposed subdivision and the provisions for its design and improvement consistent with the density, goals and policies of the Los Angeles County General Plan, as amended by General Plan Amendment Case No. 200900002.
20. Domestic water will be provided to the project site 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 service 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.
21. The technical and engineering aspects of the project have been resolved to the satisfaction of the Los Angeles County Department of Public works, Fire, Parks and Recreation, Public Health and Regional Planning.
22. The site is physically suitable for the type of development being proposed, as the property is relatively level and has adequate building sites to be developed in accordance with the grading ordinance; has access to a County-maintained street; will be served by public sewers; will be provided with water supplies and distribution facilities to meet anticipated domestic and fire protection needs; and will have flood hazards and geological hazards mitigated in accordance with the requirements of the Department of Public Works.
23. The project is consistent with the uses allowed within the MXD zone and with the following standards: required area, design features, open space, landscaping, building design, residential density, utilities and access. In accordance with Section 22.40.520B, the Commission modified the following requirements of the MXD zone through the CUP:
 - a) Lot No. 1: To allow a Floor Area Ratio ("FAR") of 2.43.
 - b) Lot No. 1: To allow Building Coverage of 85 percent.
 - c) Lot Nos. 1 and 2: To allow the following changes in parking standards:

- i. Studio Condominium: one covered parking space per unit
 - ii. One Bedroom Condominium: one covered parking space per unit
 - iii. One Bedroom Apartments: one covered parking space per unit
 - d) Lot Nos. 1 and 2: To allow the following standards for building identification signs:
 - i. Building identification signs located on the building elevations facing Aviation Boulevard (west) and transit plaza (north) shall not exceed the size depicted on the Conceptual Signage Program.
 - ii. Building identification signs located on the building elevations facing West 117th Street and Judah Avenue shall be limited to a maximum of five percent of the building wall.
24. The design of the subdivision and the type of improvements will not cause serious public health problems, since sewage disposal, storm drainage, fire protection, and geological and soils factors are addressed in the conditions of approval.
25. The design of the subdivision and the proposed improvements will not cause substantial environmental damage or substantial and avoidable injury to fish or wildlife or their habitat. The subject property does not contain any stream courses or high value riparian habitat.
26. The discharge of sewage from this land division into the public sewer system will not violate the requirements of the California Regional Water Control Board pursuant to Division 7 (Commencing with Section 13000) of the California Water Code.
27. The housing needs of the region were considered and balanced against the public service needs of local residents and available fiscal and environmental resources.
28. This tract map has been submitted as a "Vesting" Tentative Map. As such, it is subject to the provisions of Sections 21.38.010 through 21.38.080 of the Los Angeles County Code (Subdivision Ordinance).
29. The applicant met with the president of the Del Aire Neighborhood Association and interested local residents several times to address project design, environmental impacts, and community issues and concerns.
30. On June 6, 2009, an environmental impact report scoping meeting was held in 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.
31. On January 26, 2010, the applicant met with local residents and members of the Del Aire Neighborhood Association meeting to discuss design alternatives, the 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.

32. One phone call from a local resident was received on January 2, 2011. The caller requested information about the project and expressed concerns regarding the lack of demand for additional housing in the project area.
33. The following written correspondence regarding the project was received: a letter from the Del Aire Neighborhood Association, dated February 7, 2011, requesting that a hearing be held in the Del Aire neighborhood, West 117th street be modified to a cul-de-sac, and pedestrian access to the project site at 116th Street be eliminated; a letter from the applicant's representative, Charles J. Moore (Cox, Castle & Nicholson), dated February 10, 2011, in support of the project; a letter from the co-applicant, County of Los Angeles Metropolitan Transportation Authority, dated February 10, 2011, in support of the project; an e-mail from a local resident, dated March 26, 2011, expressing concerns regarding the project including parking, traffic, school capacity, utilities capacity, among others; and an e-mail from a local resident, dated March 30, 2011, expressing concern about parking.
34. A community meeting was held at the Del Aire County Park located on 12601 South Isis Avenue, Hawthorne, on March 26, 2011 from 9 a.m. to 11:30 a.m. Representatives from the Departments of Regional Planning, Public Works and Fire and the project applicant's team were present. A total of 128 public meeting notices were sent to the Del Aire community on March 10, 2011. The audio for the meeting was recorded.

Samuel Dea from Regional Planning started with a description of the entitlements requested and process status and was followed by a presentation made by the project architect, Dan Withee. The traffic engineer followed with a description of the project traffic features and addressed an alternative to the proposed 117th Street cul-de-sac that was suggested in a letter submitted by the Del Aire Neighborhood Association at the February 16 hearing. The Neighborhood Association's main concern was that many drivers currently use Judah as an alternative to Aviation Boulevard after exiting the 405 freeway as Judah is a four-lane road with no traffic signals or stop signs. However, the Draft EIR has considered the 117th Street cul-de-sac alternative infeasible based on several reasons including that the street closure would divert traffic to nearby streets, would be in conflict with the regulations regarding street closures provided in the California Vehicle Code and would impede access to the community by emergency vehicles. The traffic engineer presented an alternative to address the Neighborhood Association concerns which includes an extension of the existing curb on northwest corner of the intersection between West 117th Street and Judah Avenue. This would preclude automobile access to the project site for traffic coming west from 117th Street and north from Judah Avenue.

Sixty-nine local residents attended the meeting and 20 speakers testified regarding the proposed project. Concerns were raised regarding the project including impacts to facilities such as libraries and schools and impacts on existing infrastructure such as water pressure; impacts to traffic including increased demand for on-street parking and increased traffic on the neighborhood streets; lack of housing need; and increased density and lack of neighborhood compatibility.

35. A continued public hearing was held on April 20, 2011. The Commission received a presentation from staff and testimony from representatives of the Applicants and the Del Aire Neighborhood Association. Commissioners Valadez, Modugno and Pedersen were present. Commissioners Helsley and Louie were absent. Staff reported that additional correspondence from the City of El Segundo was received on April 19, 2011, expressing concern about impact to the intersection of El Segundo Boulevard and Aviation Boulevard and response to comments. The Applicant's traffic engineer testified and addressed City of El Segundo's concern regarding traffic impacts and the Commission found the explanation satisfactory.

There being no further testimony, the Commission voted (3-0) to close the public hearing and certified the Environmental Impact Report and Statement of Overriding Consideration, approved the tentative tract map and related entitlements with the attached findings, conditions with modification and Mitigation Monitoring Program, and recommended to the Board of Supervisors approval of the general plan amendment and zone change.

36. This project must comply with the Los Angeles County Green Building ordinance and Drought-Tolerant Landscaping Ordinance prior to building permit issuance.
37. Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper and property posting. Additionally, the project was noticed and case materials were available on the County Department of Regional Planning website and at libraries located in the vicinity of the Del Aire Community. A total of 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 feet radius from the project site, as well as those on the courtesy mailing list for the Del Aire Zoned District and additional interested parties on January 6, 2011. On January 10, 2011, a Notice of Completion and Availability ("NOA") 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 the NOA was published in the Daily Breeze and La Opinion newspapers and posted on the Department of Regional Planning website. On January 10, 2011, the Notice of Public Hearing and Notice of Completion and Availability of the Draft

Environmental Impact Report were published in the Daily Breeze and La Opinion newspapers.

33. An Initial Study was prepared for this Project in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft Environmental Impact Report ("DEIR") was prepared for this Project. The public comment period for the DEIR began on January 11 and ended on February 24, 2011 (45 days). After the public comment period ended, a Final Environmental Impact Report ("FEIR") was prepared with response to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the Mitigation Monitoring and Reporting Program ("MMRP").
34. After consideration of the attached Environmental Impact Report ("EIR") and MMRP together with any comments received during the public review process, the Commission finds on the basis of the whole record before the Commission that except for noise and air quality impacts, no significant environmental effects which cannot be avoided or mitigated have been identified. The EIR 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.
35. The EIR concludes that 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. 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. 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.
36. The Commission finds that substantial benefits resulting from the implementation the project outweighs its unavoidable adverse effects on air quality and noise.

THEREFORE, THE REGIONAL PLANNING COMMISSION:

1. After review and consideration of the Final Environmental Impact Report, the Regional Planning Commission certifies that Final Environmental Impact Report has been completed in compliance with the California Environmental Quality Act and the State and County guidelines related thereto and that the document reflects the independent judgment and analysis of the Commission and determines that the significant adverse effects of the project, as described in the Final Environmental Impact Report, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference, and therefore adopts the Environmental Impact Report (Environmental Assessment No. 200900024) prepared for the project.
2. The Mitigation Monitoring Program for the proposed project incorporated in the Final EIR is approved and adopted and, pursuant to Section 21081.6 of the Public Resources Code, the Commission finds that the Mitigation Monitoring Plan is adequately designed to ensure compliance with the mitigation measures during project implementation.
3. In view of the findings of fact and conclusions presented above, Vesting Tentative Tract Map No. 070853 is APPROVED subject to the attached conditions and further subject to approval by the Board of Supervisors of General Plan Amendment No. 200900002 and Zone Change No. 200900002.

SZD:CSB
4/20/11

**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 ("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 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 Regional Planning ("Regional Planning"), Department of Public Works ("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"); 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; and on a finding of Airport Land Use Commission (ALUC) consistency.
3. 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 Conditional Use Permit No. 200900024 and Parking Permit No. 201000008 have been recorded in the office of the County Registrar-Recorder/County Clerk ("Recorder").
4. Within 30 days of final action by the Board to approve 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.
5. The mitigation measures set forth in the "Mitigation Monitoring and Reporting Program" ("MMP") section of the Final Environmental Impact Report ("Final EIR") for the Project are incorporated by this reference and are attached. Within 30 days of the date of final approval of the grant by the County, the subdivider shall record a covenant and agreement, which attaches the MMP and agrees to comply with the

mitigation measures imposed by the EIR for this project, in the office of the Recorder. Prior to recordation of the covenant, the subdivider shall submit a draft copy of the covenant and agreement to Regional Planning for review and approval. The subdivider shall comply with all such mitigation measures in accordance with the attached MMRP, and shall ensure such compliance by recording. 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.

6. The following mitigation measures shall be completed to the satisfaction of Regional Planning prior to final tract map recordation:
 - a. **MM 6.1-6** Prior to final tract map approval, the Project shall be reviewed by Metro to ensure that construction of tiebacks per Specifications Section 2162-Tieback Anchors, drainage, fencing, and other issues, including safety, associated with, and which may have an impact on, the railroad ROW are addressed and that Project plans comply with Metro Design Criteria, Section 5 Structural, and Volume III Adjacent Construction Design Manual. The Rail Division Transportation Manager and Rail Operations Control, as well as the Metro Bus Operations Control Special Events Coordinator and applicable Municipal Bus Service Operators shall be contacted prior to commencement of construction activities that could impact the Metro facilities or transit corridors for the purposes of coordination and to determine whether any construction-related permits are required.
 - b. **MM 6.3-1** Prior to the clearance of the final map by the Los Angeles County Department of Parks and Recreation (DPR), the Project Applicant shall provide the DPR with in-lieu fee payment to meet the parkland obligation calculated by the DPR for the Project in accordance with the County Parkland Dedication Ordinance.
7. Permission is granted to adjust lot lines on the final map to the satisfaction of Regional Planning and Public Works.
8. The applicant shall submit a copy of an avigation easement to be recorded for the portion of the project site within the Airport Influence Area to Regional Planning review. The easement shall require that disclosures be provided to prospective buyers and renters to ensure they are informed of the noise levels and land use restrictions associated with the property's proximity to the Los Angeles International Airport ("LAX").
9. Provide at least 50 feet of street frontage on all lots.
10. Show 116th Street, Judah Avenue, 117th Street and Aviation Boulevard as dedicated streets on the final map.

11. Dedicate the right to restrict access on the final map from all abutting lots directly to Aviation Boulevard to the satisfaction of Regional Planning and Public Works.
12. 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.
13. The subdivider shall label the interior driveways as "Private Driveways and Fire Lane" on the final map. Post the designated fire lane "No Parking - Fire Lane" and provide for its continued enforcement and maintenance in the CC&Rs to the satisfaction of Regional Planning.
14. A final parcel map is required for this land division. A waiver is not allowed.
15. 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").
16. 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.
17. The subdivider shall reserve in the CC&Rs the right for all residents and their guests within the project to use the internal driveway system for access and to use the guest parking spaces throughout the subdivision. A draft of the CC&Rs shall be provided to the Director for review prior to recordation, and a copy of the recorded CC&Rs shall be provided to the Director upon recordation.
18. The subdivider shall provide in the CC&Rs that the Homeowners Association ("HOA") shall be responsible for ensuring removal of graffiti or other extraneous marking not permitted as part of the project, and the CC&Rs shall detail a method for removal of the graffiti or extraneous markings. The graffiti control protocol shall include, but shall not be limited to, the requirement that in the event such extraneous markings occur, the HOA shall remove or cover said markings, drawings, or signage within 24 hours of such occurrence, weather permitting and that paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.
19. The 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 278 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 the necessary access, and utility easements for the units.

20. 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.
21. 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 and shall ensure compliance with this requirement through an approved landscaping plan and satisfactory bonding or other verification. 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.
22. Unless otherwise apparent from the context, the term "date of final approval" shall mean the date the County's actions becomes effective pursuant to Section 21.56.010 of the County Code.
23. Within three (3) days of the final 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 Conditional Use Permit 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
24. Within sixty (60) days of the date of final approval of this grant, 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.
25. Concurrently with the recordation of the final map for Vesting Tentative Tract Map No. 070853, the subdivider shall record in the Office of the County Recorder an agreement previously approved by the Director of Regional Planning and the County Counsel, as a covenant running with the land for the benefit of the County of Los Angeles, providing that should only one lot be developed, all required parking for the subject lot must be provided except as otherwise authorized by a new Parking Permit. The agreement shall be recorded on both lots of Vesting Tentative Tract

Map No. 070853. A copy of the recorded agreements shall be provided to the Director of Regional Planning upon its recordation.

26. Concurrently with the recordation of the final map for Vesting Tentative Tract Map No. 070853, the subdivider shall record in the Office of the County Recorder an agreement previously approved by the Director of Regional Planning and the County Counsel, as a covenant running with the land for the benefit of the County of Los Angeles, providing that necessary easements to ensure that access rights described in this grant are protected upon any change in the ownership of the lots as shown on Tentative Tract Map No. 070853 and the development of the lots separately. The agreement shall be recorded on both lots of Vesting Tentative Tract Map No. 070853. A copy of the recorded agreements shall be provided to the Director of Regional Planning upon its recordation.
27. 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. The subdivider shall pay the fees in effect at the time of payment, pursuant to Section 22.72.030 of the County Code. Questions regarding fee payment can be directed to the County Librarian at (562) 940-8430. The subdivider shall provide proof of payment upon request of Regional Planning.
28. No grading permit may be issued prior to final map recordation unless otherwise authorized by the Director of Regional Planning and Public Works.
29. 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.
30. As agreed, the permittee shall provide \$300,000 for community circulation improvements in proximity to the Project Site, including, but not limited to 117th Street and Judah Avenue. A dedicated interest-bearing fund or other similar deposit methods shall be established to the satisfaction of the Department Public Works and Department of Regional Planning prior to final map approval for Tentative Tract Map No. 070853.
31. 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 promptly notify the subdivider of any claim, action, or proceeding, or 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.

32. 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 make an initial deposit with Regional Planning in the amount of \$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 Regional Planning's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance to subdivider or subdivider's counsel.

If during the litigation process, actual costs or expenses incurred reach 80 percent of the amount on deposit, the subdivider 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 subdivider, the amount of an initial or 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 subdivider in accordance with County Code Section 2.170.010.

Attachments:

Subdivision Committee Reports
Mitigation Monitoring and Reporting Program

SZD:CSB
4/20/11

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.



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

JCh

Prepared by John Chin

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 Date 8/09/10 Phone (626) 458-4921
LIZBETH CORDOVA

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 Reviewed by [Signature] Date 07-20-10

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

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:

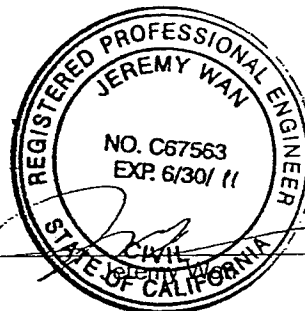
REMARKS:

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

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.

MDE

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.

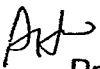
1. Dedicate the right to restrict vehicular access on Aviation Boulevard, 117th Street and Judah Avenue.
2. Dedicate right of way 40 feet from centerline on Aviation Boulevard. An additional four feet is required beyond the existing right of way.
3. Dedicate easements for traffic signal loop detection 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.

ILW

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

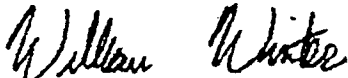
Caltrans shall be consulted for any possible California Environmental Quality Act impacts to the freeway mainline and ramps in the area. Therefore, we ask that you provide Caltrans with a copy of the Traffic Impact Study so they have an opportunity to review it prior to public circulation. Any written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

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

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 #	18B	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 or 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) 351-5120 or Sheela Mathai at (213) 351-5121, 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 Barber
James Barber, 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 #	18B	DEL AIR / MARINA DEL REY		Map Type:		REV. (REV RECD)	

The formula for calculating the acreage obligation and or In-lieu fee is as follows:

(P)people x (0.003) Ratio x (U)nits = (X) acres obligation

(X) acres obligation x RLV/Acre = 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.
- RLV/Acre = Representative Land Value per Acre by Park Planning Area.

Total Units = Proposed Units + Exempt Units

	People*	Ratio 3.0 Acres / 1000 People	Number of Units	Acre 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 Acre Obligation =				1.83

Park Planning Area = **18B DEL AIR / MARINA DEL REY**

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

Lot #	Provided Space	Provided Acres	Credit (%)	Acre Credit	Land
None					
Total Provided Acre Credit:				0.00	

Acre Obligation	Public Land Crdt	Priv. Land Crdt	Net Obligation	RLV/Acre	In-Lieu Fee Due
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) 430-5280 • FAX (626) 960-2740



BOARD OF SUPERVISORS

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First District

Mark Ridley-Thomas
Second District

Zev Yaroslavsky
Third District

Don Knabe
Fourth District

Michael D. Antonovich
Fifth District

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

**FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS
REGARDING THE FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE AVIATION STATION PROJECT**

STATE CLEARINGHOUSE NO. 2009051097

**COUNTY PROJECT NO. TR070853-(2)
VESTING TENTATIVE TRACT MAP NO. TR070853
GENERAL PLAN AMENDMENT NO. RPAT200900002
ZONE CHANGE NO. RZCT200900002
CONDITIONAL USE PERMIT NO. RCUPT200900024
PARKING PERMIT NO. RPKPT201000008
AVIATION PERMIT NO. RAVT201000003
ENVIRONMENTAL NO. RENVT200900024**

**COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING
320 WEST TEMPLE STREET
LOS ANGELES, CALIFORNIA 90012**

APRIL 2011

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ATTACHMENTS

Attachment A Mitigation Monitoring and Reporting Program

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SECTION 1.0 INTRODUCTION

The County of Los Angeles (“County”) Regional Planning Commission (“Commission”) hereby certifies and finds that the Aviation Station Project (“Project”) Final Environmental Impact Report (“Final EIR”), State Clearinghouse No. 2009051097, has been completed in accordance with the California Environmental Quality Act (“CEQA”) (Public Resources Code Sections 21000, *et seq.*) and the State CEQA Guidelines (the “CEQA Guidelines”) (14 California Code of Regulations Sections 15000, *et seq.*). The Project Final EIR consists of the following documents: (1) January 2011 Draft Environmental Impact Report (Draft EIR), (2) January 2011 Technical Appendices to the Draft EIR, and (3) April 2011 Final EIR, which includes the Responses to Comments and the Mitigation Monitoring and Reporting Program (“MMRP”).

The Commission hereby further certifies that it received, reviewed and considered the information contained in the following: (i) the Final EIR; (ii) the applications for Vesting Tentative Tract Map No. TR070853, General Plan Amendment No. RPAT200900002, Zone Change No. RZCT200900002, Conditional Use Permit No. RCUPT200900024, Parking Permit No. RPKPT201000008, and Aviation Permit No. RAVT201000003; and (iii) all hearings, and submissions of testimony from County officials and departments, the Applicant, (as defined below), the public, other public agencies, community groups, and organizations. Concurrently with the adoption of these findings, the Commission adopts an MMRP, provided as Attachment A.

Having received, reviewed, and considered the foregoing information, as well as any and all information in the administrative record and the record of proceedings, the Commission hereby makes the following findings pursuant to, and in accordance with, CEQA Section 21081 and CEQA Guidelines Sections 15091.

1.1 PROJECT BACKGROUND

1.1.1 PROJECT LOCATION

The Aviation Station Project site is comprised of approximately 5.9 gross acres located within both the unincorporated community of Del Aire in Los Angeles County and within the City of Los Angeles. Currently, the Project site is partially bisected by the West 116th Street cul-de-sac. The portion of the Project site south of West 116th Street is referred to as Lot 1 and is privately-owned (located within the unincorporated County of Los Angeles); the portion of the Project site north of and including West 116th Street is referred to as Lot 2 (located within the City of Los Angeles) and is owned by the California Department of Transportation (Caltrans) and the City of Los Angeles.

The Project site is bound by Aviation Boulevard to the west; West 117th Street to the south; Judah Avenue to the east; and the existing Metropolitan Transportation Authority (Metro) Green Line Aviation/LAX Station to the north. Regional access to the Project site is provided by Interstate (I) 105 (Glenn M. Anderson Freeway), which is located approximately 260 feet north of the Project site, and I-405 (San Diego Freeway), which is located approximately 0.5 mile to the east.

1.1.2 PROJECT DESCRIPTION

The, Kroeze Family, LLC, Kroeze, Inc. and Metro (“Applicant”) proposes redevelopment of the Project site with a mixed-use, transit-oriented development that would divide the Project site into two lots: Lot 1 (southerly lot) and Lot 2 (northerly lot). All existing land uses within Lot 1, including 11 residences (7 single-family homes and 2 duplexes), a 4,568 square foot (sf)

commercial structure (Wild Goose Restaurant/Bar), an 8-room motel (Aviation Motel), and surface parking, would be demolished. The existing on-site Metro bus terminal within Lot 2 would be relocated to a portion of the off-site existing Caltrans Park-and-Ride Lot as a part of the proposed off-site improvements. The proposed site plan is depicted in Exhibit 2-1 in Section 2.0, Environmental Setting and Project Description, of the Draft EIR and depicts both the Project as well as the off-site improvements to the north. The Project would develop a total of 390 residential units and 29,500 square feet (sf) of commercial. Lot 1 would include 278 residential units and 8,000 sf of commercial and leasing office space within the 3.2-acre, and Lot 2 would contain 112 residential units and 21,500 sf of commercial within the 2.7-acre. The commercial uses may include retail, restaurant, and other service industry uses. The residential units within Lot 1 would be developed as for-sale condominium units and townhouses, and the residential units within Lot 2 would be developed as rental apartments.

The proposed 20 two-story townhomes would be developed along West 117th Street and Judah Avenue, and the remaining residential units would be located behind the townhomes within four buildings (1A, 2A, 1B, and 2B) each of which includes 4 levels. The four buildings would be built upon a podium level (Level 1) and would be separated from each other by community open space areas (swimming pool, barbeque areas, tot-lot, etc.) and pedestrian corridors. The Project would provide a total of 797 parking spaces through construction of one level of subterranean parking that would underlie the majority of Lot 1 and Lot 2, and through provision of surface off-street parking at the street/ground level. The subterranean parking level would be designated for residential parking only (154 spaces for apartment residents and 349 for condominium residents). There will be 312 tandem parking spaces within the subterranean parking structure that will be provided for Project residents only; not for guest or commercial use. Street-level parking would be available 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), employees/visitors of the leasing office (12 spaces) and for commercial users (106 spaces).

The podium level (Level 1) would be constructed above the street/ground level. Vehicle access would include one driveway on West 117th Street and one driveway on Aviation Boulevard. Access to the subterranean parking garage would be located internal to the Project site from these two driveways. There would be no vehicle access directly onto Judah Avenue or West 116th Street from the Project site. A 28-foot wide emergency vehicle-only Fire Lane would be located between the existing off-site Metro Green Line Station north of Lot 2 and buildings 2A/2B within Lot 2. The fire lane may also restrict pedestrian access to the intersection of Judah Avenue and West 116th Street. The driveways on West 117th Street (28-foot wide) and on Aviation Boulevard (40-foot wide) would also serve as fire lanes.

Approximately 6.1 acres of off-site property owned by Caltrans located immediately to the north of the Project site would be improved as a part of the Project, as shown on Exhibit 2-1, Site Plan, in Section 2.0, Environmental Setting and Project Description, of the Draft EIR. The "Caltrans Off-site Project Area" includes the relocated 1.85-acre Metro bus terminal, the reconfiguration of the 3.65-acre Caltrans Park-and-Ride Lot, and the reconfiguration of 0.6-acre of parking for the Caltrans Maintenance Facilities. The relocated Metro bus terminal, currently located within Lot 2 of the Project site, would require the reconfiguration of the existing Caltrans Park-and-Ride Lot.

The Park-and-Ride Lot currently contains 400 spaces; after the reconfiguration, a total of 400 spaces would continue to be available, including 10 Americans with Disabilities Act (ADA)-compliant spaces. Therefore, the total number of parking spaces available to the users of the Park-and-Ride Lot would be unchanged with implementation of the Project. Additionally, the relocated Metro bus terminal would include five spaces reserved for Metro employee

parking, which would be accessed separately from the Park-and-Ride Lot. The Caltrans Maintenance Facility building is located east of the “Caltrans Off-site Project Area”. Approximately 0.6-acre of parking stalls associated with the Caltrans Maintenance Facility would also be reconfigured to accommodate the relocated Metro bus terminal. The reconfigured parking for the Caltrans Maintenance Facility would continue to provide a total of 50 spaces for Caltrans employee parking. The Metro Green Line Aviation/LAX Station located to the north of the Project site would remain unchanged with Project implementation.

Other off-site improvements involve upgrades/replacement of existing infrastructure/utilities, as needed, to support the proposed development. Infrastructure improvements to storm drains, wastewater, water, and dry utilities would be needed to connect to existing facilities within or adjacent to the Project site. All utilities would be placed underground. A traffic signal would be installed at the existing Caltrans driveway on West Imperial Highway to accommodate access to the reconfigured Metro and Caltrans facilities. The traffic signal at the Caltrans driveway would feature separate westbound left-turn phasing for vehicles turning left into the Caltrans Park-and-Ride Lot and Caltrans Maintenance Facility surface parking lots.

1.1.3 DISCRETIONARY ACTIONS

The Aviation Station Project requires the following discretionary approvals by the County of Los Angeles and other public agencies, as described below, to be implemented:

Vesting Tentative Tract Map

The Project Applicant/Developer is requesting a vesting tentative tract map to develop 278 residential units, 8,000 square feet (sf) of commercial and leasing office space within the 3.2-acre Lot 1, and 112 residential units and 21,500 sf of commercial within the 2.7-acre Lot 2. The residential units within Lot 1 would be developed as for-sale condominium units and townhouses, and the residential units within Lot 2 would be developed as rental apartments.

General Plan Amendment

The current County of Los Angeles General Plan land use designation for Lot 1 is “Low Density Residential” and the current City of Los Angeles General Plan land use designation for Lot 2 is “Public Facilities”. The Project requires a General Plan Amendment to change the land use designation for the property to “High Density Residential”, which would be the ultimate land use designation for both Lot 1 and Lot 2.

Zone Change

Lot 1 within the County of Los Angeles is currently zoned C-1 (Restricted Business Zone) and R-1 (Single-Family Residence) in the County of Los Angeles’ Zoning Ordinance. Lot 2, excluding the West 116th Street, within the City of Los Angeles is currently zoned PF (Public Facilities) in the City of Los Angeles’ Zoning Ordinance. That portion of West 116th Street would be vacated as a part of the VTTM approval process. The Project requires a zone change to MXD-68U-DP, Mixed Use Development/68 Dwelling Units per Net Acre/Development Program, to provide development standards to regulate development for both Lot 1 and Lot 2.

Conditional Use Permit

A Conditional Use Permit (CUP) is required pursuant to County Code Section 22.40.520(B) and Section 22.40.040 to allow mixed use development on a property with MXD zoning and a DP overlay. The CUP would also establish site-specific development standards for the Project.

Parking Permit

A Parking Permit is required pursuant to County Code Section 22.56.990(C) to allow for tandem parking and the sharing of parking across Lot 1 and Lot 2.

LAFCO Boundary Modification

The Project requires a modification to the County of Los Angeles and City of Los Angeles boundaries involving “detachment” through LAFCO, to allow the entire Project site (including a portion of West 116th Street) to become part of unincorporated County of Los Angeles. All of Lot 2 and a portion of the West 116th Street right-of-way would be included in the detachment.

Water Service Area Boundary Adjustment

The Project requires an adjustment of the respective service areas of the City of Los Angeles Department of Water and Power and the Golden State Water Company (GSWC); the latter agency would then serve the entire Project site.

Consolidated Sewer Maintenance District Annexation

The County of Los Angeles Department of Public Works’ Consolidated Sewer Maintenance District is responsible for the maintenance of the local sewers within the unincorporated County area. Therefore, sewer development within the entire Project area is required to be annexed into the Consolidated Sewer Maintenance District.

Aviation Permit

The Project requires an Aviation Permit to establish consistency with the Los Angeles County Airport Land Use Plan.

Caltrans Encroachment Permit

The Project requires an encroachment permit from California Department of Transportation (Caltrans) for construction activities within the off-site, Caltrans-owned parking lot.

Metro Ownership of Lot 2

The Project requires the sale of the Caltrans-owned portion of Lot 2 to Metro. Once under Metro ownership, Lot 2 would then be leased to the Project Applicant/Developer.

Metro Encroachment Permit(s)

The Project may require permits for special operations related to the use of construction equipment in proximity to the electrified OCS (Overhead Catenary System).

1.1.4 PROJECT OBJECTIVES

As described in Section 2.5 of the Draft EIR, the following project-specific objectives have been identified for the Aviation Station Project:

Objective 1: To minimize the County’s “carbon footprint” through the development of a mixed-use, transit-oriented community that encourages residents to work and shop in close proximity to their homes and/or use alternative forms of transportation, thereby reducing their need for automobile trips.

- Objective 2:** To provide a diverse housing stock of various sizes, including rental units and for-sale properties, located in close proximity to major regional employers.
- Objective 3:** To develop a walkable community that provides for safe and convenient pedestrian movement and opportunities for residents, employees, and visitors to interact.
- Objective 4:** To utilize the existing urban infrastructure, such as existing wet and dry utilities and roadways, through the construction of urban infill development, thereby assisting to preserve existing rural open green spaces and associated biological resources.
- Objective 5:** To design an aesthetically pleasing Project with visual continuity through the careful and consistent application of high quality building, landscape, and hardscape design and materials.
- Objective 6:** Incorporate Project design features and building specifications that promote sustainability, energy efficiency, water conservation, and greenhouse gas emission reductions.
- Objective 7:** Primarily orient the residential condominium and townhomes toward the existing single-family residential neighborhood and the commercial businesses toward the existing transit facilities and Aviation Boulevard in order to provide a transition between the residential neighborhood and nearby transit-related and industrial land uses.
- Objective 8:** To implement the goals and policies of the *County of Los Angeles General Plan* to ensure that development of the site is accomplished consistent with these applicable goals and objectives.

1.2 ENVIRONMENTAL IMPACT REPORT PROCESS

In accordance with CEQA Guidelines Section 15063, the County prepared an Initial Study (dated April 16, 2009) for the proposed Project and, based on that Initial Study, the County determined that an EIR was required.

On May 20, 2009, in accordance with CEQA Guidelines Section 15082, the County distributed a Notice of Preparation (“NOP”) to the State Clearinghouse, responsible agencies, and other interested parties to solicit comments on the proposed content of the Draft EIR. The NOP was circulated for a 30-day comment period which ended June 22, 2009. A Scoping Meeting was held on June 11, 2009 in the unincorporated community of Del Aire at the Del Aire Park Community Room to present the project and solicit comments from the public. The NOP (including the Initial Study), comment letters received by the County, and Scoping Meeting comments are contained in Appendix A of the Draft EIR. All comments received on the NOP/Initial Study for the Project were reviewed and considered and, where appropriate, incorporated into the scope of the Draft EIR.

The Draft EIR evaluated the following potentially significant environmental impacts of the Project: 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, and Recreation; Climate Change; and Growth-inducing Impacts. The Draft EIR analyzed both Project and cumulative effects of the Project on these topics and identified a variety of mitigation measures to minimize, reduce, avoid, or compensate for the potential adverse effects of the proposed Project. The Draft EIR also analyzed a number of potential

alternatives to the proposed Project, including: Alternative 1: No Project/No Development, Alternative 2: Existing General Plan and Zoning, Alternative 3: Reduced Scale/Reduced Density, and Alternative 4: No Subterranean Parking. Potential environmental impacts of each of these alternatives were discussed at the CEQA-prescribed level of detail and comparisons were made to the proposed Project.

After conducting its own internal departmental review and analysis of the proposed Project through the screencheck process, the Draft EIR was submitted to the State Clearinghouse/Governor's Office of Planning and Research, and was circulated for a 45-day public review period extending from January 11, 2011 through February 24, 2011. The Notice of Public Hearing and Notice of Completion and Availability of the Draft EIR were published in the Daily Breeze and La Opinion newspapers, and a public hearing notice was sent to property owners within a 500-foot radius of the proposed Project site and to known interested individuals and organizations. The public hearing notice was also posted at the Project site. The Draft EIR and the technical appendices were made available on the County's website at <http://planning.lacounty.gov/case/view/tr070853/> and at the libraries listed below:

Hawthorne Library
12700 Grevillea Ave.
Hawthorne, CA 90250

Lennox Library
4359 Lennox Blvd.
Lennox, CA 90304

Wiseburn Library
5335 West 135th St.
Hawthorne, CA 90250

Copies of the DEIR were also available for public review Monday through Thursday, 7:30 a.m. to 5:30 p.m. at: Los Angeles County Department of Regional Planning, Impact Analysis Section, Room 1348; 320 West Temple Street; Los Angeles, CA 90012.

The Commission conducted a public hearing on the Project on Wednesday, February 16, 2011, at 9:00 a.m. in the Regional Planning Commission Hearing Room, 320 West Temple Street, Los Angeles, CA 90012, and heard a presentation by Staff and the Project Applicant. After public testimony was received from eight members of the public, the Commission recommended that a community meeting be held and then continued the public hearing to April 20, 2011.

A community meeting was held on March 26, 2011 at the Del Aire Park, 12601 South Isis Avenue, Hawthorne, CA 90251. In response to community concerns regarding potential Project-related trips using Judah Avenue to access the Project site, additional optional Project features have been proposed. These optional features are not required to mitigate potential Project-related traffic impacts that were concluded in the Draft EIR to be less than significant with implementation of proposed Project mitigation measures ("MMs"). Therefore, these optional Project features are proposed to allow for the possibility of future implementation, if determined to be warranted/beneficial by the County. The following three optional traffic calming features are proposed: (1) right-turn egress only from the West 117th Street driveway, with all Project ingress from the Aviation Boulevard driveway; (2) curb extension to prohibit entrance onto West 117th Street from Judah Avenue; and (3) creation of landscaped medians on Judah Avenue between West 118th Street and West 120th Street.

The April 2011 Final EIR, which contains written responses to comments received during the noticed comment period, was completed and submitted to the State Clearinghouse/Governor's Office of Planning and Research, and distributed on April 7, 2011. Distribution of the Final EIR entailed providing copies of the Final EIR to public agencies and organizations that commented on the Draft EIR, and notifying individuals who commented on the Draft EIR of the Final EIR availability. The Final EIR was made available to the public on the County's website, at the Los Angeles County Department of Regional Planning, and at three public libraries located in the vicinity of the Project area. The Final EIR was prepared and distributed in accordance with

CEQA Guidelines Section 15088, which requires that written responses be provided at least 10 days prior to certifying an environmental impact report.

The Commission finds that the Project does not require recirculation under CEQA Section 21092.1 and CEQA Guidelines Section 15088.5. CEQA Guidelines Section 15088.5 requires recirculation of an EIR prior to certification of the Final EIR when “significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review.” “New information is not ‘significant’ unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the Project’s proponents have declined to implement. ‘Significant new information’ requiring recirculation includes, for example, a disclosure showing that:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it;
4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.”

In addition, CEQA Guidelines Section 15088.5(b) provides that “recirculation is not required where the new information added to the EIR merely clarifies and amplifies or makes insignificant modifications in an adequate EIR.” The Commission makes the following findings:

1. None of the public comments submitted to the County regarding the Draft EIR, including public statements and comments made at the Commission hearings, or responses to comments presented any significant new information that would require the EIR to be re-circulated for public comments.
2. No new significant environmental impacts would result from new or modified mitigation measures proposed to be implemented.
3. The Draft EIR was not fundamentally and basically inadequate and conclusory in nature and did not preclude meaningful public review and comment.
4. The new information in the Final EIR has been provided merely to clarify or amplify information in the Draft EIR. The new information does not reveal that the Project would cause significant new impacts not previously identified in the Draft EIR.

1.3 AVIATION STATION PROJECT FINDINGS INTRODUCTION

The Findings made by the County, pursuant to CEQA Section 21081 and CEQA Guidelines Section 15091, on the consideration of the Aviation Station Project in the unincorporated Los Angeles County and the City of Los Angeles, California, are presented below. All significant

impacts of the Project identified in the Final EIR are included herein and are organized according to the resources (environmental topics) affected.

The Findings in this document are for the Aviation Station Project and are supported by information and analysis from the Final EIR and other evidence in the administrative record. For each significant impact, a Finding has been made as to one or more of the following, in accordance with CEQA Section 21081 and CEQA Guidelines Section 15091:

- (1) *Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*
- (2) *Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*
- (3) *Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.*

Unless otherwise noted, the findings for the "Project" encompass the proposed construction and operation on Lot 1 and Lot 2 (the Project site), the Caltrans Off-site Project Area, and all other off-site utility improvements. A narrative of supporting facts follows the appropriate Finding. Whenever Finding "3" was made, the County has determined that there will be, even after mitigation, an unavoidable significant level of impact due to the project, and sufficient mitigation is not feasible to reduce the impact to a less than significant level. Such impacts are always specifically identified in the supporting discussions. The Statement of Overriding Considerations applies to all such unavoidable significant impacts, as required by CEQA Guidelines Sections 15092 and 15093.

SECTION 2.0

FINDINGS REGARDING POTENTIAL ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT IN THE INITIAL STUDY

The County prepared and circulated for public review an Initial Study dated April 16, 2009 for the Project, which determined that the following environmental topics would have no impact and thus did not warrant further study in the Draft EIR, and no mitigation measures are necessary. These Findings summarize the specific environmental topics and the rationale to not study them further in the Draft EIR.

2.1 BIOTA

The Project site and off-site Project areas (Caltrans Off-Site Project Area and off-site utility improvements) are fully developed with urban land uses within an urban portion of the County and is not located within a Significant Ecological Area (SEA), SEA Buffer, or coastal Sensitive Environmental Resource Area (ESHA). The Project site and off-site Project areas contain no native habitat or open space areas that could support native wildlife or sensitive species. There are no drainages, woodlands, wetlands, other special status, or otherwise sensitive biological resources on the Project site and off-site Project areas. In addition, there are no oak trees or unique native trees on the Project site and off-site Project areas. There would be no impact associated with biota and no further analysis of this issue in the Draft EIR is required.

2.2 MINERAL RESOURCES

According to the Special Management Areas map in the County General Plan, no known mineral resources are located in the vicinity of the Project site. The Project site and off-site Project areas are currently fully developed with urban land uses (i.e., single family residential, commercial, public facilities), and the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. The project would not result in the loss of availability of a locally important mineral resource discovery site delineated on a local general plan, specific plan, or other land use plan. There would be no impact associated with mineral resources and no further analysis of this issue in the Draft EIR is required.

2.3 AGRICULTURE RESOURCES

The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. There is no agricultural activity on the Project site or off-site Project areas, nor is the site zoned for agricultural use. The project would not involve other changes in the existing environment that could result in conversion of Farmland to non-agricultural use. There would be no impacts associated with agriculture resources and no further analysis of this issue in the Draft EIR is required.

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SECTION 3.0 FINDINGS REGARDING POTENTIAL ENVIRONMENTAL EFFECTS WHICH ARE NOT SIGNIFICANT OR WHICH HAVE BEEN MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

All Final EIR mitigation measures (“MMs”), as set forth in the MMRP (and provided as Attachment A) have been incorporated by reference in the conditions of approval for the Project. These MMs and conditions of approval will result in a substantial mitigation of the effects of the Project such that the effects are not significant or have been mitigated to a level of less than significant. Unless otherwise noted, text references in the text below to “Project site” include both the on-site and off-site Project components.

The Commission has determined, based on the Final EIR, that MMs, Project Design Features (PDFs), and/or conditions of approval will reduce Project impacts to a less than significant level for the following environmental resource areas: Geotechnical Hazards, Flood Hazards, Fire Hazards, Noise (except long-term exterior noise levels), Water Quality, Air Quality (except short-term local PM10 and PM2.5 emissions), Cultural Resources, Visual Qualities, Traffic/Access, Sewage Disposal, Education, Fire/Sheriff Services, Utilities/Other Services, Environmental Safety, Land Use, Population, Housing, Employment, and Recreation, and Greenhouse Gas Emissions and Climate Change.

3.1 GEOTECHNICAL HAZARDS

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Fault Zones (Less than Significant Impact)
- (b) Landslides (No Impact)
- (c) Slope Instability (No Impact)
- (d) Subsidence (No Impact), High Groundwater Level (No Impact), Liquefaction (Less than Significant Impact with Mitigation), or Hydrocompaction (Less than Significant Impact with Mitigation)
- (e) Sensitive Use Proximate To a Significant Geotechnical Hazard (No Impact)
- (f) Substantial Grading (No Impact)
- (g) Expansive Soil (Less than Significant Impact with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding geotechnical hazards in Section 3.1 of the Draft EIR and the Geotechnical Report located in Appendix B of the Draft EIR, which are incorporated by reference herein.

(a) Fault Zones. The Project site is not located within an Alquist-Priolo Earthquake Fault Zone or other known fault zones, and there are no known active or potentially active faults traversing the site. Therefore, while there is always the potential for unknown buried (or thrust) faults to be present on a site, the Geotechnical Report concludes that shallow ground rupture due to active faulting is unlikely and would represent a less than significant impact.

The Project site would be susceptible to moderate to strong seismic ground shaking over the life of the Project from an earthquake on one or more active or potentially active regional faults. The Geotechnical Report concludes that the Project is feasible and that no geotechnical constraints were identified that could not be managed through standard engineering measures. The Project would be constructed in compliance with the County Building Code (as described in MM 3.1-1) and the recommendations contained in the County-approved Geotechnical Report (as described in MM 3.1-2). Therefore, with implementation of MMs 3.1-1 and 3.1-2, there would be less than significant impact related to seismic ground shaking.

(b) Landslides, (c) Slope Instability, and (f) Substantial Grading. The Project site, Caltrans Off-Site Project Area, and surrounding areas are essentially flat. Therefore, there would be no impacts related to landslides, slope stability, or grading of slopes greater than 25 percent.

(d) Subsidence, High Groundwater Level, Liquefaction, or Hydrocompaction, and (g) Expansive Soil. The relevant Project site and soil constraints investigated as part of the Geotechnical Report included: groundwater depth, seiche and tsunami, liquefaction, soil settlement/collapse, expansive soils, and corrosive soils. Based on a groundwater depth of 40 feet below ground surface, the Project site location, the Geotechnical Report concluded the Project is not susceptible to high groundwater conditions, seiche or tsunami, and there would be no impact. Based on laboratory testing of on-site soil samples, with conformance to the County Building Code (MM 3.1-1) and implementation of all geotechnical recommendations for the Project (MM 3.1-2), development of the Project would be feasible and would result in less than significant impacts related to expansive soils, liquefaction, soil settlement, or corrosive soils.

(e) Sensitive Use Proximate To a Significant Geotechnical Hazard. The Project would not be considered a sensitive use, although the existing off-site Metro Green Line could be considered a public assembly site. However, the Project would not make any adjustments to the existing Metro Green Line. The Geotechnical Report determined that site would not be subject to significant geotechnical hazards. Therefore, there would be no impact.

The significant impacts identified in the Draft EIR would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 3.1-1 The design and construction of the Project shall comply with the County of Los Angeles Building Code and/or any other applicable building codes and standards to the satisfaction of the Los Angeles County Department of Public Works.

MM 3.1-2 All grading activities as well as the design and construction of the Project shall comply with the specific recommendations and requirements provided in a comprehensive geotechnical report, subject to approval by the Los Angeles County Department of Public Works.

3.2 FLOOD HAZARDS

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Major Drainage Course (No Impact)
- (b) Flooding (No Impact)
- (c) High Mudflows (No Impact)
- (d) Erosion (No Impact)
- (e) Substantial Alteration of Existing Drainage Patterns (Less than Significant Impact with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding flood hazards in Section 3.2 of the Draft EIR and the Drainage Report located in Appendix C of the Draft EIR, which are incorporated by reference herein.

(a) Major Drainage Course, (b) Flooding, (c) High Mudflows, (d) Erosion. There are no major drainage courses within or adjacent to these Project areas, and the Project site and surrounding areas are not located within a 100-year or a 500-year Federal Emergency Management Agency (FEMA) flood hazard area or subject to hazards from mudflows or erosion/debris flows. There would be no impact.

(e) Substantial Alteration of Existing Drainage Patterns. Implementation of the proposed Project would alter the existing storm water runoff rates and volumes, and a portion of the Dominguez Channel located beneath the Project site would be relocated approximately 120 feet to the north of its present location. To ensure that these alterations to the existing drainage pattern would not result in adverse impacts, the Final Drainage Concept/Hydrology, Standard Urban Stormwater Mitigation Plan (SUSMP), and Low Impact Development (LID) Study, as approved by the Los Angeles County Department of Public Works (LACDPW), would require full compliance with all applicable County storm water regulations (refer to MMs 3.2-1 through 3.2-6). Because the County-approved Drainage Concept for Tract Map No. 070853 did not include the review of the off-site improvements on the Caltrans-owned property, prior to the commencement of construction activities in the off-site, Caltrans-owned property, the Project Applicant/Developer must demonstrate compliance with any applicable regulations related to drainage infrastructure and post-construction treatment control best management practices (BMPs) pursuant to the requirements of the Caltrans Statewide Storm Water Management Plan (SWMP) and other applicable local, State, and federal regulations to the satisfaction of Caltrans (refer to MM 4.1-4 below in Section 3.5, Water Quality). In summary, implementation of MMs 3.2-1 through 3.2-6 would ensure that there would be less than significant impacts related to alteration of the drainage pattern on the Project site and Caltrans Off-Site Project Area.

The significant impacts identified in the Draft EIR would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 3.2-1 The Project shall implement storm water quality Best Management Practices (BMPs) in accordance with the Los Angeles County Department of Public Works (LACDPW)'s current *Manual for the Standard Urban Stormwater Mitigation Plan (SUSMP)* and *Low Impact Development (LID) Standard Manual* to the satisfaction of LACDPW. Proposed BMPs shall require that:

- Three on-site storm drains shall have catch basin inserts, Continuous Deflective Separation (CDS) units, or equivalent technologies, to filter hydrocarbons, trash, heavy metals, sediments, and organics;
- All storm drains shall be stenciled with "Warning! Drains to Ocean" notes and symbols per NPDES standards, or as approved by the LACDPW;
- Rooftop and podium-level runoff shall be conveyed through planter boxes for filtration prior to entering a public storm drain; and
- An on-site underground infiltration system shall be installed beneath the proposed parking lot located north of the intersection of Judah Avenue and 116th Street, and sized to capture the post-development runoff volume increase (LID volume) of 11,761 cubic feet.

MM 3.2-2 The Project shall include: (1) use of existing storm water drainage features; (2) removal and/or relocation of selected existing storm water drainage features; and (3) installation of new features within the Project site, which shall be reviewed and approved with improvement plans to the satisfaction of the County of Los Angeles Department of Public Works (LACDPW). Specifically, the Project shall:

- Retain 12 existing catch basins, remove 5 on-site existing catch basins, remove and relocate 2 on-site existing catch basins, and install 5 new on-site catch basins with filter inserts;
- Retain existing concrete gutters where feasible and install new 4-foot concrete gutters along new and/or reconfigured interior roadways and parking areas;
- Remove a segment of the existing Dominguez Channel 8-foot by 10-foot (8' x 10' – ¾") RCB structure beneath Aviation Boulevard and West 116th Street, and relocate it northward on the Project site beneath the proposed fire lane adjacent to the existing Metro Green Line Station;
- Extend an existing storm drain near the intersection of Aviation Boulevard and the existing Dominguez Channel to connect to the relocated Dominguez Channel;
- Install new storm drains from the on-site parking area, from the proposed underground infiltration basin, and from the on-site Project site to the existing storm drain beneath 116th Street and the relocated Dominguez Channel;

- Install a new building drainage outlet near the intersection of Judah Avenue and 116th Street (the subterranean sump pump shall be installed to collect nuisance flows from the subterranean parking garage, as well as stormwater runoff from the filtration planters, and pump it into the Dominguez Channel); and
- Record a storm drain easement dedication to the Los Angeles County Flood Control District over the relocated alignment of the Dominguez Channel within the Project site. The size and type of easement dedication may vary and shall be determined with the improvement plans to the satisfaction of the LACDPW.
- Off-site improvements are subject to the discretion of the proper permitting authority, including Caltrans for any improvements to the Caltrans Off-Site Project Area, or other jurisdictions for improvements within their right-of-way.

MM 3.2-3 All proposed storm drains and other storm water management features specified in the *Drainage Concept, Hydrology, SUSMP, and LID Analysis for Vesting Tentative Tract Map No. 70853* prepared by Land Design Consultants, Inc. shall be designed and implemented to meet NPDES Permit/SUSMP requirements and the County LID requirements, subject to review and approval by the Los Angeles County Department of Public Works.

MM 3.2-4 Prior to the issuance of building permits, the Project Applicant/Developer shall construct all Dominguez Channel improvements, including design capacity and location, to the satisfaction of the Los Angeles County Flood Control District (LACFCD) and shall record an easement dedication to the County of Los Angeles for operation and maintenance of the new Dominguez Channel alignment. Subterranean detention boxes shall be sized according to the Q_{allow} and shall be located in proximity to the relocated Dominguez Channel, to the satisfaction of LACFCD.

MM 3.2-5 The Project Applicant/Developer shall obtain a construction permit from the Los Angeles County Flood Control District (LACFCD) for all Project components that affect existing LACFCD facilities.

MM 3.2-6 The Project Applicant/Developer shall obtain an encroachment permit from California Department of Transportation (Caltrans) for construction activities within the off-site, Caltrans-owned property.

3.3 FIRE HAZARDS

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Very High Fire Hazard Severity Zone (Less than Significant Impact)
- (b) Location in Fire Hazard Area Served by Inadequate Access (Less than Significant Impact with Mitigation)
- (c) Location in Fire Hazard Area with More than 75 Units on Single Access (Less than Significant Impact with Mitigation)

- (d) Inadequate Fire Flows and Pressures (Less than Significant Impact with Mitigation)
- (e) Proximity to Fire Hazards (Less than Significant Impact with Mitigation)
- (f) Potential Fire Hazard (Less than Significant Impact with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding fire hazards in Section 3.3 of the Draft EIR, which is incorporated by reference herein.

(a) Very High Fire Hazard Severity Zone, (b) Location in Fire Hazard Area Served by Inadequate Access, (c) Location in Fire Hazard Area with More than 75 Units on Single Access. The Project site is not within a Very High Fire Hazard Severity Zone (VHFHSZ) designated by the County. The Project site and Caltrans Off-Site Project Area currently have adequate access for fire protection. The Project, including Caltrans Off-Site Project Area improvements, would comply with all applicable *County of Los Angeles Code* and Ordinance requirements regarding fire prevention and suppression measures, including, but not limited to, construction materials, building access and evacuation routes, automatic fire-extinguishing systems, standards for multi-family housing and commercial land uses, site access/Fire Lanes, hydrants, water availability, and fire flows (pressures) (refer to MM 3.3-1). In addition, the Project would not include 75 or more units on a single access, regardless of fire hazard area, and would have adequate access in conformance with LACFD requirements. There would be less than significant impact.

(d) Inadequate Fire Flows and Pressures. The results of a fire flow test conducted by Golden State Water Company in April of 2009 indicated that the existing water system was not adequate for fire flows. In order to ensure the Project receives adequate fire flow pressure, the Project includes the construction of new water and fire protection infrastructure, including water lines, water laterals and fire hydrants, as described in MM 3.3-2. As described in MM 3.3-1, the Project would comply with applicable *County of Los Angeles Code* Title 32 and Ordinance requirements and all LACFD conditions of approval. There would be less than significant impact.

(e) Proximity to Fire Hazards, (f) Potential Fire Hazard. There are no manufacturing or industrial land uses adjacent to the Project site, Caltrans Off-Site Project Area, and surrounding areas that could pose potential dangerous fire hazard conditions associated with on-site use or material storage. The Project land uses (i.e. residential, commercial and parking) would not constitute a potentially dangerous fire hazard. As described in MM 3.3-1, the Project would comply with applicable *County of Los Angeles Code* Title 32 and Ordinance requirements and all LACFD conditions of approval. There would be a less than significant impact.

There would be no significant impacts related to fire safety with adherence to *County of Los Angeles Code* Title 32 and Ordinance requirements, which would be ensured via the following mitigation measure:

MM 3.3-1 The Project shall comply with all applicable County of Los Angeles Code Title 32 and Ordinance requirements regarding fire prevention and suppression measures, and/or measures approved or required by the Fire Chief, including construction materials, building access and evacuation routes, automatic fire extinguishing systems, standards for multi-family housing and commercial land uses, site access/fire lanes, hydrants water availability, and fire flows and pressures, among other requirements, to the satisfaction of the Los Angeles County Fire Department (LACFD). Prior to issuance of building permits, Project Applicant/Developer shall submit all necessary plans and materials to the LACFD for review and approval.

In addition, the significant impacts identified in the Draft EIR would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 3.3-2 Prior to issuance of building permits, the Project Applicant/Developer shall demonstrate to the County of Los Angeles Department of Public Works and the Los Angeles County Fire Department (LACFD) that the Project includes appropriate infrastructure to ensure adequate water and fire flow infrastructure and compliance with Los Angeles County Code Title 32 requirements. It is anticipated that segments of the existing four- and six-inch diameter water lines in Aviation Boulevard (between West 116th Street and West 117th Street), 116th Street (between Aviation Boulevard and Judah Avenue), West 117th Street (between Aviation Boulevard and Isis Avenue), and Judah Avenue (between West 117th Street and West 118th Street) shall be abandoned and three existing fire hydrants shall be removed. The Project shall include the following new water and fire flow infrastructure to the satisfaction of LACFD:

- Twelve-inch diameter water line within West 117th Street between Aviation Boulevard and Isis Avenue turning south at Isis Avenue and immediately connecting with the existing 12-inch water line;
- Eight-inch-diameter water lines within Aviation Boulevard (between West 117th Street and the proposed Fire Lane along the northern property boundary), the proposed Fire Lane (between Aviation Boulevard and Judah Avenue), and Judah Avenue (between the proposed Fire Lane and West 118th Street). These lines will connect with the new 12-inch line in West 117th Street;
- A 6-inch-diameter water lateral from Building 1A to the new water line in West 117th Street, 8-, 6-, and 2-inch-diameter water laterals from the Building 1B to the new water line in Judah Avenue, and from Building 2A to the new water line in the Fire Lane. Building 2B would be served via the laterals extending to Building 2A.
- Six new fire hydrants evenly distributed around the perimeter of the Project site.

MM 3.3-3 Prior to issuance of building permits for the off-site Project Area, the Project Applicant/Developer shall demonstrate to the County of Los Angeles Department of Public Works that the Project includes adequate water infrastructure. It is anticipated that a new water lateral within the off-site, Caltrans-owned property shall be constructed to provide service to the restrooms and water fountain associated with the new Metro bus terminal. The water line shall be connected to the existing 6-inch-diameter water line within the off-site Caltrans property.

3.4 NOISE (EXCEPT LONG-TERM EXTERIOR NOISE LEVELS)

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Location Near a High Noise Source (Less than Significant Impact with Mitigation)
- (b) Is a Sensitive Use or Near a Sensitive Use (Less than Significant Impact with Mitigation)
- (c) Substantial Increase in Ambient Noise Levels (Less than Significant Impact with Mitigation)
- (d) Substantial Temporary or Periodic Increase in Ambient Noise Levels (Less than Significant Impact with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding noise hazards in Section 3.4 of the Draft EIR and the Noise Report located in Appendix D of the Draft EIR, which are incorporated by reference herein.

(a) Location Near a High Noise Source, (b) Is a Sensitive Use or Near a Sensitive Use, (c) Substantial Increase in Ambient Noise Levels, (d) Substantial Temporary or Periodic Increase in Ambient Noise Levels. During construction, nearby noise-sensitive receptors would be exposed to occasional high noise levels during the demolition and grading/excavation (earthmoving) phases, which would generate the highest noise levels, as construction of the Project would not involve pile driving or rock blasting. The unmitigated average noise levels during demolition and grading at the nearest noise-sensitive uses were modeled based on all construction equipment being located at ground level and in the center of activity at Lot 1, Lot 2, and the new bus terminal. This modeling determined that average construction noise levels at these receivers would not exceed 71 A-weighted decibels (dBA) L_{eq} , below the County's mobile equipment noise standard for sensitive residential areas of 75 dBA L_{max} . However, heavy-duty equipment would intermittently pass near the Project boundaries. It was calculated that when a large piece of equipment is operating under maximum load at the boundary of the Project site, maximum noise levels could reach approximately 82 dBA at the nearest residences. To meet the County's noise standard, MM 3.4-1 requires the installation of a temporary noise barrier/curtain on the southern and eastern boundaries of the Project site during construction. With the recommended noise barrier/curtain, mobile construction equipment maximum noise levels at the closest homes would be approximately 73 dBA, and would reduce the impact to a less than significant level.

To meet the County of Los Angeles 60-dBA L_{max} standard for stationary equipment and considering the attenuation of the 10-foot-high temporary noise barrier to be located on the site's southern and eastern boundary as specified in MM 3.4-1, the operations of stationary equipment (such as air compressors, generators, and tower cranes) must not occur within 250 feet of any occupied home, as required by MM 3.4-2. If this distance is not

feasible, MM 3.4-2 requires noise-reduction measures (e.g. silencers, shrouds, or other devices) to limit the equipment noise at the nearest residences to 60 dBA L_{max} or the ambient noise level without the equipment operating, whichever is higher. Noise measurements would be required prior to operation of stationary equipment to determine the ambient noise level without the equipment operating, and again during operation of the stationary equipment to illustrate compliance with the maximum noise threshold. MM 3.4-2 would also require that documentation of compliance be provided to the County of Los Angeles Department of Regional Planning for each day that the equipment cannot be kept at a minimum of 250 feet from any occupied home. With implementation of MM 3.4-2, the County standard would not be exceeded and the impact would be less than significant.

In addition to construction noise from the Project site, the construction of the Project would cause increased traffic noise along access routes to the site due to haul trucks moving to and from the site. MM 3.4-3 requires all construction trucks and vehicles accessing the Project site to use the nearby designated truck routes (i.e., Aviation Boulevard and West Imperial Highway/Interstate 105), where feasible, and no construction traffic or queuing shall be allowed on the residential portion of West 117th Street, Judah Avenue, or any other residential streets within the Del Aire community. With MM 3.4-3, construction truck traffic would not result in a substantial increase in traffic noise to sensitive receptors along roadways in the vicinity of the Project. Regarding worker trips, the estimated volume of daily worker trips from the Project would cause an increase of less than 1 percent over the existing traffic volumes on Aviation Boulevard. Therefore worker commute trips would not result in a significant noise increase and no mitigation would be required.

During Project operation, one of the principal sources of Project-related noise to the study area would be Project-related traffic on local roadways. Noise level contours for selected roadway segments in the vicinity of Project for Existing, 2014 Without Project, and 2014 With Project scenarios were modeled based on the anticipated peak hour traffic volumes, derived from the Project traffic report (LLG 2009). This modeling determined that the Project would not increase the noise levels along the study area roadway segments (i.e., a Project contribution of 0.0 dBA), and would result in a 0.1 dBA Community Noise Equivalent Level (CNEL) reduction of noise levels along Aviation Boulevard between West 117th Street to West 120th Street due to a net reduction on traffic volumes.

Potential stationary noise sources related to proposed land uses include the, car maneuvers in the parking lots, truck deliveries, and air conditioning units from the buildings. The Noise Report for the Project determined that car maneuvers and daytime truck deliveries (including diesel engines, braking, and backup alarms during low speed maneuvering) would not create significant noise impacts to the nearest homes. However, truck deliveries at night could result in noise increases over ambient levels, resulting in the potential to cause sleep disturbance and annoyance. To minimize the noise impacts from truck deliveries, MM 3.4-5 would prohibit the unloading of trucks during the nighttime hours (10:00 PM to 7:00 AM) and would specify the on-site truck delivery route. Regarding air conditioning units, stationary equipment specifications and precise locations of the equipment are not currently known. In accordance with MM 3.4-6, residential air conditioning units would be required to be designed and installed to comply with Section 12.08.530 of the County Noise Ordinance; commercial air conditioning units and other stationary sources, such as pumps, would be required to be designed and installed to comply with Section 12.08.390 of the County Noise Ordinance. Compliance may be achieved by several methods, including selecting quiet models, constructing barriers or parapet walls, enclosing equipment, and placing the equipment in strategic places.

Regarding aircraft noise, a portion of the Project site is located within the 65 dBA CNEL Los Angeles International Airport (LAX) noise contour. Aircraft noise is one component of the total noise environment. As described above, the dominant noise sources at the Project site are vehicles on Aviation Boulevard and I-105, and additional noise sources include the Metro Green Line Station. The County does not have a noise to land use compatibility standard. Therefore, the Noise Report uses the California Office of Planning and Research's (OPR's) noise compatibility matrix. For multi-family homes, an exterior ambient noise level ranging from 60 to 70 dBA CNEL is considered "conditionally acceptable", and an exterior ambient noise level ranging from 70 to 75 dBA CNEL is considered "generally unacceptable", and for office buildings, businesses and commercial uses, an exterior ambient noise level ranging from 67 to 77 dBA CNEL is considered "conditionally acceptable". When traffic, light rail, and aircraft noise are combined, the future ambient noise levels at the facades of the proposed Lot 1 dwelling units would range from 68.0 to 72.0 dBA CNEL, and from 72.0 to 74.3 dBA CNEL at the facades of the proposed Lot 2 dwelling units.

To ensure the proposed buildings meet State interior noise standards, compliance with MM 3.4-7 requires that the architectural design has noise reduction measures in place such that the interior noise level is 45 dBA CNEL or less. MM 3.4-7 requires verification of these requirements based upon a detailed acoustical analysis study, which would be submitted to and approved by the County of Los Angeles Department of Public Health prior to obtaining building permits. In addition, MM 3.4-8 requires that potential buyers and tenants are provided notice that the property is in the LAX noise influence area.

In summary, the Project would result in less than significant impacts related to mobile and stationary construction equipment, construction traffic, long-term traffic, and long-term interior noise levels with implementation of the mitigation measures below. The findings for the analysis of long-term exterior noise are presented in Section 5.0 of this document.

The significant impacts identified in the Draft EIR would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 3.4-1 Prior to any grading activities, a 10-foot-high temporary noise barrier shall be constructed along the Project site's eastern and southern boundaries, Judah Avenue and West 117th respectively. Noise barriers shall be constructed of material with a minimum weight of four pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, ⁵/₈-inch-thick plywood or ⁵/₈-inch-oriented strand board. The noise barriers shall remain in place until the end of grading/excavation activities. No more than two loader/backhoes and two dozers shall operate simultaneously at ground level during grading activities.

MM 3.4-2 Stationary equipment (such as generators, cranes, and air compressors) that will be operational for 10 consecutive working days or more shall not be operated closer than 250 feet of any occupied home. If this distance limitation is not feasible, the Project Applicant/Developer shall ensure that the stationary equipment is equipped with appropriate noise reduction measures (e.g., silencers, shrouds, or other devices) to limit the equipment noise at the nearest residences to 60 dBA L_{max} or the ambient noise level without the equipment operating, whichever is higher. Noise measurements shall be taken prior to operation of stationary equipment to determine the ambient noise level without the equipment operating

and noise measurements shall be taken during operation of the stationary equipment to illustrate compliance with the maximum noise threshold. Documentation of compliance with the maximum noise threshold shall be provided to the County of Los Angeles Department of Regional Planning for each day that the equipment cannot be kept at a minimum of 250 feet from any occupied home.

- MM 3.4-3** All construction trucks and vehicles accessing the Project site shall be required to use nearby designated truck routes (i.e., Aviation Boulevard and West Imperial Highway/Interstate 105), where feasible, and no construction traffic or queuing shall be allowed on the residential portion of West 117th Street, Judah Avenue, or any other residential streets within the Del Aire community.
- MM 3.4-4** In accordance with Section 12.08.440 of the County Noise Ordinance, construction activities that generate noise that could create a disturbance across a property line shall not occur between the hours of 7:00 PM and 7:00 AM on weekdays, at any time on Sunday, or a holiday.
- MM 3.4-5** The Project Applicant/Developer shall specify in the contract for each operator of a commercial space that (1) the operator shall require delivery trucks to enter and exit the Project site from the Aviation Boulevard driveway and (2) truck deliveries shall be restricted to the daytime hours (7:00 AM to 10:00 PM).
- MM 3.4-6** Residential air conditioning units shall be designed and installed in accordance with Section 12.08.530 of the County Noise Ordinance, which limits noise at property lines and at neighboring units. Commercial air conditioning units and other stationary noise sources shall be designed and installed in accordance with Section 12.08.390 of the County Noise Ordinance, which limits exterior noise at property lines.
- MM 3.4-7** Residential units shall be designed and constructed to ensure that interior noise levels from exterior transportation sources—including aircraft, vehicles on adjacent roadways, and light rail—shall not exceed 45 dBA CNEL. In order to ensure that all dwelling units achieve an adequate noise reduction to achieve an interior noise level of 45 dBA CNEL, the following features shall be included in the building design and construction of all dwelling units: (1) upgraded dual-glazed windows; (2) mechanical ventilation/air conditioning; (3) exterior wall/roof assemblies free of cut-outs or openings; and (4) ceiling insulation in the top floor of each building to reduce aircraft noise by at least 20 dBA. Prior to the issuance of a building permit, the Project Applicant/Developer shall submit architectural plans and a detailed acoustical analysis study prepared by a qualified acoustical consultant demonstrating that interior noise levels in all residential units would be 45 dBA CNEL or less to Los Angeles County Department of Public Health for review and approval.
- MM 3.4-8** In accordance with the *State Business and Professions Code* and the *State Civil Code* each prospective purchaser of residential property within the Project shall be notified as follows:

NOTICE OF AIRPORT IN VICINITY – A portion of this property is presently located in the vicinity of an airport, within what is known as an airport influence area. Additionally, this property is located in

proximity to the Metro Green Line Aviation/LAX Station, which currently operates 24-hours per day, 7 days per week. For these reasons, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport and light rail operations (e.g., noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport and light rail annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

In addition, although not required by the *State Civil Code* (Section 1103 et. seq.), each prospective tenant of leased residential property within the Project shall also be notified as described above.

3.5 WATER QUALITY

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Water Wells in an Area with Water Quality Problems (No Impact)
- (b) Private Sewage Disposal System (No Impact)
- (c) Degrade Water Quality during Construction (Less than Significant with Mitigation)
- (d) Degrade Water Quality during Operation (Less than Significant with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding water quality in Section 4.1 of the Draft EIR, which is incorporated by reference herein.

(a) Water Wells in an Area with Water Quality Problems, (b) Private Sewage Disposal System. The Project would not require the use of individual water wells or require the use of a private sewage disposal system. There would be no impact.

(c) Degrade Water Quality during Construction. Construction activities that involve more than one acre are required to obtain a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board (SWRCB), Division of Water Quality. As required by MM 4.1-1, the Project Applicant/Developer's full compliance with the NPDES General Permit for Storm Water Discharges Associated with Construction Activity is required, including construction of the Caltrans Off-Site Project Area improvements and all off-site Project components. Pursuant to permit requirements, the Project Applicant/Developer shall develop a Permit Registration Document (PRD), including a Storm Water Pollution Prevention Plan, that incorporates BMPs for reducing or eliminating construction-related pollutants in the site runoff, and ongoing monitoring of site runoff water quality. Therefore, compliance with the requirements of the NPDES

Construction General Permit, per MM 4.1-1, and the Los Angeles County Code Chapter 12.80, would reduce short term, construction related water quality impacts to a less than significant level.

(d) Degrade Water Quality during Operation. The Project involves the construction of residential and commercial land uses (the same as current land uses), which would not be a substantive source of the 303(d) listed pollutants for Dominguez Channel, which are remnants of historically commonly used pollutants (i.e. DDT, Lead), or are generated by industrial and/or manufacturing land uses. Proposed residential land uses could contribute to the generation of Coliform Bacteria and/or Indicator Bacteria through an increase in on-site domestic pets (specifically dogs). In order to ensure that animal waste is disposed properly, MM 4.1-2 requires that educational pamphlets are provided to each property-owner and renter. Therefore, with implementation of MM 4.1-2, the Project would not exacerbate the 303(d) listing for Coliform Bacteria and/or Indicator Bacteria.

Also, pursuant to LARWQCB NPDES Permit and Waste Discharge Requirements, the County is required to prohibit the discharge of pollutants from private property developments by requiring the installation and maintenance of post-construction treatment control BMPs. The Los Angeles County SUSMP addresses storm water pollution from new construction and redevelopment and contains a list of minimum BMPs that must be employed to infiltrate or treat storm water runoff, control peak flow discharge, and reduce the post-development discharge of pollutants from storm water conveyance systems, and are set forth in MM 4.1-3. Also, given the increased number of residential units and square footage of commercial proposed for the Project site, there is the potential for increased concentrations of the pollutants previously described above. MM 3.2-1 from Section 3.2, Flood, of the Draft EIR, describes the proposed storm water treatment BMPs proposed for the Aviation Station Project, including an underground infiltration system to capture and percolate the total increase in runoff volume (LID volume) from implementation of the Project; catch basin inserts to filter hydrocarbons, heavy metals, sediments, and organics; conveyance of rooftop and podium-level runoff through planter boxes for filtration prior to entering a public storm drain; and storm drain stenciling that states "Warning! Drains to Ocean". Therefore, with implementation of MMs 4.1-2, 4.1-3, and 3.2-1, there would be less than significant long-term, operation-related water quality impacts.

The significant impacts identified in the Draft EIR would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 4.1-1 Prior to the issuance of a grading permit, the Project Applicant/Developer shall file a Permit Registration Document (PRD) with the State Water Resources Control Board (SWRCB) in order to obtain coverage under NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities. The PRD shall consist of a Notice of Intent (NOI); Risk Assessment; Site Map; SWPPP; annual fee; and a signed certification statement. Pursuant to permit requirements, the Project Applicant/Developer shall develop and incorporate BMPs for reducing or eliminating construction-related pollutants in the site runoff to the satisfaction of Los Angeles County Department of Public Works.

MM 4.1-2 Educational materials regarding water quality impacts associated with pet waste, and appropriate options for pet waste disposal, shall be provided to all future

homeowners through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs) and all future renters through the Leasing Office.

MM 4.1-3 The Project Applicant/Developer shall install and maintain post-construction treatment control Best Management Practices (BMPs) pursuant to the requirements of the Los Angeles County Department of Public Works' *Standard Urban Stormwater Mitigation Plan (SUSMP) and Low Impact Development (LID) Standard Manual* to the satisfaction of the Los Angeles County Department of Public Works.

MM 4.1-4 Prior to the commencement of construction activities in the off-site, Caltrans-owned property, the Project Applicant/Developer shall demonstrate compliance with any applicable regulations related to drainage infrastructure and post-construction treatment control BMPs pursuant to the requirements of the Caltrans Statewide SWMP and other applicable local, State, and federal regulations to the satisfaction of Caltrans.

In addition, MM 3.2-1 from Section 3.2, Flood, of the Draft EIR, is also applicable to the water quality analysis.

3.6 AIR QUALITY (EXCEPT SHORT-TERM LOCAL PM10 AND PM2.5 EMISSIONS)

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Exceed State Criteria for Regional Significance (No Impact)
- (b) Project is a Sensitive Use (No Impact)
- (c) Local Emissions Exceed South Coast Air Quality Management District Thresholds (Less than Significant with Mitigation – Construction; (Less than Significant Impact - Operation)
- (d) Generate Odors, Dust and/or Hazardous Emissions (Less than Significant Impact)
- (e) Conflict with the Applicable Air Quality Plan (No Impact)
- (f) Violate Air Quality Standard (Less than Significant with Mitigation – Construction; (Less than Significant Impact - Operation)
- (g) Cumulatively Considerable Increase of Non-Attainment Pollutant (Less than Significant with Mitigation – Construction; (Less than Significant Impact - Operation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding air quality in Section 4.2 of the Draft EIR and the Air Quality Impact Analysis located in Appendix E-1 of the Draft EIR, which are incorporated by reference herein.

(a) Exceed State Criteria for Regional Significance. The Project includes 390 residential units and 29,500 square feet (sf) of commercial and leasing office uses and would have approximately 68 employees, which would not exceed the State's criteria for regional significance. There would be no impact.

(b) Project is a Sensitive Use. The Project is not a school, hospital, or park, or otherwise a sensitive use. There would be no impact.

(c) Local Emissions Exceed South Coast Air Quality Management District Thresholds, (f) Violate Air Quality Standard. The short-term construction-related emissions consider demolition and development of the Project site, the off-site redevelopment of the Caltrans Off-Site Project Area, and the off-site utility improvements. With implementation of MM 4.2-2 and MM 4.2-3 to limit NO_x emissions and MM 4.2-1 (SCAQMD Rule 403) to reduce particulate emissions, Project construction maximum regional daily emissions would be less than the SCAQMD thresholds and impacts would be less than significant. The Urban Emissions Model Version 9.2.4 (URBEMIS) construction emissions calculations indicate that the on-road export of excavated soil during the mass grading phase would be the critical factor for nitrogen oxides (NO_x) emissions. The destination for disposal of the soil would not be known until the time of construction; the URBEMIS model for the Project used a default value of 20 miles round trip. To ensure a less than significant impact, MM 4.2-2 requires that mass grading operations do not exceed NO_x emissions threshold of 100 lbs/day, which must be demonstrated by emissions calculations for a typical day based on the equipment selected for on-road and off-road use. MM 4.2-3 describes five additional measures to minimize NO_x emissions, such as limiting diesel equipment idling to less than five minutes and scheduling hauling activities during off-peak hours to the extent practicable. MM 4.2-5 and MM 4.2-6 have been incorporated into the project to further reduce the potential for dust generation to the homes on West 117th Street and Judah Avenue, and to provide liaison between homeowners and the construction contractors.

Operational emissions for the Project were calculated as follows: the total emissions for the Aviation Station Project were calculated, and then the emissions for the existing Project site uses were calculated and subtracted from the future uses to provide a result of the net emissions attributed to the Project. Neither on-site nor off-site Project components would have notable long-term stationary sources of air pollutants, such as large engine-generators or boilers. The estimated net maximum daily operational emissions, including both area source and vehicle emissions, would be less than the SCAQMD CEQA thresholds for all criteria pollutants and no mitigation would be required. Also, the Project would not create a carbon monoxide (CO) hotspot.

(d) Generate Odors, Dust and/or Hazardous Emissions. Project construction equipment and activities would generate odors, dust, and diesel PM. Dust emissions, dust control, and diesel PM emissions were addressed above under Threshold 4.2c. Project-generated or construction-related emissions of toxic air contaminants (TACs) would not expose sensitive receptors to substantial emissions of TACs because (1) the use of off-road, heavy-duty diesel equipment would be temporary (short in duration when compared to 70 years); (2)

diesel particulate matter (PM) has highly dispersive properties; and (3) exhaust emissions would further be reduced with improved equipment. Operation of the Project's residential and commercial uses would not be a source of substantial TACs. Therefore, the exposure of future residents of the Aviation Station Project to TACs from on-site sources would be less than significant and no mitigation would be required.

Regarding emissions from Interstate 105 (I-105), a quantitative health risk assessment (HRA) was conducted in accordance with the methods and procedures described in the California Air Pollution Control Officers Association (CAPCOA) July 2009 guidance document *Health Risk Assessments for Proposed Land Use Projects*. The HRA for the Project concluded that the health risk to future residents from diesel PM emissions from I-105 would be less than significant and no mitigation would be required. Although the HRA demonstrates that cancer and chronic non-cancer risks would be less than significant, it is recognized that persons residing near freeways and roadways with diesel-engine vehicles would be exposed to more pollutants, including particulate matter smaller than 10 microns in size (PM₁₀), particulate matter smaller than or equal to 2.5 microns (PM_{2.5}), and ultrafine particles (UFP or PM_{0.1}) during downwind conditions, than persons living at greater distances from the same freeways and roadways. Therefore, the potential for negative health effects due to particulate exposure would be greater for persons living near freeways. However, consideration of the truck volume and meteorological factors specific to the Project site, and the forecast continuing reduction in diesel exhaust emissions, the health risks to residents of the proposed Project would be less than significant. Although impacts are less than significant, MM 4.2-4 is included to provide future residents of the Project with information regarding exposure to PM₁₀, PM_{2.5}, and UFP.

A quantitative health risk assessment (HRA) was conducted in accordance with the methods and procedures described in the California Air Pollution Control Officers Association (CAPCOA) July 2009 guidance document *Health Risk Assessments for Proposed Land Use Projects*. The purpose of the HRA is to estimate the incremental cancer risk and non-cancer health risk due to diesel PM. PM₁₀ concentrations at the Project site from diesel trucks on I-105 were calculated using the USEPA CAL3QHCR dispersion model. Peak hour truck volume and emission factor were assumed.

Cancer Risk. The maximum PM₁₀ concentration from diesel exhaust would occur at the northeast corner of the Project buildings. The maximum incremental cancer risk (MICR) is calculated by assuming that a resident at that location would be exposed to the maximum PM₁₀ concentration for 350 days per year for a period of 70 years. Because it is very unlikely that a person would live at this location for 70 years and because diesel PM emissions will decline in future years, as described above, the risk calculation is very conservative. The cancer risk from diesel PM at the northeast corner of the Project, i.e. the MICR, was calculated to be 4.7 in 1 million. This value is less than the SCAQMD CEQA significance threshold of 10 in 1 million; see Table 4.2-4. The cancer risk would be less at all other parts of the Project site, declining to approximately 1 in 1 million at the southern edge of the proposed buildings.

Cancer Burden. SCAQMD requires calculation of the cancer burden for areas where the cancer risk would be greater than or equal to 1 in one million. For the Project, this area would include the entire Project site. If it is conservatively assumed that the residential population of the Project, 1,156 persons would be exposed to the MICR of 4.7 in 1 million, the cancer burden would be 0.005 excess cases. This value is approximately one percent of the SCAQMD CEQA significance threshold of 0.5 excess cases; see Table 4.2-4.

Non-cancer Health Risk. The hazard index for non-cancer health risk was calculated to be 0.003, which is substantially less than the SCAQMD CEQA significance threshold of 1.0, as shown in Table 4.2-4.

Based upon the above data, it is concluded that the health risk to residents of the Project from diesel PM emissions from I-105 would be less than significant and no mitigation would be required.

Although the HRA demonstrates that cancer and chronic non-cancer risks would be less than significant, it is recognized that persons residing near freeways and roadways with diesel-engine vehicles would be exposed to more pollutants, including PM10, PM2.5, and UFP during downwind conditions, than persons living at greater distances from the same freeways and roadways. Therefore, the potential for negative health effects due to particulate exposure would be greater for persons living near freeways. However, consideration of the truck volume and meteorological factors specific to the Project site, and the forecast continuing reduction in diesel exhaust emissions, the health risks to residents of the proposed Project would be less than significant. Although impacts are less than significant, MM 4.2-4 is included to provide future residents of the Project with information regarding exposure to PM10, PM2.5, and UFP.

Regarding emissions from LAX, the southeastern corner of the boundary of LAX is approximately 1,000 feet northwest of the Project site. The May 2009 LAX Bradley West Draft Environmental Impact Report (EIR) included a health risk analysis for a proposed LAX project. The results of the analysis state that project-related cancer risks for all adult receptors and young children are predicted to be below the threshold of significance (i.e., 10 in 1 million). The detailed map in the analysis document shows that the risk in the Aviation Station Project area would be less than 1 in 1 million. The analysis also states that project-related chronic non-cancer health hazards for all receptor types are below the threshold of significance (i.e. Hazard Index <1.0). The exposure of future residents of the Project to TACs from off-site sources (I-105 and LAX) would be less than significant.

Potential construction odors include diesel exhaust emissions, roofing, painting, and paving operations. These odors would be temporary and would dissipate rapidly from the source with an increase in distance, and, though noticeable, would likely not be objectionable. During long-term Project operations, some odors associated with residential uses would be expected to occur, such as from cooking or barbequing. Additional odors may come from the commercial uses if a restaurant occupies one or more of the commercial spaces. The odors would be no different than in any other residential area with supporting services and would not be considered objectionable by a substantial number of people.

(e) Conflict with the Applicable Air Quality Plan. The Project would conform to the SCAQMD Air Quality Management Plan. There would be no impact **(g) Cumulatively Considerable Increase of Non-Attainment Pollutant.** The region is a nonattainment area for PM10, PM2.5, NO2, and ozone precursors VOC and NOx. There are no known projects within one-half mile of the Project site that would be undergoing major construction concurrently with the Project. Therefore, cumulative short-term construction emissions would be less than significant for VOC and NOx because the likelihood of the simultaneous construction is low due to the small number of potential future projects in proximity to the Project site.

Long-term emissions of VOC from operation of the Project would be less than 55 percent of the SCAQMD threshold and emissions of other nonattainment pollutants would be less than 30 percent of the thresholds. Therefore, the Project would have a less than significant cumulative air quality impact related to a non-attainment pollutant.

The significant impacts identified in the Draft EIR would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 4.2-1 Dust control measures for Project construction activities shall be in compliance with SCAQMD Rule 403 for Best Available Control Measures and to the satisfaction of SCAQMD and the County Department of Regional Planning. Contractor compliance with Rule 403 requirements shall be mandated in the contractor's final construction plans and specifications and shall include the following measures:

- Land disturbance shall be minimized to the extent feasible. Grading activities shall be limited to the disturbance of no more than 1.25 acres per day and shall not exceed 2,400 cubic yards of grading per day.
- Haul trucks shall be covered when loaded with fill.
- Paved streets shall be swept at least once per day where there is evidence of dirt that has been carried onto the roadway.
- Watering trucks shall be used to minimize dust. Watering should be sufficient to confine dust plumes to the Project work areas. Active disturbed areas shall have water applied to them three times daily.
- For disturbed surfaces to be left inactive for four or more days and that will not be revegetated, a chemical stabilizer shall be applied per manufacturer's instruction.
- For unpaved roads, chemical stabilizers shall be applied or the roads shall be watered once per hour during active operation.
- Vehicle speed on unpaved roads shall be limited to 15 miles per hour.
- For open storage piles that will remain on site for two or more days, water shall be applied once per hour, or coverings shall be installed.
- For paved road track-out, all haul vehicles shall be covered, or shall comply with vehicle freeboard requirements of Section 23114 of the *California Vehicle Code* for both public and private roads. During high wind conditions (wind speeds in excess of 25 mph), all earth-moving activities shall cease or water shall be applied to soil not more than 15 minutes prior to disturbing such soil.

MM 4.2-2 Mass grading operations shall be planned and operated in a manner such that NOx emissions shall not exceed 100 pounds/day. This shall be demonstrated by emissions calculations for a reasonable maximum mass grading day, using the specific equipment selected for off-road and on-road use, subject to SCAQMD

and Los Angeles County Department of Regional Planning review and approval. Should new-technology Tier 3 equipment or better be used, then it may be possible to exceed the equipment and equipment use data assumed in the URBEMIS model for the Project by substantial quantities without exceeding the 100 pounds/day NOx threshold.

MM 4.2-3 In order to minimize NOx emissions, the Applicant/Developer shall include the following measures in all contractor's final construction plans and specifications:

- Use electricity from power poles rather than temporary diesel or gasoline power generators;
- Ensure that all vehicles and equipment shall be properly tuned and maintained according to manufacturers' specifications;
- Prohibit all diesel trucks from idling in excess of five minutes, both on- and off-site;
- Schedule off-site haul activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable, that is, peak hour hauls on the off-site arterial system shall occur only if necessary to avoid extending the length of the applicable phase of construction;
- Provide temporary traffic controls, such as a flag person, during all phases of construction as necessary to maintain smooth traffic flow. If needed to avoid congestion, provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site and/or modify signal synchronization; and
- Configure construction parking to minimize traffic interference.

MM 4.2-4 Information regarding exposure to PM10, PM2.5, and ultra-fine particles due to the Project's proximity to I-105 shall be provided to all future homeowners and residents of the Project through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs).

MM 4.2-5 The Project final plans and specifications shall require that activities with the potential to generate dust, PM10, and PM2.5 that are not required at a specific location on the Project site, such as the staging of equipment and materials, shall be located as far as feasible from nearby residences.

MM 4.2-6 A construction relations officer shall be appointed to act as a community liaison concerning on-site construction activity including resolution of issues related to the generation of dust, PM10, and PM2.5.

3.7 CULTURAL RESOURCES

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Archaeological Resources (Less than Significant with Mitigation)
- (b) Paleontological Resources (Less than Significant with Mitigation)
- (c) Historic Structures or Sites (Less than Significant Impact)
- (d) Substantial Change to Historical or Archaeological Resource (Less than Significant with Mitigation – archaeological resources; Less than Significant Impact – historic resources)
- (e) Unique Paleontological Resource or Geologic Feature (Less than Significant with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding cultural resources in Section 4.3 of the Draft EIR and the Cultural Resources Study located in Appendix F of the Draft EIR, which are incorporated by reference herein.

(a) Archaeological Resources, (d) Substantial Change to Historical or Archaeological Resource. There are no significant archaeological resources recorded or known within the Project site. However, undisturbed (i.e., previously unknown) archaeological resources, including Native American resources, could potentially remain under existing development. Also, excavation in native soils always has the potential to uncover unanticipated human remains, including remains within Native American burial grounds. Therefore, MM 4.3-1 requires monitoring by a qualified Archaeologist during all grading and excavation activities that occur within native soils in the event that cultural resources are discovered during ground-disturbing activities, and MM 4.3-3 describes the procedures for conduct following a discovery of human remains, as mandated by California law.

(b) Paleontological Resources. While shallow excavations in the Quaternary Alluvium would not likely encounter significant vertebrate fossil remains, deeper excavation could possibly encounter such remains. The potential to encounter previously unknown paleontological resources during excavation and construction activities for Project implementation is a potentially significant impact. This impact would be reduced to a level considered less than significant with implementation of MM 4.3-2, which requires monitoring by a qualified Paleontologist where ground-disturbing activities extend approximately 15 feet below the present ground surface, and the recovery and recordation, if necessary, of any paleontological resources encountered. With implementation of MM 4.3-2, there would be less than significant impacts related to the potential discovery of unanticipated paleontological resources from implementation of the Project.

(c) Historic Structures or Sites, (d) Substantial Change to Historical or Archaeological Resource. The residential and commercial buildings in the Project area would not be eligible for listing in the National Register of Historic Places or the California Register of Historical Resources, and the demolition of the buildings on the Project site would not result in a significant adverse impact on historical resources.

(e) Unique Paleontological Resource or Geologic Feature. Based on recovery of significant fossils in the area within older Quaternary alluvium, which underlies the Project site, from depths of 13 to 40 feet below the surface, there would be potential to encounter significant vertebrate paleontological resources during deeper excavation activities. Therefore, MM 4.3-2 requires monitoring by a qualified Paleontologist where ground-disturbing activities extend approximately 15 feet below the present ground surface, and the recovery and recordation, if necessary, of any paleontological resources encountered.

The significant impacts identified in the Draft EIR would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 4.3-1 During all grading and excavation activities that occur within native soils (i.e., not within engineered fill materials that are present at the surface), a trained Archaeological Monitor shall be present to monitor the earth-moving activities. Based on the site conditions and grading program, the Archaeological Monitor shall determine an appropriate monitoring schedule, subject to the approval of the Los Angeles County Department of Regional Planning (LACDRP). The Archaeological Monitor would not need to be present once grading and excavations reach a depth of 15 feet or deeper (see MM 4.3-2), or once bedrock is encountered. Should archaeological resources be encountered, a qualified Archaeologist shall be retained to implement procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the resources, as appropriate. If the resources are found to be significant, the Archaeologist shall determine appropriate actions for preservation and/or data recovery to the satisfaction of the LACDRP. If the Monitor determines that the sediments are not sensitive for the presence of resources, monitoring efforts can be terminated.

MM 4.3-2 A qualified Paleontologist shall be retained to monitor earth-moving activities of 15 feet or deeper (i.e. the depths at which significant vertebrate fossils have been recovered from older Quaternary Alluvium). Should paleontological resources be encountered during earth-moving activities (i.e., grading and excavation), the Paleontologist shall implement procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the resources, as appropriate. If the resources are found to be significant, the Paleontologist shall determine appropriate actions for preservation and/or data recovery to the satisfaction of the Los Angeles County Department of Regional Planning. If the Paleontologist determines that the sediments are not sensitive for the presence of resources, monitoring efforts can be terminated.

MM 4.3-3 In accordance with *California Health and Safety Code*, Section 7050.5, if human remains are found, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains. The County Coroner shall be notified within 24 hours of the discovery and shall make such determination within 2 working days of notification of discovery. If the County Coroner determines that the remains are or believed to be Native American, the County Coroner shall notify the Native American Heritage Commission in Sacramento within 24 hours. In accordance with *California Public Resources Code*, Section 5097.98, the Native American

Heritage Commission must immediately notify those persons it believes to be the most likely descended from the deceased Native American. The descendants shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.

3.8 VISUAL QUALITIES

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) View from Scenic Highways or Scenic Corridors (No Impact)
- (b) Views from Regional Riding or Hiking Trails (No Impact)
- (c) Unique Aesthetic Features (No Impact)
- (d) Visual Character (Less than Significant with Mitigation)
- (e) Change in Patterns, Scale, Character of the Area (Less than Significant with Mitigation)
- (f) Substantial Shade, Light, or Glare (Less than Significant with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding visual quality in Section 4.4 of the Draft EIR and the Lighting Study located in Appendix G-1 of the Draft EIR, which are incorporated by reference herein.

(a) View from Scenic Highways or Scenic Corridors, (b) Views from Regional Riding or Hiking Trails, (c) Unique Aesthetic Features. Neither the Project site nor the other off-site components are located adjacent to a scenic corridor or scenic highway, and these components are not visible from any regional riding or hiking trails. The Project site, Caltrans Off-Site Project Area, and surrounding areas are fully developed with urban land uses within an urban portion of the County and are not located within an undeveloped or undisturbed area that contains unique aesthetic features. There would be no impacts.

(d) Visual Character, (e) Change in Patterns, Scale, Character of the Area. During construction on the Project site, there would be views of construction activities throughout the various stages of Project implementation. Although no significant visual impacts would result during construction, because construction is deemed a temporary impact, MM 4.4-1 requires installation of a visual barrier along the site perimeter to obstruct street-level views of at-grade and below-grade construction activities on the Project site from residences in the immediate vicinity of the site.

Implementation of the Project would alter the existing visual character of the site and views from surrounding land uses. The Project's five-story height and massing is compatible with the urban land uses to the north and west, including the elevated Metro Green Line Aviation/LAX Station, the Metro bus terminal, and the I-105 immediately to the north, as well as the Northrop Grumman campus, Burlington Northern Santa Fe (BNSF) railroad, and other land uses located in the City of El Segundo to the west across Aviation Boulevard, and would be generally inconsistent with the one-story commercial and single-family residential land uses in the Del Aire community to the south and east. However, the Project has been specifically designed to provide a mix of residential and commercial land uses at a scale and density required to support a transit-oriented development while buffering the single-family residential land uses in Del Aire from the transit land uses near the intersection of Aviation Boulevard and West Imperial Highway and the industrial land uses beyond, including LAX, which is located approximately 0.15 mile northwest of the Project site. In terms of size, scale, and land use types, the Project is designed to provide transitional land uses that would buffer the single-family residential land uses in Del Aire from the transit and industrial uses in the Project area. Also, the Project incorporates a combination of site planning and design considerations, as well as architectural and landscape/hardscape features (refer to MM 4.4-2) and a conceptual signage plan, to provide an aesthetically pleasing development and to assist in preserving the integrity and residential character of the single-family community to the south and east. The Project will maintain and strengthen the residential character of the Del Aire community by including new housing opportunities for both renters and owners. Therefore, although the Project would alter the height, massing, and visual character of land uses on the Project site, these changes would not result in a significant adverse change to the patterns, scale, or character of the general area. The changes to the Caltrans Off-Site Project Area and temporary off-site utility trenching would not alter the existing visual condition or character of the area.

(f) Substantial Shade, Light, or Glare. Based on the shade and shadow simulations, there would be approximately 30 minutes of shade within the main daylight hours during the winter and there would be no shade during the main daylight hours during the spring, summer, or fall as a result of the Project. Therefore, the Project would not result in more than three hours of shade being cast on existing shade-sensitive land uses during the main daylight hours, and there would be a less than significant impact. The proposed reconfiguration of transit-related land uses in the Caltrans Off-Site Project Area to the north would not result in new or otherwise taller structures that would create more substantive shade than in the existing condition.

Based on lighting simulations for the Project, interior light generated by the residential units would not result in a significant lighting projection (spillover) onto the adjacent properties. 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. Proposed on-site exterior lighting would be greater than the existing condition due to the density and height of the Project. Proposed signage is another source of proposed exterior lighting. The majority of signs are proposed on Aviation Boulevard and on the north side of the Project site facing the Metro plaza, with limited signage on West 117th Street and Judah Avenue. All signs will be internally illuminated, externally illuminated, internally halo-lit or have ambient illumination, depending on sign type and consistency with the Los Angeles County Code (refer to MM 4.4-3 and MM 4.4-4). Therefore, flashing, neon, or liquid crystal display (LCD) light displays are not proposed as part of the signage plan, avoiding distractions for pedestrians or area drivers, including drivers on the I-105. The proposed lighting at the

Project would be consistent with the type and extent of nighttime lighting in place at surrounding urban land uses in the Los Angeles basin, and would not contribute substantial light that could adversely affect day or nighttime views for the adjacent residential homes or other populations in the Project area.

Building materials specified by the architect for the Project include non-reflective products such as brick veneers, metal awnings, aluminum storefronts with metal panels on the commercial buildings and horizontal siding and plaster finishes and balconies with metal guardrails on the residential buildings. Only non-reflective building materials, including glass, would be used where the location, direction, and/or massing of the material could cause glare that would affect pedestrians, residents, and/or motorists, such as windows and exterior walls. Based on the proposed building material specifications, the Project would not generate substantial glare that would create a hazard and/or nuisance to residents and visitors of the Project or surrounding land uses.

The significant impacts identified in the Draft EIR would be reduced to a less than significant level with implementation of the following mitigation measures:

- MM 4.4-1** Prior to commencement of construction activities, the Contractor shall install a visual barrier along the entire perimeter of the construction site (e.g., green mesh fabric or similar view-blocking material) to obstruct street-level views of construction activities from adjacent residents along West 117th Street and Judah Avenue. This barrier shall remain in place until the completion of grading activities requiring heavy mobile trucks/equipment. This shall be included on the contractor specifications and verified by the County of Los Angeles.

- MM 4.4-2** Prior to issuance of a grading permit, the Project Applicant/Developer shall submit the Landscaping Plan to the Los Angeles County Department of Regional Planning for review and approval.

- MM 4.4-3** Prior to issuance of a building permit, a signage plan shall be submitted to the Los Angeles County Department of Regional Planning for review and approval. Project signage shall be designed and implemented in compliance with all applicable Los Angeles County standards and requirements.

- MM 4.4-4** Prior to issuance of a building permit, a lighting plan shall be submitted to the Los Angeles County Department of Public Works for review and approval. Project lighting shall be designed and implemented in compliance with all applicable Los Angeles County lighting standards.

3.9 TRAFFIC/ACCESS

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Congestion Problems (Less than Significant with Mitigation)
- (b) Hazardous Traffic Conditions (Less than Significant Impact)
- (c) Parking Problems (Less than Significant with Mitigation)

- (d) Inadequate Emergency Access (Less than Significant with Mitigation)
- (e) Congestion Management Program (Less than Significant with Mitigation)
- (f) Conflict with Alternative Transportation Policies (Less than Significant Impact)
- (g) Other Factors (Less than Significant with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding traffic and access in Section 5.1 of the Draft EIR and the Traffic Study located in Appendix H of the Draft EIR, which are incorporated by reference herein.

(a) Congestion Problems, (e) Congestion Management Program, (g) Other Factors. During construction, there would be a temporary increase in truck trips in the Project area. Construction-related traffic would use the existing regional and local road network, specifically, nearby designated truck routes (i.e., Aviation Boulevard and West Imperial Highway/Interstate 105), where feasible, and no construction traffic or queuing shall be allowed on the residential portion of West 117th Street, Judah Avenue, or any other residential streets within the Del Aire community (refer to MM 3.4-3).

The largest amount of truck traffic would be associated with excavation. The operation of the Project is expected to generate 1,114 net daily trips, which is less than significant. In comparison, the approximately 85 daily round-trip truck trips for construction traffic during excavation activities would also result in a less than significant impact on Aviation Boulevard and West Imperial Boulevard and other surrounding roadways. MM 5.1-6 requires the Project Applicant/Developer to provide Los Angeles World Airports with construction-related information prior to initiation of construction activities to minimize potential cumulative construction traffic impacts in the LAX area.

To ensure that construction-related traffic impacts to Caltrans facilities would be less than significant, MM 5.1-1 requires the design of the intersection of the Caltrans-owned property with West Imperial Highway, and associated traffic signal installation, will be designed and constructed in accordance with the 2010 California Manual on Uniform Traffic Control Devices (MUTCD), and subject to the approval of the City of Los Angeles through its B-Permit process. MM 3.2-6 requires the Project Applicant/Developer to obtain an encroachment permit from Caltrans for construction activities within the off-site, Caltrans-owned parking lot.

The Project is expected to generate a net increase of 171 vehicle trips (28 inbound trips and 143 outbound trips) during the AM peak hour, and a net increase of 83 vehicle trips (48 inbound trips and 35 outbound trips) during the PM peak hour. Over a 24-hour period, the Project is forecasted to generate a net increase of 1,114 daily trip ends during a typical weekday (557 inbound trips and approximately 557 outbound trips). Based on analysis and modeling of current and projected future conditions using County of Los Angeles, City of Los Angeles, or Caltrans criteria, as appropriate based on the jurisdiction of the intersection, roadway segment, or freeway segment, the proposed Project's traffic generation would

result in less than significant impacts related to study intersections, queuing, mainline freeway segments, and CMP monitoring locations with implementation of MM 5.1-2, which describes the traffic and circulation features to be constructed as part of the Project.

Optional Traffic Calming Measures

In response to community concerns regarding potential Project-related trips using Judah Avenue to access the Project site, additional optional Project features have been proposed. These optional features are not required to mitigate potential Project-related traffic impacts. As previously discussed, all Project-related traffic impacts would be reduced to a level less than significant with implementation of Mitigation Measures (MM) 5.1-1 through MM 5.1-6, MM 3.2-6, and MM 3.4-3. Therefore, these optional Project features are included within this Draft EIR to allow for the possibility of future implementation, if determined to be warranted/beneficial by the County.

Option 1 involves the elimination of ingress into the Project's West 117th Street driveway. Access into the West 117th Street driveway would be limited to right-turn egress movements only and no vehicular entry (left-turn or right-turn) would be permitted. All of the Project's ingress traffic would be required to use the main driveway on Aviation Boulevard.

As noted on Figure 5.1-7 of the Draft EIR, only 10 percent of the Project's entry traffic is forecasted to use the West 117th driveway for entry. An updated analysis was prepared assuming this 10 percent were shifted to Project's Aviation driveway (i.e., 100% of entry traffic). As shown in new Table 5.1-9, the Project-related traffic impacts assuming all entry traffic using the Project's Aviation driveway would remain less than significant. Furthermore, the potential Project feature further limits any potential use of Judah Avenue or other residential streets located east and south of the Project site by Project-related traffic.

Option 2 would restrict traffic movements from entering westbound onto West 117th Street from Judah Avenue through construction of a curb extension at the northwest corner of the Judah/ West 117th intersection. Also, eastbound traffic on 117th Street would be limited to right-turns only at the Judah intersection.

Option 2 has been considered in response to the community's assertion that existing traffic currently uses Judah Avenue and West 117th Street as a "cut-through" route to avoid Aviation Boulevard, and that this cut-through traffic would increase due to the Project, despite the Project design features to limit traffic from using West 117th Street east of the Project driveway.

Traffic counts were taken at the Judah Avenue/West 117th and Judah Avenue/West 118th Street intersections to determine the potential effects of the Option 2 traffic restriction. Based on these traffic counts, it is concluded that the curb extension is not warranted or desirable from a traffic-calming perspective based on the following:

- 1) The traffic restriction would unnecessarily cause existing residents who use the segment of West 117th Street between Aviation Boulevard and Judah Avenue to re-route to other local streets in order to travel to and from their residences (e.g., six cars were counted going west on West 117th Street across Judah Avenue in the AM peak hour that would need to instead turn left onto southbound Judah Avenue and use another street to reach Aviation Boulevard, such as West 118th Street); and

2) The traffic counts demonstrate that there is no evidence or data to suggest that West 117th Street west of Judah Avenue is currently being used as a “cut-through” street as asserted in the comment (e.g., during the PM peak hour, only two cars were counted to turn left from northbound Judah onto westbound West 117th). As there is no demonstrated patterns of regular cut-through traffic using Judah Avenue and West 117th Street, it is reasonable to conclude that Project-related traffic would also not regularly use this route.

Should the County decide to implement the curb restriction, the number of vehicles potentially re-routed is relatively small (about 30 cars in the AM peak hour and about 20 cars in the PM peak hour) and would not adversely affect other streets that would absorb this additional traffic. Therefore, no additional review of this or other measures to physically restrict traffic movements on West 117th Street and/or Judah Avenue are required or recommended, and impacts would be less than significant.

Option 3 is the potential installation of a landscaped median island on the “wide” segment of Judah Avenue between West 118th Street and West 120th Street. Conceptually, the roadway configuration would be modified from the current two through travel lanes in each direction on Judah Avenue to one travel lane in each direction, plus a center landscaped median. Left-turn pockets can be provided at intersections. Curbside parking can also be retained on both sides of Judah Avenue with the center landscaped median.

The purpose for consideration of a center median island on Judah Avenue would be to aid in the managing of traffic along the roadway as research has shown that motorists will generally drive slower in a more constricted roadway environment. According to the County Public Works Neighborhood Traffic Management Program website (www.dpw.lacounty.gov/tnl/ntmp.com), a center median island can be slightly effective in reducing travel speeds on the effected roadway segment, although it may not have a measurable effect on traffic volumes. Also, many residents in the community would likely view the landscaped median as an attractive feature from an aesthetic standpoint.

Some residents along Judah Avenue could be somewhat inconvenienced by the installation of a center median island as it would effectively limit traffic movements at their driveways to right-turns only, thereby resulting in the need to make u-turns at intersections and/or slightly adjusting travel routes based on the limited traffic movements at their driveways. These slight changes in travel patterns due to a raised center median would not result in a significant traffic impact and no mitigation is required.

The reduction in number of through travel lanes as a result of Option 3 would not be a significant adverse impact because the number of vehicles currently using Judah Avenue is relatively small (e.g., nine northbound/13 southbound cars on Judah Avenue south of West 118th Street in the AM peak hour, and 12 northbound/23 southbound through cars on Judah Avenue south of West 118th Street in the PM peak hour). As the potential landscaped median on Judah Avenue is not required to mitigate traffic impacts associated with the Project, it is not required for installation in conjunction with development of the Project, however, the County may consider installation of the median as part of the Project or at a later date.

The consideration of these optional traffic calming measures does not result in any new or more significant impacts from implementation of the Aviation Station Project, and associated off-site components, than disclosed in the Final EIR, and does not require recirculation of the EIR.

**TABLE 5.1-8
SUMMARY OF V/C RATIOS AND LOS FOR COUNTY OF LOS ANGELES STUDY INTERSECTIONS –
REFLECTING TRAFFIC CALMING MEASURE OPTION 1**

Intersection	Peak Hour	[1] Year 2009 Existing		[2] Year 2014 w/Ambient Growth		[3] Year 2014 w/Proposed Project				[4] Year 2014 w/Related Projects			
		V/C	LOS	V/C	LOS	V/C	LOS	Change V/C ^a [3]-[2]	Significant Impact?	V/C	LOS	Change V/C ^b [4]-[2]	Significant Impact?
2. Aviation Boulevard/ 116 th Street (Site Driveway)	AM	0.374	A	0.387	A	0.412	A	0.025	NO	0.419	A	0.032	NO
	PM	0.417	A	0.432	A	0.418	A	-0.014	NO	0.425	A	-0.007	NO
3. Aviation Boulevard/ 117 th Street	AM	0.426	A	0.437	A	0.451	A	0.014	NO	0.458	A	0.021	NO
	PM	0.496	A	0.510	A	0.505	A	-0.005	NO	0.512	A	0.002	NO
V/C = volume to capacity ratio; LOS = level of service ^a Change V/C for 2014 w/Proposed Project is calculated by subtracting the Year 2014 w/Ambient Growth V/C from the Year 2014 w/Proposed Project V/C. ^b Change V/C 2014 w/Related projects is calculated by subtracting the Year 2014 w/Related projects V/C from the Year 2014 w/Ambient Growth V/C. Source: LLG 2011													

(b) Hazardous Traffic Conditions. With incorporation of MM 5.1-2, which includes the implementation of a traffic light at the intersection of West Imperial Highway and the California Department of Transportation (Caltrans) driveway, and MM 5.1-1, which requires compliance with MUTCD, potential impacts related to hazardous traffic conditions would be less than significant.

(c) Parking Problems. Parking for the Project would provide a total of 797 parking spaces through construction of one level of subterranean parking that would underlie the majority of Lot 1 and Lot 2, and through Street Level parking. As described in MM 5.1-3, parking shall be Americans with Disabilities Act (ADA) compliant. The Traffic Analysis determined the Project would provide adequate residential and commercial parking and there would be a less than significant impact. Although a significant parking impact was not identified, MM 5.5-4 would be implemented to reduce potential on-street parking conflicts for the adjacent neighborhood.

(d) Inadequate Emergency Access. The Project includes an emergency access Fire Lane adjacent to the Metro Green Line and would be designed in compliance with all applicable *California Building Code* requirements. Impacts associated with emergency access would be less than significant.

(f) Conflict with Alternative Transportation Policies. The relocation of the existing Metro bus terminal has the potential to disrupt existing bus operations if the newly constructed Metro bus terminal is not fully operational. Although standard Metro procedures provide uninterrupted bus services, the inclusion of MM 5.1-5 requires that the existing on-site Metro bus terminal be maintained until the new off-site Metro bus terminal is fully operational, thereby eliminating a potential impact to Metro bus transit services. The Project supports and is consistent with regional (i.e., Southern California Association of Governments [SCAG]) and County policies regarding transportation, including alternative transportation.

The significant impacts identified in the Draft EIR would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 5.1-1 All traffic improvements and construction-related activities that involve Caltrans-owned property shall be subject to the approval of an encroachment permit from Caltrans and shall be designed and constructed in accordance with applicable Caltrans standards and requirements, including the California 2010 MUTCD Manual, to the satisfaction of Caltrans. All traffic improvements within City of Los Angeles right-of-way shall be subject to the approval of the City of Los Angeles and the implementation of the improvements shall be guaranteed through the City's B-Permit process.

MM 5.1-2 To ensure adequate vehicular access and circulation on the Project site and the off-site Project area, the Project shall construct the following traffic and circulation features to the satisfaction of the Los Angeles County Department of Public Works (LACDPW). All driveways and other circulation features that would affect City of Los Angeles roadways shall require coordination for review and approval with the LADOT's Citywide Planning Coordination Section.

- Vehicular access to the Project site shall be limited to driveways on Aviation Boulevard and West 117th Street.
 - The existing Aviation Boulevard signalized driveway (driveway entrance to the Metro bus terminal) is located at the northwest corner of the Project

site and shall be modified to serve as the main Project driveway for access to the commercial and residential components of the Project and associated parking areas. The existing traffic signal equipment at the Aviation Boulevard driveway shall be modified accordingly. The proposed Aviation Boulevard driveway shall provide full access (i.e., left-turn and right-turn ingress and egress turning movements). For exiting traffic, two lanes shall be provided: one for left-turns and one for right-turns.

- The West 117th Street driveway shall be located on the north side of West 117th Street at the southwest corner of the Project site, and shall provide secondary access to the commercial and residential components of the Project and associated parking areas. This driveway shall 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 travelling on nearby local residential streets).
- The existing Metro bus terminal shall be relocated to the western portion of the existing Caltrans Park-and-Ride Lot. The existing Caltrans Park-and-Ride Lot and the adjacent surface parking lot associated with the Caltrans Maintenance Facility shall be reconfigured to accommodate the relocation of the Metro bus terminal in order to maintain at least the current number of Park-and-Ride spaces (approximately 400 parking spaces).
 - Vehicular access to the relocated Metro facilities shall be provided via two driveways: one on Aviation Boulevard and one on West Imperial Highway.
 - The existing Caltrans Park-and-Ride driveway on Aviation Boulevard shall be relocated approximately 100 feet north of its current position and shall accommodate right-turn ingress and egress movements only.
 - The existing Caltrans Park-and-Ride driveway on West Imperial Highway shall be relocated approximately 30 feet east of its current position and shall be used as an exit only driveway (i.e., limited to right-turn egress movements only).
 - The existing Caltrans driveway on West Imperial Highway shall be reconfigured to provide one inbound lane and one outbound lane, with left-turn and right-turn ingress and right-turn egress only (i.e., no left-turn egress movements would be permitted onto westbound West Imperial Highway). The reconfigured Caltrans driveway shall provide direct access to the Caltrans Park-and-Ride Lot and Caltrans surface parking lot.
 - A traffic signal shall be installed at the existing Caltrans driveway on West Imperial Highway to accommodate access to the reconfigured Metro and Caltrans facilities. The traffic signal at the Caltrans driveway shall feature separate westbound left-turn phasing for vehicles turning left into the Caltrans Park-and-Ride Lot and Caltrans Maintenance Facility parking lot and a northbound right-turn overlapping phase for vehicles exiting the driveway. The cost and implementation of the traffic signal installation shall be the sole responsibility of the Project Applicant. The Project Applicant shall contact LADOT's Western District Operations Office to

facilitate the review and approval of the traffic signal in this location. The installation of the traffic signal shall be complete and in operation prior to the operation of the new Metro bus terminal.

- A new driveway on West Imperial Highway shall be constructed for the relocated Metro bus terminal and will provide right turn ingress and egress movements.
- Modifications to the traffic signal located at the intersection of Aviation Boulevard and West 116th Street shall be constructed prior to occupancy of the Project. The cost of the design and modification of the traffic signal shall be the sole responsibility of the Project Applicant. A detailed striping and signal plans shall be submitted to LACDPW Traffic and Lighting Division for review and approval.
- The design/redesign of the intersections (and associated traffic signal installations), roadways, and the site plan layout, including driveway encroachments within Los Angeles County, shall be to the satisfaction of the LACDPW.

MM 5.1-3 The provision, design, and location of parking for the Project shall comply with the Americans with Disabilities Act (ADA).

MM 5.1-4 Prior to issuance of the first occupancy permit, the Project Applicant/Developer shall coordinate with the Los Angeles County Department of Public Works regarding a possible restricted parking program for West 117th Street and Judah Avenue adjacent to the Project site, which currently have unrestricted parking. Whether or not restricted parking is implemented and the type of restriction used (e.g., meters, permits, signs) shall be determined to the mutual satisfaction of the Project Applicant/Developer, the County, and the adjacent residents.

MM 5.1-5 The Project Applicant/Developer shall demonstrate to the satisfaction of the County of Los Angeles and the Metropolitan Transportation Authority that the relocated Metro bus terminal is fully operational prior to the removal of the existing Metro bus terminal located on Lot 2 of the Project site.

MM 5.1-6 To minimize potential cumulative construction traffic impacts in the Los Angeles International Airport (LAX) area, the Project Applicant/Developer shall provide Los Angeles World Airports with the Project's construction schedule, construction hours, haul routes, and construction personnel contact information at least 10 days before construction activities begin.

In addition, MM 3.2-6 and MM 3.4-3 from Section 3.2, Flood, and Section 3.4, Noise, of the Draft EIR, are applicable to the traffic analysis.

3.10 SEWAGE DISPOSAL

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Treatment Plant Capacity (Less than Significant with Mitigation)
- (b) Sewer Line Capacity (Less than Significant with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding sewage disposal in Section 5.2 of the Draft EIR, the Sewer Area Study located in Appendix I of the Draft EIR, and written correspondence with Sanitation Districts of Los Angeles County and the County of Los Angeles Department of Public Works located in Appendix J of the Draft EIR, which are incorporated by reference herein.

(a) Treatment Plant Capacity. The Project's expected net daily wastewater generation of 77,626 gallons per day (gpd) would represent approximately 0.065 percent of the available 119,300,000-gpd (119.3 million gallons per day [mgd]) remaining capacity of the Joint Water Pollution Control Plant (JWPCP). This small increment in wastewater contributed from the Project would not create capacity problems at the treatment plant serving the Project. Also, the *California Health and Safety Code* allows the Sanitation Districts of Los Angeles County (LACSD) to charge a fee for connecting to the LACSD sewer system or for increasing the existing strength or quantity of wastewater attributable to a particular parcel. The Project would be subject to this fee, as described in MM 5.2-1. Implementation of proposed improvements in the Caltrans Off-Site Project Area would not result in a net increase in sewage generated by the new Metro bus terminal and would not impact the treatment capacity at the JWPCP because demand would not be increased.

(b) Sewer Line Capacity. The Sewer Area Study for the Project determined that, with the implementation of the sewer line improvements stated in MM 5.2-2, there would be adequate access and capacity in the local sewer system and trunk sewer serving the Project site. The new local sewer lines would be annexed into the LACDPW's Consolidated Sewer Maintenance District, as required by MM 5.2-3. Also, a new sewer lateral line within the off-site, Caltrans-owned property would be constructed to provide service to the restrooms and water fountain associated with the new Metro bus terminal (refer to MM 5.2-4).

The significant impacts identified in the Draft EIR would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 5.2-1 Prior to the issuance of building permits, the Project Applicant/Developer shall pay the applicable connection fees in accordance with the Sanitation Districts of Los Angeles County *Master Connection Fee Ordinance of County Sanitation District No. 5 of Los Angeles County*.

MM 5.2-2 Prior to issuance of building permits, the Project Applicant/Developer shall demonstrate to the Sanitation Districts of Los Angeles County and Los Angeles County Department of Public Works that the Project includes appropriate infrastructure to ensure adequate wastewater conveyance. It is anticipated that segments of the existing eight-inch-diameter local sewer line within Aviation Boulevard (between West 116th Street and West 117th Street) and West 116th Street (between Aviation Boulevard and Judah Avenue) will be removed. The Project shall include the following new wastewater infrastructure:

- An 8-inch-diameter local sewer line within Aviation Boulevard beginning north of West 116th Street and connecting to the sewer line within West 117th Street;

- An 8-inch-diameter local sewer line within West 117th Street connecting the Aviation Boulevard sewer line to the existing sewer line in West 117th Street;
- An 8-inch-diameter local sewer line within Judah Avenue beginning mid-block between West 116th Street and West 117th Street, and connecting to the existing sewer line in West 117th Street;
- An 8-inch-diameter local sewer line within Judah Avenue beginning mid-block between West 116th Street and extending north of West 117th Street, and connecting to the existing sewer line in West 116th Street;
- Six-inch-diameter sewer laterals from each of the four proposed buildings to a local sewer line; and
- Four-inch-diameter sewer laterals from each individual townhome along West 117th Street and Judah Avenue to a local sewer line.

MM 5.2-3 Prior to the issuance of building permits, the Project Applicant/Developer shall complete the annexation of all appropriate local sewer lines and laterals necessary to serve the Project that are currently within the City of Los Angeles into the Los Angeles County Department of Public Works (LACDPW) Consolidated Sewer Maintenance District. All proposed sewer lines shall be constructed in compliance with the LACDPW's sewer design standards to the satisfaction of LACDPW.

MM 5.2-4 Prior to issuance of building permits for the off-site Caltrans-owned property, the Project Applicant/Developer shall demonstrate to the Los Angeles County Department of Public Works that the Project includes adequate wastewater infrastructure. A new sewer lateral line within the off-site, Caltrans-owned property shall be constructed to provide service to the restrooms associated with the new Metro bus terminal. The sewer line shall be connected to the existing eight-inch-diameter local sewer line within the off-site Caltrans property.

3.11 EDUCATION

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) School District Capacity (Less than Significant with Mitigation)
- (b) Capacity of Individual Schools (Less than Significant with Mitigation)
- (c) Student Transportation Problems (Less than Significant Impact)
- (d) Increased Library Demand (Less than Significant with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding education in Section 5.3 of the Draft EIR and written correspondence with Wiseburn School District (Draft EIR Appendix J), Centinela Valley Union High School District (Draft EIR reference Huttenberger 2010), and the County of Los Angeles Public Library (Draft EIR Appendix A), which are incorporated by reference herein.

(a) School District Capacity, (b) Capacity of Individual Schools. Implementation of the proposed Project would generate additional Grade K-12 students that would be served by the Wiseburn School District (WSD) and the Centinela Valley Union High School District (CVUHSD). Payment of the statutory fees under SB 50, as required in MM 5.3-1, would mitigate for all impacts associated with the implementation of the Project to all affected school districts, as SB 50 expressly states that the payment of SB 50 fees is deemed to provide “full and complete mitigation of impacts”.

(c) Student Transportation Problems. The schools that would serve the school children residing in the residences within the Project are all within 2 miles of the Project site and these residences would not be eligible for school bus services. There may be a demand for special needs student transportation to these schools; however, the numbers of children generated by the Project that would need this service would be minimal and would not generate a significant impact to student transportation services.

(d) Increased Library Demand. Implementation of the proposed Project is estimated to generate a net population increase of 1,117 persons, and these residents would be served by the County of Los Angeles Public Library. To mitigate the costs associated with the provision of service expansions to satisfy the demands of new populations, the County of Los Angeles established the Library Facilities Mitigation Fee Program (Chapter 22.72 of the County Code). This fee would be applicable to the proposed Project, and its payment would be ensured via MM 5.3-2.

The significant impacts identified in the Draft EIR would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 5.3-1 The Project Applicant/Developer shall pay new development fees in effect at the time of building permit issuance to the Wiseburn School District and the Centinela Valley Union High School District pursuant to *California Government Code*, Section 65995 (SB 50).

MM 5.3-2 The Project Applicant/Developer shall remit to the Los Angeles County Public Library a fee in effect at the time of building permit issuance, pursuant to the Library Facilities Mitigation Fee Program.

3.12 FIRE/SHERIFF SERVICES

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Staffing or Response Times at the Fire or Sheriff’s Station Serving Project (Less than Significant with Mitigation)
- (b) Special Fire or Law Enforcements Problems (Less than Significant with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding fire and sheriff services in Section 5.4 of the Draft EIR and written correspondence with the Los Angeles County Fire Department and the County of Los Angeles Sheriff's Department, both located in Appendix J of the Draft EIR, which are incorporated by reference herein.

(a) Staffing or Response Times at the Fire or Sheriff's Station Serving Project, (b) Special Fire or Law Enforcements Problems. Construction-related activities, primarily from the hauling of large equipment and materials to and from the Project site, could temporarily increase traffic congestion and obstruct traffic circulation in the vicinity of the Project site, potentially affecting emergency response access and circulation. To ensure less than significant impacts to fire and sheriff's department response times, all construction vehicles would be required to enter and exit the Project site from nearby designated truck routes (i.e. Aviation Boulevard and/or West Imperial Highway/Interstate 105), where feasible, and no construction traffic or queuing shall be allowed on the residential portion of West 117th Street, Judah Avenue, or any residential streets within the Del Aire community, in accordance with MM 3.4-3.

The Project includes a 28-foot-wide emergency-vehicle-only Fire Lane located between the existing off-site Metro Green Line Station and Buildings 2A/2B on Lot 2. The Fire Lane ingress/egress points from the intersection of Judah Avenue and West 116th Street would be gated and used for emergency vehicles only. Also, the Los Angeles County Fire Department (LACFD) determined that the proposed buildings, increased density of development, and associated increased demand for LACFD services would result in a less than significant impact to fire protection services in the Project area, the LACFD has not indicated any special fire protection problems existing in the Project area. As described in MM 3.3-1, the Project would comply with all applicable *County of Los Angeles Code* and Ordinance requirements regarding fire prevention and suppression measures.

The Los Angeles County Sheriff's Department (LACSD) has indicated that implementation of the Project would increase demand for LACSD services, which would result in the need for additional law enforcement resources for the general area of service. However, the LACSD concluded that implementation of the Project would not significantly impact acceptable service ratios or response times, that no new facilities are required to serve the Project, and there are no special law enforcement problems in the Project area. The Project would not create the need for expanded facilities or new facilities, and existing facilities are adequate to serve the Project. The LACSD recommends that after occupancy of the Project, a re-assessment of sheriff services demands be initiated to determine whether additional services would be required (refer to MM 5.4-1). The recommended LACSD assessment would be intended to ensure that services are appropriately allocated to areas in need. Additionally, the LACSD would implement the Block Watch Program for the Project, as is standard for all new housing developments.

The proposed reconfiguration of land uses on the Caltrans Off-Site Project Area immediately north of the Project site and off-site utility improvements to serve the Project would not result in new or expanded land uses that would require additional fire or police protection services.

Although less than significant impacts were identified related to sheriff services, the following mitigation is recommended to minimize potential impacts.

MM 5.4-1 Prior to issuance of a certificate of occupancy, the Project Applicant/Developer shall notify the Los Angeles County Sheriff's Department, including the Transportation Bureau-Green Line, of Project completion in order to facilitate their internal assessment to ensure that services are appropriately allocated to areas in need.

In addition, MM 3.3-1, MM 3.4-3, and MM 5.1-1 from Section 3.3, Fire, Section 3.4, Noise, and Section 5.1, Traffic, of the Draft EIR are also applicable to the analysis of fire and sheriff services.

3.13 UTILITIES/OTHER SERVICES

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Water Supply (Less than Significant with Mitigation)
- (b) Fire Flows and Pressures (Less than Significant with Mitigation)
- (c) Utility Service Problems (Electricity, Natural Gas, and Communication Services) (Less than Significant Impact)
- (d) Landfill Capacity (Less than Significant with Mitigation)
- (f) Inefficient Use of Energy Resources (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding utilities and other services in Section 5.5 of the Draft EIR and written correspondence with the LACSD located in Appendix J of the Draft EIR, and communications with Golden State Water Company (GSWC) personnel, among other sources, which are incorporated by reference herein.

(a) Water Supply, (b) Fire Flows and Pressures. The Project is estimated to require approximately 148.6 acre-feet per year (afy) of potable water, which is a small portion of the water supplies available to GSWC. Specifically, it would comprise approximately 0.04 percent of the 2010 demand projected in the 2005 Urban Water Management Plan (UWMP). In light of the measures being implemented to develop new water supplies and reduce overall demands in the affected service areas, and because the Project would not increase the population or employment in the GSWC service area beyond that which is projected in the 2005 UWMP, water supplies are considered to be adequate to serve the Project. Impacts to water supply would be less than significant.

Although no significant impact was identified, the Project includes features and mitigation to increase water conservation efforts. The Project would be constructed and operated in compliance with the County's Water Conservation Requirements for the Unincorporated Los Angeles County Area [Los Angeles County Code, Title 11, Chapter 11.38, Part 4,

readopted October 7, 2008]; Water Efficient Landscaping Requirements [Los Angeles County Code, Title 26, Chapter 71], Green Building ordinances [Los Angeles County Code: Section 12.84.410 et seq., Low Impact Development; Section 21.52.2200 et seq., Drought Tolerant Landscaping; and Section 22.52.2100, Green Building], and would be designed and constructed with features to achieve LEED™ Silver certification to increase water conservation (refer to MM 6.4-1). All appliances would comply with efficiency standards set forth in Title 20, California Administrative Code Section 1604(f), and all fixtures must be certified as compliant with Title 24 of the California Administrative Code Section 1606(b). MM 6.4-2 requires that educational materials regarding water conservation techniques and programs be provided to all future homeowners and residents of the Project through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs).

Connection fees must be paid before a water connection permit is issued by the GSWC. Compliance with MM 5.5-1 would ensure that potential impacts to water service provision would be less than significant. In order to ensure the Project receives adequate fire flow pressure, the Project includes the construction of new water and fire protection infrastructure (refer to MM 3.3-2).

(c) Utility Service Problems (Electricity, Natural Gas, and Communication Services), (f) Inefficient Use of Energy Resources. Based on consultation with affected utilities, all dry utility infrastructure (electrical, natural gas, telephone, and cable) was determined to be capable of adequately handling any increased demand on the system that would result from the Project. Other than relocating overhead utility infrastructure underground, no additional infrastructure would need to be built to handle the increased demand resulting from the Project, and there would be a less than significant impact. With implementation of energy-efficiency features associated with achievement of Leadership in Energy and Environmental Design (LEED™) Silver certification, and attaining at least 15 percent more energy efficiency than the 2005 Title 24 California Energy Efficiency Standards (refer to MM 6.4-1), the Project would not result in an inefficient use of electricity.

(d) Landfill Capacity. Construction activities on the Project site would be conducted in compliance with Section 22.52.2100, Green Building of the Los Angeles County Code, which requires the recycling/reuse of at least 65 percent of non-hazardous construction/demolition debris by weight (MM 5.5-2 and MM 6.4-1). Because solid waste from construction of the Project would be short term and waste would be reduced through the County Ordinance requirements, short-term construction impacts would be less than significant.

The proposed Aviation Station Project is estimated to generate approximately 1.1 tons of solid waste per day without consideration of waste diversion in compliance with AB 939 or the existing solid waste generation from current land uses on the Project site. Solid waste generated by the Project could be disposed of at any of the County facilities described above that accept municipal (non-hazardous) waste and do not have a restricted "wasteshed" that precludes the Project site. Based on review of the Los Angeles County Department of Public Works 2007 Annual Report on the County's Integrated Waste Management Plan, the County would be able to provide for its solid waste disposal needs through the 15-year planning period by successfully permitting and developing all in-county landfill expansions and using out-of-county disposal facilities. MM 6.4-2 requires that educational materials regarding waste reduction and recycling services to be provided to future homeowners and residents of the Project through the Homeowner's Association and mandated through the CCRs. Although the solid waste generated by the moderately sized residential project would be considerable, the availability of on-site recycling receptacles and

the dissemination of educational information required by MM 6.4-2 would ensure that waste generation would not individually exceed the capacity of the LACSD's available facilities. Therefore, the Project's contribution to the solid waste stream would be less than significant.

The significant impacts identified in the Draft EIR would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 5.5-1 Prior to the issuance of building permits, the Project Applicant/Developer shall pay the applicable connection fees in accordance with the Golden State Water Company standards and requirements.

MM 5.5-2 Prior to commencement of construction activities, a Recycling and Reuse Plan must be submitted to the Los Angeles County Department of Public Works, Environmental Programs Division for review and approval. Construction activities on the Project site shall be conducted in compliance with Section 22.52.2100, Green Building of the Los Angeles County Code, which requires the recycling/reuse of at least 65 percent of non-hazardous construction/demolition debris by weight.

In addition, MM 3.3-2, MM 6.4-1 and MM 6.4-2 from Section 3.3, Fire, and Section 6.4, Greenhouse Gas Emissions and Climate Change, of the Draft EIR are applicable to the analysis of utilities.

3.14 ENVIRONMENTAL SAFETY

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) On-Site Hazardous Materials (Less than Significant with Mitigation – construction; Less than Significant Impact - operation)
- (b) Pressurized Tanks or Hazardous Wastes On-Site (Less than Significant with Mitigation – construction; Less than Significant Impact - operation)
- (c) Adversely Affect Residential Land Uses, Schools, or Hospitals (Less than Significant Impact)
- (d) Residual Soil Toxicity (Less than Significant with Mitigation – construction; Less than Significant Impact - operation)
- (e) Accidental Release of Hazardous Materials (Less than Significant with Mitigation)
- (f) Hazardous Emissions or Materials within ¼-Mile of a School (Less than Significant Impact)
- (g) Location on Known Hazardous Waste Site (Less than Significant with Mitigation – construction; Less than Significant Impact - operation)
- (h) Proximity to Airport or Airstrip (Less than Significant with Mitigation)
- (i) Interfere With Emergency Response or Evacuation (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding environmental safety in Section 6.1 of the Draft EIR and the Environmental Data Resources (EDR) Radius Map™ with GeoCheck® assessment, which are incorporated by reference herein.

(a) On-Site Hazardous Materials, (b) Pressurized Tanks or Hazardous Wastes On-Site, (d) Residual Soil Toxicity. Construction activities on any urban infill project may have the potential to discover unknown contamination through on-site grading and excavation activities. MM 6.1-1 requires that the County of Los Angeles Department of Public Works review and approve the final contractor specifications to verify that a contingency plan has been included that addresses the potential to encounter unknown subsurface anomalies and that includes the appointment of a Construction Monitor with a California Occupational Safety and Health Administration (CalOSHA) Hazardous Waste Operations and Emergency Response Standard (HAZWOPER) certification. Also, construction activities can involve the use and handling of limited volumes of commonly used hazardous materials, such as petroleum (fuel), paints, adhesives, and solvents. The handling, storage, and usage of these materials would be subject to applicable local, State, and/or federal regulations, including BMPs set forth in the NPDES Construction General Permit, as required in MM 4.1-1.

The Project would not involve the long-term use, transport, production, handling, or storage of hazardous materials on-site, nor contain pressurized tanks or hazardous wastes on site. Residential household hazardous waste (HHW) would be handled through HHW/E-Waste Collection Events, operated by the LACDPW and LACSD.

(g) Location on Known Hazardous Waste Site. The Project site is not included on a list of hazardous materials sites, and implementation of the Project would not be affected by, or affect, listed properties in the vicinity of the Project site. However, compliance with MM 6.1-1 would ensure that impacts associated with potential unknown soil toxicity would be less than significant.

(c) Adversely Affect Residential Land Uses, Schools, or Hospitals, (f) Hazardous Emissions or Materials within ¼-Mile of a School. There are numerous residential, single-family homes located to the south and east of the Project site. There are no schools located within 0.25 mile of the Project site. Construction of the Project would result in less than significant impacts related to handling of common construction-related hazardous materials, and less than significant impacts related to potential encounter with unknown subsurface contamination with implementation of MM 6.1-1.

(e) Accidental Release of Hazardous Materials. The existing structures on the Project site were constructed between 1936 and 1947, and may therefore contain asbestos-containing materials (ACMs) and lead-based paint (LBP) within interior and/or exterior materials and surfaces. As required in Mitigation Measure 6.1-2, a comprehensive pre-demolition survey for ACMs and LBP in on-site structures would be conducted where such surveys have not been conducted to date. Prior to or during demolition of the on-site structures, asbestos- and lead-containing materials would be removed and disposed of by qualified Contractors in accordance with State regulations, as described in MM 6.1-2 and MM 6.1-3. Also, based on the age of the buildings on the Project site, there is a potential for the transformers to use a

dielectric fluid based on polychlorinated biphenyls (PCBs). MM 6.1-2 requires a pre-demolition survey for PCB-containing electrical equipment and the removal and disposal of any such equipment, if found, prior to or during demolition in accordance with regulatory requirements. The reconfiguration of existing uses within the Caltrans Off-Site Project Area and the off-site utility improvements would not involve the demolition of any structures that could contain ACMs, LBP, or PCBs.

(h) Proximity to Airport or Airstrip. The Project site is less than one mile from LAX, and therefore the Project is subject to 49 Code of Federal Regulations (CFR), Part 77 (Federal Aviation Regulation [FAR] FAR Part 77- Objects Affecting Navigable Airspace). The total building heights of the Project, including mechanical equipment, mechanical penthouses, and antennae, range from 67 feet above ground level (agl) to 72 feet agl (163 feet above mean sea level (msl) to 168 feet above msl). Pursuant to FAR Part 77, the Project Applicant notified the Federal Aviation Administration (FAA) of the Project and subsequently received a Letter of Determination for the Project. Based on the heights of the four proposed structures, including antenna or other appurtenances that may be placed on rooftops, the FAA issued a "Determination of No Hazard to Air Navigation" on January 25, 2010. Based on this determination, the Project would have no short-term construction or long-term operation impacts to LAX operations or other aviation activity in the Project vicinity. To ensure there would be no impact to air traffic with Project implementation, MM 6.1-4 requires all structures to comply with FAA height restrictions.

(i) Interfere With Emergency Response or Evacuation. During construction activities, all existing land uses would be demolished; therefore, no habitable structures would be located on-site during construction activities that would require emergency response. Off-site construction activities include the construction of new and/or replacement utilities within local streets, including Aviation Boulevard, West 116th Street, West 117th Street, and Judah Avenue. These construction activities have the potential to disrupt traffic through temporary lane closures or traffic diversions. Compliance with MM 6.1-5, requiring Worksite Traffic Control Plans in accordance with the Work Area Traffic Control Handbook (WATCH) Manual and 2010 California MUTCD, would ensure that potential short-term impacts to emergency response plans or evacuation routes would be less than significant.

The Project would require the reconfiguration of ingress/egress points to the Project site. As discussed in Section 3.3, Fire Hazards, of the Draft EIR, the Project, including Caltrans Off-Site Project Area improvements, would comply with all applicable *County of Los Angeles Code* and Ordinance requirements regarding fire prevention and suppression measures, including emergency access (refer to MM 3.3-1). There would be a less than significant impact associated with emergency response and evacuation.

The significant impacts identified in the Draft EIR would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 6.1-1 Prior to the issuance of a grading permit(s), the Project Applicant/Developer shall submit the final contractor specifications that includes a contingency plan to address the potential to encounter unknown subsurface anomalies during site grading and excavation to the satisfaction of the County. The specifications shall also include the appointment of a Construction Monitor with a CalOSHA Hazardous Waste Operations and Emergency Response Standard (HAZWOPER) certification to identify and provide initial response to any hazard or hazardous material encountered during Project implementation. The contingency plan shall specify that, if construction workers encounter any hazards or hazardous materials (including, but not limited to, pipes, USTs,

stained soils, odors, gases, uncontained spills, and/or other unidentified substances), the Contractor shall stop work, notify the Construction Monitor (if not already aware), and cordon off the affected area. The Construction Monitor shall contact the Los Angeles County Certified Unified Program Agency (CUPA), which is the Los Angeles County Fire Department, Health Hazardous Materials Division, who shall determine the next steps regarding possible site evacuations, notification of other oversight agencies, sampling, handling, and disposal of the material(s) consistent with federal, State, and local regulations. If required, the Project site shall be remediated to the satisfaction of the CUPA.

MM 6.1-2 Prior to the issuance of a demolition permit for any structure on the Project site, pre-demolition surveys for ACMs and LBP—including sampling and analysis of all suspected building materials—and inspections for PCB-containing electrical fixtures shall be performed for the structure(s) proposed for demolition. All surveys, inspections, and analyses shall be performed by fully licensed and qualified individuals in accordance with all applicable federal, State, and local regulations, including ASTM E 1527-05; 15 USC Chapter 15 (Toxic Substances Control); CalOSHA requirements; and SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities).

If the pre-demolition surveys/inspections do not identify ACMs, LBP, and/or PCB-containing fixtures, the Project Applicant/Developer shall provide documentation to the County of the survey/inspection showing that no further abatement actions are required as part of the application for a demolition permit.

If the pre-demolition surveys/inspections identify ACMs, LBP, and/or PCB-containing fixtures, all such materials shall be handled in accordance with SCAQMD Rule 1403. The Project Applicant/Developer shall provide documentation to the Los Angeles County Certified Unified Program Agency (CUPA) that appropriately qualified individuals have been retained to manage the identified materials as part of the application for a demolition permit. All demolition activities that may expose construction workers and/or the public to asbestos-containing materials, lead-based paint (LBP), and/or PCB-containing electrical fixtures shall be conducted in accordance with applicable regulations, including, but not limited to 15 *United States Code* (USC) Chapter 53 Toxic Substances Control; CalOSHA regulations (8 CCR Section 1529 [Asbestos] and Section 1532.1 [Lead]); and SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). The requirement to adhere to all applicable regulations shall be included in the contractor specifications, and such inclusion shall be approved by the Los Angeles County CUPA and verified by the County of Los Angeles County Department of Public Works prior to issuance of the demolition permit.

After demolition, the Project Applicant/Developer shall provide documentation (e.g., required waste manifests, air monitoring results, and laboratory analytical results) to the County Department of Public Health (DPH) and CUPA illustrating that abatement of any ACMs, LBP, and/or PCB-containing fixtures identified in the demolished structure has been completed in full compliance with applicable regulations. The Los Angeles County Department of Public Works shall be copied on all materials submitted to the DPH and CUPA.

MM 6.1-3 Any contaminated soils or other hazardous materials removed from the Project site shall be transported only by a Licensed Hazardous Waste Hauler, who shall be in compliance with all applicable State and federal requirements, including

U.S. Department of Transportation regulations under 49 CFR (Hazardous Materials Transportation Act), Caltrans standards, CalOSHA standards, and 40 CFR 263 (Subtitle C of Resource Conservation and Recovery Act).

- MM 6.1-4** All structures shall comply with Federal Aviation Administration (FAA) height restrictions, pursuant to Federal Aviation Regulation (FAR) Part 77, Subpart C. The Project Applicant/Developer shall provide the County of Los Angeles Department of Regional Planning with proof of a current and valid FAA “Determination of No Hazard to Air Navigation” at the time of building permit issuance.
- MM 6.1-5** Before the start of construction, Worksite Traffic Control Plans (WTCP) and Traffic Circulation Plans, including identification of detour requirements, shall be prepared in cooperation with the County of Los Angeles, the City of Los Angeles, and other affected jurisdictions in accordance with the Work Area Traffic Control Handbook (WATCH) manual and Manual on Uniform Traffic Control Devices (MUTCD), as required by the relevant jurisdiction. Construction activities shall comply with the approved WTCP to the satisfaction of the affected jurisdictions.
- MM 6.1-6** Prior to final tract map approval, the Project shall be reviewed by Metro to ensure that construction of tie-backs per Specifications Section 2162-Tieback Anchors, drainage, fencing, and other issues, including safety, associated with, and which may have an impact on, the railroad ROW are addressed and that Project plans comply with Metro Design Criteria, Section 5 Structural, and Volume III Adjacent Construction Design Manual. The Rail Division Transportation Manager and Rail Operations Control, as well as the Metro Bus Operations Control Special Events Coordinator and applicable Municipal Bus Service Operators shall be contacted prior to commencement of construction activities that could impact the Metro facilities or transit corridors for the purposes of coordination and to determine whether any construction-related permits are required.

In addition, MM 4.1-1 from Section 4.1, Water Quality, of the Draft EIR is applicable to the analysis of environmental safety.

3.15 LAND USE

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Inconsistent with Land Use Designation (Less than Significant Impact)
- (b) Inconsistent with Zoning (Less than Significant Impact)
- (c) Inconsistent with Land Use Criteria (Hillside Management, Significant Ecological Area, Other) (Less than Significant Impact)
- (d) Divide an Established Community (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding land use in Section 6.2 of the Draft EIR, which is incorporated by reference herein.

(a) Inconsistent with Land Use Designation, (b) Inconsistent with Zoning. The Project is currently not consistent with the existing land use designation and zoning for the Project site. The Project, as planned, requires both a general plan amendment and a zone change. The Project would not conflict with applicable goals and policies of the SCAG's *Regional Transportation Plan (RTP)*, the *Compass Growth Vision Report (Compass Blueprint)*, goals or the goals and policies of the *County of Los Angeles General Plan*. Therefore, the proposed general plan amendment would not result in significant land use impacts. Also, as the northerly portion of the Project site is located within the Airport Influence Area for LAX, the Project has been developed in a manner that is consistent with the land use compatibility standards of the Los Angeles County Comprehensive Airport Land Use Plan. The area of the Project that falls within the LAX Airport Influence Area would be presented to the Airport Land Use Commission (ALUC) for a consistency determination, prior to final Project approval with the Board of Supervisors (refer to MM 6.2-1).

The zone change to the MXD-68U-DP (Mixed Use Development/68 Dwelling Units per Net Acre/Development Program) combining zone is appropriate for the Project because of the allowable flexibility in design in the MXD zone to accommodate an appropriate transit-oriented development at a major light rail station and bus terminal, and there would be a less than significant impact.

Regarding land use compatibility, the proposed zoning of MXD-68U-DP will provide an appropriate transition between the established single-family residential neighborhood of Del Aire and nearby industrial uses and LAX. The Project site is currently zoned for residential, commercial and public facility land uses, and the proposed MXD-68U-DP zoning will allow for development of a mixed use commercial and residential project at a major transit station. The proposed Project will integrate the surrounding community with the Metro Green Line Aviation Station, will buffer the existing single-family neighborhood from Aviation Boulevard and the major industry surrounding LAX, and appropriately intensifies commercial and retail availability along Aviation Boulevard, a major local thoroughfare, while bringing a transit-oriented development to an underutilized urban site.

The proposed zone change will support surrounding industry by providing essential workforce housing and retail services currently lacking in the area. The project will not encroach upon or convert existing industrially-zoned land for non-industrial uses. The Project has been specifically designed to provide transitional land uses that offer the density required to support a transit-oriented development, and associated land use benefits. The development of the Project would not divide an established community and impacts would be less than significant. Also, by virtue of being a transit-oriented development (TOD) and redevelopment project and incorporating green development standards, the Project would promote sustainability for future generations and would be compatible with the applicable goals and policies of the SCAG RTP and Compass Blueprint goals and the *County of Los Angeles General Plan*. Therefore, the Project is considered compatible with the surrounding land uses and there would be a less than significant impact related to the change in zoning to MXD-68U-DP.

There would be no change to the existing PF (Public Facilities) zoning of the Caltrans Off-Site Project Area or the areas of off-site utility improvements. The introduction of the MXD-

68U-DP zone, and proposed mixed-use development project, adjacent to the PF zone and transit amenities, would not present a land use compatibility conflict.

(c) Inconsistent with Land Use Criteria (Hillside Management, Significant Ecological Area, Other). The Project site is fully developed with urban land uses within an urban portion of the County and is not located within a Significant Ecological Area (SEA), SEA Buffer, coastal Sensitive Environmental Resource Area (ESHA) or in a hillside management area. There would be less than significant impact.

(d) Divide an Established Community. The Project would provide a mix of residential and commercial land uses at a scale and density that would provide a transition between the elevated transit facilities to the north and the single-family residential uses to the south. The development of the Project would not divide an established community and impacts would be less than significant.

3.16 POPULATION, HOUSING, EMPLOYMENT, AND RECREATION

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Cumulatively Exceed Population Projections (Less than Significant Impact)
- (b) Induce Substantial Growth (Less than Significant Impact)
- (c) Displace Housing (Less than Significant Impact)
- (d) Substantial Jobs/Housing Imbalance or Increase Vehicle Miles Traveled (Less than Significant Impact)
- (e) New or Expanded Recreational Facilities (Less than Significant with Mitigation)
- (f) Displace People (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding population, housing, employment, and recreation in Section 6.3 of the Draft EIR and an NOP comment letter from the County of Los Angeles Department of Parks and Recreation located in Appendix A of the Draft EIR, among other sources, which are incorporated by reference herein.

(a) Cumulatively Exceed Population Projections. The Project would result in a projected net increase of 1,117 persons residing on the Project site. When considered in a regional context, the Project would represent approximately 0.32 percent of the Los Angeles County projected population growth between 2010 and 2015, and 0.07 percent of the Los Angeles County projected population growth through the year 2035. The population generated by the Project would be within the SCAG projections for both the County and the Subregion, and impacts would be less than significant.

(b) Induce Substantial Growth. The Project is an urban infill, transit-oriented development that is, by definition, designed to fully utilize existing urban infrastructure. The Project would not induce substantial direct or indirect growth associated with placement of a project in an undeveloped area or extensions of major infrastructure, and impacts would be less than significant.

(c) Displace Housing, (f) Displace People. Although the Project would involve the demolition of existing housing units that are currently rented at market rates and are not subsidized (though some would be considered “affordable” according to the Housing and Urban Development [HUD] definition), these homes would be replaced by 390 residential units that would be sold or rented at market rates. The Project includes 278 for-sale attached residential units in Lot 1 and 112 rental residential units in Lot 2, which would more than compensate for the loss of the 11 rental properties currently on the Project site. Therefore, impacts to affordable housing would be less than significant. Also, the creation of 390 residential units would offset the loss of the existing 11 residential units in terms of available housing stock. Therefore, the Project would not displace substantial numbers of people or necessitate the construction of replacement housing in another location.

(d) Substantial Jobs/Housing Imbalance or Increase Vehicle Miles Traveled. The Project would generate approximately 68 employees. The Project would have no effect on the County’s jobs/housing ratio, and would slightly decrease the SCAG Subregion’s jobs/housing ratio, thereby slightly improving the ratio and moving it closer to a jobs housing balance, as the County and Subregion are currently “jobs-rich”. The provision of a housing-rich project in the Subregion near multiple transportation corridors would support alternative transit modes and ridesharing programs that can reduce congestion and air pollution. Impacts to the Subregion and County jobs/housing ratio would be less than significant.

(e) New or Expanded Recreational Facilities. The Project would generate population growth that would result in additional demand for recreational facilities in the Project area. The County of Los Angeles Department of Parks and Recreation (DPR) has calculated the Project’s park obligation at 1.83 acres. Although the Project provides public and private outdoor use area, based on consultation with the DPR, the entirety of the County’s parkland requirement would be met through payment of the in lieu fee based on the Representative Land Value in place at the time of clearance of the final tract map (refer to MM 6.3-1). There would be less than significant impacts related to provision of recreational facilities with implementation of MM 6.3-1).

The significant impacts identified in the Draft EIR would be reduced to a less than significant level with implementation of the following mitigation measure:

MM 6.3-1 Prior to the clearance of the final map by the Los Angeles County Department of Parks and Recreation (DPR), the Project Applicant/Developer shall provide the DPR with in-lieu fee payment to meet the parkland obligation calculated by the DPR for the Project in accordance with the County Parkland Dedication Ordinance.

3.17 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (6.4-1¹) Generate GHG Emissions Having a Significant Impact (Less than Significant Impact)
- (6.4-2) Conflict with Applicable GHG-Reduction Plan, Policy or Regulation (Less than Significant with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding greenhouse gas emissions and climate change in Section 6.4 of the Draft EIR and the Climate Change Analysis located in Appendix L of the Draft EIR, which are incorporated by reference herein.

(6.4-1) Generate GHG Emissions Having a Significant Impact. The total annual estimated GHG emissions for the Project at buildout (3,933 million metric tons of CO₂ equivalent [MMTCO₂e], in 2020 (3,931 MMTCO₂e), and in 2035 (3,956 MMTCO₂e), exceed the 3,000 MTCO₂e/yr SCAQMD proposed Tier 3 screening threshold for mixed use projects. Therefore, a Tier 4 analysis is appropriate. The Tier 4 method appropriate for the proposed Project is GHG efficiency. GHG efficiency is the per capita emissions of the proposed Project based upon the anticipated service population (SP), which is the sum of residents and employees. Based on this methodology, the estimated GHG efficiencies of the proposed Project are less than the proposed SCAQMD screening thresholds of 4.8 MTCO₂e/yr/SP for 2020 (Project GHG efficiency of 2.76 MTCO₂e/yr/SP) and 3.0 MTCO₂e/yr/SP for 2035 (Project GHG efficiency of 2.67 MTCO₂e/yr/SP). In addition, the Project would incorporate many measures that would further reduce GHG emissions below the calculated values, but cannot be quantified. MM 6.4-2 requires that educational materials regarding water conservation techniques and programs be provided to all future homeowners and residents of the Project, and the Project would include preferred parking for low-emission and fuel-efficient vehicles and on-site bicycle storage (MM 6.4-3). Therefore, the Project would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

(6.4-2) Conflict with Applicable GHG-Reduction Plan, Policy or Regulation. The Project would be consistent with County climate change policies, including the Countywide Energy and Environmental Policy, that encourage energy conservation, water conservation, waste reduction and recycling, green purchasing and contracting, and alternative fuel vehicle purchasing. Also, the Project satisfies many of the State Attorney General's measures to reduce GHG emissions through mandatory compliance with the County's Green Building ordinance (MM 6.4-1). The Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions.

The significant impacts identified in the Draft EIR would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 6.4-1 The Project shall be designed and constructed in accordance with the following regulations as set forth in the *Los Angeles County Code*: Section 12.84.410 et seq., Low Impact Development; Section 21.52.2200 et seq.,

¹ Thresholds for the analysis of GHG emissions derived from Appendix G of the CEQA Guidelines, and the County Initial Study checklist does not contain thresholds related to GHG emissions.

Drought Tolerant Landscaping; and Section 22.52.2100, Green Building. The Green Building ordinance requires features/actions relative to the Project including, but not limited to, the following:

- Achievement of at least 15 percent more energy efficiency than the 2005 Title 24 California Energy Efficiency Standards;
- Installation of smart irrigation controllers, drought-tolerant vegetation (per Chapter 22.52 requirements), and high-efficiency toilets in all dwelling units and mixed-use buildings;
- Recycle/reuse of at least 65 percent of non-hazardous construction/demolition debris by weight; and
- Planting of at least one 15-gallon tree for every 5,000 sf of multi-family developed area with at least 50 percent of the trees being drought-tolerant, and plant at least three 15-gallon trees for every 10,000 sf of non-residential developed area with at least 65 percent of the trees being drought-tolerant.

MM 6.4-2 Educational materials regarding water conservation techniques and programs, waste reduction and recycling services, energy conservation, the benefits of mixed-use, transit-oriented developments in support of the reduction of vehicle trips, and information about public transportation options shall be provided to all future homeowners and residents of the Project through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs).

MM 6.4-3 Preferred parking for low-emission and fuel-efficient vehicles and on-site bicycle storage shall be provided to the satisfaction of Los Angeles County Department of Regional Planning.

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SECTION 4.0
FINDINGS REGARDING CUMULATIVE ENVIRONMENTAL EFFECTS WHICH ARE
NOT SIGNIFICANT OR WHICH HAVE BEEN MITIGATED TO A LESS THAN
SIGNIFICANT LEVEL

Pursuant to CEQA Guidelines Section 15130, the following Findings identify potentially significant cumulative impacts and the Project's incremental contribution to the impacts discussed in the Final EIR. For the following environmental resource areas, the Project's incremental effect is not cumulatively considerable.

4.1 GEOTECHNICAL HAZARDS

Potential Effect

Development of the Project in combination with the related projects may cumulatively expose more persons or structures to hazardous geotechnical conditions. However, the Geotechnical Report concludes that the Project would not adversely affect the stability of adjacent properties.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

Geology and soils impacts are generally site specific and there is typically little, if any, cumulative relationship between the development of a Project and development within a larger cumulative area. The Project, as well as the related projects in the Project area, would also be required to comply with the applicable State and local requirements, such as the County Building Code (MM 3.1-1), and the requirements of each project's geotechnical report as required by the County Building Code. As such, potential impacts would be reduced to a less than significant level and to the maximum extent practicable under current engineering practices. Seismic impacts are a regional issue and are also addressed through compliance with applicable codes and design standards. For these reasons, the Project's contribution to cumulative geotechnical and soils impacts would be less than significant.

4.2 FLOOD HAZARDS

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase the amount of erosion and sedimentation (particularly during construction activities), impervious surface area, and drainage pattern alterations in the Project watershed.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

The Drainage Report, prepared in accordance with County's standards, is inherently a cumulative analysis because it considers the Project site and Caltrans Off-Site Project Area, as well as the upstream geographic area that is tributary to the Project site since upstream off-site areas contribute surface runoff to the storm drain system in the Project area. The area

that is tributary to the Project site is densely urban and therefore largely covered with impervious surfaces. As such, implementation of related projects or other future land use development and/or redevelopment in the Project site vicinity would not substantively increase impervious surfaces or the extent and capacity of the existing municipal storm drain system, as would be the case with new (i.e., greenfield) development.

Short-term construction activities for the Project and other cumulative projects would be subject to the requirements of the applicable NPDES Construction General Permit described Section 4.1, Water Quality, of the Draft EIR and would ensure that storm water runoff would be appropriately treated/retained on each Project site. Finally, all projects in the County as well as surrounding city jurisdictions would be required to comply with storm water management regulations as implemented by each jurisdiction. Therefore, because the Project would result in a less than significant impact to hydrology and flood, and because the Drainage Report considers the entire tributary area of the Project site, the Project would not result in a cumulatively considerable impact.

4.3 FIRE HAZARDS

Potential Effect

Development of the Project in combination with the related projects may cumulatively expose more persons to fire hazards associated with new construction and fire prevention and suppression infrastructure.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

The Project is not within a designated VHFHSZ nor would it consist of or be near dangerous fire hazard conditions/uses and therefore would not contribute to a cumulatively considerable risk of wildland fire exposure or fire hazard conditions or land uses. All development and redevelopment projects in the unincorporated County and within the surrounding municipalities must comply with state and local (either County or city) fire suppression and safety requirements as part of Project design, construction and long-term maintenance. Consequently, the Project would not contribute to a cumulatively considerable impact related to fire hazards. For these reasons, the Project's contribution to cumulative fire safety impact would be less than significant.

4.4 NOISE

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase short-term noise levels from construction equipment and long-term noise levels from project-related traffic.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

Construction

Adverse noise and vibration impacts during construction of the Project, including off-site Project components, would be localized and would occur intermittently for varying periods of time throughout the construction period. Short-term cumulative impacts related to ambient noise and vibration levels could occur if construction associated with the Project as well as surrounding current and future development were to occur simultaneously. Noise or vibration associated with construction of the Project in combination with other another projects could adversely impact sensitive receptors in the vicinity of the Project with a cumulative noise level greater than the noise generated solely at the Project site. Additionally, all other projects under construction would need to comply with the County Noise Ordinance requirements. There are no known projects to be constructed in the vicinity of the Project site during the construction period of the Project; therefore, there would be no cumulative construction noise or vibration impacts.

Operation

The analysis of potential traffic-related noise impacts presented above was based on the Project traffic analysis, which considered cumulative traffic from ambient growth and cumulative projects expected to be developed in the study area. The Project would not result in significant traffic noise impacts along roadways near the Project site. Therefore, no cumulative noise impacts would occur.

As discussed above in Section 3.0, operation of the Project would contribute to ambient noise levels at levels considered less than significant. There are no other known foreseeable projects adjacent to the Project site that would increase the noise levels in the vicinity of the Project site. The operation of the Project would not add significant noise above daytime or nighttime ambient noise levels in the Project area and/or in excess of standards in the County's Noise Ordinance for adjacent properties. Therefore, because the Project would have less than significant operational noise impacts, the incremental contribution the Project would have on noise effects would not result in significant cumulative noise impacts. In addition, because operation of the Project would not involve any significant vibration sources, there would be no incremental contribution to cumulative vibration impacts.

4.5 WATER QUALITY

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase the release of pollutants in storm water runoff and non point-source discharges, such as vehicle and equipment fluids and trash, associated with construction and operation of new development.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

The study area for cumulative water impacts is the Dominguez Watershed. The Project site is fully developed with commercial and single-family residential uses. As required by MM 4.1-1

and MM 4.1-3, the Project would be designed in compliance with the applicable NPDES permit requirements for source-control/treatment-control BMPs, as set forth in the NPDES Construction General Permit and the SUSMP, as a part of a watershed-wide program to address cumulative impacts of development in the watershed. As previously discussed, the Project would not be a substantive source of the 303(d) listed pollutants for Dominguez Channel in Table 4.1-2 based on the type of proposed land uses combined with implementation of required BMPs (MM 4.1-3 and 4.1-4). The pollutants for which Total Maximum Daily Loads (TMDLs) have been assigned for Dominguez Channel are remnants of historically commonly used pollutants (i.e. DDT, Lead), or are generated by industrial and/or manufacturing land uses, which are not proposed for the Project site.

The Project would not contribute considerably to water quality impacts to downstream waters because (1) all impacts would be less than significant with implementation of MMs; (2) all other new projects and redevelopment projects in the subarea watershed would be required to comply with applicable NPDES permit requirements for water quality; and (3) the Project area is within a subarea watershed that is already essentially built out. Previous projects were therefore considered in the existing condition, and there would be no substantial future development in the area; therefore, there would be less than significant cumulative water quality impacts associated with the Project.

4.6 AIR QUALITY (EXCEPT SHORT-TERM LOCAL PM10 AND PM2.5 EMISSIONS)

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase emissions of criteria air quality pollutants (except short-term local PM10 and PM2.5 emissions, which are addressed in Section 5.0) during construction and operation of new development, or result in a cumulatively considerable increase of a criteria pollutant for which the region is in nonattainment.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

Construction Emissions

With implementation of MM 4.2-1 through MM 4.2-3, the Project would result in less than significant temporary construction-related regional and local air quality impacts related to criteria pollutants, with the exception of local PM10 and PM2.5 emissions. Assuming all related projects also implement available feasible construction emission-control measures consistent with SCAQMD guidelines, regional construction emissions on a project-by-project basis would be less than significant. Short-term cumulative impacts for criteria pollutants, CO hotspots, diesel PM and TACs, and odors could occur if construction associated with the Project and surrounding current and future development was to occur simultaneously. However, there are no known projects within one-half mile of the Project site that would be undergoing major construction concurrently with the Project. Therefore, cumulative short-term construction emissions would be less than significant for criteria pollutants, including non-attainment pollutants (PM10, PM2.5, nitrogen dioxide [NO₂], and ozone precursors volatile organic compounds [VOC] and NO_x), CO hotspots, diesel PM and TACs, and odors because the likelihood of the simultaneous construction is low due to the small number of potential future projects in proximity to the Project site.

Operation Emissions

Long-term emissions of VOC from operation of the Project would be less than 55 percent of the SCAQMD threshold and emissions of other nonattainment pollutants would be less than 30 percent of the thresholds. These incremental quantities are not of a magnitude to be cumulatively considerable, such as emissions in the range of 80 to 99 percent of the SCAQMD thresholds. Therefore, the Project would have a less than significant cumulative air quality impact on criteria pollutants, including non-attainment pollutants (PM10, PM2.5, NO2, and ozone precursors VOC and NOx) and no mitigation would be required. Additionally, the Project has less than significant direct operational impacts related to CO hotspots, diesel PM and TACs, and odors. There are no known projects within one-half mile of the Project site that are planned for construction. Therefore, there are no foreseeable new projects in the vicinity that would contribute to CO hotspots, diesel PM and TACs, or odors, and cumulative impacts would be less than significant.

4.7 CULTURAL RESOURCES

Potential Effect

Development of the Project in combination with the related projects would result in further disturbance and developed areas that may cumulatively increase the loss of cultural and historic resources in the Project area.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

Direct impacts to cultural resources are generally site-specific. As defined in Section 15130 of the CEQA Guidelines, a cumulative impact consists of an impact that is created as a result of the incremental effects of the Project, together with the effects of other projects, causing related impacts. Although the Project, in conjunction with the effects of past projects, other current projects, and probable future projects may result in the disturbance of prehistoric archaeological resource sites and paleontological resources throughout the region, the County requires the mitigation of impacts to these resources. Therefore, despite the site-specific nature of the resources, the mitigation identified for use in the event that unknown or undocumented resources were discovered would reduce the potential for cumulative impacts. As a result, anticipated development on the Project site would not contribute to a significant cumulative impact on archaeological or paleontological resources or result in a significant cumulative loss in regional history or prehistory. The Project would not contribute to a cumulative effect on historic resources because the site does not contain any significant historical resources.

4.8 VISUAL QUALITIES

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase changes to visual quality, and the generation of shade and shadow and light and glare.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

The related projects considered in the Draft EIR (refer to Exhibit 2-16 of the Draft EIR) are not located in the immediate vicinity of the Project site and would not, therefore, be within the same viewshed as the Project site. The Project would result in less than significant impacts related to visual quality, shade and shadow, and light and glare with implementation of PDF 4.4-1, PDF 4.4-2, and MMs 4.4-1 through 4.4-4. Therefore, the Project's incremental impact would not be cumulatively significant to visual qualities.

4.9 TRAFFIC/ACCESS

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase construction traffic, long-term traffic, parking demand, and result in cumulatively considerable impacts related to consistency with alternative transportation policies.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

Construction

Construction traffic from the Project in combination with construction traffic from related projects could result in cumulative considerable impacts. As described in MM 3.4-3, the Project's construction traffic would be limited to Aviation Boulevard and West Imperial Highway/Interstate 105, where feasible, and would not be allowed on the residential portion of West 117th Street, Judah Avenue, or any residential street within the Del Aire community. There are no related projects in the immediate vicinity of the Project site (please refer to Exhibit 2.16 of the Draft EIR). Also, as discussed above, the peak construction traffic during export of excavated soil of approximately 85 truck trips (round-trip) per day is far below the Project's estimated net trip generation 1,114 daily trips. As this level of traffic was determined to be less than significant, temporary construction traffic would also be less than significant. Therefore, because there are no related projects in the vicinity and direct traffic impacts would be less than significant, cumulative construction traffic impacts would be less than significant.

Operation

The Traffic Study contains a cumulative impact analysis of long-term traffic because the Project's estimated trip generation is considered in the context of both ambient growth and the implementation of known related projects in the Project vicinity. As discussed above, the Traffic Study determined that the Project would result in less than significant impacts related to study intersections, queuing, mainline freeway segments, and CMP (Congestion Management Program) monitoring locations.

Since the Project would have a less than significant impact related to parking, both on site and off site, the Project would have a less than significant cumulative impact. Visitors to related projects in the area considered in the cumulative analysis are not located immediately adjacent to the Project site, nor are they otherwise close enough that parking demand associated with a related project would spill over to the Project, and vice versa. There would be no cumulative parking demand associated with the Project.

Since the Project would have a less than significant impact on the Metro bus facilities with implementation of MM 5.1-5 and is consistent with regional and County policies related to transportation, the Project would have a less than significant cumulative impact related to alternative transportation policies.

4.10 SEWAGE DISPOSAL

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase wastewater generation and associated demand on wastewater conveyance and treatment infrastructure.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

The Project would generate a total of 85,638 gpd of wastewater, or a net increase of 77,626 gpd, which represents approximately 0.065 percent of the available treatment capacity remaining at the JWPCP. The need to treat a total of 77,626 additional gpd could be accommodated by the existing infrastructure. The LACSD reports that the available capacity of the LACSD's wastewater facilities, including trunk lines and treatment facilities, is limited to wastewater generation levels associated with the adopted SCAG regional growth forecast.

Although not anticipated in SCAG's adopted RTP, as discussed in Section 7.3, Population and Recreation, of the Draft EIR, the Project's estimated net population growth is within the RTP growth forecast. SCAG projections are based on numerous factors, including U.S. Census Bureau and state-level data, and take into consideration the fact that jurisdictions will have an obligation to meet their Regional Housing Need Assessment (RHNA) allocations, etc. Therefore, the fact that the Project requires a General Plan Amendment and zone change does not necessarily conflict with the SCAG projections, which are not solely based on land use designations.

Therefore, because the Project is within the anticipated regional growth forecast and would comply with LACSD connection fee requirements (MM 5.2-1), the incremental increase in wastewater generation associated with the Project would not represent a cumulatively considerable contribution to LACSD wastewater conveyance and treatment facilities. Therefore, there would be less than significant cumulative impact to wastewater disposal infrastructure, and no mitigation would be required.

4.11 EDUCATION

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase the generation of school-age children and associated demand for public school and library facilities.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

The cumulative impacts to school facilities from this and other projects include both the WSD and the CVUHSD. All development projects within the two school districts would be required to pay for potential impacts to the respective districts through either the Statutory School Fees pursuant to SB 50. Therefore, the impacts associated with regional growth are mitigated incrementally as each development provides payment to these districts. Because the Project would also contribute payments to the two affected school districts, cumulative impacts from implementation of the Project would be less than significant.

A development fee system is also established for the mitigation of County Library impacts. The County Library Facilities Mitigation Fee Program eliminates the direct impacts associated with new development. Because the Project would contribute payments to the County for library services, as would all other new development projects in the area, cumulative impacts from implementation of the Project would be less than significant.

4.12 FIRE/SHERIFF SERVICES

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase the demand for fire protection and sheriff services.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

Based on their inherent purpose, the provision of public services and facilities takes into consideration a larger service area than just individual Project boundaries. The cumulative study area for public services is the service area for the LACFD and the LACSD. Through coordination with the service providers for individual projects, the cumulative needs of the area have been considered in the analyses presented above. When reviewing proposed development projects, such as the proposed Aviation Station Project, the emergency service providers take into consideration surrounding development within their service area when determining needs for staffing and facility locations.

The Project would involve development of multi-family residential units and commercial development, which would result in an increased demand for fire services. As noted above, the LACFD has not indicated that there are current plans for, nor would the Project require, the construction of new or expanded facilities or other additional fire protection resources in order to adequately serve the Project. Additionally, the LACFD has not indicated the Project would result in a cumulative impact. Therefore, because the Project would not significantly impact the LACFD, the Project would not result in a cumulatively considerable impact to LACFD services.

Sheriff service levels are in need of periodic re-evaluation as the service area population grows. The Project would have less than significant impacts to sheriff service ratios and would not require the need for expanded facilities or new facilities. As noted by the LACSD correspondence in Appendix J of the Draft EIR, individual projects may increase demands on sheriff services. New development, including the Project, would contribute to the County's tax revenues, which would assist in financing additional facilities and personnel, in order to meet additional police protection requirements. Therefore, the Project's incremental contribution to cumulative impacts for fire and sheriff services would be less than significant.

4.13 UTILITIES/OTHER SERVICES

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase demand for water; electrical, natural gas, or communications systems; and landfill capacity.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

Water Supply

The water management agencies and purveyors supplying water to the proposed site have acquired water supplies and prepared water plans considering regional land use plans, including the relevant general plans. As the planned growth in the GSWC continues to occur, the demand on water resources will increase. However, the Project and other reasonably foreseeable projects were identified as being able to be served by the existing and future water supplies recognized as adequate in the analysis completed for the 2005 UWMP, which evaluated anticipated cumulative water demand against existing and planned supply and determined a sufficient water supply (including groundwater pumping that would not result in long-term depletion of groundwater resources) is available to serve anticipated demand, including the Project. There is uncertainty regarding imported water supplies from the Delta as discussed in the 2007 SWP Delivery Reliability Report and Draft 2009 Draft SWP Reliability Report.

State Water Project (SWP) water comprises only a portion of Metropolitan Water District of Southern California (Metropolitan) water supplies, however (the actual percentage varies annually depending on a number of factors; refer to Table 5.2-2 of the Draft EIR for an overview of supplies in recent years), and Metropolitan is implementing a number of measures to increase the reliability of its supplies. Based on the 2005 UWMP, there are sufficient water supplies available for pending and future residential and commercial developments within the GSWC service area for the foreseeable future through 2030 as set forth in the 2005 UWMP.

Cumulative impacts to water supply are, therefore, less than significant. However, the reduction in SWP supply that affects Metropolitan's supplies reinforces the need to conserve water to meet the goals in the 2005 UWMP and comply with the Los Angeles County resolution and ordinances described in Section 5.5.1, Relevant Policies and Regulations, of the Draft EIR. Implementation of PDF 6.4-1 and PDF 6.4-2, and compliance with MM 6.4-1 and 6.4-2, would ensure that potential cumulative impacts to water supply would remain less than significant.

Fire Flows and Pressure

The results of a fire flow test conducted by GSWC in April of 2009 indicated that the existing water system at the Project site was not adequate for fire flows. The Project includes the construction of new water and fire protection infrastructure, including water lines, water laterals and fire hydrants, as described in MM 3.3-2, from Section 3.3, Fire, of the Draft EIR. GWSC's 2007 Strategic Management Plan indicates that the Southwest Area, where the Project would be located, has adequate water supplies and water pressure to meet fire fighting needs. Therefore, with the water infrastructure improvements set forth in MM 3.3-2, the Project would not result in a cumulatively significant impact to fire flows or pressure for the GWSC's Southwest Area and impacts would be less than significant.

Electricity, Natural Gas, and Communication Systems

Southern California Edison (SCE), Southern California Gas Company (SCG), AT&T, and Time Warner have indicated that they would be able to serve the Project while maintaining existing and planned services within their respective service areas. Connections to existing facilities would occur within the Project site and no physical environmental impacts beyond those addressed in the Draft EIR would occur. Additionally, all projects are required to comply with State and local regulations related to energy conservation, and ensure an efficient use of energy resources. Therefore, the Project would not have a cumulative impact related to electrical, natural gas, or communications systems.

Solid Waste

The County has insufficient landfill capacity, and will have to optimize available out-of-county options to continue to maintain adequate disposal capacity in the future. There is currently insufficient permitted disposal capacity within the existing system serving Los Angeles County to provide for long-term disposal needs. However, additional capacity will be available within Los Angeles County through the anticipated use of the regional Waste-by-Rail system, which would transfer waste to the remote landfills: Mesquite Regional Landfill in Imperial County and the Eagle Mountain Landfill in Riverside County. Therefore, while the Project would contribute to the cumulative generation of solid waste in the region, compliance with MM 6.4-2 and MM 5.5-2, and the planned facility expansions, would ensure that the impacts from the Project would not be cumulatively considerable.

4.14 ENVIRONMENTAL SAFETY

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase the potential for disturbance of hazardous materials during earthwork and construction activities, use of and/or exposure to hazardous materials during project operation, and introduction of additional population in proximity to LAX.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

Hazardous Materials

The cumulative study area associated with hazardous materials is typically within one or two miles of the Project site. A listing of all properties within the two-mile radius is provided in Appendix K-1, EDR Radius Map™ With GeoCheck® Report, of the Draft EIR. As previously discussed, there are no known site-specific past, present, or Project uses that would impact off-site land uses or persons. Additionally, there are no known past, present, or foreseeable future developments in the surrounding area that would cumulatively expose a greater number of persons to hazards (e.g., hazardous materials and/or waste contamination). If unknown contamination is encountered during on-site or off-site construction activities, MM 6.1-1 through MM 6.1-3 would ensure that the hazards were dealt with appropriately and in accordance with local, State, and federal regulations.

Potential impacts related to hazards and hazardous materials include site-specific impacts related to the expected presence of ACMs, LBP, and/or PCBs within the structures and potential PCBs within the pole-mounted electrical transformers. These potential impacts would be reduced to a less than significant level with implementation of MM 6.1-1 through MM 6.1-3. Therefore, the Project would not result in a cumulative exposure of greater numbers of persons to hazards. All related or potential future, off-site projects would be required to comply with applicable local, State, and federal requirements concerning hazardous materials as well. Therefore, the Project would not contribute to any potential significant cumulative hazardous materials impacts.

Aviation Hazards

For purposes of the Project, the cumulative study area for aviation hazards can be defined as the area surrounding the nearest airport or airstrip, extending out a reasonable distance to the areas which may be subject to potential aviation hazards. The Project would not result in a significant impact related to aviation hazards with implementation of MM 6.1-4. Any proposed structures on site or within the cumulative study area for aviation hazards that may represent an aircraft navigation hazard would also be required to comply with FAA regulations and site design requirements under FAR Part 77. Therefore, the Project would not contribute to significant cumulative hazards related to aviation.

4.15 LAND USE

Potential Effect

Development of the Project in combination with the related projects result in cumulatively considerable impacts related to land use compatibility and consistency with applicable land use plans and policies.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

The Project is compatible and supportive of the goals and policies of the SCAG's RTP, Compass Blueprint, and County General Plan. Additionally, the Project presents an opportunity to implement the policies promoted by SB 375, but within a faster timeframe than the new law can achieve. Senate Bill (SB) 375 is an air pollution law linking land use and transportation policies to meet target reductions in GHG emissions. The goal is to promote land use growth patterns that will help reduce GHG emissions by reducing driving. It is intended to foster the implementation of infill and transit oriented development projects to reduce GHG emissions and meet the statewide goals of Assembly Bill (AB) 32. Therefore, the Project is setting forth a land use proposal that is in line with state and local policies regarding the need for efficient land use.

As shown on Exhibit 2-16 in Section 2.0, Environmental Setting and Project Description, of the Draft EIR, there are several projects in the vicinity of the Project. However, none of these cumulative projects are within the immediate residential Del Aire neighborhood and would not directly impact land uses in the area. All cumulative projects are separated from the Project site by major roadways (I-105, I-405, Aviation Boulevard, or Sepulveda Boulevard) and are not within the viewshed of the adjacent community. Impacts to land use would be less than significant and would not be cumulatively considerable.

4.16 POPULATION, HOUSING, EMPLOYMENT, AND RECREATION

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase impacts related to population, housing, and employment growth and the demand for recreation facilities.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

Population, Housing, and Employment

The cumulative study area for population, housing, and employment is defined as Los Angeles County. As previously discussed, the assessment of the Project's net population growth compared to the SCAG population projections is inherently a cumulative analysis because the SCAG projections are intended to reflect anticipated growth in the SCAG region.

On a cumulative basis, the Project's population, housing, and employment growth are within the overall SCAG projections for Los Angeles County and the Subregion, and no significant impacts would result from implementation of the Project. As previously discussed, SCAG projections are based on numerous factors, including U.S. Census Bureau and state-level data, and take into consideration the fact that jurisdictions will have an obligation to meet their RHNA allocations, etc. Therefore, the fact that the Project requires a General Plan Amendment and zone change does not necessarily conflict with the SCAG projections, which are not solely based on land use designations. The population generated by the Project would be within the SCAG projections for both the County and the Subregion.

The Project would provide new jobs with the development of the proposed transit-oriented commercial uses. It is assumed that the housing demand generated by these new jobs would be met by (1) existing units in the Subregion; (2) projected future units in the Subregion;

(3) the proposed 390 multi-family residential units associated with the Project; or (4) by housing units located elsewhere in Los Angeles County and the larger SCAG region. Given the mobility of workers within the SCAG region, it is not possible to accurately estimate the housing demand jobs would generate in other parts of the region. However, the Project would have no substantive impact on the County's job/housing ratio and would slightly improve the Subregion's jobs/housing ratio.

The Project would also result in a temporary increase in job creation during the development phases of the Project (e.g., construction jobs). These jobs are typically filled by existing residents of the region and do not induce substantial housing demand. Therefore, the potential growth associated with Project-generated jobs (construction and operation) would not be significant. These increases in population, households, and employment would not be growth-inducing or cumulatively significant.

It should also be noted that population and employment growth associated with the Project would increase the demand for public services and utilities and traffic in the Project area. The traffic generated by the Project would also result in increased air quality emissions and noise. Impacts related to these factors are analyzed in their respective sections in this EIR.

Recreation

Like the Project, other County residential subdivision projects would also be required to comply with the County's Parkland Dedication Ordinance, which provides a vehicle for the County to mitigate potential impacts to recreation facilities on a project-by-project basis. Related projects located within incorporated cities surrounding the Project site would be subject to each city's applicable parkland requirements. Compliance of each related project with either the County's Parkland Dedication Ordinance or the applicable city parkland requirements would mitigate each project's direct impacts to recreational facilities to a less than significant level. Therefore, because of this and because the Project would have a less than significant impact to County DPR recreational facilities, the Project would not result in a cumulatively considerable impact to recreational facilities.

4.17 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase GHG emissions.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

It is unlikely that any individual development project would have GHG emissions of a magnitude to directly impact global climate change. Additionally, the assessment of greenhouse gas emissions is inherently cumulative because climate change is a global phenomenon. Therefore, any impact would be considered on a cumulative basis. As discussed in Section 6.4, Greenhouse Gas Emissions and Climate Change, of the Draft EIR, the Project would result in a less than significant cumulative impact on climate change.

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SECTION 5.0

FINDINGS REGARDING ENVIRONMENTAL EFFECTS DETERMINED TO BE SIGNIFICANT AND UNAVOIDABLE AFTER MITIGATION

The Commission has determined, based on the Final EIR, that after implementation of MMs, the Project will have a significant and unavoidable impact for the following environmental resource areas: Air Quality (short-term local PM10 and PM2.5 emissions only) and Noise Hazards (long-term exterior noise levels only). The Findings for each of these environmental resource areas is presented below.

In accordance with the CEQA Guidelines Section 15093, a Statement of Overriding Considerations has been prepared to substantiate the County's decision to accept these significant unavoidable adverse environmental impacts because of the benefits afforded by the Project.

5.1 NOISE (LONG-TERM EXTERIOR NOISE LEVELS ONLY)

Potential Effect

Significant and unavoidable direct impacts, after incorporation of mitigation measures, would result for the following threshold:

- (c) Substantial Increase in Ambient Noise Levels (long-term exterior noise levels)

Finding

Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Facts Supporting the Finding

When traffic, light rail, and aircraft noise are combined, the future ambient noise levels at the facades of the proposed Lot 1 dwelling units would range from 68.0 to 72.0 dBA CNEL, and from 72.0 to 74.3 dBA CNEL at the facades of the proposed Lot 2 dwelling units.

The proposed exterior common use areas (i.e., pool, tot-lot play area, and barbeques) would be surrounded by the Project buildings, providing a noise reduction in excess of 15 dBA and thereby reducing the traffic and rail noise levels at these areas to less than 65 dBA CNEL. However, aircraft noise levels at the pool, tot lot, and other common exterior residential use areas would still be located within the 65 dBA CNEL due to the intermittent landings and takeoffs from LAX. As aircraft noise levels at the common exterior residential use areas would be exposed to levels above 65 dBA CNEL due to aircraft noise, and no feasible mitigation is available to mitigate aircraft noise for common exterior areas of the Project, noise impacts to these areas would be significant and unavoidable.

The Project design would include private exterior balconies on some residential units facing Aviation Boulevard and I-105. Noise levels at these balconies could range from approximately 68 to 74 dBA CNEL with steady traffic noise at many locations. Noise levels at balconies on the south and east sides of the Project site would be less than those on the north and west sides

because there would not be direct exposure to Aviation Boulevard or the Green Line Station. However, noise levels at balconies on the south and east sides of the Project site would be 65 dBA CNEL or more due primarily to transportation noise (i.e. traffic on I-105, Green Line light rail noise, and aircraft noise). This noise level is likely to be annoying or excessive to some people. MM 3.4-8, presented in Section 3.4 of the Draft EIR, requires prospective purchasers of residential property to be notified of the existing noise environment with respect to the proximity of the airport and light rail station. As the private exterior residential use areas would be exposed to levels above 65 dBA CNEL due to transportation noise and no additional feasible mitigation is available to mitigate aircraft noise for private exterior areas of the residential development, noise impacts to these areas would be significant and unavoidable.

5.2 AIR QUALITY (SHORT-TERM LOCAL PM10 AND PM2.5 EMISSIONS ONLY)

Potential Effect

Significant and unavoidable direct and cumulative impacts, after incorporation of mitigation measures, would result for the following threshold:

- (c) Local Emissions Exceed South Coast Air Quality Management District Thresholds (for short-term local PM10 and PM2.5 emissions)

Finding

Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Facts Supporting the Finding

As part of the SCAQMD's environmental justice program, attention has focused on localized effects of air quality. In addition to the mass daily emissions (or regional thresholds), the SCAQMD established CEQA significance thresholds for ambient air quality to address localized impacts. The maximum daily PM10 and PM2.5 emissions during Project construction would exceed localized significance thresholds (LSTs). The Project would be required to implement SCAQMD Rule 403, Fugitive Dust, as described in MM 4.2-1 (presented in Section 3.0 of this document); the maximum particulate emission reductions available in the URBEMIS model have been included in the calculations. Therefore, the LST analysis indicates a significant impact. MM 4.2-5 and MM 4.2-6 have been incorporated into the project to further reduce the potential for dust generation to the homes on West 117th Street and Judah Avenue, and to provide liaison between homeowners and the construction contractors.

Rule 403 represents the feasible mitigation measures for dust control, and prohibits visible dust beyond the property line of the Project site. This limitation may result in impacts less than indicated by the URBEMIS modeling for the Project, but the additional reductions cannot be quantified. Therefore, the local impact related to emissions of particulate matter would be directly and cumulatively significant and unavoidable for a short-term period of approximately 28 working days, which is the approximate timeframe required for grading and subterranean excavation.

SECTION 6.0 FINDINGS REGARDING PROJECT ALTERNATIVES

The following Findings and Statements of Fact regarding Project alternatives and certain MMs identified in the Final EIR are set forth to comply with CEQA Section 21002 and CEQA Guidelines Section 15126.6. Alternatives to the proposed Project described in the Draft EIR were analyzed and considered. These alternatives constitute a reasonable range of alternatives necessary to permit a reasoned choice.

For the reasons set forth below, and in light of the analysis of the Alternatives presented in Section 7.0 of the Draft EIR, the Project would be considered the environmentally superior alternative. Alternative 1 would reduce all environmental impacts, but would accomplish none of the Project objectives. Alternatives 2 and 3 would reduce some environmental impacts, but would not fully satisfy the Project objectives. Alternative 4 would reduce air quality impacts, but would generate additional potentially significant impacts, although most of the Project objectives would be met. Therefore, each alternative has benefits; however, none of the alternatives is superior to the Project.

When determining the “environmentally superior alternative” strictly by the amount of reduction in environmental impacts, the Draft EIR concludes that while Alternative 2: Existing General Plan and Zoning is considered to be the environmentally superior alternative because it would eliminate the significant and unavoidable impact to air quality and would not generate new potentially significant impacts, it would not meet most of the Project objectives. Specifically, Alternative 2 would satisfy one and partially satisfy two of the eight Project objectives. Therefore, Alternative 2: Existing General Plan and Zoning, as analyzed in the Final EIR, is rejected as infeasible for the specific economic, legal, social, technological, and other considerations set forth below.

6.1 ALTERNATIVES CONSIDERED BUT NOT EVALUATED

The Draft EIR considered three potential alternatives that were rejected as infeasible, and were therefore not analyzed in detail. The alternatives considered but not evaluated included: Alternative Project Location, Surface Parking Lot or Parking Structure, and Cul-de-sac on West 117th Street.

6.2 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT

Description

Consistent with CEQA Guidelines Section 15126.6(e)(3)(B), Alternative 1: No Project/No Development is the circumstance under which the project does not proceed. Under Alternative 1: No Project/No Development, the property would remain in its existing state and no development would occur.

Finding

Alternative 1: No Project/No Development is rejected as infeasible because it fails to meet the majority of Project objectives and would not contribute to minimizing the County's future “carbon footprint” through the development of a mixed-use, walkable, transit-oriented community.

Facts Supporting the Finding

Alternative 1: No Project/No Development would avoid the short-term direct and cumulative significant and unavoidable construction-related air quality impact (i.e., exceedance of SCAQMD local emissions thresholds for PM10 and PM2.5) and exterior operational noise that would occur with the Project. For the remaining topical issues, both the Project and Alternative 1 would have less than significant impacts or potentially significant impacts that can be mitigated to a level considered less than significant. This alternative would not meet the majority of the Project objectives. Of the eight Project objectives, Alternative 1: No Project/No Development would meet Objective 8 and partially meet Objectives 3 and 7.

Therefore, Alternative 1: No Project/No Development does not constitute a reasonable alternative to the Project because it is incapable of meeting the majority of Project objectives. Also, although it would avoid the significant and unavoidable impacts identified for the Project, this alternative would not contribute to minimizing the County's future "carbon footprint" through the development of a mixed-use, walkable, transit-oriented community.

6.3 ALTERNATIVE 2: EXISTING GENERAL PLAN AND ZONING

Description

Section 15126.6(e)(2) of the CEQA Guidelines specifies that the "No Project analysis shall discuss the existing conditions at the time the Notice of Preparation is published, as well as what would be reasonably expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services". Therefore, Alternative 2 assumes that existing land uses would be demolished and the site would be redeveloped pursuant to the existing zoning and General Plan land use designations. Alternative 2: Existing General Plan and Zoning would not involve a modification to the County of Los Angeles and City of Los Angeles boundaries through the Local Agency Formation Commission for the County of Los Angeles.

The current zoning and land use designations for the Project site involve two separate jurisdictions: the County of Los Angeles and the City of Los Angeles. The maximum redevelopment within the R-1 zone of Lot 1 would include 20 single-family residences that would generate a net population increase of 20 persons. The maximum development within the C-1 zone of Lot 1 would include 31,363 sf of C-1 zoning permitted commercial uses. Therefore, Alternative 2 would generate approximately 72 employees, based on an employment generation factor of 2.3 employees per 1,000 sf of Transit-Oriented Development (TOD) retail uses. For Lot 2 within the City of Los Angeles, this alternative assumed that Lot 2 would remain in its current condition (i.e., the Metro bus terminal) for the foreseeable future.

Finding

Alternative 2: Existing General Plan and Zoning is rejected as infeasible because it fails to meet the majority of Project objectives and would not develop the density to result in an effective mixed-use, walkable, transit-oriented community, thereby contributing to minimizing the County's future "carbon footprint".

Facts Supporting the Finding

Alternative 2: Existing General Plan and Zoning would avoid the short-term direct and cumulative significant and unavoidable construction-related air quality impact (i.e., exceedance of SCAQMD local emissions thresholds for PM10 and PM2.5) that would occur with the Project,

primarily due to the elimination of excavation for subterranean parking. Alternative 2 would result in a reduced scope of construction, a substantially reduced project size, and related decrease in net population increase. Therefore, Alternative 2 would result in fewer individuals exposed to exterior noise levels that can exceed 65 dBA CNEL than the Project. However, for the remaining topical issues, both the Project and Alternative 2 would have less than significant impacts or potentially significant impacts that can be mitigated to a level considered less than significant. This alternative would not meet the majority of the Project objectives. Of the eight Project objectives, Alternative 2: Existing General Plan and Zoning would meet Objective 8 and partially meet Objectives 3, 4, 5, and 6.

Therefore, Alternative 2: Existing General Plan and Zoning does not constitute a reasonable alternative to the Project because it is incapable of meeting the majority of Project objectives. Although it would avoid the significant and unavoidable air quality impact identified for the Project, this alternative would not develop the density to result in an effective mixed-use, walkable, transit-oriented community, thereby contributing to minimizing the County's future "carbon footprint".

6.4 ALTERNATIVE 3: REDUCED SCALE/REDUCED DENSITY

Description

Alternative 3: Reduced Scale/Reduced Density assumes development of the Project with the same land uses as the Project, but at a reduced density. This alternative would develop 29,500 sf of commercial uses on the ground floor along Aviation Boulevard and adjacent to the Metro Green Line Station and develop townhome units located on the ground floor, same as the Project. Alternative 3 would reduce the size of the subterranean parking garage to account for the reduction in residential units, and would provide a total of 480 parking spaces (317 fewer stalls than in the Project). In order to reduce the density and the height of the Project, Alternative 3 assumes the elimination of the upper two stories of for-rent and for-sale residential units, leaving a total of 205 residential units located within the street level and Levels 1 and 2 that would generate a net population of 569 persons and approximately 68 employees.

Finding

Alternative 3: Reduced Scale/Reduced Density is rejected as infeasible because it would reduce, but not eliminate, the significant and unavoidable impact to short-term air quality, and would not reduce or avoid the significant impact to long-term exterior noise. Also, while Alternative 3 would meet the majority of the Project objectives, this alternative would not develop a density that would maximize the benefits of proximity to the existing transit facilities. Alternative 3 would attract future residents that would perhaps otherwise live in areas not adjacent to a transit node, thereby minimizing the County's future "carbon footprint" compared to the existing condition. However, Alternative 2 does not provide enough on-site housing to fully utilize the site's potential for encouraging the use of the adjacent transit facilities by on-site residents.

Facts Supporting the Finding

Alternative 3 would result in a reduced scope of construction, particularly related to excavation for subterranean parking, and a 48 percent reduction in residential units and related decrease in net population gain (608 persons) as compared to the Project (1,156 persons). Regarding local emissions, while Alternative 3 would result in a reduction in PM10 and PM2.5 emissions, the reduction would not be sufficient to eliminate the impact. Therefore, this alternative would result in short-term direct and cumulative significant and unavoidable construction-related air quality

impacts (i.e., exceedance SCAQMD local emissions thresholds for PM10 and PM2.5). Exterior noise for future residents would remain a significant and unavoidable impact, as with the Project. For the remaining topical issues, both the Project and Alternative 3 would have less than significant impacts or potentially significant impacts that can be mitigated to a level considered less than significant. This alternative would meet the majority of the Project objectives. Of the eight Project objectives, Alternative 3: Reduced Scale/Reduced Density would partially meet Objective 1 and meet Objectives 2 through 8.

6.5 ALTERNATIVE 4: NO SUBTERRANEAN PARKING

Description

Alternative 4: No Subterranean Parking assumes that the Project site is developed with the same number of residential units (390) and commercial space (29,500 sf) as the Project. However, the subterranean parking garage is eliminated and a multi-level aboveground parking structure is developed instead. This scenario would increase the height of the podium level by an additional 16 feet to accommodate an extra level of above-ground parking, thereby increasing the overall building heights, including mechanical equipment and antennae, to approximately 83 feet above ground level (agl) to 88 feet agl.

Finding

Alternative 4: No Subterranean Parking is rejected as infeasible because while it would avoid the significant and unavoidable impact to short-term air quality, it would not reduce or avoid the significant impact to long-term exterior noise and would generate additional impacts to land use and aesthetics not identified for the Project due to the increased height of the buildings.

Facts Supporting the Finding

Due to the elimination of the subterranean parking in Alternative 4: No Subterranean Parking, excavation would be significantly reduced, thereby avoiding the short-term direct and cumulative significant and unavoidable air quality impacts (i.e., exceedance of SCAQMD local emissions thresholds for PM10 and PM2.5). Exterior noise would remain a significant and unavoidable impact, as with the Project. Impacts to land use and aesthetics would be increased due to the additional height of the buildings. Development costs would also increase due to different and more expensive construction standards for taller buildings. For the remaining topical issues, both the Project and Alternative 4 would have less than significant impacts or potentially significant impacts that can be mitigated to a level considered less than significant. This alternative would meet the majority of the Project objectives. Of the eight Project objectives, Alternative 4: No Subterranean Parking would partially meet Objectives 5 and 7 and meet Objectives 1, 2, 3, 4, 6, and 8.

SECTION 7.0 FINDINGS REGARDING GROWTH-INDUCING IMPACTS

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, the Draft EIR examined ways in which the Project could foster economic or population growth, or the construction of additional development, either directly or indirectly, in the surrounding environment. To address this issue, potential growth-inducing effects were examined through analysis of the following questions:

1. Would this project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development)?
2. Would this project result in the need to expand one or more public services to maintain desired levels of service?
3. Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
4. Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Based on assessment of these four questions, in Section 9.3, Growth-Inducing Impacts of the Proposed Action, the Draft EIR concluded that the Project would not result in significant growth-inducing impacts. To summarize:

- As discussed in Section 3.2, Flood, Section 5.1, Traffic/Access, Section 5.2, Sewage Disposal and Section 5.5, Utilities, of the Draft EIR, no major new infrastructure facilities are required to develop this Project, as proposed.
- Although the Project would develop higher density land uses than currently anticipated for the site, the Project would not exceed official (i.e., Southern California Association of Governments [SCAG]) projections for the unincorporated City of Los Angeles subregion (local), County, or regional population projections (refer to Section 6.3, Population, Housing, Employment and Recreation, of the Draft EIR).
- As discussed in Section 5.2, Sewage Disposal, Section 5.3, Education and Section 5.4, Fire/Sheriff, of the Draft EIR, none of the public service agencies consulted during the preparation of this EIR have indicated that this Project would necessitate the immediate expansion of their existing resources in order to maintain desired levels of service.
- During Project construction, a number of design, engineering, and construction-related jobs would be created. This would be a temporary situation, lasting until Project construction is completed. This would be an indirect, growth-inducing effect of the Project. As new residential and retail/commercial uses are developed and occupied, residents and employees of the Project are expected to seek shopping, entertainment, employment, home improvement, auto maintenance and other economic opportunities in the surrounding area, both on site and off site. This would represent an increased demand for such economic goods and services and could, therefore, encourage the creation of new businesses and/or the expansion of existing businesses that address these economic needs. However, the Project is balanced in that it provides not only residential uses, but also new retail/commercial uses. The new commercial uses are

intended to provide commercial amenities for future residents as well as transit users. Therefore, although the Project will have a growth-inducing effect (refer to Section 6.3, Population, Housing, Employment and Recreation, of the Draft EIR), indirect growth-inducing effects would be minimized due to the mix of land uses and the transit-oriented nature of the Project.

- Pressures to redevelop other land in the surrounding area may derive from regional economic conditions and market demands for housing, commercial, office, and industrial land uses that may be indirectly influenced by the Project. However, the Project is intended to fulfill existing demands in the Project area for transit-oriented development amenities and is not intended to encourage or facilitate other development activities. Proposals may arise to further amend the General Plan and zoning to allow for additional development in the Project area. Any new proposed developments would require a full environmental analysis of the impacts of such actions. Therefore, although the Project may be considered a precedent-setting action, the impacts of potential future similar actions would require environmental analysis and associated mitigation to reduce potential impacts to the environment.

**SECTION 8.0
FINDINGS REGARDING THE MITIGATION MONITORING AND REPORTING
PROGRAM**

Pursuant to CEQA Section 21081.6, the Commission, in adopting these Findings, also adopts the Mitigation Monitoring and Reporting Program (MMRP) for the Aviation Station Project, which is provided as Attachment A to this document. This MMRP is designed to ensure that the County and other responsible parties will comply with the mitigation measures (MMs) adopted in these Findings during Project implementation.

The Commission hereby finds that the MMRP, which is incorporated herein by reference and provided as Attachment A to these Findings, meets the requirements of CEQA Section 21081.6 by providing for the implementation and monitoring of Project conditions intended to mitigate potential environmental effects of the Project.

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**SECTION 9.0
CEQA GUIDELINES SECTIONS 15091 AND 15092**

Based on the foregoing Findings and the information contained in the administrative record, the Commission has made one or more of the following findings with respect to each of the significant effects of the Project:

- 1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be, adopted by such other agency.
- 3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Based on the foregoing Findings and the information contained in the administrative record, and as conditioned by the foregoing:

- 1) All significant effects on the environment due to the Project have been eliminated or substantially lessened where feasible.
- 2) Any remaining significant effects that have been found to be unavoidable are acceptable due to the overriding considerations set forth in Section 16, Statement of Overriding Considerations, of this document.

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**SECTION 10.0
CEQA GUIDELINES SECTION 15084(d)(3)**

The County has relied on CEQA Guidelines Section 15084(d)(3), which allows acceptance of working drafts prepared by the Project Applicant, a consultant retained by the Project Applicant, or any other person. The County has reviewed and edited as necessary the submitted drafts of the CEQA documentation for the Project to reflect the County's own independent judgment, including reliance on County technical personnel from other departments.

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**SECTION 11.0
CEQA SECTION 21082.1(c)**

Pursuant to CEQA Section 21082.1(c), the Commission hereby finds that the lead agency (County) has independently reviewed and analyzed the Final EIR, and that the Final EIR reflects the independent judgment of the lead agency.

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SECTION 12.0 NATURE OF FINDINGS

Any finding made by this Commission shall be deemed made, regardless of where it appears in this document. All of the language included in this document constitutes findings by this Commission, whether or not any particular sentence or clause includes a statement to that effect. This Commission intends that these Findings be considered as an integrated whole, and, whether or not any part of these Findings fail to cross reference or incorporate by reference any other part of these Findings, that any finding required or committed to be made by this Commission with respect to any particular subject matter of the Final EIR, shall be deemed to be made if it appears in any portion of these Findings.

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**SECTION 13.0
RELIANCE ON RECORD**

Each and all of the findings and determinations contained herein are based on the competent and substantial evidence, both oral and written, contained in the entire administrative record relating to the Aviation Station Project. The findings and determinations constitute the independent findings and determination of this Commission in all respects and are fully and completely supported by substantial evidence in the record as a whole.

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**SECTION 14.0
RELATIONSHIP OF FINDINGS TO EIR**

These Findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the Draft EIR and the Final EIR, on the one hand, and these Findings, on the other, these Findings shall control, and the Draft EIR, Final EIR, or both, as the case may be, are hereby amended as set forth in these Findings.

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**SECTION 15.0
CUSTODIAN OF RECORDS**

The custodian of the documents or other material which constitute the record of proceedings upon which the Commission's decision is based is the Los Angeles County Department of Regional Planning located at 320 West Temple Street, Los Angeles, California 90012.

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SECTION 16.0 STATEMENT OF OVERRIDING CONSIDERATIONS

The Final EIR has identified and discussed significant environmental effects that will occur as a result of the proposed Aviation Station Project. With implementation of the MMs, discussed in the Final EIR, these effects can be mitigated to levels considered less than significant except for project-related significant, unavoidable adverse project-specific and/or cumulative impacts in the areas of air quality and noise, as described above in Section 5.0 of this document. Specifically, implementation of the Project would result in the following significant impacts after implementation of the mitigation program, and would require adoption of a Statement of Overriding Considerations:

- **Air Quality Impact:** Construction activities would result in a significant and unavoidable impacts related to the exceedance of the PM10 and PM2.5 local emissions thresholds for a period of approximately 28 days after implementation of MM 4.2-1 (Rule 403). Construction of the Project would result in short-term direct and cumulative significant and unavoidable local impacts of PM10 and PM2.5.
- **Noise Impact:** Long-term significant noise impacts for developing residential land uses in an exterior noise environment that exceeds 65 CNEL.

CEQA Section 21081 provides that no public agency shall approve or carry out a project for which an EIR has been certified which identifies one of more significant effects on the environment that would occur if the project were carried out unless the agency makes specific findings with respect to those significant environmental effects. Where a public agency finds that economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, makes infeasible the mitigation measures or alternatives identified in the EIR, and thereby leave significant unavoidable effects, the public agency must also find that “specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.”

In making this determination, the Lead Agency is guided by CEQA Guidelines Section 15093, which provides as follows:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition, findings required pursuant to [CEQA] Section 15091.

Having considered the unavoidable adverse impacts of the Aviation Station Project, the Commission hereby determines that all feasible mitigation measures have been adopted to reduce, avoid, or compensate for the significant impacts identified in the EIR, and that no additional feasible mitigation is available to further reduce significant impacts. Further, the Commission finds that economic, social and other considerations of the Aviation Station Project outweigh the unavoidable adverse impacts described above, and adopts the following Statement of Overriding Considerations. In making this finding, the Commission has balanced the benefits of the proposed Project against its unavoidable environmental impacts and has indicated its willingness to accept those risks.

The following statements are in support of the Commission's action based on the Final EIR and/or other information in the record. The benefits from approving the Aviation Station Project include those related to the redevelopment of the area as a vital economic component of the County's fiscal well being. The Project Objectives identify the benefits of Project implementation.

- Objective 1:** To minimize the County's "carbon footprint" through the development of a mixed-use, transit-oriented community that encourages residents to work and shop in close proximity to their homes and/or use alternative forms of transportation, thereby reducing their need for automobile trips.
- Objective 2:** To provide a diverse housing stock of various sizes, including rental units and for-sale properties, located in close proximity to major regional employers.
- Objective 3:** To develop a walkable community that provides for safe and convenient pedestrian movement and opportunities for residents, employees, and visitors to interact.
- Objective 4:** To utilize the existing urban infrastructure, such as existing wet and dry utilities and roadways, through the construction of urban infill development, thereby assisting to preserve existing rural open green spaces and associated biological resources.
- Objective 5:** To design an aesthetically pleasing Project with visual continuity through the careful and consistent application of high quality building, landscape, and hardscape design and materials.
- Objective 6:** Incorporate Project design features and building specifications that promote sustainability, energy efficiency, water conservation, and greenhouse gas emission reductions.
- Objective 7:** Primarily orient the residential condominium and townhomes toward the existing single-family residential neighborhood and the commercial businesses toward the existing transit facilities and Aviation Boulevard in order to provide a transition between the residential neighborhood and nearby transit-related and industrial land uses.
- Objective 8:** To implement the goals and policies of the County of Los Angeles General Plan to ensure that development of the site is accomplished consistent with these applicable goals and objectives.

In addition to these Project Objectives, the following benefits constitute an overriding consideration warranting approval of the Project despite the significant and unavoidable environmental effects:

1. The Project will redevelop currently underutilized urban property as part of a modern multimodal transit-oriented development.
2. The Project implements policies that the County has actively promoted, such as the adoption of the Transit Oriented Districts Ordinance, the Mixed-Use Ordinance, and policies within the General Plan Housing Element.
3. Transit-oriented developments are critical for achieving the State and County air quality emission reduction targets.
4. The Project will provide more access to mobility choices for residents.
5. The Project will provide increased in public safety by creating an “active” place throughout the day and early evening, thereby creating a safer environment for pedestrians, transit-users, residents, and businesses.
6. The Project will increase transit ridership, which will improve the efficiency and effectiveness of transit service investments.
7. The Project will reduce the number of vehicle miles traveled by residents, thereby decreasing overall traffic demands and reducing vehicle-related air pollution.
8. The Project will reduce energy consumption by increasing the use of transit and through the creation of a Leadership in Energy and Environmental Design (LEED)-Silver certified development.
9. The Project is an infill development, which decreases infrastructure costs by utilizing existing utility infrastructure.

In light of the foregoing, and the information contained within the Final EIR and other portions of the project record, the Commission concludes that implementation of the Aviation Station Project will result in the development of a beneficial mixed-use, transit-oriented community as outlined above. The Commission further concludes that these benefits outweigh the significant, unavoidable environmental impacts associated with development of the Aviation Station Project and, accordingly, adopts this Statement of Overriding Considerations. Substantial evidence in the record supports this conclusion, and can be found in the Final EIR, record of proceedings, and public hearings for the Project.

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ATTACHMENT A

MITIGATION MONITORING AND REPORTING PROGRAM

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MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Geotechnical (Section 3.1 of the Draft EIR)				
MM 3.1-1 The design and construction of the Project shall comply with the County of Los Angeles Building Code and/or any other applicable building codes and standards to the satisfaction of the Los Angeles County Department of Public Works.	Regular plan check and Site inspection	Prior to issuance of grading permit(s) and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works
MM 3.1-2 All grading activities as well as the design and construction of the Project shall comply with the specific recommendations and requirements provided in a comprehensive geotechnical report, subject to approval by the Los Angeles County Department of Public Works.	Submittal and approval of geotechnical report and Regular plan check and Site inspection	Prior to issuance of grading permit(s) and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works
Flood (Section 3.2 of the Draft EIR)				
MM 3.2-1 The Project shall implement storm water quality Best Management Practices (BMPs) in accordance with the Los Angeles County Department of Public Works (LACDPW)'s current <i>Manual for the Standard Urban Stormwater Mitigation Plan (SUSMP)</i> and <i>Low Impact Development (LID) Standard Manual</i> to the satisfaction of LACDPW. Proposed BMPs shall require that: <ul style="list-style-type: none"> • Three on-site storm drains shall have catch basin inserts, Continuous Deflective Separation (CDS) units, or equivalent technologies, to filter hydrocarbons, trash, heavy metals, sediments, and organics; • All storm drains shall be stenciled with "Warning! Drains to Ocean" notes and symbols per NPDES standards, or as approved by the LACDPW; • Rooftop and podium-level runoff shall be conveyed through planter boxes for filtration prior to entering a public storm drain; and • An on-site underground infiltration system shall be installed beneath the proposed parking lot located north of the intersection of Judah Avenue and West 116th Street, and sized to capture the post-development runoff volume increase (LID volume) of 11,761 cubic feet. 	Submittal and approval of final drainage plan and Maintain log demonstrating compliance with NPDES requirements and Site inspection	Prior to issuance of grading permit(s), during construction, and during operation	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>MM 3.2-2 The Project shall include: (1) use of existing storm water drainage features; (2) removal and/or relocation of selected existing storm water drainage features; and (3) installation of new features within the Project site, which shall be reviewed and approved with improvement plans to the satisfaction of the County of Los Angeles Department of Public Works (LACDPW). Specifically, the Project shall:</p> <ul style="list-style-type: none"> • Retain 12 existing catch basins, remove 5 on-site existing catch basins, remove and relocate 2 on-site existing catch basins, and install 5 new on-site catch basins with filter inserts; • Retain existing concrete gutters where feasible and install new 4-foot concrete gutters along new and/or reconfigured interior roadways and parking areas; • Remove a segment of the existing Dominguez Channel 8-foot by 10-foot (8' x 10' - 3/4") RCB structure beneath Aviation Boulevard and West 116th Street, and relocate it northward on the Project site beneath the proposed fire lane adjacent to the existing Metro Green Line Station; • Extend an existing storm drain near the intersection of Aviation Boulevard and the existing Dominguez Channel to connect to the relocated Dominguez Channel; • Install new storm drains from the on-site parking area, from the proposed underground infiltration basin, and from the on-site Project site to the existing storm drain beneath West 116th Street and the relocated Dominguez Channel; • Install a new building drainage outlet near the intersection of Judah Avenue and West 116th Street (the subterranean sump pump shall be installed to collect nuisance flows from the subterranean parking garage, as well as stormwater runoff from the filtration planters, and pump it into the Dominguez Channel); and 	<p>Submittal and approval of final drainage plan and</p> <p>Maintain log demonstrating compliance with NPDES requirements and</p> <p>Site inspection</p>	<p>Prior to issuance of grading permit(s) and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<ul style="list-style-type: none"> • Record a storm drain easement dedication to the Los Angeles County Flood Control District over the relocated alignment of the Dominguez Channel within the Project site. The size and type of easement dedication may vary and shall be determined with the improvement plans to the satisfaction of the LACDPW. • Off-site improvements are subject to the discretion of the proper permitting authority, including Caltrans for any improvements to the Caltrans Off-Site Project Area, or other jurisdictions for improvements within their right-of-way. 				
<p>MM 3.2-3 All proposed storm drains and other storm water management features specified in the <i>Drainage Concept, Hydrology, SUSMP, and LID Analysis for Vesting Tentative Tract Map No. 70853</i> prepared by Land Design Consultants, Inc. shall be designed and implemented to meet NPDES Permit/SUSMP requirements and the County LID requirements, subject to review and approval by the Los Angeles County Department of Public Works.</p>	<p>Submittal and approval of final drainage plan and</p> <p>Maintain log demonstrating compliance with NPDES requirements and</p> <p>Site inspection</p>	<p>Prior to issuance of grading permit(s), during construction, and during operation</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works and</p> <p>Los Angeles Regional Water Quality Control Board</p>
<p>MM 3.2-4 Prior to the issuance of building permits, the Project Applicant shall construct all Dominguez Channel improvements, including design capacity and location, to the satisfaction of the Los Angeles County Flood Control District (LACFCD) and shall record an easement dedication to the County of Los Angeles for operation and maintenance of the new Dominguez Channel alignment. Subterranean detention boxes shall be sized according to the Q_{allow} and shall be located in proximity to the relocated Dominguez Channel, to the satisfaction of LACFCD.</p>	<p>Submittal and approval of final drainage plan and</p> <p>Recordation of easement dedication and</p> <p>Site inspection</p>	<p>Prior to the issuance of building permits and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Flood Control District</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
MM 3.2-5 The Project Applicant shall obtain a construction permit from the Los Angeles County Flood Control District (LACFCD) for all Project components that affect existing LACFCD facilities.	Acquire construction permit	Prior to issuance of grading permit(s) and during construction	Project Applicant	Los Angeles County Flood Control District
MM 3.2-6 The Project Applicant shall obtain an encroachment permit from California Department of Transportation (Caltrans) for construction activities within the off-site, Caltrans-owned property.	Acquire encroachment permit	Prior to issuance of grading permit(s) for Caltrans-owned property	Project Applicant	Los Angeles County Department of Public Works and Caltrans
Fire (Section 3.3 of the Draft EIR)				
MM 3.3-1 The Project shall comply with all applicable <i>Los Angeles County Code</i> Title 32 and Ordinance requirements regarding fire prevention and suppression measures, and/or measures approved or required by the Fire Chief, including construction materials, building access and evacuation routes, automatic fire extinguishing systems, standards for multi-family housing and commercial land uses, site access/fire lanes, hydrants water availability, and fire flows and pressures, among other requirements to the satisfaction of the Los Angeles County Fire Department (LACFD). Prior to issuance of building permits, Project Applicant shall submit all necessary plans and materials to the LACFD for review and approval.	Regular plan check and Site inspection	Prior to the issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Fire Department
MM 3.3-2 Prior to issuance of building permits, the Project Applicant shall demonstrate to the County of Los Angeles Department of Public Works and the Los Angeles County Fire Department (LACFD) that the Project includes appropriate infrastructure to ensure adequate water and fire flow infrastructure and compliance with Los Angeles County Code Title 32 requirements. It is anticipated that segments of the existing four- and six-inch diameter water lines in Aviation Boulevard (between West 116th Street and West 117th Street), West 116th Street (between Aviation Boulevard and Judah Avenue), West 117th Street (between Aviation Boulevard and Isis Avenue), and Judah Avenue (between West 117th Street and West 118 th Street) shall be abandoned and three	Regular plan check and Maintain log demonstrating compliance and Site inspection	Prior to the issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works and Los Angeles County Fire Department

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>existing fire hydrants shall be removed. The Project shall include the following new water and fire flow infrastructure to the satisfaction of the LACFD:</p> <ul style="list-style-type: none"> • Twelve-inch diameter water line within West 117th Street between Aviation Boulevard and Isis Avenue turning south at Isis Avenue and immediately connecting with the existing 12-inch water line; • Eight-inch-diameter water lines within Aviation Boulevard (between West 117th Street and the proposed Fire Lane along the northern property boundary), the proposed Fire Lane (between Aviation Boulevard and Judah Avenue), and Judah Avenue (between the proposed Fire Lane and West 118th Street). These lines will connect with the new 12-inch line in West 117th Street; • A 6-inch-diameter water lateral from Building 1A to the new water line in West 117th Street, 8-, 6-, and 2-inch-diameter water laterals from the Building 1B to the new water line in Judah Avenue, and from Building 2A to the new water line in the Fire Lane. Building 2B would be served via the laterals extending to Building 2A; and • Six new fire hydrants evenly distributed around the perimeter of the Project site. 				
<p>MM 3.3-3 Prior to issuance of building permits for the off-site Project Area, the Project Applicant shall demonstrate to the County of Los Angeles Department of Public Works that the Project includes adequate water infrastructure. It is anticipated that a new water lateral within the off-site, Caltrans-owned property shall be constructed to provide service to the restrooms and water fountain associated with the new Metro bus terminal. The water line shall be connected to the existing 6-inch-diameter water line within the off-site Caltrans property.</p>	<p>Regular plan check and Maintain log demonstrating compliance and Site inspection</p>	<p>Prior to the issuance of building permits for Caltrans-owned property and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Noise (Section 3.4 of the Draft EIR)				
<p>MM 3.4-1 Prior to any grading activities, a 10-foot-high temporary noise barrier shall be constructed along the Project site's eastern and southern boundaries, Judah Avenue and West 117th respectively. Noise barriers shall be constructed of material with a minimum weight of four pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch-thick plywood or 5/8-inch-oriented strand board. The noise barriers shall remain in place until the end of grading/excavation activities. No more than two loader/backhoes and two dozers shall operate simultaneously at ground level during grading activities.</p>	<p>Install noise barrier and Site inspection</p>	<p>Prior to issuance of grading permit(s) and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning</p>
<p>MM 3.4-2 Stationary equipment (such as generators, cranes, and air compressors) that will be operational for 10 consecutive working days or more shall not be operated closer than 250 feet of any occupied home. If this distance limitation is not feasible, the Project Applicant shall ensure that the stationary equipment is equipped with appropriate noise reduction measures (e.g., silencers, shrouds, or other devices) to limit the equipment noise at the nearest residences to 60 dBA Lmax or the ambient noise level without the equipment operating, whichever is higher. Noise measurements shall be taken prior to operation of stationary equipment to determine the ambient noise level without the equipment operating and noise measurements shall be taken during operation of the stationary equipment to illustrate compliance with the maximum noise threshold. Documentation of compliance with the maximum noise threshold shall be provided to the County of Los Angeles Department of Regional Planning for each day that the equipment cannot be kept at a minimum of 250 feet from any occupied home.</p>	<p>Maintain log demonstrating compliance with distance requirements and/or documentation of compliance of noise threshold and Site inspection</p>	<p>During construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
MM 3.4-3 All construction trucks and vehicles accessing the Project site shall be required to use nearby designated truck routes (i.e., Aviation Boulevard and West Imperial Highway/Interstate 105), where feasible, and no construction traffic or queuing shall be allowed on residential portions of West 117th Street, Judah Avenue, or any other residential streets within the Del Aire community.	Direct and monitor travel routes of construction traffic and Maintain log demonstrating compliance and Site inspection	During construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
MM 3.4-4 In accordance with Section 12.08.440 of the County Noise Ordinance, construction activities that generate noise that could create a disturbance across a property line shall not occur between the hours of 7:00 PM and 7:00 AM on weekdays, at any time on Sunday, or a holiday.	Maintain log demonstrating compliance and Site inspection	During construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
MM 3.4-5 The Project Applicant shall specify in the contract for each operator of a commercial space that (1) the operator shall require delivery trucks to enter and exit the Project site from the Aviation Boulevard driveway and (2) Truck deliveries shall be restricted to the daytime hours (7:00 AM to 10:00 PM).	Include delivery truck requirements in contracts	During operation	Project Applicant	Los Angeles County Department of Regional Planning
MM 3.4-6 Residential air conditioning units shall be designed and installed in accordance with Section 12.08.530 of the County's Noise Ordinance, which limits noise at property lines and at neighboring units. Commercial air conditioning units and other stationary noise sources shall be designed and installed in accordance with Section 12.08.390 of the County's Noise Ordinance, which limits exterior noise at property lines.	Regular plan check and Site inspection	Prior to issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
MM 3.4-7 Residential units shall be designed and constructed to ensure that interior noise levels from exterior transportation sources—including aircraft, vehicles on adjacent roadways, and light rail—shall not exceed 45 dBA CNEL. In order to ensure that all dwelling units achieve an adequate noise reduction to achieve an interior noise level of 45 dBA CNEL, the following features shall be included in the building design and construction of all dwelling units: (1) upgraded dual-	Submittal and approval of architectural plans and acoustical analysis and Regular plan check and Site inspection	Prior to issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>glazed windows; (2) mechanical ventilation/air conditioning; (3) exterior wall/roof assemblies free of cut-outs or openings; and (4) ceiling insulation in the top floor of each building to reduce aircraft noise by at least 20 dBA. Prior to the issuance of a building permit, the Project Applicant shall submit architectural plans and a detailed acoustical analysis study prepared by a qualified acoustical consultant that demonstrates that interior noise levels in all residential units due to exterior transportation noise sources would be 45 dBA CNEL or less to the Los Angeles County Department of Public Health for review and approval.</p>				
<p>MM 3.4-8 In accordance with the <i>State Business and Professions Code</i> and the <i>State Civil Code</i> each prospective purchaser of residential property within the Project shall be notified as follows:</p> <p style="padding-left: 40px;">NOTICE OF AIRPORT IN VICINITY – A portion of this property is presently located in the vicinity of an airport, within what is known as an airport influence area. Additionally, this property is located in proximity to the Metro Green Line Aviation/LAX Station, which currently operates 24-hours per day, 7 days per week. For these reasons, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport and light rail operations (e.g., noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport and light rail annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.</p> <p>In addition, although not required by the <i>State Civil Code</i> (Section 1103 et. seq.), each prospective tenant of leased residential property within the Project shall also be notified as described above.</p>	<p>Prepare and distribute notice as per State regulations to each prospective purchaser of residential property and each prospective tenant of the leased residential property within the Project</p>	<p>During operation</p>	<p>Project Applicant</p>	<p>Los Angeles County Department of Regional Planning</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Water Quality (Section 4.1 of the Draft EIR)				
MM 4.1-1 Prior to the issuance of a grading permit, the Project Applicant shall file a Permit Registration Document (PRD) with the State Water Resources Control Board (SWRCB) in order to obtain coverage under NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities. The PRD shall consist of a Notice of Intent (NOI); Risk Assessment; Site Map; SWPPP; annual fee; and a signed certification statement. Pursuant to permit requirements, the Project Applicant shall develop and incorporate BMPs for reducing or eliminating construction-related pollutants in the site runoff to the satisfaction of Los Angeles County Department of Public Works.	File Permit Registration Document and Submittal of NOI and Maintain log demonstrating compliance with NPDES requirements and Site inspection	Prior to issuance of grading permit(s) and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works and Los Angeles Regional Water Quality Control Board
MM 4.1-2 Educational materials regarding water quality impacts associated with pet waste, and appropriate options for pet waste disposal, shall be provided to all future homeowners through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs) and all future renters through the Leasing Office.	Prepare and distribute pet waste literature to all future homeowners	During operation	Project Applicant	Los Angeles County Department of Regional Planning
MM 4.1-3 The Project Applicant shall install and maintain post-construction treatment control Best Management Practices (BMPs) pursuant to the requirements of the Los Angeles County Department of Public Works' <i>Standard Urban Stormwater Mitigation Plan (SUSMP)</i> and <i>Low Impact Development (LID) Standard Manual</i> to the satisfaction of the Los Angeles County Department of Public Works.	Submittal and approval of final drainage plan and Maintain log demonstrating compliance with NPDES requirements and Site inspection	Prior to issuance of grading permit(s) and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>MM 4.1-4 Prior to the commencement of construction activities in the off-site, Caltrans-owned property, the Project Applicant shall demonstrate compliance with any applicable regulations related to drainage infrastructure and post-construction treatment control BMPs pursuant to the requirements of the Caltrans Statewide SWMP and other applicable local, State, and federal regulations to the satisfaction of Caltrans.</p>	<p>Submittal and approval of final drainage plan and Maintain log demonstrating compliance with NPDES requirements and Site inspection</p>	<p>Prior to construction activities and during construction on Caltrans-owned property</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works and Caltrans</p>
Air Quality (Section 4.2 of the Draft EIR)				
<p>MM 4.2-1 Dust control measures applied to Project construction activities shall be in compliance with SCAQMD Rule 403 for Best Available Control Measures and to the satisfaction of SCAQMD and the County Department of Regional Planning. Contractor compliance with Rule 403 requirements shall be mandated in the contractor's final construction plans and specifications and shall include the following measures:</p> <ul style="list-style-type: none"> • Land disturbance shall be minimized to the extent feasible. Grading activities shall be limited to the disturbance of no more than 1.25 acres per day and shall not exceed 2,400 cubic yards of grading per day. • Haul trucks shall be covered when loaded with fill. • Paved streets shall be swept at least once per day where there is evidence of dirt that has been carried onto the roadway. • Watering trucks shall be used to minimize dust. Watering should be sufficient to confine dust plumes to the Project work areas. Active disturbed areas shall have water applied to them three times daily. • For disturbed surfaces to be left inactive for four or more days and that will not be revegetated, a chemical stabilizer shall be applied per manufacturer's instruction. 	<p>Include Rule 403 in contractor's specifications and Maintain log demonstrating compliance and Site inspection</p>	<p>During construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning and South Coast Air Quality Management District</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<ul style="list-style-type: none"> • For unpaved roads, chemical stabilizers shall be applied or the roads shall be watered once per hour during active operation. • Vehicle speed on unpaved roads shall be limited to 15 miles per hour. • For open storage piles that will remain on site for two or more days, water shall be applied once per hour, or coverings shall be installed. • For paved road track-out, all haul vehicles shall be covered, or shall comply with vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads. During high wind conditions (wind speeds in excess of 25 mph), all earth moving activities shall cease or water shall be applied to soil not more than 15 minutes prior to disturbing such soil. 				
<p>MM 4.2-2 Mass grading operations shall be planned and operated in a manner such that NOx emissions shall not exceed 100 pounds/day. This shall be demonstrated by emissions calculations for a reasonable maximum mass grading day, using the specific equipment selected for off-road and on-road use, subject to SCAQMD and Los Angeles County Department of Regional Planning review and approval. Should new-technology Tier 3 equipment or better be used, then it may be possible to exceed the equipment and equipment use data assumed in the URBEMIS model for the Project by substantial quantities without exceeding the 100 pounds/day NOx threshold.</p>	Review and approval of emissions calculations and Maintain log demonstrating compliance and Site inspection	Prior to issuance of grading permit(s) and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning and South Coast Air Quality Management District
<p>MM 4.2-3 In order to minimize NOx emissions, the Applicant shall include the following measures in all contractor's final construction plans and specifications:</p> <ul style="list-style-type: none"> • Use electricity from power poles rather than temporary diesel or gasoline power generators; • Ensure that all vehicles and equipment shall be properly tuned and maintained according to manufacturers' specifications; 	Include NOx reduction measures in contractor's specifications And Maintain log demonstrating compliance and Site inspection	Prior to construction activities and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<ul style="list-style-type: none"> • Prohibit all diesel trucks from idling in excess of five minutes, both on- and off-site; • Schedule off-site haul activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable, that is, peak hour hauls on the off-site arterial system shall occur only if necessary to avoid extending the length of the applicable phase of construction; and • Provide temporary traffic controls, such as a flag person, during all phases of construction as necessary to maintain smooth traffic flow. If needed to avoid congestion, provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site and/or modify signal synchronization. • Configure construction parking to minimize traffic interference. 				
<p>MM 4.2-4 Information regarding exposure to PM10, PM2.5, and ultra-fine particles due to the Project's proximity to I-105 shall be provided to all future homeowners and residents of the Project through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs).</p>	<p>Prepare and distribute air quality literature to all future homeowners</p>	<p>During operation</p>	<p>Project Applicant and Homeowner's Association</p>	<p>Los Angeles County Department of Regional Planning</p>
<p>MM 4.2-5 The Project contractor's final construction plans and specifications shall require that activities with the potential to generate dust, PM10, and PM2.5 that are not required at a specific location on the Project site, such as the staging of equipment and materials, shall be located as far as feasible from nearby residences.</p>	<p>Include distance requirements in contractor's specifications and Maintain log demonstrating compliance and Site inspection</p>	<p>Prior to and during grading and excavation activities</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>MM 4.2-6 A construction relations officer shall be appointed to act as a community liaison concerning on-site construction activity including resolution of issues related to the generation of dust, PM10, and PM2.5.</p>	<p>Appoint construction relations officer and Maintain log demonstrating compliance and Site inspection</p>	<p>During grading activities</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works</p>
<p>Cultural Resources (Section 4.3 of the Draft EIR)</p>				
<p>MM 4.3-1 During all grading and excavation activities that occur within native soils (i.e., not within engineered fill materials that are present at the surface), a trained Archaeological Monitor shall be present to monitor the earth-moving activities. Based on the site conditions and grading program, the Archaeological Monitor shall determine an appropriate monitoring schedule, subject to the approval of the Los Angeles County Department of Regional Planning (LACDRP). The Archaeological Monitor would not need to be present once grading and excavations reach a depth of 15 feet or deeper (see MM 4.3-2), or once bedrock is encountered. Should archaeological resources be encountered, a qualified Archaeologist shall be retained to implement procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the resources, as appropriate. If the resources are found to be significant, the Archaeologist shall determine appropriate actions for preservation and/or data recovery to the satisfaction of the LACDRP. If the Monitor determines that the sediments are not sensitive for the presence of resources, monitoring efforts can be terminated.</p>	<p>Archaeological monitoring and Maintain log demonstrating compliance and Site inspection</p>	<p>During grading and excavation activities</p>	<p>Project Applicant, Construction Contractor, and Qualified Archaeologist</p>	<p>Los Angeles County Department of Regional Planning</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>MM 4.3-2 A qualified Paleontologist shall be retained to monitor earth-moving activities of 15 feet or deeper (i.e. the depths at which significant vertebrate fossils have been recovered from older Quaternary Alluvium). Should paleontological resources be encountered during earth-moving activities (i.e., grading and excavation), the Paleontologist shall implement procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the resources, as appropriate. If the resources are found to be significant, the Paleontologist shall determine appropriate actions for preservation and/or data recovery to the satisfaction of the Los Angeles County Department of Regional Planning. If the Paleontologist determines that the sediments are not sensitive for the presence of resources, monitoring efforts can be terminated.</p>	<p>Paleontological monitoring and Maintain log demonstrating compliance and Site inspection</p>	<p>During excavation activities of 15 feet or deeper</p>	<p>Project Applicant, Construction Contractor, and Qualified Paleontologist</p>	<p>Los Angeles County Department of Regional Planning</p>
<p>MM 4.3-3 In accordance with <i>California Health and Safety Code</i>, Section 7050.5, if human remains are found, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains. The County Coroner shall be notified within 24 hours of the discovery and shall make such determination within 2 working days of notification of discovery. If the County Coroner determines that the remains are or believed to be Native American, the County Coroner shall notify the Native American Heritage Commission in Sacramento within 24 hours. In accordance with <i>California Public Resources Code</i>, Section 5097.98, the Native American Heritage Commission must immediately notify those persons it believes to be the most likely descended from the deceased Native American. The descendents shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.</p>	<p>Stop work and contact County Coroner</p>	<p>During construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Visual Qualities (Section 4.4 of the Draft EIR)				
MM 4.4-1 Prior to commencement of construction activities, the Contractor shall install a visual barrier along the entire perimeter of the construction site (e.g., green mesh fabric or similar view-blocking material) to obstruct street-level views of construction activities from residents in the immediate vicinity of the site. This barrier shall remain in place until the completion of grading activities requiring heavy mobile trucks/equipment. This shall be included on the contractor specifications and verified by the County of Los Angeles.	Install visual barrier and Maintain log demonstrating compliance and Site inspection	Prior to construction activities	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
MM 4.4-2 Prior to issuance of a grading permit, the Project Applicant shall submit the Landscaping Plan to the Los Angeles County Department of Regional Planning for review and approval.	Submittal and approval of Landscaping Plan	Prior to issuance of grading permit(s)	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
MM 4.4-3 Prior to issuance of a building permit, a signage plan shall be submitted to the Los Angeles County Department of Public Works for review and approval. Project signage shall be designed and implemented in compliance with all applicable Los Angeles County standards and requirements.	Submittal and approval of Signage Plan	Prior to issuance of building permit(s)	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works
MM 4.4-4 Prior to issuance of a building permit, a lighting plan shall be submitted to the Los Angeles County Department of Public Works for review and approval. Project lighting shall be designed and implemented in compliance with all applicable Los Angeles County lighting standards.	Submittal and approval of Lighting Plan	Prior to issuance of building permit(s)	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Traffic/Access (Section 5.1 of the Draft EIR)				
<p>MM 5.1-1 All traffic improvements and construction-related activities that involve Caltrans-owned property shall be subject to the approval of an encroachment permit from Caltrans and shall be designed and constructed in accordance with applicable Caltrans standards and requirements, including the California 2010 MUTCD Manual, to the satisfaction of Caltrans. All traffic improvements within City of Los Angeles right-of-way shall be subject to the approval of the City of Los Angeles and the implementation of the improvements shall be guaranteed through the City's B-Permit process.</p>	<p style="text-align: center;">Acquire encroachment permit and Submittal and approval of traffic improvements in Caltrans or City of Los Angeles right-of-way</p>	<p style="text-align: center;">Prior to construction activities on Caltrans-owned property</p>	<p style="text-align: center;">Project Applicant and Construction Contractor</p>	<p style="text-align: center;">Los Angeles County Department of Public Works, Caltrans, and City of Los Angeles</p>
<p>MM 5.1-2 To ensure adequate vehicular access and circulation on the Project site and the off-site Project area, the Project shall construct the following traffic and circulation features to the satisfaction of the Los Angeles County Department of Public Works (LACDPW). All driveways and other circulation features that would affect City of Los Angeles roadways shall require coordination for review and approval with the LADOT's Citywide Planning Coordination Section.</p> <ul style="list-style-type: none"> • Vehicular access to the Project site shall be limited to driveways on Aviation Boulevard and West 117th Street. <ul style="list-style-type: none"> ○ The existing Aviation Boulevard signalized driveway (driveway entrance to the Metro bus terminal) is located at the northwest corner of the Project site and shall be modified to serve as the main Project driveway for access to the commercial and residential components of the Project and associated parking areas. The existing traffic signal equipment at the Aviation Boulevard driveway shall be modified accordingly. The proposed Aviation Boulevard driveway shall provide full access (i.e., left-turn and right-turn ingress and egress turning movements). For exiting traffic, two lanes shall be provided: one for left-turns and one for right-turns. 	<p style="text-align: center;">Submittal and approval of traffic and circulation features and Maintain log demonstrating compliance and Site inspection</p>	<p style="text-align: center;">Prior to issuance of building permit(s) and during construction</p>	<p style="text-align: center;">Project Applicant and Construction Contractor</p>	<p style="text-align: center;">Los Angeles County Department of Public Works and Los Angeles Department of Transportation Citywide Planning Coordination Section (City of Los Angeles roadways only) and Caltrans (for activities on Caltrans property) and Metropolitan Transportation Authority (for activities on Metro property)</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<ul style="list-style-type: none"> ○ The West 117th Street driveway shall be located on the north side of West 117th Street at the southwest corner of the Project site, and shall provide secondary access to the commercial and residential components of the Project and associated parking areas. This driveway shall 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 travelling on nearby local residential streets). ● The existing Metro bus terminal shall be relocated to the western portion of the existing Caltrans Park-and-Ride Lot. The existing Caltrans Park-and-Ride Lot and the adjacent surface parking lot associated with the Caltrans Maintenance Facility shall be reconfigured to accommodate the relocation of the Metro bus terminal in order to maintain at least the current number of Park-and-Ride spaces (approximately 400 parking spaces). <ul style="list-style-type: none"> ○ Vehicular access to the relocated Metro facilities shall be provided via two driveways: one on Aviation Boulevard and one on West Imperial Highway. ○ The existing Caltrans Park-and-Ride driveway on Aviation Boulevard shall be relocated approximately 100 feet north of its current position and shall accommodate right-turn ingress and egress movements only. ○ The existing Caltrans Park-and-Ride driveway on West Imperial Highway shall be relocated approximately 30 feet east of its current position and shall be used as an exit only driveway (i.e., limited to right-turn egress movements only). ○ The existing Caltrans driveway on West Imperial Highway shall be reconfigured to provide one inbound lane and one outbound 				

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>lane, with left-turn and right-turn ingress and right-turn egress only (i.e., no left-turn egress movements would be permitted onto westbound West Imperial Highway). The reconfigured Caltrans driveway shall provide direct access to the Caltrans Park-and-Ride Lot and Caltrans surface parking lot.</p> <ul style="list-style-type: none"> ○ A traffic signal shall be installed at the existing Caltrans driveway on West Imperial Highway to accommodate access to the reconfigured Metro and Caltrans facilities. The traffic signal at the Caltrans driveway shall feature separate westbound left-turn phasing for vehicles turning left into the Caltrans Park-and-Ride Lot and Caltrans Maintenance Facility parking lot and a northbound right-turn overlapping phase for vehicles exiting the driveway. The cost and implementation of the traffic signal installation shall be the sole responsibility of the Project Applicant. The Project Applicant shall contact LADOT's Western District Operations Office to facilitate the review and approval of the traffic signal in this location. The installation of the traffic signal shall be complete and in operation prior to the operation of the new Metro bus terminal. • A new driveway on West Imperial Highway shall be constructed for the relocated Metro bus terminal and will provide right turn ingress and egress movements. • Modifications to the traffic signal located at the intersection of Aviation Boulevard and West 116th Street shall be constructed prior to occupancy of the Project. The cost of the design and modification of the traffic signal shall be the sole responsibility of the Project Applicant. A detailed striping and signal plans shall be submitted to LACDPW Traffic and Lighting Division for review and approval. 				

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<ul style="list-style-type: none"> The design/redesign of the intersections (and associated traffic signal installations), roadways and the site plan layout, including driveway encroachments within Los Angeles County, shall be to the satisfaction of LACDPW. 				
MM 5.1-3 The provision, design, and location of parking for the Project shall comply with the Americans with Disabilities Act (ADA).	Regular plan check and Site inspection	Prior to issuance of building permits and during operation	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
MM 5.1-4 Prior to issuance of the first occupancy permit, the Project Applicant shall coordinate with the Los Angeles County Department of Public Works regarding a possible restricted parking program for West 117th Street and Judah Avenue adjacent to the Project site, which currently have unrestricted parking. Whether or not restricted parking is implemented and the type of restriction used (e.g., meters, permits, signs) shall be determined to the mutual satisfaction of the Project Applicant, the County, and the adjacent residents.	Coordinate with LACDPW and adjacent residents for restricted parking program	Prior to issuance of first occupancy permit	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works
MM 5.1-5 The Project Applicant shall demonstrate to the satisfaction of the County of Los Angeles and the Metropolitan Transportation Authority that the relocated Metro bus terminal is fully operational prior to the removal of the existing Metro bus terminal located on Lot 2 of the Project site.	Provide evidence of operational terminal to County and Metro	Prior to removal of the existing Metro bus terminal	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning and Metropolitan Transportation Authority (for activities on Metro property)
MM 5.1-6 To minimize potential cumulative construction traffic impacts in the Los Angeles International Airport (LAX) area, the Project Applicant shall provide Los Angeles World Airports with the Project's construction schedule, construction hours, haul routes, and construction personnel contact information at least 10 days before construction activities begin.	Provide LAWA with specified construction information	At least 10 days prior to construction activities	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning and Los Angeles World Airports

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Sewage Disposal (Section 5.2 of the Draft EIR)				
MM 5.2-1 Prior to the issuance of building permits, the Project Applicant shall pay the applicable connection fees in accordance with the Sanitation Districts of Los Angeles County <i>Master Connection Fee Ordinance of County Sanitation District No. 5 of Los Angeles County</i> .	Remit payment to the Sanitation Districts of Los Angeles County	Prior to issuance of building permits	Project Applicant	Los Angeles County Department of Regional Planning and Sanitation Districts of Los Angeles County
MM 5.2-2 Prior to issuance of building permits, the Project Applicant shall demonstrate to the Sanitation Districts of Los Angeles County and Los Angeles County Department of Public Works that the Project includes appropriate infrastructure to ensure adequate wastewater conveyance. It is anticipated that segments of the existing eight-inch-diameter local sewer line within Aviation Boulevard (between West 116th Street and West 117th Street) and West 116th Street (between Aviation Boulevard and Judah Avenue) will be removed. The Project shall include the following new wastewater infrastructure: <ul style="list-style-type: none"> • An 8-inch-diameter local sewer line within Aviation Boulevard beginning north of West 116th Street and connecting to the sewer line within West 117th Street; • An 8-inch-diameter local sewer line within West 117th Street connecting the Aviation Boulevard sewer line to the existing sewer line in West 117th Street; • An 8-inch-diameter local sewer line within Judah Avenue beginning mid-block between West 116th Street and West 117th Street, and connecting to the existing sewer line in West 117th Street; • An 8-inch-diameter local sewer line within Judah Avenue beginning mid-block between West 116th Street and extending north of West 117th Street, and connecting to the existing sewer line in West 116th Street; • Six-inch-diameter sewer laterals from each of the four proposed buildings to a local sewer line; and 	Regular plan check and Maintain log demonstrating compliance and Site inspection	Prior to issuance of building permits	Project Applicant	Los Angeles County Department of Public Works and Sanitation Districts of Los Angeles County

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<ul style="list-style-type: none"> Four-inch-diameter sewer laterals from each individual townhome along West 117th Street and Judah Avenue to a local sewer line. 				
MM 5.2-3 Prior to the issuance of building permits, the Project Applicant shall complete the annexation of all appropriate local sewer lines and laterals necessary to serve the Project that are currently within the City of Los Angeles into the Los Angeles County Department of Public Works (LACDPW) Consolidated Sewer Maintenance District. All proposed sewer lines shall be constructed in compliance with the LACDPW's sewer design standards to the satisfaction of LACDPW.	Finalize annexation of sewer facilities	Prior to issuance of building permits	Project Applicant	Los Angeles County Department of Public Works
MM 5.2-4 Prior to issuance of building permits for the off-site Caltrans-owned property, the Project Applicant shall demonstrate to the Los Angeles County Department of Public Works that the Project includes adequate wastewater infrastructure. A new sewer lateral line within the off-site, Caltrans-owned property shall be constructed to provide service to the restrooms associated with the new Metro bus terminal. The sewer line shall be connected to the existing eight-inch diameter local sewer line within the off-site Caltrans property.	Regular plan check and Maintain log demonstrating compliance and Site inspection	Prior to issuance of building permits for Caltrans property	Project Applicant	Los Angeles County Department of Public Works
Education (Section 5.3 of the Draft EIR)				
MM 5.3-1 The Project Applicant shall pay new development fees in effect at the time of building permit issuance to the Wiseburn School District and the Centinela Valley Union High School District pursuant to <i>California Government Code</i> , Section 65995 (SB 50).	Remit new development fees to affected school districts	Prior to issuance of building permits	Project Applicant	Los Angeles County Department of Regional Planning and Wiseburn School District and Centinela Valley Union High School District

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
MM 5.3-2 The Project Applicant shall remit to the Los Angeles County Public Library a fee in effect at the time of building permit issuance, pursuant to the Library Facilities Mitigation Fee Program.	Remit appropriate fee to Los Angeles County Public Library	At the time of building permit issuance	Project Applicant	Los Angeles County Department of Regional Planning and Los Angeles County Public Library
Fire/Sheriff (Section 5.4 of the Draft EIR)				
MM 5.4-1 Prior to issuance of an occupancy permit, the Project Applicant shall notify the Los Angeles County Sheriff's Department, including the Transportation Bureau-Green Line, of Project completion in order to facilitate their internal assessment to ensure that services are appropriately allocated to areas in need.	Communicate project completion to Los Angeles County Sheriff's Department	Prior to issuance of occupancy permit	Project Applicant	Los Angeles County Department of Regional Planning and Los Angeles County Sheriff's Department
Utilities/Other Services (Section 5.5 of the Draft EIR)				
MM 5.5-1 Prior to the issuance of building permits; the Project Applicant shall pay the applicable connection fees in accordance with the Golden State Water Company standards and requirements.	Remit appropriate connection fee to Golden State Water Company	Prior to issuance of building permits	Project Applicant	Los Angeles County Department of Regional Planning and Golden State Water Company
MM 5.5-2 Prior to commencement of construction activities, a Recycling and Reuse Plan must be submitted to the Los Angeles County Department of Public Works, Environmental Programs Division for review and approval. Construction activities on the Project site shall be conducted in compliance with Section 22.52.2100, Green Building of the Los Angeles County Code, which requires the recycling/reuse of at least 65 percent of non-hazardous construction/demolition debris by weight.	Submittal and approval of Recycling and Reuse Plan and Maintain log demonstrating compliance with Plan	Prior to construction activities	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works Environmental Programs Division

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Environmental Safety (Section 6.1 of the Draft EIR)				
<p>MM 6.1-1 Prior to the issuance of a grading permit(s), the Project Applicant shall submit the final contractor specifications that includes a contingency plan to address the potential to encounter unknown subsurface anomalies during site grading and excavation to the satisfaction of the County. The specifications shall also include the appointment of a Construction Monitor with a CalOSHA Hazardous Waste Operations and Emergency Response Standard (HAZWOPER) certification to identify and provide initial response to any hazard or hazardous material encountered during Project implementation. The contingency plan shall specify that, if construction workers encounter any hazards or hazardous materials (including, but not limited to, pipes, USTs, stained soils, odors, gases, uncontained spills, and/or other unidentified substances), the Contractor shall stop work, notify the Construction Monitor (if not already aware), and cordon off the affected area. The Construction Monitor shall contact the Los Angeles County Certified Unified Program Agency (CUPA), which is the Los Angeles County Fire Department, Health Hazardous Materials Division, who shall determine the next steps regarding possible site evacuations, notification of other oversight agencies, sampling, handling, and disposal of the material(s) consistent with federal, State, and local regulations. If required, the Project site shall be remediated to the satisfaction of the CUPA.</p>	<p>Include plan to resolve subsurface anomalies and specify appointment of a HAZWOPER-certified Construction Monitor in contractor specifications</p>	<p>Prior to issuance of grading permit(s)</p>	<p>Project Applicant, Construction Contractor, and HAZWOPER-certified Construction Monitor</p>	<p>Los Angeles County Department of Regional Planning and Los Angeles County Certified Unified Program Agency (Los Angeles County Fire Department Health Hazardous Materials Division)</p>
<p>MM 6.1-2 Prior to the issuance of a demolition permit for any structure on the Project site, pre-demolition surveys for ACMs and LBP—including sampling and analysis of all suspected building materials—and inspections for PCB-containing electrical fixtures shall be performed for the structure(s) proposed for demolition. All surveys, inspections, and analyses shall be performed by fully licensed and qualified individuals in accordance with all applicable federal, State, and local regulations, including ASTM E 1527-05; 15 USC Chapter 15 (Toxic</p>	<p>Conduct and submit pre-demolition surveys for ACMs and LBP and inspections for PCB-containing equipment and Provide documentation of survey results to County</p>	<p>Prior to issuance of demolition permits and during demolition</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works and Los Angeles County Certified Unified Program Agency (Los Angeles County Fire Department Health Hazardous</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>Substances Control); CalOSHA requirements; and SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities).</p> <p>If the pre-demolition surveys/inspections do not identify ACMs, LBP, and/or PCB-containing fixtures, the Project Applicant shall provide documentation to the County of the survey/inspection showing that no further abatement actions are required as part of the application for a demolition permit.</p> <p>If the pre-demolition surveys/inspections identify ACMs, LBP, and/or PCB-containing fixtures, all such materials shall be handled in accordance with SCAQMD Rule 1403. The Project Applicant shall provide documentation to the Los Angeles County Certified Unified Program Agency (CUPA) that appropriately qualified individuals have been retained to manage the identified materials as part of the application for a demolition permit. All demolition activities that may expose construction workers and/or the public to asbestos-containing materials, lead-based paint (LBP), and/or PCB-containing electrical fixtures shall be conducted in accordance with applicable regulations, including, but not limited to 15 <i>United States Code</i> (USC) Chapter 53 Toxic Substances Control; CalOSHA regulations (8 CCR Section 1529 [Asbestos] and Section 1532.1 [Lead]); and SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). The requirement to adhere to all applicable regulations shall be included in the contractor specifications, and such inclusion shall be approved by the Los Angeles County CUPA and verified by the Los Angeles County Department of Public Works prior to issuance of the demolition permit.</p> <p>After demolition, the Project Applicant shall provide documentation (e.g., required waste manifests, air monitoring results, and laboratory analytical results) to the Los Angeles County Department of Public Health (DPH) and CUPA illustrating that abatement of any ACMs, LBP, and/or PCB-containing fixtures identified</p>	<p>or</p> <p>Abate hazardous materials in accordance with applicable regulations and provide documentation of abatement to County</p>			<p>Materials Division)</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
in the demolished structure has been completed in full compliance with applicable regulations. The County of Los Angeles Department of Public Works shall be copied on all materials submitted to the DPH and CUPA.				
MM 6.1-3 Any contaminated soils or other hazardous materials removed from the Project site shall be transported only by a Licensed Hazardous Waste Hauler, who shall be in compliance with all applicable State and federal requirements, including U.S. Department of Transportation regulations under 49 CFR (Hazardous Materials Transportation Act), Caltrans standards, CalOSHA standards, and 40 CFR 263 (Subtitle C of Resource Conservation and Recovery Act).	Include requirement for licensed hazardous waste hauler in contractor specifications and confirm waste hauler credentials and Maintain log demonstrating compliance	During construction	Project Applicant, Construction Contractor, and Licensed Hazardous Waste Hauler	Los Angeles County Department of Regional Planning
MM 6.1-4 All structures shall comply with Federal Aviation Administration (FAA) height restrictions, pursuant to Federal Aviation Regulation (FAR) Part 77, Subpart C. The Project Applicant shall provide the County of Los Angeles Department of Regional Planning with proof of a current and valid FAA "Determination of No Hazard to Air Navigation" at the time of building permit issuance.	Provide County with FAA "Determination of No Hazard to Air Navigation"	Prior to issuance of building permits	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning and Federal Aviation Administration
MM 6.1-5 Before the start of construction, Worksite Traffic Control Plans (WTCP) and Traffic Circulation Plans, including identification of detour requirements, shall be prepared in cooperation with the County of Los Angeles, the City of Los Angeles, and other affected jurisdictions in accordance with the Work Area Traffic Control Handbook (WATCH) manual and Manual on Uniform Traffic Control Devices (MUTCD), as required by the relevant jurisdiction. Construction activities shall comply with the approved WTCP to the satisfaction of the affected jurisdictions.	Submittal and approval of Worksite Traffic Control Plans (WTCP) and Traffic Circulation Plans	Prior to construction activities	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning and Los Angeles Department of City Planning

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
MM 6.1-6 Prior to final tract map approval, the Project shall be reviewed by Metro to ensure that construction of tie-backs per Specifications Section 2162-Tieback Anchors, drainage, fencing, and other issues, including safety, associated with, and which may have an impact on, the railroad ROW are addressed and that Project plans comply with Metro Design Criteria, Section 5 Structural, and Volume III Adjacent Construction Design Manual. The Rail Division Transportation Manager and Rail Operations Control, as well as the Metro Bus Operations Control Special Events Coordinator and applicable Municipal Bus Service Operators shall be contacted prior to commencement of construction activities that could impact the Metro facilities or transit corridors for the purposes of coordination and to determine whether any construction-related permits are required.	Submittal and approval of project plans and specifications for components affecting railroad ROW and Contact the Rail Division Transportation Manager, Rail Operations Control, Metro Bus Operations Control Special Events Coordinator, and applicable Municipal Bus Service Operators	Prior to clearance of the final tract map	Project Applicant	Los Angeles County Department of Public Works and Metropolitan Transportation Authority
Population, Housing, Employment and Recreation (Section 6.3 of the Draft EIR)				
MM 6.3-1 Prior to the clearance of the final map by the Los Angeles County Department of Parks and Recreation (DPR), the Project Applicant shall provide the DPR with in-lieu fee payment to meet the parkland obligation calculated by the DPR for the Project in accordance with the County Parkland Dedication Ordinance.	Remit appropriate County Parkland Dedication Ordinance fee	Prior to clearance of the final tract map	Project Applicant	Los Angeles County Department of Regional Planning and Los Angeles County Department of Parks and Recreation
Climate Change (Section 6.4 of the Draft EIR)				
MM 6.4-1 The Project shall be designed and constructed in accordance with the following regulations as set forth in the <i>Los Angeles County Code</i> : Section 12.84.410 et seq., Low Impact Development; Section 21.52.2200 et seq., Drought Tolerant Landscaping; and Section 22.52.2100, Green Building. The Green Building Ordinance requires features/actions relative to the Project including, but not limited to, the following: <ul style="list-style-type: none"> • Achievement of at least 15 percent more energy efficiency than the 2005 Title 24 California Energy Efficiency Standards; • Installation of smart irrigation controllers, drought- 	Regular plan check and Maintain log demonstrating compliance and Site inspection	Prior to issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning and Los Angeles County Department of Public Works

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>tolerant vegetation (per Chapter 22.52 requirements), and high-efficiency toilets in all dwelling units and mixed-use buildings;</p> <ul style="list-style-type: none"> • Recycle/reuse of at least 65 percent of non-hazardous construction/demolition debris by weight; and • Planting of at least one 15-gallon tree for every 5,000 sf of multi-family developed area with at least 50 percent of the trees being drought tolerant, and plant at least three 15-gallon trees for every 10,000 sf of non-residential developed area with at least 65 percent of the trees being drought-tolerant. 				
<p>MM 6.4-2 Educational materials regarding water conservation techniques and programs, waste reduction and recycling services, energy conservation, the benefits of mixed-use, transit-oriented developments in support of the reduction of vehicle trips, and information about public transportation options shall be provided to all future homeowners and residents of the Project through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs).</p>	<p>Prepare and distribute appropriate literature to all future homeowners</p>	<p>During operation</p>	<p>Project Applicant and Homeowner's Association</p>	<p>Los Angeles County Department of Regional Planning</p>
<p>MM 6.4-3 Preferred parking for low-emission and fuel-efficient vehicles and on-site bicycle storage shall be provided to the satisfaction of Los Angeles County Department of Regional Planning.</p>	<p>Regular plan check and Site inspection</p>	<p>Prior to issuance of building permits and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning</p>
MITIGATION COMPLIANCE				
<p>As a means of ensuring compliance of the above mitigation measures, the Applicant and/or subsequent owner(s) are responsible for submitting an annual mitigation compliance report to the LACDRP for review, and for replenishing the mitigation monitoring account if necessary until such time as all mitigation measures have been implemented and completed.</p>	<p>Submittal of annual mitigation compliance report and Replenishing mitigation monitoring account</p>	<p>Annually until such time as all mitigation measures have been implemented and completed</p>	<p>Project Applicant and Subsequent Owner(s)</p>	<p>LACDRP</p>

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**A RESOLUTION OF THE REGIONAL PLANNING COMMISSION
OF THE COUNTY OF LOS ANGELES RELATING TO
GENERAL PLAN AMENDMENT CASE NO. RPA 200900002-(2)
FOR PROJECT NO. TR070853-(2)**

WHEREAS, pursuant to Article 6 of Chapter 3 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65350), the County of Los Angeles ("County") provides for adoption of amendment to county general plan; and

WHEREAS, the applicants, Kroeze Family, LLC, Kroeze, Inc. and Los Angeles County Metropolitan Transportation Authority (sometimes referred to individually as "Applicant" and collectively, the "Applicants"), proposes to develop a mixed use development on 5.9 acres ("Project Site") 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 (collectively referred to as "Project"); and

WHEREAS, the Applicants have requested the approval of General Plan Amendment No. 200900002 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, to Category 4, High Density Residential; and to pre-designate a 2.7-acre portion of the Project Site that is located within the City of Los Angeles ("City") as Category 4; and

WHEREAS, the Regional Planning Commission of Los Angeles County ("Commission") conducted a public hearing on February 16, and April 20, 2011 regarding the following: (i) General Plan Amendment No. 200900002; (ii) Zone Change No. 200900002; (iii) Vesting Tentative Tract Map No. 070853; (iv) Conditional Use Permit No. 200900024; (v) Parking Permit No.201000008; and

WHEREAS, the Regional Planning Commission finds as follows:

1. The Project Site located within both the unincorporated community of Del Aire in the County and the City, 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. Approximately 3.2 acres are located within the County area and the remaining 2.7 acres are located within the City.
2. Regional access to the Project Site is provided by the 105 and 405 freeways, which is located to north and east, respectively. Immediate access from the west to the Project Site is provided through Aviation Boulevard, from the south through 117th Street and from the east through Judah Avenue. Pedestrian access is provided from West 116th Street to the Metro Green Line/Aviation Station site.
3. General Plan Amendment No. 200900002 is a request to amend the 3.2-acre portion of the Project Site that is located within unincorporated County from

Countywide General Plan Category 1, Low Density Residential to Category 4, High Density Residential; and to pre-designate as Category 4 the 2.7-acre portion of the Project Site that is located within the City, 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.

4. Zone Change No. 200900002 is a related request to change 0.9 acres 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; and to pre-zone the 2.7-acre portion of the Project Site that is located within the City 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 zoned PF (Public Facilities) pursuant to the City of Los Angeles Planning and Zoning Code. The DP-Development Program will ensure that development occurring after rezoning will conform to the approved plans and be compatible with the surrounding area. As applied to this case, the conditional use permit will authorize the development of a mixed use development on the Project Site.
5. Vesting Tentative Tract Map No. 070853 is a related request 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 on Lot 1 and 112 apartment units on Lot 2, along with approximately 29,500 square feet of commercial/retail space.
6. Conditional Use Permit No. 200900024 is a related request to develop a mixed use residential and commercial/retail project in the Mixed Use Development ("MXD") zone, and to ensure consistency with the Development Program zoning addendum.
7. Parking Permit No. 201000008 is a related request to authorize 312 tandem parking spaces, reciprocal access and reduced parking for the Project.
8. Approval of the Vesting Tentative Tract Map, CUP, and Parking Permit will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed General Plan Amendment and adopted an ordinance effecting the proposed Zone Change, and such ordinance has become effective.
9. 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 (seven

single-family homes and two duplexes), a commercial structure, a motel, and surface parking lot.

10. Surrounding land uses within a 500-foot radius of the Project Site to the north are the Metro Green Line Aviation/LAX Station, a bus transfer station, and a Park-and-Ride Lot. Land uses are single-family residences to the east and single-family residences, a motel, and a liquor store to the south. Land uses to the west are utility, industrial, parking, and the railroad.
11. Approximately 0.9 acres 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 property, which is located within the City of Los Angeles, is zoned PF (Public Facility). The Commission has recommended that the Board of Supervisors approve Zone Change Case No. 200900002 to change the zoning of the subject property to MXD-68U-DP (Mixed Use Development-68 dwelling units per net acre-Development Program). 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 zoned Public Facilities (PF) pursuant to the City of Los Angeles Planning and Zoning Code.
12. Properties to the north of the Project Site are zoned PF (Public Facility) and LAX (Los Angeles International Airport) within the City of Los Angeles. Properties are zoned R-1 (Single-Family Residence) to the east and south and MU-N (Urban Mixed Use North) within the City of El Segundo to the west.
13. The Project Site is located partially within the Airport Influence Area for LAX. The proposed general plan amendment and zone change are contingent upon a finding of Airport Land Use Commission (ALUC) consistency pursuant to Section 21676(b) of the California Public Utilities Code.
14. The site plan, labeled Exhibit "A", for the Conditional Use Permit and Tentative Map depicts a two-lot subdivision with a total of 390 residential units and 29,500 square feet of commercial/retail space on the 5.9-acre Project Site. Each lot contains multi-story buildings to accommodate the residential units and commercial/retail space. Lot 1 is 3.2 acres in size and Lot 2 is 2.7 acres in size. There are 278 condominium units, 523 parking spaces and 8,000 square feet of commercial/retail space located within Lot 1; and 112 apartment units, 272 parking spaces and 21,500 square feet of commercial/retail space within Lot 2. A total of four buildings over a two-level parking garage are proposed on the Project Site. The height of the buildings facing south and east range from two to four stories. The maximum height of the proposed buildings is 72 feet. The site plan indicates 797 parking spaces and 92,114 square feet of open space. Primary vehicular access to the Project Site will be provided by Aviation Boulevard, which is a County designated Secondary Highway. Secondary access is provided through West 117th Street. Pedestrian access is depicted along the northern portion of the

Project Site between the Green Line Transit Station improved with amenities such as seating areas and landscaping. Additional access is also provided along Aviation Boulevard, 117th Street and Judah Avenue to the west, south, and east respectively.

15. The general plan amendment is consistent with the goals and policies of the General Plan. The general plan amendment to Category 4 will allow high-density residential development near public transit which is necessary to implement important public objectives to develop infill parcels along transportation corridors, reduce the reliance on automobile, and limit greenhouse gas emissions. A mixed-use development near the Green Line/Aviation Metro Station would facilitate ridership on the public transit system, thereby promoting the use of public transit. The property is located adjacent to a established community and surrounded by major commercial uses and regional employment centers accessible by developed transit corridors. Surround land uses and existing infrastructure make this underutilized parcel of land ideal for redevelopment with higher density residential uses than contemplated by the current general plan designation. In addition, a higher density residential development will allow for development of workforce housing near major employment centers such as the Los Angeles International Airport and major corporations such as Northrop Grumman, Lockheed Martin and Boeing.
16. The technical and engineering aspects of the Project have been resolved to the satisfaction of the Los Angeles County Department of Public works, Fire, Parks and Recreation, Public Health and Regional Planning.
17. The subject property is of adequate size and shape to accommodate the yards, walls, fences, parking, landscaping and other accessory structures excepts as otherwise modified, as shown on the vesting tentative tract map and Exhibit "A".
18. Compatibility with surrounding land uses will be ensured through the related zone change, parking permit, and Conditional Use Permit.
19. There is no evidence that the Project will be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the Project Site.
20. The recommended general plan amendment is needed in order to fulfill and implement general plan policies to provide high-density multifamily and neighborhood commercial uses in areas close to transit stations, and employment centers.
21. The subject property is currently depicted within the Low Density Residential land use category of the Los Angeles Countywide General Plan Land Use Policy Map. The Low Density land use category is intended for single-family development with a maximum density of six units per acre. The Project site can accommodate a

maximum density of 35 dwelling units under the Low Density Residential land use category.

22. The proposed general plan amendment would change the Low Density Residential designation of the site to High Density Residential, which includes areas suitable for medium and high-rise apartments and condominiums, three or more stories in height. The intent of this classification is to provide for high density residential development in appropriate locations, conveniently accessible to, or within multipurpose urban centers. The requested plan amendment would accommodate the proposed use of the property.
23. The recommended plan amendment is appropriate and proper because the location of the development efficiently utilizes existing infrastructure and services, as the site is compatible with surrounding uses, is close to a transit station and will support State and County efforts to provide workforce housing near major employment centers and transit stations, reverse global climate change, increase use of public transportation, decrease air pollution and contribute to the conservation of energy. Design features such as building orientation and inclusion a mix of housing and commercial uses compliment and protect surrounding uses.
24. Modified conditions warrant a revision to the General Plan. The Project's location within an urbanized area, surrounded by major commercial uses and regional employment centers and proximity to well developed transit corridors, makes it ideal for redevelopment with higher density residential uses than contemplated by the current General Plan designation.
25. Approval of the proposed plan amendment is in the best interest of the public health, safety and general welfare, as the area contains and/or the Project proposes sufficient infrastructure and facilities to accommodate the development, to include street improvements, water supply, sewer connections, fire flow and fire access. The development is in conformity with good planning practices, as the development is necessary in order to fulfill General Plan goals, policies and programs in that the development of workforce housing near major employment centers and transit stations, increase use of public transportation, decrease air pollution and contribute to the conservation of energy.
26. The applicant has satisfied the "Burden of Proof" for the requested plan amendment.
27. During the February 16, 2011 public hearing, the Regional Planning Commission ("Commission") heard a presentation from staff and testimony from the applicant and members of the public. Commissioners Bellamy, Helsley and Modugno were present. Commissioner Valadez was absent. The applicant's representative, Charles Moore, the Project's architect, Dan Withee and a representative of the County Metropolitan Transportation Authority, Roger Moliere, testified in favor of the Project. Two additional persons testified in favor of the Project and three local

residents testified with concerns regarding the request. The Regional Planning Commission directed the applicant and staff to organize a meeting at the Del Aire community before the continued hearing date. There being no further testimony or discussion, the Regional Planning Commission voted to continue the public hearing to April 20, 2011, to provide time for the staff and the applicant to hold the community meeting and prepare draft findings and conditions for the Commission's consideration and final action on the VTTM and related entitlements.

34. A community meeting was held at the Del Aire County Park located on 12601 South Isis Avenue, Hawthorne, on March 26, 2011 from 9 a.m. to 11:30 a.m. Representatives from the Departments of Regional Planning, Public Works and Fire and the project applicant's team were present. A total of 128 public meeting notices were sent to the Del Aire community on March 10, 2011. The audio for the meeting was recorded.

Samuel Dea from Regional Planning started with a description of the entitlements requested and process status and was followed by a presentation made by the project architect, Dan Withee. The traffic engineer followed with a description of the project traffic features and addressed an alternative to the proposed 117th Street cul-de-sac that was suggested in a letter submitted by the Del Aire Neighborhood Association at the February 16 hearing. The Neighborhood Association's main concern was that many drivers currently use Judah as an alternative to Aviation Boulevard after exiting the 405 freeway as Judah is a four-lane road with no traffic signals or stop signs. However, the Draft EIR has considered the 117th Street cul-de-sac alternative infeasible based on several reasons including that the street closure would divert traffic to nearby streets, would be in conflict with the regulations regarding street closures provided in the California Vehicle Code and would impede access to the community by emergency vehicles. The traffic engineer presented an alternative to address the Neighborhood Association concerns which includes an extension of the existing curb on northwest corner of the intersection between West 117th Street and Judah Avenue. This would preclude automobile access to the project site for traffic coming west from 117th Street and north from Judah Avenue.

Sixty-nine local residents attended the meeting and 20 speakers testified regarding the proposed project. Concerns were raised regarding the project including impacts to facilities such as libraries and schools and impacts on existing infrastructure such as water pressure; impacts to traffic including increased demand for on-street parking and increased traffic on the neighborhood streets; lack of housing need; and increased density and lack of neighborhood compatibility.

28. A continued public hearing was held on April 20, 2011. The Commission received a presentation from staff and testimony from representatives of the Applicants and the Del Aire Neighborhood Association. Commissioners Valadez, Modugno and Pedersen were present. Commissioners Helsley and Louie were absent. Staff

reported that additional correspondence from the City of El Segundo was received on April 19, 2011, expressing concern about impact to the intersection of El Segundo Boulevard and Aviation Boulevard and response to comments. The Applicant's traffic engineer testified and addressed City of El Segundo's concern regarding traffic impacts and the Commission found the explanation satisfactory.

There being no further testimony, the Commission voted (3-0) to close the public hearing and certified the Environmental Impact Report and Statement of Overriding Consideration, approved the tentative tract map and related entitlements with the attached findings, conditions with modification and Mitigation Monitoring Program, and recommended to the Board of Supervisors approval of the general plan amendment and zone change.

29. One phone call from a local resident was received on January 2, 2011. The caller requested information about the Project and expressed concerns regarding the lack of demand for additional housing in the local area.
30. The following written correspondence regarding the project was received: a letter from the Del Aire Neighborhood Association, dated February 7, 2011, requesting that a hearing be held in the Del Aire neighborhood, West 117th street be modified to a cul-de-sac, and pedestrian access to the project site at 116th Street be eliminated; a letter from the applicant's representative, Charles J. Moore (Cox, Castle & Nicholson), dated February 10, 2011, in support of the project; a letter from the co-applicant, County of Los Angeles Metropolitan Transportation Authority, dated February 10, 2011, in support of the project; an e-mail from a local resident, dated March 26, 2011, expressing concerns regarding the project including parking, traffic, school capacity, utilities capacity, among others; and an e-mail from a local resident, dated March 30, 2011, expressing concern about parking.
31. An Initial Study was prepared for this Project in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft Environmental Impact Report ("DEIR") was prepared for this Project. The public comment period for the DEIR began on January 11 and ended on February 24, 2011 (45 days). After the public comment period ended, a Final Environmental Impact Report ("FEIR") was prepared with responses to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the Mitigation Monitoring and Reporting Program ("MMRP").
32. After consideration of the attached Environmental Impact Report ("EIR") and MMRP together with any comments received during the public review process, the

Commission finds on the basis of the whole record before the Commission that except for noise and air quality impacts, no significant environmental effects which cannot be avoided or mitigated have been identified. The EIR 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.

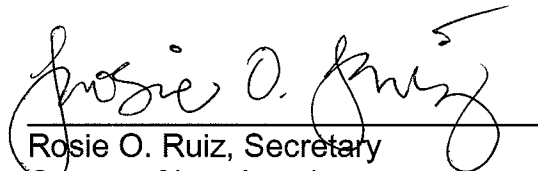
33. The EIR concludes that all potentially significant impacts of the Project can be mitigated to a less than significant level, with the exception of impacts related to Noise and Air Quality. Noise impacts would be long-term for developing residential land uses in an exterior noise environment that 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.
34. The Commission finds that substantial benefits resulting from the implementation the Project outweighs its unavoidable adverse effects on air quality and noise.
35. The Commission finds that predesignating portion of the Project Site is necessary in order to maintain consistency with the general plan and to implement the Project. In addition, the Commission finds that such action is required by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 precedent to filing any annexation request to the Local Agency Formation Commission.

NOW, THEREFORE BE IT RESOLVED that the Regional Planning Commission of the County of Los Angeles hereby recommends that the Board of Supervisors:

1. Hold a public hearing to consider General Plan Amendment No. 200900002, Zone Change No. 200900002, Vesting Tentative Tract Map No. 070853, Conditional Use Permit No. 200900024 and Parking Permit No.201000008;
2. Certify that the Final Environmental Impact Report has been completed in compliance with the California Environmental Quality Act and the State and County guidelines related thereto and reflects the independent judgment of the Board of Supervisors;
3. Find that the Board has reviewed and considered the information contained in the Final Environmental Impact Report prior to approving the proposed general plan amendment;

4. Determine that the significant adverse effects of the project, as described in the Final Environmental Impact Report, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference;
5. Approve and adopt the Mitigation Monitoring Plan for the project, incorporated in the Final EIR, and pursuant to Section 21081.6 of the Public Resources Code, find that the Mitigation Monitoring Plan is adequately designed to ensure compliance with the mitigation measures during project implementation;
6. Find that the recommended general plan amendment is consistent with the goals, policies and programs of the Los Angeles County General Plan; and
7. Adopt the recommended General Plan Amendment Case No. 200900004-(2) amending the Land Use Policy Map of the Los Angeles Countywide General Plan as depicted on the Exhibit attached hereto and described hereinabove.

I hereby certify that the foregoing was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on April 20, 2011.



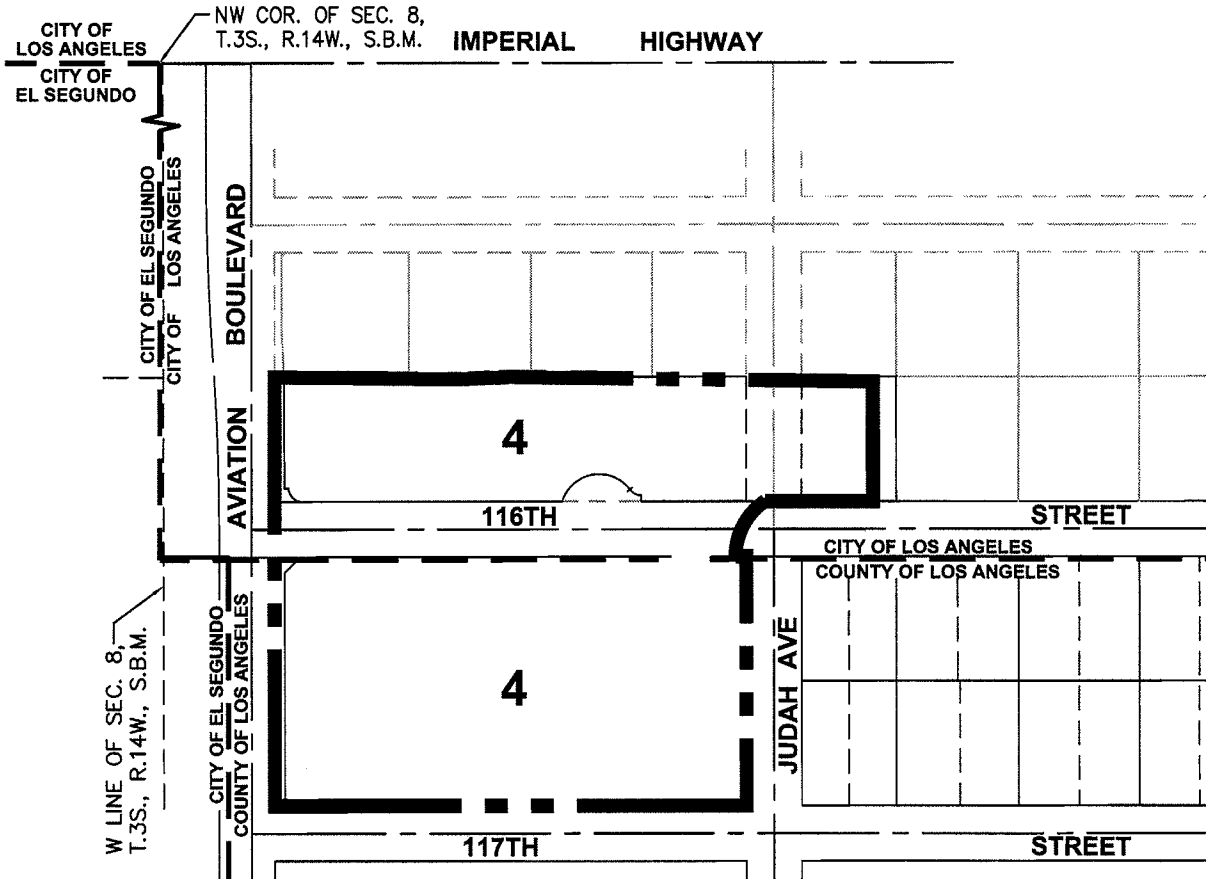
Rosie O. Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

GENERAL PLAN AMENDMENT DEL AIRE ZONED DISTRICT ADOPTED BY ORDINANCE: _____

ON: _____

PLAN AMENDMENT: PA 2009-00002

AMENDING SECTION: _____ OF THE COUNTY CODE



LEGAL DESCRIPTION:

LOTS 73, 74, 75, 76 AND PORTION LOT 72 OF TRACT NO. 2663, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LOTS 77, 78, 79, 80, 111, 112, 113 AND 114 OF TRACT NO. 2663, IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

DIGITAL DESCRIPTION:

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
PAT MODUGNO, CHAIR
RICHARD BRUCKNER, PLANNING DIRECTOR

LEGEND:

- GENERAL PLAN AMENDMENT AREA
- CITY/COUNTY BOUNDARY
- PARCELS
- LOT LINE



**COUNTY ZONING MAP
084Z173**

**A RESOLUTION OF THE REGIONAL PLANNING COMMISSION
OF THE COUNTY OF LOS ANGELES RELATING TO
ZONE CHANGE NO. 200900002-(2)
FOR PROJECT NO. TR070853-(2)**

WHEREAS, pursuant to Article 1 of Chapter 4 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65800), the County provides for adoption of amendment to county zoning regulation;

WHEREAS, the applicants, Kroeze Family, LLC, Kroeze, Inc. and Los Angeles County Metropolitan Transportation Authority (sometimes referred to individually as "Applicant" and collectively, the "Applicants"), proposes to develop a mixed use development on 5.9 acres ("Project Site") 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 (collectively referred to as "Project");

WHEREAS, the Applicants have requested approval of Zone Change No. 200900002 to rezone 0.9 acres 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; and to pre-zone 2.7 acre located within the City currently zoned as PF ("Public Facilities") pursuant to the City's zoning regulation to 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 Project;

WHEREAS, the Regional Planning Commission of the County of Los Angeles has conducted a public hearing in the matter of Zone Change No. 200900002 on February 16, 2011 and April 20, 2011; and

WHEREAS, the Regional Planning Commission finds as follows:

1. The Project Site located within both the unincorporated community of Del Aire in the County and the City, 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. Approximately 3.2 acres are located within the County area and the remaining 2.7 acres located within the City.
2. Regional access to the Project Site is provided by the 105 and 405 freeways, which is located to north and east, respectively. Immediate access from the west to Project Site is provided through Aviation Boulevard, from the south through 117th Street and from the east through Judah Avenue. Pedestrian access is provided from West 116th Street to the Metro Green Line/Aviation Station site.

3. Zone Change No. 200900002 is a request to change 0.9 acres 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; and to pre-zone the 2.7-acre portion of the Project Site that is located within the City 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 zoned PF (Public Facilities) pursuant to the City of Los Angeles Planning and Zoning Code. The DP-Development Program will ensure that development occurring after rezoning will conform to the approved plans and be compatible with the surrounding area. As applied to this case, the conditional use permit will authorize the development of a mixed use development on the Project Site.
4. General Plan Amendment No. 200900002 is a related request to amend the 3.2-acre portion of the Project Site that is located within unincorporated County from Countywide General Plan Category 1, Low Density Residential to Category 4, High Density Residential; and to pre-designate as Category 4 the 2.7-acre portion of the Project Site that is located within the City, 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.
5. Vesting Tentative Tract Map No. 070853 is a related request 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 on Lot 1 and 112 apartment units on Lot 2, along with approximately 29,500 square feet of commercial/retail space.
6. Conditional Use Permit No. 200900024 is a related request to develop a mixed use residential and commercial/retail project in the Mixed Use Development ("MXD") zone, and to ensure consistency with the Development Program zoning addendum.
7. Parking Permit No. 201000008 is a related request to authorize 312 tandem parking spaces, reciprocal access and reduced parking for the Project.
8. Approval of the Vesting Tentative Tract Map, Conditional Use Permit, and Parking Permit will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed General

Plan Amendment and adopted an ordinance effecting the proposed Zone Change, and such ordinance has become effective.

9. 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 (seven single-family homes and two duplexes), a commercial structure, a motel, and surface parking lot.
10. Surrounding land uses within a 500-foot radius of the Project Site to the north are the Metro Green Line Aviation/LAX Station, a bus transfer station, and a Park-and-Ride Lot. Land uses are single-family residences to the east and single-family residences, a motel, and a liquor store to the south. Land uses to the west are utility, industrial, parking, and the railroad.
11. Approximately 0.9 acres of the subject property is zoned C-1 (Restricted Business), 2.3 acres are zoned R-1 (Single-Family Residence), and 2.7 acres, which is located within the City of Los Angeles, is zoned PF (Public Facility). The Commission has recommended that the Board of Supervisors approve Zone Change Case No. 200900002 to change the zoning of the subject property to MXD-68U-DP (Mixed Use Development-68 dwelling units per net acre-Development Program). 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 zoned Public Facilities (PF) pursuant to the City of Los Angeles Planning and Zoning Code.
12. Properties to the north of the Project Site are zoned PF (Public Facility) and Los Angeles International Airport (LAX) within the City of Los Angeles. Properties are zoned R-1 (Single-Family Residence) to the east and south and MU-N (Urban Mixed Use North) within the City of El Segundo to the west.
13. The Project Site is located partially within the Airport Influence Area for LAX. The proposed general plan amendment and zone change are contingent upon a finding of Airport Land Use Commission (ALUC) consistency pursuant to Section 21676(b) of the California Public Utilities Code.
14. The site plan, labeled Exhibit "A", for the Conditional Use Permit and Tentative Map depicts a two-lot subdivision with a total of 390 residential units and 29,500 square feet of commercial/retail space on the 5.9-acre Project Site. Each lot contains multi-story buildings to accommodate the residential units and commercial/retail space. Lot 1 is 3.2 acres in size and Lot 2 is 2.7 acres in size. There are 278 condominium units, 523 parking

spaces and 8,000 square feet of commercial/retail space located within Lot 1; and 112 apartment units, 272 parking spaces and 21,500 square feet of commercial/retail space within Lot 2. A total of four buildings over a two-level parking garage are proposed on the Project Site. The height of the buildings facing south and east range from two to four stories. The maximum height of the proposed buildings is 72 feet. The site plan indicates 797 parking spaces and 92,114 square feet of open space. Primary vehicular access to the Project Site will be provided by Aviation Boulevard, which is a County designated Secondary Highway. Secondary access is provided through West 117th Street. Pedestrian access is depicted along the northern portion of the Project Site between the Green Line Transit Station improved with amenities such as seating areas and landscaping. Additional access is also provided along Aviation Boulevard, 117th Street and Judah Avenue to the west, south, and east respectively.

15. The Project is consistent with the proposed MXD-68U-DP zoning classification. Multi-family residences and commercial uses are permitted in the MXD-68U-DP zone pursuant to Section 22.40.520 of the County Code. The Project also complies with the density provisions of the MXD-68U-DP zone, which allows a maximum of 390 dwelling units on the subject property. The associated Conditional Use Permit will ensure the Project's compliance with the requirements and standards of the zone.
16. The requested zone change to MXD-68U-DP is necessary to authorize the proposed use on the subject property.
17. The project is consistent with the uses allowed within MXD zone and with the following standards: required area, design features, open space, landscaping, building design, residential density, utilities and access. In accordance with Section 22.40.520B, the Commission modified the following requirements of the MXD zone through the CUP:
 - a) Lot No. 1: To allow a Floor Area Ratio ("FAR") of 2.43.
 - b) Lot No. 1: To allow Building Coverage of 85 percent.
 - c) Lot Nos. 1 and 2: To allow the following changes in parking standards:
 - i. Studio Condominium: one covered parking space per unit
 - ii. One Bedroom Condominium: one covered parking space per unit
 - iii. One Bedroom Apartments: one covered parking space per unit
 - d) Lot Nos. 1 and 2: To allow the following standards for building identification signs:
 - i. Building identification signs located on the building elevations facing Aviation Boulevard (west) and transit plaza (north) shall not exceed the size depicted on the Conceptual Signage Program.
 - ii. Building identification signs located on the building elevations facing West 117th Street and Judah Avenue shall be limited to a maximum of five percent of the building wall.

18. Modified conditions warrant a revision in the zoning of the subject property. The Project's location within an urbanized area, surrounded by major commercial uses and regional employment centers and proximity to well developed transit corridors, makes it ideal for redevelopment with higher density residential uses than contemplated by the current General Plan designation. Existing zoning classification of the project site was reflective of the prior planned use as low density residential and neighborhood servicing commercial. The surrounding uses have been established subsequent to the current zoning of the project site.
19. A need for the proposed zone classification exists within the area because the Countywide General Plan recognizes the importance of developing a range of housing types near public transportation system and encourages urban growth into areas with existing infrastructure system. A mixed-use development near the Green Line/Aviation Metro Station would facilitate ridership on the public transit system, thereby promoting the use of public transit. The property is located adjacent to an established community and surrounded by major commercial uses and regional employment centers accessible by developed transit corridors. Surrounding land uses and existing infrastructure make this underutilized parcel of land ideal for redevelopment with higher density residential uses than contemplated by the current general plan designation. In addition, the proposed zone will allow for development of workforce housing near major employment centers such as the Los Angeles International Airport and major corporations such as Northrop Grumman, Lockheed Martin and Boeing. The proposed zone can take full advantage of the existing vehicular and rail transportation network.
20. The subject property is a proper location for the proposed MXD-68U-DP zoning classification and placement of the proposed zone at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice, in that the proposed zoning classification will allow implementation of development that protects the safety of current and future residents due to the presence of geologic, seismic, fire, flood or erosion hazards through appropriate design and location standards. The project site has access to all the available services and facilities that are needed for the proposed development. The subject property fronts on a designated County Highway and it is adjacent to the Green Line. Moreover, the proposed development is compatible with existing surrounding commercial and public facilities uses to the north and west. The design and scale of the Project will prevent the residential areas to the south and east from intrusions.

21. The proposed zone change from R-1 and C-1 to MXD-68U-DP is consistent with General Plan Amendment Case No. 200900002 and, as reflected therein, with the goals and objectives of the General Plan.
22. The technical and engineering aspects of the Project have been resolved to the satisfaction of the Los Angeles County Department of Public Works, Fire, Parks and Recreation, Public Health and Regional Planning.
23. The subject property is of adequate size and shape to accommodate the yards, walls, fences, parking, landscaping and other accessory structures except as otherwise modified, as shown on the vesting tentative tract map and Exhibit "A".
24. Compatibility with surrounding land uses will be ensured through the related general plan amendment, parking permit, and conditional use permit.
25. There is no evidence that the Project will be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the Project Site.
26. The applicant has satisfied the "Burden of Proof" for the requested zone change.
27. During the February 16, 2011 public hearing, the Regional Planning Commission ("Commission") heard a presentation from staff and testimony from the applicant and members of the public. Commissioners Bellamy, Helsley and Modugno were present. Commissioner Valadez was absent. The applicant's representative, Charles Moore, the Project's architect, Dan Withee, and a representative of the County Metropolitan Transportation Authority, Roger Moliere, testified in favor of the Project. Two additional persons testified in favor of the Project and three local residents testified with concerns regarding the proposed access and the density of the development. The Regional Planning Commission directed the applicant and staff to organize a meeting in the Del Aire community before the continued hearing date. There being no further testimony or discussion, the Regional Planning Commission voted to continue the public hearing to April 20, 2011, to provide time for the staff and the applicant to hold the community meeting and prepare draft findings and conditions for the Commission's consideration and final action on the VTTM and related entitlements.
28. A community meeting was held at the Del Aire County Park located on 12601 South Isis Avenue, Hawthorne, on March 26, 2011 from 9 a.m. to 11:30 a.m. Representatives from the Departments of Regional Planning, Public Works and Fire and the project applicant's team were present. A total

of 128 public meeting notices were sent to the Del Aire community on March 10, 2011. The audio for the meeting was recorded.

Samuel Dea from Regional Planning started with a description of the entitlements requested and process status and was followed by a presentation made by the project architect, Dan Withee. The traffic engineer followed with a description of the project traffic features and addressed an alternative to the proposed 117th Street cul-de-sac that was suggested in a letter submitted by the Del Aire Neighborhood Association at the February 16 hearing. The Neighborhood Association's main concern was that many drivers currently use Judah as an alternative to Aviation Boulevard after exiting the 405 freeway as Judah is a four-lane road with no traffic signals or stop signs. However, the Draft EIR has considered the 117th Street cul-de-sac alternative infeasible based on several reasons including that the street closure would divert traffic to nearby streets, would be in conflict with the regulations regarding street closures provided in the California Vehicle Code and would impede access to the community by emergency vehicles. The traffic engineer presented an alternative to address the Neighborhood Association concerns which includes an extension of the existing curb on northwest corner of the intersection between West 117th Street and Judah Avenue. This would preclude automobile access to the project site for traffic coming west from 117th Street and north from Judah Avenue.

Sixty-nine local residents attended the meeting and 20 speakers testified regarding the proposed project. Concerns were raised regarding the project including impacts to facilities such as libraries and schools and impacts on existing infrastructure such as water pressure; impacts to traffic including increased demand for on-street parking and increased traffic on the neighborhood streets; lack of housing need; and increased density and lack of neighborhood compatibility.

29. [Reserved for summary of proceedings on April 20, 2011, public hearing.]
30. One phone call was received from a local resident on January 2, 2011. The caller requested information about the Project and expressed concerns regarding the lack of demand for additional housing in the local area.
31. The following written correspondence regarding the project was received: a letter from the Del Aire Neighborhood Association, dated February 7, 2011, requesting that a hearing be held in the Del Aire neighborhood, West 117th street be modified to a cul-de-sac, and pedestrian access to the project site at 116th Street be eliminated; a letter from the applicant's representative, Charles J. Moore (Cox, Castle & Nicholson), dated February 10, 2011, in support of the project; a letter from the co-applicant, County of Los Angeles Metropolitan Transportation Authority, dated February 10, 2011, in support

of the project; an e-mail from a local resident, dated March 26, 2011, expressing concerns regarding the project including parking, traffic, school capacity, utilities capacity, among others; and an e-mail from a local resident, dated March 30, 2011, expressing concern about parking.

32. An Initial Study was prepared for this Project in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft Environmental Impact Report ("DEIR") was prepared for this Project. The public comment period for the DEIR began on January 11 and ended on February 24, 2011 (45 days). After the public comment period ended, a Final Environmental Impact Report ("FEIR") was prepared with response to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the Mitigation Monitoring and Reporting Program ("MMRP").
33. After consideration of the attached Environmental Impact Report ("EIR") and MMRP together with any comments received during the public review process, the Commission finds on the basis of the whole record before the Commission that except for noise and air quality impacts, no significant environmental effects which cannot be avoided or mitigated have been identified. The EIR 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.
34. The EIR concludes that 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. 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.

35. The Commission finds that substantial benefits resulting from the implementation the Project outweighs its unavoidable adverse effects on air quality and noise.
36. The Commission finds that rezoning portion of the Project Site is necessary in order to maintain consistency with the general plan and to implement the Project. In addition, the Commission finds that such action is required by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 precedent to filing any annexation request to the Local Agency Formation Commission.

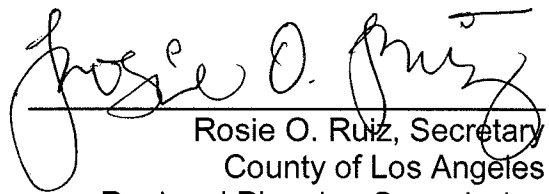
NOW, THEREFORE BE IT RESOLVED that the Regional Planning Commission recommends to the Board of Supervisors of the County of Los Angeles:

1. Hold a public hearing to consider General Plan Amendment No. 200900002, Zone Change No. 200900002, Vesting Tentative Tract Map No. 070853, Conditional Use Permit No. 200900024 and Parking Permit No.201000008;
2. Certify that the Final Environmental Impact Report has been completed in compliance with the California Environmental Quality Act and the State and County guidelines related thereto and reflects the independent judgment of the Board of Supervisors;
3. Find that the Board has reviewed and considered the information contained in the Final Environmental Impact Report prior to approving the proposed zone change;
4. Determine that the significant adverse effects of the project, as described in the Final Environmental Impact Report, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference;
5. Approve and adopt the Mitigation Monitoring Plan for the project, incorporated in the Final EIR, and pursuant to Section 21081.6 of the Public Resources Code, find that the Mitigation Monitoring Plan is adequately designed to ensure compliance with the mitigation measures during project implementation;
6. Find that the recommended change of zone is consistent with the goals, policies and programs of the Los Angeles County General Plan, with the adoption of General Plan Amendment Case No. 200900004-(2) by the Board;

technological or other considerations of the project as stated in the attached Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference;

5. Approve and adopt the Mitigation Monitoring Plan for the project, incorporated in the Final EIR, and pursuant to Section 21081.6 of the Public Resources Code, find that the Mitigation Monitoring Plan is adequately designed to ensure compliance with the mitigation measures during project implementation;
6. Find that the recommended change of zone is consistent with the goals, policies and programs of the Los Angeles County General Plan, with the adoption of General Plan Amendment Case No. 200900004-(2) by the Board;
7. Find that the public convenience, the general welfare and good zoning practice justify the recommended change of zone; and
8. Adopt the recommended Zone Change Case No. 200900004-(2) changing the zoning classification on the property as depicted on the attached Exhibit and described hereinabove.

I hereby certify that the foregoing was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on April 20, 2011.



Rosie O. Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

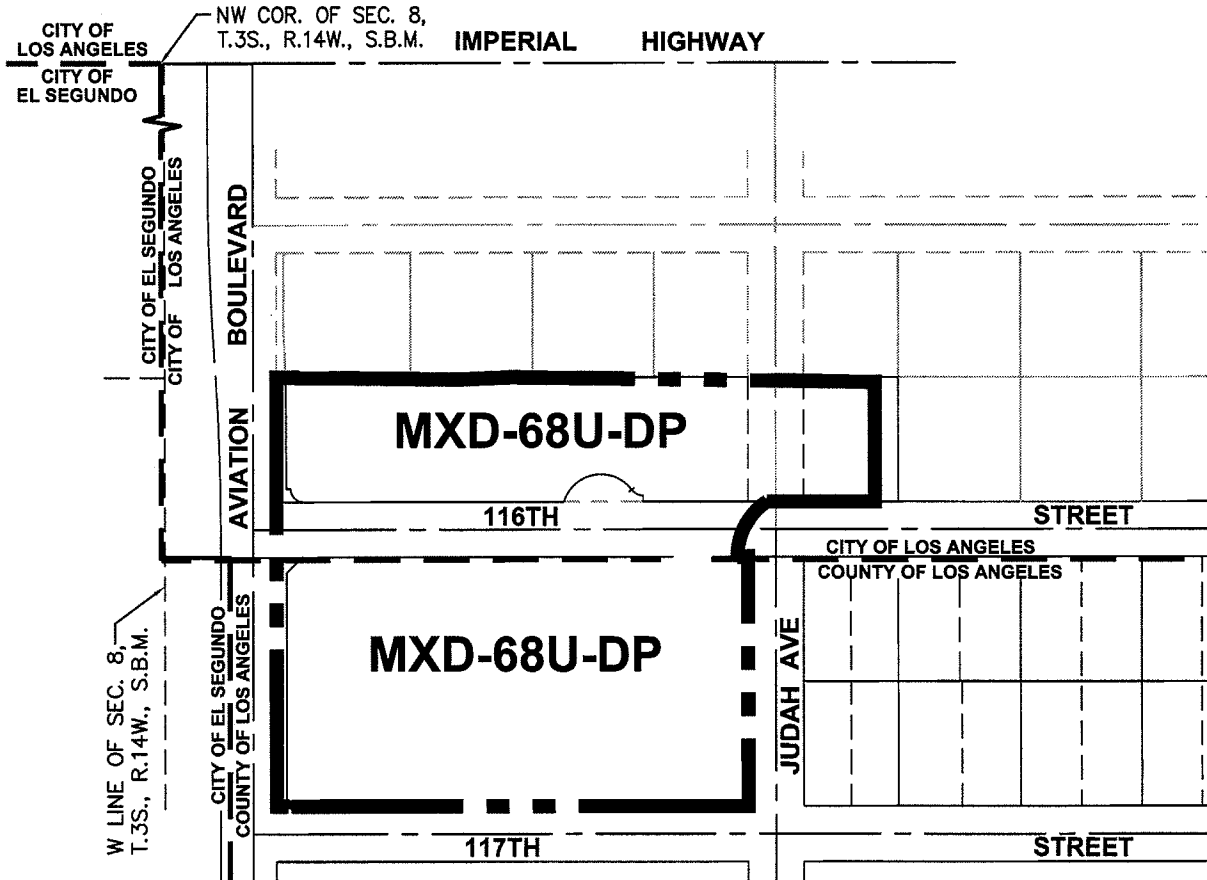
Action Date:

SZD:CSB
4/20/11

CHANGE OF ZONE PLAN DEL AIRE ZONED DISTRICT ADOPTED BY ORDINANCE: _____

ON: _____
ZONING CASE: ZC 2009-00002

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



LEGAL DESCRIPTION:

LOTS 73, 74, 75, 76 AND PORTION LOT 72 OF TRACT NO. 2663, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

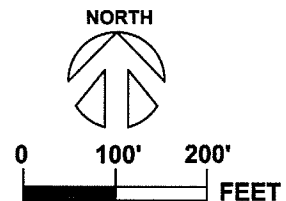
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DIGITAL DESCRIPTION:

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
PAT MODUGNO, CHAIR
RICHARD BRUCKNER, PLANNING DIRECTOR

LEGEND:

- ZONE CHANGE AREA
- CITY/COUNTY BOUNDARY
- PARCELS
- LOT LINE



**COUNTY ZONING MAP
084Z173**



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

DATE: April 14, 2011

TO: Pat Modugno, Chair
Esther L. Valadez, Vice Chair
David W. Louie, Commissioner
Harold V. Helsley, Commissioner
Curt Pedersen, Commissioner

FROM: Samuel Z. Dea, Supervising Regional Planner
Special Projects Section

**SUBJECT: AGENDA ITEM NO. 6
PROJECT NUMBER TR070853-(2)**

The following additional documents are provided for your Commission's information:

- Revised California Environmental Quality Act (CEQA) Findings. Minor changes were made to the CEQA Findings which were limited to editorial refinements and localized modifications to the language that add clarity to the document. Only the CEQA Findings pages with track changes to the content of the document are included for the Commission's convenience. Track changes made to the cover page, the Table of Contents, and the footers are not included as they are primarily limited to document formatting.
- Correspondence from the applicant regarding the above-referenced item. The letter responds to some of the concerns raised at the community meeting held at the Del Aire County Park on March 26, 2011, such as on-street parking, impacts to existing water system, and lack of demand for housing. In addition, letter addresses community amenities proposed by the applicant such as a restricted parking program, funding for additional street improvements, landscaping enhancements, among others.

If you need further information, please contact Carolina Blengini from my staff at (213) 974-1522 or cblengini@planning.lacounty.gov. Department office hours are Monday through Thursday from 7:00 a.m. to 6:00 p.m. The Department is closed on Fridays.

Prepared by Carolina Santoro Blengini, Regional Planning Assistant II
Reviewed by Samuel Z. Dea, Supervising Regional Planner

ATTACHMENTS

CEQA Findings

Applicant's Letter dated 4/14/11

SZD:CSB

4/14/11

alternatives to the proposed Project, including: Alternative 1: No Project/No Development, Alternative 2: Existing General Plan and Zoning, Alternative 3: Reduced Scale/Reduced Density, and Alternative 4: No Subterranean Parking. Potential environmental impacts of each of these alternatives were discussed at the CEQA-prescribed level of detail and comparisons were made to the proposed Project.

After conducting its own internal departmental review and analysis of the proposed Project through the screencheck process, the Draft EIR was submitted to the State Clearinghouse/Governor's Office of Planning and Research, and was circulated for a 45-day public review period extending from January 11, 2011 through February 24, 2011. The Notice of Public Hearing and Notice of Completion and Availability of the Draft EIR were published in the Daily Breeze and La Opinion newspapers, and a public hearing notice was sent to property owners within a 500-foot radius of the proposed Project site and to known interested individuals and organizations. The public hearing notice was also posted at the Project site. The Draft EIR and the technical appendices were made available on the County's website at <http://planning.lacounty.gov/case/view/tr070853/> and at the libraries listed below:

Hawthorne Library 12700 Grevillea Ave. Hawthorne, CA 90250	Lennox Library 4359 Lennox Blvd. Lennox, CA 90304	Wiseburn Library 5335 West 135th St. Hawthorne, CA 90250
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Copies of the DEIR were also available for public review Monday through Thursday, 7:30 a.m. to 5:30 p.m. at: Los Angeles County Department of Regional Planning, Impact Analysis Section, Room 1348; 320 West Temple Street; Los Angeles, CA 90012.

The Commission conducted a public hearing on the Project on Wednesday, February 16, 2011, at 9:00 a.m. in the Regional Planning Commission Hearing Room, 320 West Temple Street, Los Angeles, CA 90012, and heard a presentation by Staff and the Project Applicant. After public testimony was received from eight members of the public, the Commission recommended that a community meeting be held and then continued the public hearing to April 20, 2011.

A community meeting was held on March 26, 2011 at the Del Aire Park, 12601 South Isis Avenue, Hawthorne, CA 90251. In response to community concerns regarding potential Project-related trips using Judah Avenue to access the Project site, additional optional Project features have been proposed. These optional features are not required to mitigate potential Project-related traffic impacts that were included in the Draft EIR to be less than significant with implementation of proposed Project mitigation measures ("MMs"). Therefore, these optional Project features are proposed to allow for the possibility of future implementation, if determined to be warranted/beneficial by the County. The following three optional traffic calming features are proposed: (1) right-turn egress only from the West 117th Street driveway, with all Project ingress from the Aviation Boulevard driveway; (2) curb extension to prohibit entrance onto West 117th Street from Judah Avenue; and (3) creation of landscaped medians on Judah Avenue between West 118th Street and West 120th Street.

The April 2011 Final EIR, which contains written responses to comments received during the noticed comment period, was completed and submitted to the State Clearinghouse/Governor's Office of Planning and Research, and distributed on April 7, 2011. Distribution of the Final EIR entailed providing copies of the Final EIR to public agencies and organizations that commented on the Draft EIR, and notifying individuals who commented on the Draft EIR of the Final EIR availability. The Final EIR was made available to the public on the County's website, at the Los Angeles County Department of Regional Planning, and at three public libraries located in the vicinity of the Project area. The Final EIR was prepared and distributed in accordance with

- (d) Inadequate Fire Flows and Pressures (Less than Significant Impact with Mitigation)
- (e) Proximity to Fire Hazards (Less than Significant Impact with Mitigation)
- (f) Potential Fire Hazard (Less than Significant Impact with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding fire hazards in Section 3.3 of the Draft EIR, which is incorporated by reference herein.

(a) Very High Fire Hazard Severity Zone, (b) Location in Fire Hazard Area Served by Inadequate Access, (c) Location in Fire Hazard Area with More than 75 Units on Single Access. The Project site is not within a Very High Fire Hazard Severity Zone (VHFHSZ) designated by the County. The Project site and Caltrans Off-Site Project Area currently have adequate access for fire protection. The Project, including Caltrans Off-Site Project Area improvements, would comply with all applicable *County of Los Angeles Code* and Ordinance requirements regarding fire prevention and suppression measures, including, but not limited to, construction materials, building access and evacuation routes, automatic fire-extinguishing systems, standards for multi-family housing and commercial land uses, site access/Fire Lanes, hydrants, water availability, and fire flows (pressures) (refer to MM 3.3-1). ~~Therefore~~In addition, the Project would not include 75 or more units on a single access, regardless of fire hazard area, and would have adequate access in conformance with LACFD requirements. There would be no less than significant impact.

(d) Inadequate Fire Flows and Pressures. The results of a fire flow test conducted by Golden State Water Company in April of 2009 indicated that the existing water system was not adequate for fire flows. In order to ensure the Project receives adequate fire flow pressure, the Project includes the construction of new water and fire protection infrastructure, including water lines, water laterals and fire hydrants, as described in MM 3.3-2. As described in MM 3.3-1, the Project would comply with applicable *County of Los Angeles Code* Title 32 and Ordinance requirements and all LACFD conditions of approval. ~~There~~There would be no less than significant impact.

(e) Proximity to Fire Hazards, (f) Potential Fire Hazard. There are no manufacturing or industrial land uses adjacent to the Project site, Caltrans Off-Site Project Area, and surrounding areas that could pose potential dangerous fire hazard conditions associated with on-site use or material storage. The Project land uses (i.e. residential, commercial and parking) would not constitute a potentially dangerous fire hazard. ~~There would be a less than significant impact.~~ As described in MM 3.3-1, the Project would comply with applicable *County of Los Angeles Code* Title 32 and Ordinance requirements and all LACFD conditions of approval. There would be a less than significant impact.

There would be no significant impacts related to fire safety with adherence to *County of Los Angeles Code* Title 32 and Ordinance requirements, which would be ensured via the following mitigation measure:

MM 3.3-1

The Project shall comply with all applicable County of Los Angeles Code Title 32 and Ordinance requirements regarding fire prevention and suppression measures, and/or measures approved or required by the Fire Chief, including construction materials, building access and evacuation routes, automatic fire extinguishing systems, standards for multi-family housing and commercial land uses, site access/fire lanes, hydrants water availability, and fire flows and pressures, among other requirements, to the satisfaction of the Los Angeles County Fire Department (LACFD). Prior to issuance of building permits, Project Applicant/Developer shall submit all necessary plans and materials to the LACFD for review and approval.

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In addition, the significant impacts identified in the Draft EIR would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 3.3-2

Prior to issuance of building permits, the Project Applicant/Developer shall demonstrate to the County of Los Angeles Department of Public Works and the Los Angeles County Fire Department (LACFD) that the Project includes appropriate infrastructure to ensure adequate water and fire flow infrastructure and compliance with Los Angeles County Code Title 32 requirements. It is anticipated that segments of the existing four- and six-inch diameter water lines in Aviation Boulevard (between West 116th Street and West 117th Street), 116th Street (between Aviation Boulevard and Judah Avenue), West 117th Street (between Aviation Boulevard and Isis Avenue), and Judah Avenue (between West 117th Street and West 118th Street) shall be abandoned and three existing fire hydrants shall be removed. The Project shall include the following new water and fire flow infrastructure to the satisfaction of LACFD:

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- Twelve-inch diameter water line within West 117th Street between Aviation Boulevard and Isis Avenue turning south at Isis Avenue and immediately connecting with the existing 12-inch water line;
- Eight-inch-diameter water lines within Aviation Boulevard (between West 117th Street and the proposed Fire Lane along the northern property boundary), the proposed Fire Lane (between Aviation Boulevard and Judah Avenue), and Judah Avenue (between the proposed Fire Lane and West 118th Street). These lines will connect with the new 12-inch line in West 117th Street;
- A 6-inch-diameter water lateral from Building 1A to the new water line in West 117th Street, 8-, 6-, and 2-inch-diameter water laterals from the Building 1B to the new water line in Judah Avenue, and from Building 2A to the new water line in the Fire Lane. Building 2B would be served via the laterals extending to Building 2A.
- Six new fire hydrants evenly distributed around the perimeter of the Project site.

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MM 3.3-3

Prior to issuance of building permits for the off-site Project Area, the Project Applicant/Developer shall demonstrate to the County of Los Angeles Department of Public Works that the Project includes adequate water infrastructure. It is anticipated that a new water lateral within the off-site, Caltrans-owned property shall be constructed to provide service to the restrooms and water fountain associated with the new Metro bus terminal. The water line shall be connected to the existing 6-inch-diameter water line within the off-site Caltrans property.

proximity to the Metro Green Line Aviation/LAX Station, which currently operates 24-hours per day, 7 days per week. For these reasons, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport and light rail operations (e.g., noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport and light rail annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

In addition, although not required by the *State Civil Code* (Section 1103 et. seq.), each prospective tenant of leased residential property within the Project shall also be notified as described above.

3.5 WATER QUALITY

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Water Wells in an Area with Water Quality Problems (No Impact)
- (b) Private Sewage Disposal System (No Impact)
- (c) Degrade Water Quality during Construction (Less than Significant with Mitigation)
- (d) Degrade Water Quality during Operation (Less than Significant with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding water quality in Section 4.1 of the Draft EIR, which is incorporated by reference herein.

(a) Water Wells in an Area with Water Quality Problems, (b) Private Sewage Disposal System. The Project would not require the use of individual water wells or require the use of a private sewage disposal system. There would be no impact.

(c) Degrade Water Quality during Construction. Construction activities that involve more than one acre are required to obtain a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board (SWRCB), Division of Water Quality. As required by MM 4.1-1, the Project Applicant/Developer's full compliance with the NPDES General Permit for Storm Water Discharges Associated with Construction Activity is required, including construction of the Caltrans Off-Site Project Area improvements and all off-site Project components. Pursuant to permit requirements, the Project Applicant/Developer shall develop a Permit Registration Document (PRD), including a Storm Water Pollution Prevention Plan, that incorporates BMPs for reducing or eliminating construction-related pollutants in the site runoff, and ongoing monitoring of site runoff water quality. ~~With implementation~~ Therefore, compliance with the requirements

of the ~~stated mitigation measure, impact~~ NPDES Construction General Permit, per MM 4.1-1, and the Los Angeles County Code Chapter 12.80, would ~~be~~ reduce short term, construction related water quality impacts to a less than significant level.

(d) Degrade Water Quality during Operation. The Project involves the construction of residential and commercial land uses (the same as current land uses), which would not be a substantive source of the 303(d) listed pollutants for Dominguez Channel, which are remnants of historically commonly used pollutants (i.e. DDT, Lead), or are generated by industrial and/or manufacturing land uses. Proposed residential land uses could contribute to the generation of Coliform Bacteria and/or Indicator Bacteria through an increase in on-site domestic pets (specifically dogs). In order to ensure that animal waste is disposed properly, MM 4.1-2 requires that educational pamphlets are provided to each property-owner and renter. Therefore, with implementation of MM 4.1-2, the Project would not exacerbate the 303(d) listing for Coliform Bacteria and/or Indicator Bacteria. ~~With implementation of the stated mitigation measure, impact would be less than significant.~~

~~Pursuant~~ Also, pursuant to LARWQCB NPDES Permit and Waste Discharge Requirements, the County is required to prohibit the discharge of pollutants from private property developments by requiring the installation and maintenance of post-construction treatment control BMPs. The Los Angeles County SUSMP addresses storm water pollution from new construction and redevelopment and contains a list of minimum BMPs that must be employed to infiltrate or treat storm water runoff, control peak flow discharge, and reduce the post-development discharge of pollutants from storm water conveyance systems, and are set forth in MM 4.1-3. Also, given the increased number of residential units and square footage of commercial proposed for the Project site, there is the potential for increased concentrations of the pollutants previously described above. MM 3.2-1 from Section 3.2, Flood, of the Draft EIR, describes the proposed storm water treatment BMPs proposed for the Aviation Station Project, including an underground infiltration system to capture and percolate the total increase in runoff volume (LID volume) from implementation of the Project; catch basin inserts to filter hydrocarbons, heavy metals, sediments, and organics; conveyance of rooftop and podium-level runoff through planter boxes for filtration prior to entering a public storm drain; and storm drain stenciling that states "Warning! Drains to Ocean". ~~With Therefore, with~~ implementation of the stated mitigation measure, impact MMs 4.1-2, 4.1-3, and 3.2-1, there would be less than significant long-term, operation-related water quality impacts.

The significant impacts identified in the Draft EIR would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 4.1-1 Prior to the issuance of a grading permit, the Project Applicant/Developer shall file a Permit Registration Document (PRD) with the State Water Resources Control Board (SWRCB) in order to obtain coverage under NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities. The PRD shall consist of a Notice of Intent (NOI); Risk Assessment; Site Map; SWPPP; annual fee; and a signed certification statement. Pursuant to permit requirements, the Project Applicant/Developer shall develop and incorporate BMPs for reducing or eliminating construction-related pollutants in the site runoff to the satisfaction of Los Angeles County Department of Public Works.

68U-DP zone, and proposed mixed-use development project, adjacent to the PF zone and transit amenities, would not present a land use compatibility conflict.

(c) Inconsistent with Land Use Criteria (Hillside Management, Significant Ecological Area, Other). The Project site is fully developed with urban land uses within an urban portion of the County and is not located within a Significant Ecological Area (SEA), SEA Buffer, coastal Sensitive Environmental Resource Area (ESHA) or in a hillside management area. [There would be less than significant impact.](#)

(d) Divide an Established Community. The Project would provide a mix of residential and commercial land uses at a scale and density that would provide a transition between the elevated transit facilities to the north and the single-family residential uses to the south. The development of the Project would not divide an established community and impacts would be less than significant.

3.16 POPULATION, HOUSING, EMPLOYMENT, AND RECREATION

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Cumulatively Exceed Population Projections (Less than Significant Impact)
- (b) Induce Substantial Growth (Less than Significant Impact)
- (c) Displace Housing (Less than Significant Impact)
- (d) Substantial Jobs/Housing Imbalance or Increase Vehicle Miles Traveled (Less than Significant Impact)
- (e) New or Expanded Recreational Facilities (Less than Significant with Mitigation)
- (f) Displace People (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding population, housing, employment, and recreation in Section 6.3 of the Draft EIR and ~~written correspondence withan~~ [NOP comment letter from](#) the County of Los Angeles Department of Parks and Recreation located ~~(a comment letter)~~ in Appendix A of the Draft EIR, among other sources, which are incorporated by reference herein.

(a) Cumulatively Exceed Population Projections. The Project would result in a projected net increase of 1,117 persons residing on the Project site. When considered in a regional context, the Project would represent approximately 0.32 percent of the Los Angeles County projected population growth between 2010 and 2015, and 0.07 percent of the Los Angeles County projected population growth through the year 2035. The population generated by the Project would be within the SCAG projections for both the County and the Subregion, and impacts would be less than significant.

SECTION 7.0
**FINDINGS REGARDING GROWTH-INDUCING IMPACTSGROWTH-INDUCING
IMPACTS**

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, the Draft EIR examined ways in which the Project could foster economic or population growth, or the construction of additional development, either directly or indirectly, in the surrounding environment. To address this issue, potential growth-inducing effects were examined through analysis of the following questions:

1. Would this project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development)?
2. Would this project result in the need to expand one or more public services to maintain desired levels of service?
3. Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
4. Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Based on assessment of these four questions, in Section 9.3, Growth-Inducing Impacts of the Proposed Action, the Draft EIR concluded that the Project would not result in significant growth-inducing impacts. To summarize:

- As discussed in Section 3.2, Flood, Section 5.1, Traffic/Access, Section 5.2, Sewage Disposal and Section 5.5, Utilities, of the Draft EIR, no major new infrastructure facilities are required to develop this Project, as proposed.
- Although the Project would develop higher density land uses than currently anticipated for the site, the Project would not exceed official (i.e., Southern California Association of Governments [SCAG]) projections for the unincorporated City of Los Angeles subregion (local), County, or regional population projections (refer to Section 6.3, Population, Housing, Employment and Recreation, of the Draft EIR).
- As discussed in Section 5.2, Sewage Disposal, Section 5.3, Education and Section 5.4, Fire/Sheriff, of the Draft EIR, none of the public service agencies consulted during the preparation of this EIR have indicated that this Project would necessitate the immediate expansion of their existing resources in order to maintain desired levels of service.
- During Project construction, a number of design, engineering, and construction-related jobs would be created. This would be a temporary situation, lasting until Project construction is completed. This would be an indirect, growth-inducing effect of the Project. As new residential and retail/commercial uses are developed and occupied, residents and employees of the Project are expected to seek shopping, entertainment, employment, home improvement, auto maintenance and other economic opportunities in the surrounding area, both on site and off site. This would represent an increased demand for such economic goods and services and could, therefore, encourage the creation of new businesses and/or the expansion of existing businesses that address these economic needs. However, the Project is balanced in that it provides not only

SECTION 9.0
CEQA GUIDELINES SECTIONS 15091 AND 15092

Based on the foregoing Findings and the information contained in the administrative record, the Commission has made one or more of the following findings with respect to each of the significant effects of the Project:

- 1) Changes or alterations have been required in, or incorporated into, the project which ~~mitigate or~~ avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be, adopted by such other agency.
- 3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Based on the foregoing Findings and the information contained in the administrative record, and as conditioned by the foregoing:

- 1) All significant effects on the environment due to the Project have been eliminated or substantially lessened where feasible.
- 2) Any remaining significant effects that have been found to be unavoidable are acceptable due to the overriding considerations set forth in Section 16, Statement of Overriding Considerations, of this document.

SECTION 10.0
CEQA GUIDELINES SECTION 15084(d)(3)

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The County has relied on CEQA Guidelines Section 15084(d)(3), which allows acceptance of working drafts prepared by the Project Applicant, a consultant retained by the Project Applicant, or any other person. The County has reviewed and edited as necessary the submitted drafts of the CEQA documentation for the Project to reflect the County's own independent judgment, including reliance on County technical personnel from other departments.

SECTION 11.0
CEQA SECTION 21082.1(c)

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Pursuant to CEQA Section 21082.1(c), the Commission hereby finds that the lead agency (County) has independently reviewed and analyzed the Final EIR, and that the Final EIR reflects the independent judgment of the lead agency.

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>MM 4.3-2 A qualified Paleontologist shall be retained to monitor earth-moving activities of 15 feet or deeper (i.e. the depths at which significant vertebrate fossils have been recovered from older Quaternary Alluvium). Should paleontological resources be encountered during earth-moving activities (i.e., grading and excavation), the Paleontologist shall implement procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the resources, as appropriate. If the resources are found to be significant, the Paleontologist shall determine appropriate actions for preservation and/or data recovery to the satisfaction of the Los Angeles County Department of Regional Planning. If the Paleontologist determines that the sediments are not sensitive for the presence of resources, monitoring efforts can be terminated.</p>	<p>Paleontological monitoring and Maintain log demonstrating compliance JULY 2011 Site inspection</p>	<p>During excavation activities of 15 feet or deeper</p>	<p>Project Applicant, Contractor, and Qualified Paleontologist</p>	<p>YQs Angeles County Department of Regional Planning</p>
<p>MM 4.3-3 In accordance with <i>California Health and Safety Code</i>, Section 7050.5, if human remains are found, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains. The County Coroner shall be notified within 24 hours of the discovery and shall make such determination within 2 working days of notification of discovery. If the County Coroner determines that the remains are or believed to be Native American, the County Coroner shall notify the Native American Heritage Commission in Sacramento within 24 hours. In accordance with <i>California Public Resources Code</i>, Section 5097.98, the Native American Heritage Commission must immediately notify those persons it believes to be the most likely descended from the deceased Native American. The descendants shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.</p>	<p>Stop work and contact County Coroner</p>	<p>During construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning</p>



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April 14, 2011

File No. 56290

BY HAND DELIVERY

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

Re: **Transit-Oriented Development at the Metro Green Line Aviation Station;
Regional Planning Commission Hearing Date: April 20, 2011**

Dear Commissioners:

Aviation Station is a vital transit-oriented project that will transform the isolated Metro Green Line LAX/Aviation Station, which features an inadequate bus terminal, to a dynamic and convenient center where the community can live, shop, and, most importantly, ride public transit. The project will develop 393 apartment and condominium units and substantial retail space at the station, and will modernize and improve the existing bus facilities. We have attached our prior letter describing the project, the important benefits of transit-oriented development, and the unique opportunity the County has with this project to implement finally policies encouraging infill development near transit.

The Commission held a public hearing on this project in February and heard testimony from four Del Aire residents, two area realtors, the applicant's representatives, a Metro official, and two developers supportive of transit-oriented development and the project. Despite the limited testimony and correspondence from the community, the Commission requested that the project team and County representatives conduct another meeting in Del Aire to allow for additional public input. The project team and representatives from the Departments of Regional Planning, Public Works, and Fire met in the community in March. This letter provides further information and responds to the concerns expressed at the public hearing and community meeting.

The Project Already Addresses Many of the Residents' Concerns

The Aviation Station project already addresses many of the concerns raised by the community, including the following:

- **The Project Provides Extensive New Landscaping.** The project includes substantial landscaping along West 117th Street and Judah Avenue, including a double row of trees, grass, shrubs, and flowers. The final landscaping plan will be reviewed and approved by the Director.

- **The Project Improves Existing Water Infrastructure.** The project is improving and upsizing existing water infrastructure to serve the project, which should improve current inadequacies in water pressure throughout Del Aire.
- **The Project Limits Signage Interfacing With Del Aire.** The conceptual signage plan for the project depicts a variety of signs designed to complement and contribute to the overall architecture of the project. The majority of these signs will interface with Aviation Boulevard and the transit station, and not the Del Aire neighborhood. In addition, the project includes a condition of approval further limiting the size of the signage facing Del Aire. The final signage plan will be approved by the Director.
- **The Project Will Pay Substantial Fees for Schools, Parks, and Libraries.** The project will pay fees to the Wiseburn School District and the Centinela Valley Union High School District (an estimated total of \$1,039,400). Additionally, the developer has agreed to pay an estimated \$506,000 in supplemental fees into the Wiseburn School District's general fund, thereby affording the District greater flexibility in allocating the funds. The project will also pay an estimated \$714,295 in park fees and \$316,680 in library fees.
- **The Project Assists the County in Meeting Regional Housing Needs.** Infill projects like Aviation Station are necessary to encourage the use of mass transit, reduce vehicle miles traveled by commuters, and thereby reduce air pollution. The applicant has been contacted by numerous developers interested in building this project who all believe there is a strong market for transit-oriented, multi-family housing in this region.
- **The Project Proposes to Include 116th Street Within the County.** The project includes a related application to the Local Agency Formation Commission to place 116th Street within County jurisdiction, which will unify the Del Aire neighborhood under one jurisdiction.
- **The Project Includes a Comprehensive Parking Program.** Some residents mistakenly believe that the project will provide no parking for one bedroom apartments. The project will offer parking to every residential unit and provides more parking than typically provided for transit-oriented projects.
- **The Project Does Not Include Alcoholic Beverage Sales.** The project does not authorize the sale of alcoholic beverages. Any proposal to sell alcoholic beverages would require subsequent County approval.
- **The Project Requested a Change in the Zip Code Status for Del Aire.** The applicant worked with the neighborhood association to collect signatures to petition the United States Postal Service for a change in the zip code status for Del Aire.

The Applicant Proposes New Community Amenities to Address Existing Issues Within Del Aire

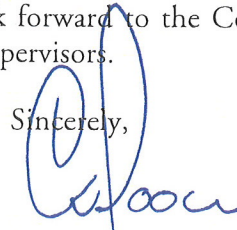
As a result of the community meeting, the applicant is proposing additional amenities to assist the community in addressing existing problems within the neighborhood.

- **The Applicant Proposes to Assist Del Aire in Establishing a Restricted Parking Program.** Residents are frustrated by airport employees utilizing their neighborhood for free parking. The applicant is proposing to assist the community in establishing a parking permit program for Del Aire to prohibit airport employees from parking on the streets of the community.
- **The Applicant Proposes Funding for Additional Street Improvements.** Residents perceive an existing problem with cut-through traffic on Judah Avenue. Although recent traffic counts do not support the residents' perception, the applicant is proposing to provide funding for possible future traffic calming measures and access restrictions. The proposed condition of approval is attached to this letter.
- **The Applicant Proposes Enhanced Landscaping.** While the project already includes significant landscaping along Judah Avenue and West 117th Street, residents requested that the project provide landscaping throughout the Del Aire neighborhood. The applicant is now proposing additional landscaping on Judah Avenue and along the west side of Aviation Boulevard, screening the community from the railroad tracks and Northrop Grumman's industrial facility.
- **The Applicant is Offering the Sheriff's Department Office Space Within the Project.** Residents are worried about the Sheriff's Department's resources for patrolling Del Aire and the current public safety situation within the neighborhood. The project will increase amenities and activity at the Metro station, which will provide more eyes on the street to increase safety. In addition, the applicant is proposing to offer commercial retail space within the project to the County Sheriff for the Department's use and convenience.
- **The Applicant Proposes Additional Recreational Amenities.** In response to requests for recreational amenities useful to the existing Del Aire residents, the applicant is proposing to offer a portion of the retail space within the project for bicycle storage and as a community room that would be available to project residents and the existing Del Aire community.

Regional Planning Commission
April 14, 2011
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We have appreciated the diligent and careful work of staff throughout this lengthy and comprehensive land use review process. We look forward to the Commission hearing and moving this important project forward to the Board of Supervisors.

Sincerely,



Charles J. Moore

Attachments

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cc: Roger Moliere, Metro
Richard Bruckner
Sorin Alexanian
Sam Dea
Carolina Blengini
Patricia Keane
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File No. 56290

February 10, 2011

BY HAND DELIVERY

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

Re: **Transit-Oriented Development at the Metro Green Line Aviation Station;
Regional Planning Commission Hearing Date: February 16, 2011**

Dear Commissioners:

The Aviation Station project is an exciting proposal that will construct at last a transit-oriented development (TOD) within the unincorporated County of Los Angeles.

The project site comprises private and public land at the Metro Green Line Aviation Station, located in the Del Aire community at the intersection of Aviation Boulevard and Imperial Highway near the Los Angeles International Airport (LAX). Seeking to increase ridership on the Green Line, the Los Angeles Metropolitan Transportation Authority (Metro) approached the Kroeze family, the owner of private property and a local business adjacent to the Metro Green Line Aviation Station. Metro proposed a joint development to improve the appearance and experience of the station for transit users and to provide opportunities for new riders with high-density housing located adjacent to transit.

Promoting TOD in Los Angeles is an important goal for most of the region's planning agencies; however, TOD is often stymied by the need for parcel assembly. Parcel shallowness resulting from historical strip commercial zoning makes infeasible retail development and high-density housing necessary for a successful TOD project. This project is possible only because the Kroeze family assembled a city block over the course of 50 years by gradually purchasing the homes surrounding their family business. In 1995, the Metro Green Line opened and the property became ideally located adjacent to a major light rail station. This large assemblage of private property adjacent to transit offers an opportunity very unique in Los Angeles County to redevelop underutilized urban property with a successful, modern TOD project.

TOD projects such as Aviation Station hold the potential to meet many objectives the County is committed to, including increasing the stock of mixed-use infill and workforce housing, mobility, community health and livability, economic development and greenhouse gas emission reductions. Aviation Station is expected to be a revitalizing catalyst project that will spur redevelopment of the Aviation Boulevard corridor.

The design and concept for the Aviation Station project has involved the close cooperation and review of many State and local agencies, County departments, and services providers, including Caltrans, Metro, LAX, the Los Angeles County Local Agency Formation Commission, the Cities of El Segundo, Los Angeles, and Hawthorne, the County Sheriff, Fire, and Public Works Departments, Golden State Water Company, and the Wiseburn School District.

Aviation Station and the Changing Del Aire Community

Aviation Station is located in the unincorporated community of Del Aire—an urban, largely post-World War II neighborhood located near LAX, the Pacific Concourse Industrial Park, the Airport Courthouse, and aviation-related industry located along Aviation Boulevard. Existing infrastructure already serves the property and will be upgraded to assure efficient delivery of water, sewers, and other services.

The area has seen substantial infill development and densification in recent years. Within Del Aire, the Pacific Concourse project approved by the County Board of Supervisors in 2005 was built near the project site at a density of 88 units per acre. Several other high-density housing developments have been approved or constructed in the same area, *e.g.*, Threesixty at The South Bay on El Segundo Boulevard, Fusion at South Bay near Aviation Boulevard and Marine Avenue, and Central Park near the corner of 120th Street and Van Ness Avenue.

Aviation Station is an important stop along the Metro Green Line, and it is the only light rail station providing access to LAX via free shuttle. Aviation Station is planned as a link for the proposed Crenshaw/LAX Transit Corridor Line, a first-phase transit project funded by Measure R. In addition to light rail, Aviation Station is a busy regional bus terminal used by Metro, Santa Monica's Big Blue Bus, Culver CityBus, the Torrance Transit/Municipal Area Express, and the shuttle system to LAX operated by Los Angeles World Airports. Aviation Station connects Del Aire and the surrounding communities to major job centers and regional destinations, and is itself situated proximate to LAX and other significant employment centers.

The private property portion of the project is located adjacent to Aviation Station and is improved currently with the Wild Goose restaurant and bar, an 8-room motel, surface parking, and low-density residential homes developed between the 1930s and 1950s.

The Project Will Redevelop Underutilized Urban Property as Part of a Modern Multimodal TOD Development

The project will be developed jointly by Metro and the Kroeze family. The existing Wild Goose restaurant and bar, motel, low-density housing and existing, inefficient bus facilities and surface parking will be demolished. The project will redevelop the private and public land with 29,500 square feet of retail, 390 multi-family residential units, and a new pedestrian-friendly transit plaza to connect the neighborhood to the station. The project will also construct a new, modernized bus terminal in a more appropriate location adjacent to Aviation Boulevard, directly to the north of the project site, and will reconfigure parking at the existing Park and Ride lot.

The project is designed to establish transit and pedestrian-supportive development, improve public safety and pedestrian access to transit facilities, create new economic and housing

opportunities, and reduce congestion and greenhouse emissions by decreasing vehicle miles traveled and inviting pedestrian access. For development to be transit-oriented, it needs to be more than just adjacent to transit. Development generally needs to be shaped by transit in terms of parking, density, and building orientation in comparison to conventional development for it to be considered transit-oriented. A successful TOD will reinforce both the community and the transit system. Accordingly, the proposed development relates to the station along at its northern elevation, relates to the busy Aviation Boulevard corridor at its western elevation, and steps down to two-story townhomes at the two elevations interfacing with the residential Del Aire neighborhood.

One of the challenges facing Aviation Station is that the platform is elevated, isolated, and does not connect visually to its surroundings. The elevated station platform poses difficulties for access, safety, and creating a sense of neighborhood character. To maximize the potential and place-making qualities of the station, the project design integrates the station with the community, connecting it to the neighboring residences and industrial employment centers and creating usable, pedestrian friendly space and character. The proposed retail uses will be connected visually to the station and will benefit both the community and transit users. In addition, the free airport shuttle will provide opportunities for airport users to use Aviation Station as an extension of the terminal and will provide essential services lacking at the airport. Vehicular traffic and the improved bus terminal will also provide important opportunities for intermodal connectivity.

To increase ridership potential, Metro requires services for transit-users, increased accessibility to the station, and an aesthetically appealing environment to draw people to the station. The project is designed to capture vehicular traffic, to improve the pedestrian experience, and to create a pleasant and safe environment that will encourage people to use the station and transit. Landscaping, architecture and signage will provide a sense of place and community identity.

Aviation Station Implements Important Policies the County Has Promoted for Many Years

From the adoption of the Transit Oriented Districts Ordinance, the Mixed-Use Ordinance, and important policies within the adopted Housing Element to the proposed East LA 3rd Street Specific Plan and Healthy Design Ordinance, the County has consistently attempted to establish TOD as an important component of the overall development pattern to manage the planned growth of the region. The County's efforts have only intensified since California passed significant legislation to reduce greenhouse gas emissions and to promote land use growth patterns that will reduce driving and vehicle miles traveled, *i.e.*, AB 32 and SB 375.

Current County Zoning Regulations Do Not Foster TOD Development

Despite diligent efforts at advanced planning, development within County transit-oriented districts has languished for a decade and current zoning regulations are still not appropriate for modern, urban infill, TOD projects. For example, Aviation Station is a prominent station and an important intermodal transit hub for LAX, yet it is not included within a transit-oriented district. In addition, current parking requirements do not allow the flexibility necessary for transit-oriented projects and current density limitations do not acknowledge the urgent need for high-density development near public transit stations.

The Mixed Use Development Zone Provides the Flexibility Necessary
to Build a Successful TOD Project

The underutilized Mixed Use Development zone is the best available mechanism to allow for the development of the project, without the need for variances from the zoning regulations, ahead of any County plans to modernize the zoning regulations. Planning staff selected the Mixed Use Development zone specifically because it provides the flexibility necessary for the ultimate builder or builders to construct the project, but still requires the Planning Director to approve any design changes to assure quality development through the conditional use permit.

However, planning staff proposes to apply also the Development Program combining zone to the property. The Development Program combining zone requires the project to conform to specified plans and exhibits and eliminates the flexibility provided by the Mixed Use Development zone. With the Development Program combining zone, changes in project design require Commission approval of a new conditional use permit and tentative map. However, a builder should be able to accomplish design changes without the need for a new conditional use permit.

In essence, the Mixed Use Development zone properly provides design flexibility by authorizing the Planning Director to approve subsequent, revised site plans, but the Development Program combining zone inappropriately requires the Commission to review a new conditional use permit for the same design changes. The Development Program combining zone is incompatible with the Mixed Use Development zone and should be eliminated.

TOD is Critical For Achieving the State's and the County's Emissions Reduction Targets

Household transportation is the single-largest and fastest-growing source of global warming pollution in the state. Locating housing closer to jobs and transportation choices and creating walkable communities reduces commute times and can cut millions of tons of global warming pollution, while improving quality of life. California households could reduce their transportation-related climate pollution by 30% or more from reduced fuel use alone if development patterns between now and 2020, both inside and outside of the urban core, were more efficient. (A Guide to California's SB 375, Natural Resources Defense Council, June 2009)

If most of California's growth continues to follow typical sprawl development patterns, the result will be higher costs of local services, continued loss of farmland and open space, and increased dependence on automobiles. Consequently, the total number of annual vehicle miles traveled in California is expected to increase from 296 billion miles in 2000 to 400 billion miles by 2020, a 33% increase. (Statewide Transit-Oriented Development Study: Factors for Success in California, CalTrans, 2002) Even with much greater fuel efficiency and low-carbon fuels, California will not be able to achieve its climate goals unless it can reduce the rate of growth in vehicle miles traveled. (A Guide to California's SB 375, Natural Resources Defense Council, June 2009).

TOD Benefits Individuals, Communities, Regions and the State

Nearly a decade ago, Caltrans conducted a study on the factors for successful TOD in California, and cited numerous benefits of TOD (Statewide Transit-Oriented Development Study: Factors for Success in California, CalTrans, 2002):

- **TOD provides mobility choices.** By creating activity nodes linked by transit, TOD provides important mobility options that are very much needed in congested metropolitan areas. This also allows young people, the elderly, people who prefer not to drive, and those who do not own cars the ability to get around.
- **TOD increases public safety.** By creating active places that are busy through the day and evening, and providing “eyes on the street,” TOD helps increase safety for pedestrians, transit-users, residents, and businesses.
- **TOD increases transit ridership.** TOD improves the efficiency and effectiveness of transit service investments by increasing the use of transit by 20% to 40%.
- **TOD reduces rates of vehicle miles traveled.** Vehicle travel in California has increased faster than the state’s population for years. TOD can lower annual household rates of driving by 20% to 40% for those living, working, and shopping near transit stations.
- **TOD increases households’ disposable income.** Housing and transportation are the first and second largest household expenses, respectively. TOD can free-up disposable income by reducing driving costs, saving an estimated \$3,000 to \$4,000 per year for each household.
- **TOD reduces air pollution and energy consumption rates.** By providing safe and easy pedestrian access to transit, TOD lowers rates of air pollution and energy consumption. Also, TODs reduce rates of greenhouse gas emissions by 2.5 to 3.7 tons per year for each household.
- **TOD conserves resource lands and open space.** Because TOD consumes less land than low-density, auto-oriented growth, it reduces the need to convert farmland and open spaces to development.
- **TOD promotes economic development.** TOD is increasingly used as a tool to help revitalize declining urban neighborhoods and to enhance tax revenues for local jurisdictions.
- **TOD decreases infrastructure costs.** Depending on local circumstances, TOD can help reduce overall infrastructure costs for expanding water, sewage, and roads to local governments by up to 25% through more compact and infill development.
- **TOD promotes affordable and work-force housing.** TOD increases the stock of lower-cost housing and reduces household transportation expenditures, thereby increasing disposable income available to cover housing costs. Housing costs for land and structures can be significantly reduced through more compact growth patterns.

The Current Market Favors TOD and Multi-Family Infill Housing

Several broad demographic trends influencing California's future are expected to contribute favorably to the market demand for TODs. For housing, these trends not only include unprecedented population and household growth, but a shortfall in housing production and a significant need for housing that is affordable to many households in California. Former homeowners who lost their properties to foreclosure are now pouring into the rental market. Meanwhile, tightened credit standards are making it tougher for potential buyers to qualify for a home loan, despite very low interest rates. Compounding the demand for rental housing, Gen-Yers are less interested in home ownership and are unwilling to sign up for the long commutes that their parents lived with.

Los Angeles County is expected to be a renters' market for some time to come, and this project fulfills an important need for multi-family, workforce housing located adjacent to transit and near major employment centers.

We appreciate greatly the diligent work of planning staff and the other County departments and agencies to help form this important TOD project. The project team looks forward to presenting the project to the Commission and answering any questions that you may have.

Sincerely,



Charles J. Moore

56290M057389v1

cc: Roger Moliere, Metro
Richard Bruckner
Sorin Alexanian
Sam Dea
Carolina Blengini
Patricia Keane
Steve Burger
Janna Masi

Proposed Condition of Approval

The permittee offered to provide \$300,000 for community circulation improvements in proximity to the Project Site, including, but not limited to 117th Street and Judah Avenue. A dedicated interest-bearing fund or other similar deposit methods shall be established to the satisfaction of the Department Public Works and Department of Regional Planning prior to final map approval for Tentative Tract Map No. 070853. The usage of the fund shall be subject to the following guidelines:

- a. The president of the Del Aire Neighborhood Association (Association) shall submit a request in writing to the Director of Regional Planning within two (2) years of the issuance of a certificate of occupancy for the Project for expenditure of funds for circulation improvements within the Del Aire Community. The request shall indicate the types and locations of the improvement.
- b. If no written request has been submitted by the president of the Association as mentioned-above the permittee may request in writing a refund of the deposit. If building permits have not been issued and construction of the Project has not commenced, the request shall be accompanied by an application for reversion of acreage pursuant to Title 21 and the Subdivision Map Act and all monies deposited by the permittee, including any interest, pursuant to this condition shall be returned to the permittee upon recordation of the final map for the reversion to acreage.
- c. The fund shall be for the sole purpose of providing road improvements for streets within the Del Aire Community which include, but not limited to the following: parkway/median and sidewalk improvements, landscaping public right-of-ways, curb pop-outs; special signage; creation and/or implementation of parking restrictions; and circulation restrictions such as turn prohibitions, truck access prohibitions and striping. The community circulation improvements will only be constructed within the public right-of-way and will otherwise not require construction or modification of existing improvements on private property.
- d. The requested improvements and the uses of the fund shall be to the satisfaction of the Department of Public Works and other responsible agencies having jurisdictional authority over the specific improvement.



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

DATE: April 7, 2011

TO: Pat Modugno, Chair
Esther L. Valadez, Vice Chair
Leslie G. Bellamy, Commissioner
Harold V. Helsley, Commissioner
Curt Pedersen, Commissioner

FROM: Samuel Z. Dea, Supervising Regional Planner
Special Projects Section

SUBJECT: **AGENDA ITEM NO. 6**
PROJECT NUMBER TR070853-(2)

The applicants, Kroeze Family, LLC, Kroeze, Inc. and County of Los Angeles 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 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. 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.

Attached are supplemental materials received pertaining to the above referenced item. Included are additional e-mails from the public received since the February 16, 2011 public hearing and responses to Planning Commission's directives received at the February 16 public hearing.

Below is a brief summary of the February 16 public hearing and the direction that the Commission provided to staff and the applicant involving continuation of the hearing on April 20, 2011.

February 16, 2011 PUBLIC HEARING

At the February 16, 2011 public hearing, the Commission heard a presentation from staff and testimony from representatives of the Applicants and members of the public. Commissioners Bellamy, Helsley and Modugno were present. Commissioner Valadez was absent. At the time of the hearing, the commission seat for the Fourth Supervisorial District was vacant. The applicant's representatives, Charles Moore and Roger Moliere, and the project architect, Dan Withee, testified in favor of the project. Two additional persons testified in favor of the project and three local residents testified with concerns regarding the proposed access and the density of the development.

The Commission directed the Applicants and County staff to conduct a meeting in the Del Aire community to receive additional testimony from local residents. There being no further testimony or discussion, the Commission voted to continue the public hearing to April 20, 2011, to provide time for staff and the applicant to hold the community meeting, to prepare the Final Environmental Impact

Report and draft findings and conditions for the Commission's consideration and possible final action on the applicant's request.

STAFF RESPONSES TO THE COMMISSION'S DIRECTIVES

A community meeting was held at the Del Aire County Park located on 12601 South Isis Avenue, Hawthorne, on March 26, 2011 from 9 a.m. to 11:30 a.m. Representatives from the Departments of Regional Planning, Public Works and Fire and the project applicant's team were present. A total of 128 public meeting notices were sent to the Del Aire community on March 10, 2011. The meeting agenda and audio recording are included in this package.

Samuel Dea from Regional Planning began the meeting with a description of the entitlements requested and process status, which was followed by a presentation made by the project architect, Dan Withee. The traffic engineer followed with a description of the project traffic features and addressed an alternative to the proposed 117th Street cul-de-sac that was suggested in a letter submitted by the Del Aire Neighborhood Association at the February 16 hearing. The Neighborhood Association's main concern is that many drivers currently use Judah as an alternative to Aviation Boulevard after exiting the 405 freeway because Judah is a four-lane road with no traffic signals or stop signs. However, the Draft EIR has considered the 117th Street cul-de-sac alternative infeasible based on several reasons including that the street closure would divert traffic to nearby streets, would be in conflict with the regulations regarding street closures provided in the California Vehicle Code and would impede access to the community by emergency vehicles. The traffic engineer presented an alternative to address the Neighborhood Association's concerns which includes an extension of the existing curb on northwest corner of the intersection between West 117th Street and Judah Avenue (see attached 117th Street & Judah Avenue - Exhibit "B"). This would preclude automobile access to the project site for traffic coming west from 117th Street and north from Judah Avenue.

Sixty-nine local residents attended the meeting and 20 speakers testified regarding the proposed project. Concerns were raised regarding the project including impacts to facilities such as libraries and schools and impacts on existing infrastructure such as the water line and wastewater system; impacts to existing traffic patterns including increased demand for on-street parking and increased traffic on the neighborhood streets; lack of housing need; and compatibility of the proposed project density with the neighborhood. These concerns are addressed below:

Impacts to facilities such as libraries and schools: As part of the project, the project applicant will pay all development fees in effect at the time of building permit issuance to the Wiseburn School District and the Centinela Valley Union High School District (EIR Mitigation Measure MM 5.3-1). The project applicant shall also remit to the Los Angeles County Public Library a fee in effect at the time of building permit issuance, pursuant to the Library Facility Mitigation Fee program (EIR Mitigation Measure MM 5.3-2).

Impacts on existing infrastructure such as the water line and wastewater system: The project will include new water and fire flow infrastructure to the satisfaction of the Departments of Public Works and Fire. The new lines will ensure adequate water and fire flow infrastructure and compliance with the County Code requirements (EIR Mitigation Measures MM 5.5-1, MM 5.5-2, and MM 3.3-2). The project will include appropriate wastewater infrastructure through the upgrade of local sewer lines and laterals necessary to serve the project. All improvements will be constructed to the satisfaction of the Department of Public Works (EIR Mitigation Measures MM 5.2-1 through MM 5.2-4)

Impacts to existing traffic patterns including increased demand for on-street parking and increased traffic on the neighborhood streets: The development will include 797 parking spaces for the residents, guests, the commercial uses and leasing office. Through the CUP, the applicant is requesting reduction of some of the parking standards. The reduction would allow for studio and one bedroom condominiums to provide one covered parking space per unit, rather than the two covered

parking spaces required by the Code; and for one bedroom apartments to provide one covered parking space per unit, rather than the one and one-half parking spaces required by the Code. The project will provide parking for all other uses on the site at the ratios required by the Code. Staff believes that this reduction is appropriate considering the transit-oriented-development character of the project and its proximity to the Metro Green Line Aviation/LAX Station and bus transfer station. All parking for the project will be easily accessible to all residents, guests and retail customers from the parking structure located centralized on the project site.

Although the proposed development will not result in excessive demand for on-street parking by the project residents, 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 (EIR Mitigation Measure MM 5.1-4.)

To address traffic concerns on neighboring streets, the applicant is considering providing funding for community circulation improvements in proximity to the project site, including, but not limited to 117th Street and Judah Avenue.

Lack of housing need: Projects such as Aviation Station are necessary to implement important public objectives to develop infill parcels along transportation corridors, reduce the reliance on automobile, and limit greenhouse gas emissions. A mixed-use development near the Green Line/Aviation Metro Station would facilitate ridership on the public transit system, thereby promoting the use of public transit.

Compatibility of the proposed project density with the neighborhood: The property is located adjacent to an established community and surrounded by major commercial and utility uses to the north and west and single family residences to the east and south. Surrounding land uses and existing infrastructure make this underutilized parcel of land ideal for redevelopment with higher density residential uses, especially since it is located at the fringe of a residential neighborhood, between the single-family homes, the metro station and the 105 freeway. The design of the project maximizes compatibility between the scale of the new development and the existing neighborhood. Proposed buildings located along Aviation Boulevard and the transit plaza are five stories tall and up to 72 feet in height, 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 buildings facing 117th Street and Judah Avenue are townhome style units and the reduction in height increases the compatibility with the scale of the one and two-story single-family houses that face the southern and eastern sides of the property site.

STAFF RECOMMENDATION

The following recommendation is made prior to close of the public hearing and is subject to change based upon testimony and/or documentary evidence presented at the public hearing. If the Commission finds the request satisfies the conditional use permit and parking permit burden of proof requirements and the requirements for a vesting tentative tract map, then staff recommends **APPROVAL** of Conditional Use Permit No. 200900024, Parking Permit No. 201000008 and Vesting Tentative Tract Map No. 070853 and recommend to the Board approval of General Plan Amendment No. 200900002 and adoption of Zone Change No. 200900002 with the attached findings, conditions and mitigation and monitoring program.

SUGGESTED APPROVAL MOTION:

"I MOVE THAT THE PUBLIC HEARING BE CLOSED AND THAT THE REGIONAL PLANNING COMMISSION ADOPT THE ENVIRONMENTAL IMPACT REPORT, MITIGATION MONITORING AND REPORTING PROGRAM, and CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS ASSOCIATED WITH CONDITIONAL USE PERMIT NO. 200900024 AND VESTING TENTATIVE TRACT MAP NO. 070853."

"I FURTHER MOVE THAT THE REGIONAL PLANNING COMMISSION APPROVE VESTING TENTATIVE TRACT MAP NO. 070853, CONDITIONAL USE PERMIT NO. 200900024 AND PARKING PERMIT NO. 201000008, AND RECOMMEND TO THE BOARD APPROVAL OF GENERAL PLAN AMENDMENT NO. 200900002 AND ADOPTION OF ZONE CHANGE NO. 200900002 WITH THE ATTACHED FINDINGS, CONDITIONS AND MITIGATION AND MONITORING PROGRAM."

Prepared by Carolina Santoro Blengini, Regional Planning Assistant II
Reviewed by Samuel Z. Dea, Supervising Regional Planner

ATTACHMENTS

117th Street & Judah Avenue – Traffic Exhibit "B"
Agenda for the Community Meeting 3/26/2011
Additional Comment Letters Received
Conditional Use Permit and Parking Permit Findings and Conditions
Vesting Tentative Tract Map Findings and Conditions
General Plan Amendment Resolution
Zone Change Resolution
CEQA Findings and MMRP
Final Environmental Impact Report (DVD)
Audio for the Community Meeting 3/26/2011(CD)

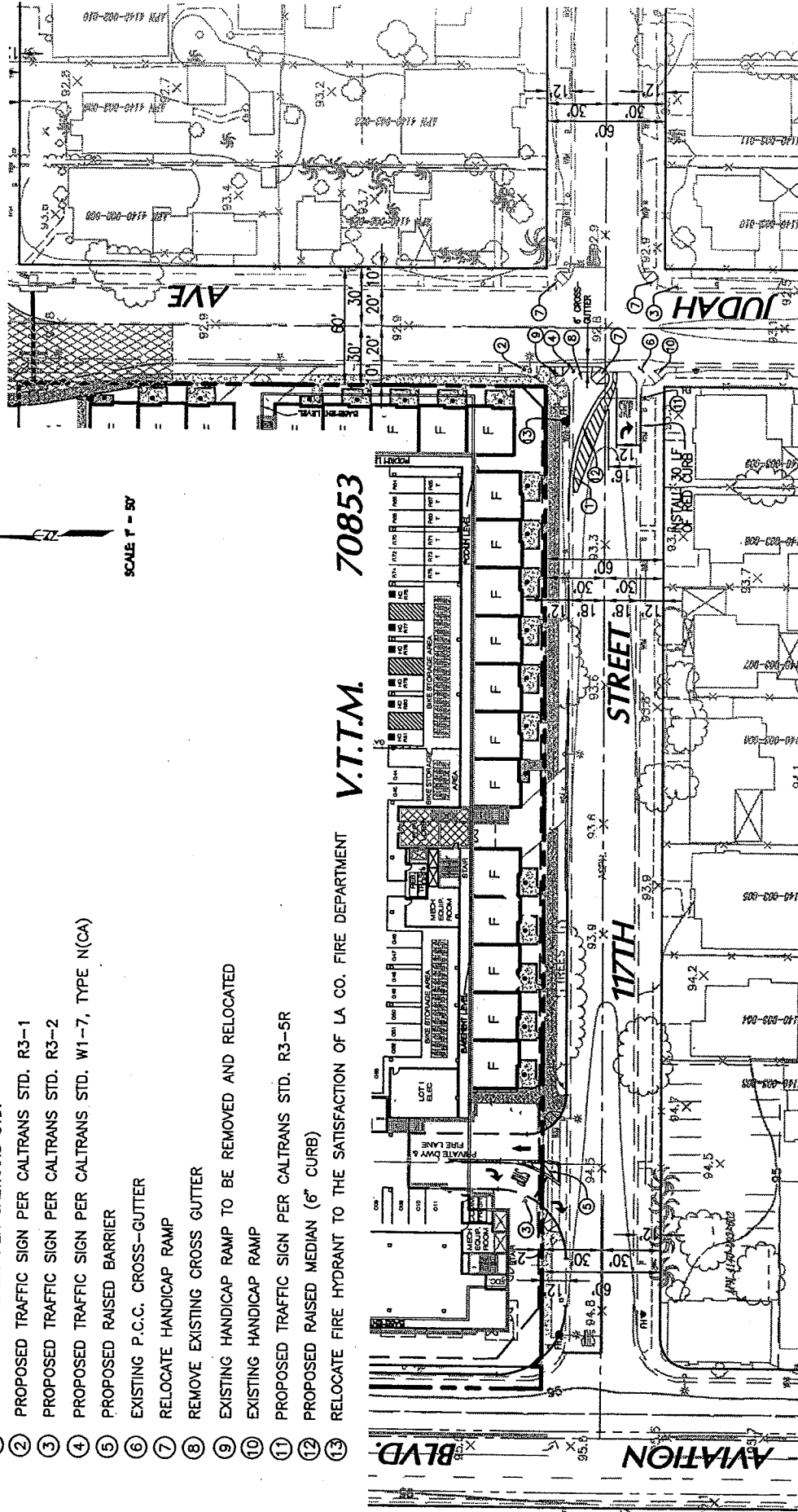
SZD:CSB
4/7/11

CONSTRUCTION NOTES

- ① PROPOSED STRIPING PER CALTRANS STD.
- ② PROPOSED TRAFFIC SIGN PER CALTRANS STD. R3-1
- ③ PROPOSED TRAFFIC SIGN PER CALTRANS STD. R3-2
- ④ PROPOSED TRAFFIC SIGN PER CALTRANS STD. W1-7, TYPE N(CA)
- ⑤ PROPOSED RAISED BARRIER
- ⑥ EXISTING P.C.C. CROSS-GUTTER
- ⑦ RELOCATE HANDICAP RAMP
- ⑧ REMOVE EXISTING CROSS GUTTER
- ⑨ EXISTING HANDICAP RAMP TO BE REMOVED AND RELOCATED
- ⑩ EXISTING HANDICAP RAMP
- ⑪ PROPOSED TRAFFIC SIGN PER CALTRANS STD. R3-5R
- ⑫ PROPOSED RAISED MEDIAN (6" CURB)
- ⑬ RELOCATE FIRE HYDRANT TO THE SATISFACTION OF LA CO. FIRE DEPARTMENT

V.T.T.M. 70853

RELOCATE FIRE HYDRANT TO THE SATISFACTION OF LA CO. FIRE DEPARTMENT



DEVELOPER:
KROEZE FAMILY, LLC
18604 AVIATION BLVD, INGLEWOOD, CA, 90304
PH (310) 643-9789

117TH STREET & JUDAH AVENUE
TRAFFIC EXHIBIT "B"
MARCH 29, 2011
VESTING TENTATIVE TRACT
NO. 70853

IDC

AGENDA

Aviation Station Project

Community Meeting Date: March 26, 2011, 9:00 a.m. – 11:30 a.m.

Meeting Place: Gymnasium, Del Aire Park
12601 South Isis Avenue
Hawthorne, California 90251

The purpose of this meeting is to allow the public to provide comments to the project applicant's representatives and to County of Los Angeles staff concerning the Aviation Station project. The project site is located south of the Metro Green Line Aviation/LAX Station, east of Aviation Boulevard, north of 117th Street, and west of Judah Avenue. The proposed project will develop approximately 5.9 acres of land with 390 residential units and 29,500 square feet of commercial space. For additional information about the project please visit the webpage <http://planning.lacounty.gov/case/view/tr070853> or contact Carolina Blengini at the County of Los Angeles Department of Regional Planning at cblengini@planning.lacounty.gov or (213) 974-1522. This meeting is not intended to, and does not, restrict the ability of the public to submit additional comments to the Regional Planning Commission and to the Board of Supervisors concerning this proposed project.

I. Introduction

A. County Staff

1. Department of Regional Planning
2. Department of Public Works
3. Fire Department

B. Applicant Representatives

1. Withee Malcolm (Architect)
2. Linscott, Law & Greenspan (Traffic Engineer)

II. Explanation of County Land Use Process and Current Status

A. Department of Regional Planning

III. Presentation of Project Concept and Design

A. Withee Malcolm

IV. Discussion of Street Improvement Considerations

A. Linscott, Law & Greenspan

V. Public Comment

VI. Closing Comments

A. Department of Regional Planning

Blengini, Carolina

From: John Aull [aulljohn@yahoo.com]
Sent: Saturday, March 26, 2011 12:01 PM
To: Blengini, Carolina
Subject: comments and concerns for project metro green line south tr070853
Attachments: CONCERNS WITH WILD GOOSE PROJECT letter to county.doc

Categories: Important

Good Morning

Please let me know that you received this attachment.

I do not wish to be a burden on you I just want my issues and comments heard by the decision makers

thank you

John Aull

Dear Ms. Carolina Blengini

I attended the meeting Saturday, March 26, 2011 and presented this list to the developer. I am aware that some of these concerns were brought up by others but I was unable to stay to speak to or hear the responses from the panel that had been assembled to address these issues and others at the meeting. Unfortunately I had a house fire only a few days earlier and with my family temporarily displaced I felt a need to be there for support. That left me unable to and have my questions answered or addressed on this day.

I personally asked that the developer respond to me directly. I also would like to make sure that these questions and concerns are presented at the next meeting of the Planning commission that is addressing this project I am not against this project. I just think that it needs some fine tuning, making minimal impact on those of us that live in Del Aire. All the upper case comments are from before the meeting and the lower case are my responses to comments from staff during the meeting and other questions that I had come up during the presentation.

I understand as the process goes there are many private and public agencies involved I would appreciate you forwarding my comments and questions to the individuals as well as the planning commission so my input will be heard.

Thank you for your assistance.

Sincerely,

John Aull

5453 w. 118 st.

Del Aire, Ca 90304

Phone 310-753-3474

CONCERNS WITH WILD GOOSE PROJECT

FIRST I UNDERSTAND THE LAW ONLY REQUIRES NOTICES TO A SMALL RADIUS OF THE PROJECT. BUT THIS PROJECT HAS TO DO WITH ALL OF DEL AIRE AND I THINK THE DEVELOPER SHOULD UNDERSTAND THAT AND MAKE SURE THE ENTIRE TRACT RECEIVES NOTICES THAT HAVE TO DO WITH THE PROJECT. WE SHOULD AS CITIZENS OF THIS COMMUNITY NOT HAVE TO MAKE SURE THE WORD GETS OUT

THIS BEING SAID I HAVE A FEW CONCERNS:

WHAT HAS BEEN DONE TO KEEP THE TRAFFIC FROM THE PROJECT FROM USING THE LOCAL STREETS FOR PARKING TO GAIN ENTRANCE TO THE PROJECT? EITHER BY FOOT OR VEHICLE?

WHAT HAS BEEN DONE TO THE HEIGHT OF THE PROJECT? ALLOWING US TO KEEP OUR PRIVACY FROM THE WINDOWS OF THE APARTMENT DWELLERS. If I understand from today's meeting the area between 116 and 117 west of

Judah will only be condo's is that correct? The design firm represented that the project would only have patios on the outer units no front doors. How high will the walls of the patios be and what is going to keep the condo residents from just hopping the patio walls to gain entry. Also this puts the patios at the front doors of the residents in Judah and 117 street.

CAN THE CURRENT ELEMENTARY SCHOOL HANDLE THE POSSIBLE INFLUX OF MORE CHILDREN?

WILL THE WISEBURN SCHOOL DISTRICT RECEIVE MONEY FROM THE PROJECT ?

HOW ABOUT THE POSSIBLE INCREASE IN CRIME? WE ONLY HAVE ONE SHERIFF CAR ASSIGNED TO THE AREA AND THAT CAR IS VERY SELDOM IN THE NEIGHBOR HOOD. WILL THE PROJECT HAVE A SECURITY TEAM SO NOT TO TAKE AWAY FROM OUR CURRENT LIMITED PATROL?

CAN THE FRESH AND WASTE WATER SYSTEMS HANDLE THE EXTRA USAGE? OUR THERE PLANS TO UP GRADE THE EXISTING SYSTEM TO HANDLE THE EXTRA USE?

WHAT ABOUT OUR OWN ZIP CODE? I UNDERSTAND THAT IS IN THE WORKS WHAT IS THE STATUS OF THAT HAPPENING?

WHAT HAS BEEN DONE TO KEEP THE TRAFFIC FROM THE PROJECT FROM USING THE LOCAL STREETS FOR PARKING TO GAIN ENTRANCE TO THE PROJECT? EITHER BY FOOT OR VEHICLE?

ADEQUATE PARKING FOR EMPLOYEES, AND PATRONS OF THE RETAIL, I FIND THE RATIO OF EMPLOYEE TO (1 VEHICLE TO EVERY 600SQ FEET) SQUARE FOOTAGE IS TOO LOW AND THE PATRON PARKING TO SQ. FOOTAGE FOR MOST BUSINESS SUGGESTED OCCUPANTS IS TOO LOW AS WELL IF ANY OF THE RETAIL IS 24 HOUR THAT CREATES MORE ISSUES WITH PARKING NOISE AND CRIME. It was mention that there would be the same number of parking spaces in the Park and Ride lot as there is today. Today that is not enough for the people that use it. There has to be a larger lot for the park and ride. At this meeting today it was also stated that the guest parking would be shared by the residents and the retail/commercial space. I feel that falls short of what will actually be needed.

ADEQUATE PARKING FOR RESIDENCE SECOND CAR, BOATS AND MOTOR HOMES. WE CURRENTLY HAVE A PROBLEM WITH LONG TERM PARKING ON 116ST AND ON ISIS WITH VEHICLES OF ALL TYPES.

ADEQUATE PARKING FOR GUESTS FOR EACH UNIT!!! IF ONE UNIT HAS A PARTY OF 10 VISITORS THAT'S A MIN. OF 5 CARS.

IS ALL THE NEW CONSTRUCTION GOING TO HAVE SPRINKLERS

WHAT LEVEL OF INCOME ARE THE PROPOSED OWNERS AND TENANTS. IS THERE A GUARANTEE THERE WILL NOT BE MORE PEOPLE PER UNIT THEN THE UNITS ARE DESIGNED FOR. Today they indicated that the Condo's demographic was younger professionals, perhaps aerospace workers and the like. What makes this project better to occupy that the other two large complexes that we have bordering are community now. The vacancy rate of the current projects appears to be high in my opinion.

WILL WE HAVE A GUARANTEE NO "REGISTERED SEX OFFENDERS WILL OCCUPY THE COMPLEX???"

CUL-DE-SAC 116 AND 117 SO THERE IS ONLY ACCESS TO THE PROJECT AND NOT TO THE COMMUNITY. Currently the emergency personnel and equipment come from the County. Sheriff from the new So. West Station, Imperial and Normandy. This service should not be impacted as the units I have been told are in the area any way and cul-de-sac the streets would just give less access for crime and less exit for the people committing the crime. So for police protection it seems like kind of a wash. Fire life safety would be the next issue. Currently we have County Fire. They could be responding from any station. Lennox, currently being the closest. Inglewood 108 and Crenshaw, Hawthorne 120 and Crenshaw, Hawthorne headquarters or Hawthorne Rosecrans and Hindry. And of course the possibility of El Segundo City Fire going County and there current station 2 would then become the closest. My point with the Fire department is that most of there response teams would hypothecly be coming from the west or the south of the project and cul-de-sac 117th would not really have an affect on 116th or 117 sty. The response I think would not be any different than today regardless of how traffic flows on 117 street

WHERE IS THE ELECTRIC POWER BEING DRAWN FROM? NORTH OR SOUTH EDISON? CAN THE GRID HANDLE THE EXTRA STRAIN?

OTHER ENVIRONMENTAL ISSUES: AUTO EXHAUST, CONSTRUCTION DUST, CONSTRUCTION NOISE.

THIS AREA WAS DESIGNED FOR SINGLE FAMILY HOUSING AND THE STREETS AS WELL AS THE SCHOOLS. WHAT ABOUT OPEN GREEN SPACE ON THE EAST SIDE OF THE PROJECT. PERHAPS SOME OF THE PROJECTS LAND CAN BE GIVEN AND MAINTAINED AS A PARQUETS SINCE THERE IS NO PARK LIKE AREA IN THE NORTH END OF THE DEL AIRE COMMUNITY.

BOTTOM LINE THIS PROJECT MUST NOT HAVE ANY NEGATIVE EFFECT ON THE SURROUNDING RESIDENTS OR COMMUNITY. IF THIS IS NOT 100% BENEFICIAL TO THE DEL AIRE COMMUNITY IT SHOULD BE DOWN SIZED UNTIL IT IS 100% BENEFICIAL.

IT HAS BEEN SAID THAT THE PROJECT IS GOING FORWARD NO MATTER WHAT THE COMMUNITY WANTS. HAVING DEALT WITH THESE TYPES OF GROUP PROJECTS BETWEEN PRIVATE LAND OWNERS AND COUNTY GOVERNMENT BEFORE IT IS PROBABLY TRUE. BUT IT IS MY HOPE THAT THE DEVELOPER AND COUNTY WILL BE RESPECTFUL OF THE SURROUNDING AREA, OVER DEVELOPING THE AREA BECAUSE YOU CAN IS NOT FAR TO THOSE OF US THAT BOUGHT HERE AND LIVE HERE BECAUSE IT IS A NICE QUIET AND SAFE PLACE WITH GOOD SIZED LOTS AND MANY DIFFERENT TYPES OF HOMES NOT CONDO'S AND APARTMENTS. WE HAVE BEEN TOLD THAT THE LETTER OF THE LAW ALLOWS THE DEVELOPER TO GO FORWARD WITH THE DENSITY OUTLINED. BUT LETS TAKE A LOOK AT THE SPIRIT OF THE LAW AND THE SURROUNDING HOUSING AND HOMES. THE PLACES THAT WILL BE REMOVED BELONG TO THE DEVELOPER AND HAVE BECOME AN EYESORE FOR THE MOST PART. PERHAPS IF HE WAS TO DEVELOP THEM INTO NICE HOMES.

THE DEVELOPERS NEED TO TREAT US AS IF THEY WERE GOING TO REMAIN OUR NEIGHBORS AND HAD TO SEE US EVERYDAY FOR THE REST OF THERE LIVES AND RAISE THERE FAMILIES IN THE SAME ENVIRONMENT AS THEY ARE TRYING TO FORCE US TO RAISE OURS.

Blengini, Carolina

From: Rebecca Kelly [rkelly@lareminc.com]
Sent: Wednesday, March 30, 2011 5:23 PM
To: Blengini, Carolina
Subject: Aviation Station Project
Attachments: image001.jpg; image003.gif

Located south of the Metro Green Line Aviation/LAX Station, east of Aviation Blvd, north of 117th St and west of Judah Ave.

I attended the March 26 community meeting in Del Aire and was concerned to learn that the parking ratio used to establish the number of parking spaces per unit was a "guesstimate". According to the architect present, there are no specific building codes established to address parking ratios in units located next to public transportation. Thus, a number of the units have no parking spaces allocated to them. Really? As a commercial property broker and property manager that has overseen multiple developments, this seems like a ludicrous shot in the dark that will undoubtedly affect the residents in the neighborhood detrimentally. I find it beyond belief that anyone associated with the L.A. Dept of Regional Planning would want to be a part of such a decision-making process.

I highly object to the City using my neighborhood as a guinea pig for such a build-out.

Rebecca Kelly
Director, Asset Management



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**FINDINGS AND ORDER OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES**

PROJET NO. TR070853-(2)

CONDITIONAL USE PERMIT NO. 200900024

PARKING PERMIT NO. 201000008

ENVIRONMENTAL ASSESSMENT NO.200900024

HEARING DATES: FEBRUARY 16, 2011 AND APRIL 20, 2011

SYNOPSIS

The applicants, Kroeze Family, LLC, Kroeze, Inc. and the Los Angeles County Metropolitan Transportation Authority ("Applicants"), request approval of a general plan amendment, zone change, tentative tract map, conditional use permit and parking permit to accommodate a mixed-use transit-oriented development consisting of 390 residential units (278 condominium units and 112 apartment units) and 29,500 square feet of commercial/retail space on a 5.9-acre site ("Project Site") adjacent to the Green Line Aviation/LAX Station in the unincorporated community of Del Aire.

PROCEEDINGS BEFORE THE REGIONAL PLANNING COMMISSION

February 16, 2011 Public Hearing

A duly noticed public hearing was held on February 16, 2011, before the Regional Planning Commission ("Commission"). The Commission heard a presentation from staff and testimony from representatives of the Applicants and members of the public. Commissioners Bellamy, Helsley and Modugno were present. Commissioner Valadez was absent. At the time of the hearing, the commission for the Fourth Supervisorial District was vacant. The Applicants' representatives, Charles Moore and Roger Moliere, and the project architect, Dan Withee, testified in favor of the project. Two additional persons testified in favor of the project and three local residents testified with concerns regarding the proposed access and the density of the development.

The Commission directed the Applicants and staff to conduct a meeting at the Del Aire community to receive additional testimony from local residents. There being no further testimony or discussion, the Commission voted to continue the public hearing to April 20, 2011, to provide time for the staff and the applicant to hold the community meeting, to prepare the Final Environmental Impact Report, and to prepare draft findings and conditions for the Commission's consideration and final action on the vesting tentative tract map, conditional use permit, and related entitlements.

April 20, 2011 Public Hearing

[Reserved for summary of proceedings on April 20, 2011, public hearing.]

FINDINGS

1. The Applicants are requesting a Conditional Use Permit ("CUP") 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 on a 5.9-acre site that consists of two parcels that will be developed as a contiguous project site. The development consists of subdividing the site into two lots to accommodate 278 condominium units, 112 apartment units and approximately 29,500 square feet of commercial/retail space. Lot 1 will be 3.2 acres, and Lot 2 will be 2.7 acres. The Applicants are also requesting a Parking Permit to allow reciprocal access between the two proposed lots, and approximately 39 percent or 312 of the 797 proposed parking spaces for the development to be in the tandem configuration.

2. A Conditional Use Permit is required to ensure compliance with the requirements and standards of the proposed MXD and Development Program zone pursuant to Sections 22.40.520 and 22.40.040 of the Los Angeles County Code for the proposed development and to ensure that development occurring after rezoning will conform to the approved plans and be compatible with the surrounding area.
3. CUP No. 200900024, and Parking Permit No. 201000008 were heard concurrently with Plan Amendment No. 200900002, Zone Change ZC200900002 and Vesting Tentative Tract Map No. 070853. Approval of the vesting tentative tract map will not become effective unless and until the Board of Supervisors has approved the General Plan Amendment and adopted an ordinance effecting the change of the zone and such ordinance has become effective, and until the Local Agency Formation Commission for the County of Los Angeles ("LAFCO") has approved a jurisdictional boundary change 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 tract map.
4. General Plan Amendment No. 200900002 is a related request to amend the 3.2-acre portion of the Project Site that is located within unincorporated County from Countywide General Plan Category 1, Low Density Residential to Category 4, High Density Residential, and to pre-designate as Category 4 the 2.7-acre portion of the Project Site that is located within the City, 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.
5. Zone Change No. 200900002 is a request to change 0.9 acres of the Project Site 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; and to pre-zone the 2.7-acre portion of the Project Site that is located within the City 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. The DP-Development Program will ensure that development occurring after rezoning will conform to the approved plans and be compatible with the surrounding area. As applied to this case, the conditional use permit will authorize the development of a mixed use development on the Project Site.

6. Vesting Tentative Tract Map No. 070853 is a related request 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. Lot 1 will be developed with 112 apartment units, 8,000 square feet of commercial/retail space and 523 parking spaces; and Lot 2 will be developed with 278 condominium units, 21,500 square feet of commercial/retail space and 274 parking spaces.
7. The Project Site located within both the unincorporated community of Del Aire in the County and the City, 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. Approximately 3.2 acres of the Project Site are located within the County area and the remaining 2.7 acres are located within the City.
8. Regional access to the Project Site is provided by the 105 and 405 freeways, which are located to north and east, respectively. Immediate access from the west to Project Site is provided through Aviation Boulevard, from the south through 117th Street and from the east through Judah Avenue. Pedestrian access is provided from West 116th Street to the Metro Green Line/Aviation Station site.
9. 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 (seven single-family homes and two duplexes), a commercial structure, a motel, and surface parking lot.
10. Surrounding land uses within a 500-foot radius of the project site are the Metro Green Line Aviation/LAX Station, bus transfer station, and a Park-and-Ride Lot to the north, single-family residences to the east and single-family residences, a motel, and a liquor store to the south. Land uses to the west are utility, industrial, parking, and the railroad.
11. Approximately 0.9 acres of the subject property is zoned C-1 (Restricted Business), 2.3 acres is 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). The detachment of territory from the City will require the subsequent action of Local Agency Formation Commission (LAFCO). Upon LAFCO approval of the

detachment of the incorporated portion of the Project Site from the City and annexing it to the County, a zoning designation consistent with the remainder of the Project Site will be in place for the subject property.

12. Properties to the north of the project site are zoned PF (Public Facility) and LAX (Los Angeles International Airport) within the City of Los Angeles. Properties are zoned R-1 (Single-Family Residence) to the east and south and MU-N (Urban Mixed Use North) within the City of El Segundo to the west.
13. The subject property is designated a Low Density Residential in the Los Angeles Countywide General Plan Land Use Policy map and Public Facility in the City of Los Angeles General Plan. Concurrent with this approval, the Commission has recommended that the Board of Supervisors approve an amendment to the Countywide General Plan to amend the 3.2-acre portion of the Project Site located within the County to High Density Residential and predesignate the 2.7-acre portion of the Project Site located within the City from Public Facility under the City of Los Angeles General Plan to Category 4, High Density Residential. 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.
14. The Project Site 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 related general plan amendment and zone change will require an ALUC consistency determination pursuant to Section 21676(b) of the PUC, and the project approvals will be conditional on an ALUC finding of consistency.
15. The site plan, labeled Exhibit "A", for the Conditional Use Permit and Tentative Map depicts a two-lot subdivision with a total of 390 residential units and 29,500 square feet of commercial/retail space on the 5.9-acre Project Site. Each lot contains multi-story buildings to accommodate the residential units and commercial/retail space. Lot 1 is 3.2 acres in size and Lot 2 is 2.7 acres in size. There are 278 condominium units, 523 parking spaces and 8,000 square feet of commercial/retail space located within Lot 1; and 112 apartment units, 272 parking spaces and 21,500 square feet of commercial/retail space within Lot 2. A total of four buildings over a two-level parking garage are proposed on the Project Site. The height of the buildings facing south and east range from two to four stories. The maximum height of the proposed buildings is 72 feet. The site plan indicates 797 parking spaces and 92,114 square feet of open space. Primary vehicular access to the Project Site will be provided by Aviation Boulevard, which is a County designated Secondary Highway. Secondary access is provided through West 117th Street. Pedestrian access is depicted along

the northern portion of the Project Site between the Green Line Transit Station improved with amenities such as seating areas and landscaping. Additional access is also provided along Aviation Boulevard, 117th Street and Judah Avenue to the west, south, and east respectively.

16. The Exhibit "A" also includes a Conceptual Signage Program which includes ten different types of signs, graphics, or other wayfinding indicators. 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 to accommodate the location of commercial land uses and the anticipated increase of vehicular and/or pedestrian traffic. Signs that are informational in nature such as building identifier, directional, wayfinding are proposed along West 117th Street and Judah Avenue.
17. Approximately 62,800 cubic yards of grading, or earth movement, will be needed to accommodate the proposed development. The grading is necessary to construct the subterranean parking structure and utility infrastructure. Approximately 61,000 cubic yards of soil from the project site will be cut and exported off-site with the remaining 1,800 cubic yards used as backfill.
18. Domestic water will be provided to the project site 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 Service will be provided by AT&T. The project site is within the boundaries of the Wiseburn School District, and the Centinella Valley Union High School District.
19. The technical and engineering aspects of the project have been resolved to the satisfaction of the Los Angeles County Department of Public works, Fire, Parks and Recreation, Public Health and Regional Planning.
20. The proposed use for the subject property is appropriate because its location allow the efficient use of existing infrastructure and services, as the site is compatible with surrounding uses, adjacent to a transit station and will support State and County efforts to provide workforce housing near major employment centers and transit stations, reverse global climate change, increase use of public transportation, decrease air pollution and contribute to energy conservation. Design features such as building orientation and inclusion a mix of housing and commercial uses compliment and protect surrounding uses. The Project's location within an urbanized area, surrounded by major commercial uses and regional employment centers and proximity to well developed transit corridors, makes it ideal for redevelopment with higher density residential uses.

21. The site is physically suitable for the type of development being proposed, as the property is relatively flat, adequately served by public utilities and of appropriate size to adequately fit the proposed development and comply with the MXD Zone standards.
22. The subject property is of adequate size and shape to accommodate the yards, walls, fences, parking, landscaping and other accessory structures excepts as otherwise modified, as shown on the vesting tentative tract map and Exhibit "A".
23. The proposed project is consistent with the development standards and requirements applicable to the MXD-68U-DP Zone, as set forth in Section 22.40.510 of the County Code, as well as the requirements of the DP zone, pursuant to Sections 22.40.030 through 22.40.080 of the County Code.
24. Pursuant to Section 22.40.520.B(1)(a), mixed use development projects are contemplated for parcels of land containing not less than 5 acres. Here, there are two individual parcels comprising the development site, each of which is less than 5 acres in size, but together they total approximately 5.9 acres. The parcels are planned for development as a single, unified project spanning the entire 5.9 acre site, therefore, the proposed mixed use development would take place on a site that is not less than 5 acres in size. Additionally, the Code allows for mixed use developments on lots that are less than 5 acres so long as the development constitutes an appropriate and orderly extension and/or arrangement of buildings, facilities and open space, in addition to meeting all other applicable Code requirements. The proposed project constitutes such a development because it is proposed as a single development with four buildings organized above a parking structure and separated by outdoor spaces and amenities connected by paved pathways lined with landscaping which maximizes open space and density. The development interfaces well with the community since it allocates the commercial uses with residential units above facing Aviation Boulevard and the transit station and the two-story townhome style units facing the single-family houses along 117th Street and Judah Avenue. The compact parking structure is located at the center of the project site, framed by commercial and residential buildings, which allows the parking spaces to be easily accessible by all uses within the property while concealed from street view maximizing visual compatibility with the surrounding residential community.
25. The proposed project is required to comply with the development standards of the MXD zone pursuant to Section 22.40.520 of the County Code, except as otherwise modified by this CUP.
26. The project is consistent with the uses allowed in the MXD zone and with the following standards: required area, design features, open space, landscaping,

building design, residential density, utilities and access. In accordance with Section 22.40.520B, the Commission modified the following requirements of the MXD zone:

- a) Lot No. 1: To allow a Floor Area Ratio ("FAR") of 2.43.
- b) Lot No. 1: To allow Building Coverage of 85 percent.
- c) Lot Nos. 1 and 2: To allow the following changes in parking standards:
 - i. Studio Condominium: one covered parking space per unit
 - ii. One Bedroom Condominium: one covered parking space per unit
 - iii. One Bedroom Apartments: one covered parking space per unit
- d) Lot Nos. 1 and 2: To allow the following standards for building identification signs:
 - i. Building identification signs located on the building elevations facing Aviation Boulevard (west) and transit plaza (north) shall not exceed the size depicted on the Conceptual Signage Program.
 - ii. Building identification signs located on the building elevations facing West 117th Street and Judah Avenue shall be limited to a maximum of five percent of the building wall.

27. The Applicants has requested modification of lot coverage and floor area ratio to allow Lot 1 to exceed the maximum building coverage and FAR standards in the MXD zone. Lot 1 has a FAR of 2.43 and Building Coverage of 85 percent, which exceeds the 2.0 FAR and 50 percent Lot Coverage County Code standards. Although Building Coverage and FAR of Lot 1 exceed the County standards, modification of the lot coverage requirement is appropriate for the project because of its urban development character and proximity to an existing transit station. Current planning practices and state law encourage residential densities of established communities be increased and redevelopment of low-density urban areas with existing services such as mass transit to reduce sprawl, traffic impacts and greenhouse gas emissions. An effective method to encourage such redevelopment is to modify Building Coverage standards on urban infill sites located adjacent to transit hubs. Lot 2 meets the applicable requirements related to FAR and lot coverage, with an FAR of 1.36 and a 47 percent lot coverage.

28. There will be no need for the number of parking spaces required by Part 11 of Chapter 22.52 because the proposed project is a transit oriented development. 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. The Applicants have requested a reduction in the parking requirement contained in Part 11 of Chapter 22.52 of the County Code. The reduction would allow for studio and one bedroom condominiums to provide one covered parking space per unit, rather than the two covered parking spaces required by the Code; and for one bedroom apartments to provide one covered parking space per unit, rather than the one and one-half parking spaces required by the Code. The project will provide parking for all other uses on the site at the ratios required by the Code. Pursuant to

the Code, a total of 964 parking spaces would be required (846 for the residences and 118 for the commercial/retail or 658 for Lot 1 and 306 for Lot 2). Under the requested modification, the project will provide one parking space for each one-bedroom or studio condominium unit and one parking space for each one-bedroom apartment unit, which along with the required parking for the other uses, will result in a total of 797 parking spaces on the project site. The requested reduction is a 17 percent reduction of required parking spaces pursuant to the County Code.

29. A two-level parking structure with 763 parking spaces is proposed on the project site with 679 (including 312 tandem spaces) parking spaces reserved for the residential units and guests and 84 parking spaces reserved for the commercial/retail uses. All the residential parking will be provided in a secured gated area. An additional 34 parking spaces for the commercial/retail area is also proposed on a surface parking area located on the northeast portion of the project site.

The requested modification is appropriate as the subject property is in close proximity to Green Line Station and a bus transfer station. The County adopted the Transit Oriented Districts Ordinance (Chapter 22.44 Part 8 of County Code), which provides that required parking for certain uses may be reduced by 20 percent along the Metro Green Line Transit Oriented Districts and by 40 to 60 percent along the Metro Blue Line Transit Oriented Districts. Although located adjacent to a Metro Green Line station, the subject property is not 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.

30. Neither of the proposed lots will contain enough parking spaces to meet the standard Code requirement of 964 spaces. However, as modified the proposed development requires a total of 797 parking spaces (523 spaces for Lot 1 and 274 for Lot 2). The site plan depicts 512 parking spaces located on Lot 1 and 285 parking spaces located on Lot 2. The proposed parking configuration requires Lot 2 to allocate 11 surplus parking spaces to Lot 1. In addition to the modification of the required parking ratios, the applicant also requested approval through the parking permit to allow reciprocal access and share parking between Lot 1 and Lots 2. 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.
31. There will be no conflicts arising from special parking arrangements allowing shared facilities, tandem spaces or compact spaces. The parking spaces will be shared between two lots but the project will be treated as a unified development. There are conditions contained in this permit and the tentative map to guarantee shared and

reciprocal access and shared parking between the two lots in the project site. Tandem parking spaces are proposed only for residential units and will be shared by members of the same household. No compact parking spaces are being proposed.

32. The project does not propose any off-site facilities, leases of less than 20 years, rear lot transitional parking lots or uncovered residential parking spaces.
33. 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. The proposed project is a transit oriented development and 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. Therefore, it is not expected that excessive off-site parking will occur.

Although the proposed development will not result in excessive demand for on-street parking by the project residents because of the project site's proximity to public transit, 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.

34. The Exhibit "A" Conceptual Signage Program depicts ten different types of signs, graphics or other wayfinding indicators. 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 building identification signs as defined by the County Code Section 22.52.930 (building identifier and building identity blade as defined in the Conceptual Signage Program). Building identification signs located on the building elevations facing Aviation Boulevard (west) and transit plaza (north) shall not exceed the size depicted on the Conceptual Signage Program (10 percent of the building façade). However, building identification signs located on the building elevations facing West 117th Street and Judah Avenue shall be limited to a maximum of five percent of the building façade.

Larger signs are more appropriate on the building facades facing Aviation Boulevard (west) and transit plaza (north) than on those that face 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 facade faces an elevated rail

station and the 105 Freeway. 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 appropriate. Therefore, the building identification signs oriented toward West 117th Street and Judah Avenue are limited to a maximum of five percent of the building facade.

35. The design of the project and proposed improvements will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area since sewage disposal, storm drainage, fire protection, and geological and soils factors are addressed in the conditions of approval. The proposed commercial component of the project will only face Aviation Boulevard and the Aviation/Green Line Station, while two-story townhome style units face the single-family residences along West 117th Street and Judah Avenue. This design approach increases the compatibility between the proposed development and the scale of the one and two-story single-family residences to the south and east of the project site.
36. The development program provides conditions to ensure that the development occurs conforming to the approved plans and use since the project plans, CUP, and Parking Permits are critical for the approval of this project at this location. The program ensures that the plan that is replacing a lesser type of development is compatible with the surrounding neighborhood and does not represent a menace to the public convenience, welfare or development needs of the area.
37. There is no evidence that the proposed project will jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.
38. The subject project site is appropriate in size and shape to accommodate the yards, walls, fences, parking, landscaping, loading facilities and other development features and will fully integrate the proposed uses with the surrounding area. The project site is 5.9 acres in size and accommodates the proposed development according to the standards of the MXD zone. Two-story townhome style units face the single-family residences on West 117th Street and Judah Avenue which increases the compatibility between the proposed development and the scale of the one and two-story single-family residences to south and east of the project site. The proposed commercial uses along Aviation Boulevard and Green Line Station are compatible with the scale of existing developments.
39. The project satisfies the open space requirements for mixed use developments. Pursuant to Section 22.40.520.B.4, open space shall comprise not less than 30 percent of the net area of the project site. The subject project contains a total of 92,114 square feet of open space which is approximately 37 percent of the total net area of the project site. Lot 1 contains 43,826 square feet of open space which is approximately 31 percent of the lot's net-area and Lot 2 contains 48,288 square feet

of open space which is approximately 41 percent of the lot's net area. The total open space area in the project site consists 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.

40. 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. Street-level entrances and signage will be strategically placed. 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 buffering 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.

41. An 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. 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.

42. The uses in the subject mixed use project are commercial and residential, and the uses will be developed in locations and configurations set forth on the approved Exhibit "A".

43. Although the applicant did not submit a development schedule that shows the construction order of the project improvements, the two-lot configuration of the tentative tract map allows the development to take place in one phase or two phases. Conditions of approval require that a detailed development schedule be submitted to the satisfaction of the Director of Regional Planning prior to construction.
44. The applicant has satisfied the "Burden of Proof" for the requested parking permit and CUP.
45. The applicant met with the president of the Del Aire Neighborhood Association and interested local residents several times to address project design, environmental impacts, and community issues and concerns.
46. On June 6, 2009, an environmental impact report scoping meeting was held in 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.
47. On January 26, 2010, the applicant met with local residents and members of the Del Aire Neighborhood Association meeting to discuss design alternatives, the 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.
48. One phone call from a local resident was received on January 2, 2011. The caller requested information about the project and expressed concerns regarding the lack of demand for additional housing in the project area.
49. The following written correspondence regarding the project was received: a letter from the Del Aire Neighborhood Association, dated February 7, 2011, requesting that a hearing be held in the Del Aire neighborhood, West 117th street be modified to a cul-de-sac, and pedestrian access to the project site at 116th Street be eliminated; a letter from the applicant's representative, Charles J. Moore (Cox, Castle & Nicholson), dated February 10, 2011, in support of the project; a letter from the co-applicant, County of Los Angeles Metropolitan Transportation Authority, dated February 10, 2011, in support of the project; an e-mail from a local resident, dated March 26, 2011, expressing concerns regarding the project including parking, traffic, school capacity, utilities capacity, among others; and an e-mail from a local resident, dated March 30, 2011, expressing concern about parking.

50. A community meeting was held at the Del Aire County Park located on 12601 South Isis Avenue, Hawthorne, on March 26, 2011 from 9 a.m. to 11:30 a.m. Representatives from the Departments of Regional Planning, Public Works and Fire and the project applicant's team were present. A total of 128 public meeting notices were sent to the Del Aire community on March 10, 2011. The audio for the meeting was recorded.

Samuel Dea from Regional Planning started with a description of the entitlements requested and process status and was followed by a presentation made by the project architect, Dan Withee. The traffic engineer followed with a description of the project traffic features and addressed an alternative to the proposed 117th Street cul-de-sac that was suggested in a letter submitted by the Del Aire Neighborhood Association at the February 16 hearing. The Neighborhood Association's main concern was that many drivers currently use Judah as an alternative to Aviation Boulevard after exiting the 405 freeway as Judah is a four-lane road with no traffic signals or stop signs. However, the Draft EIR has considered the 117th Street cul-de-sac alternative infeasible based on several reasons including that the street closure would divert traffic to nearby streets, would be in conflict with the regulations regarding street closures provided in the California Vehicle Code and would impede access to the community by emergency vehicles. The traffic engineer presented an alternative to address the Neighborhood Association concerns which includes an extension of the existing curb on northwest corner of the intersection between West 117th Street and Judah Avenue. This would preclude automobile access to the project site for traffic coming west from 117th Street and north from Judah Avenue.

Sixty-nine local residents attended the meeting and 20 speakers testified regarding the proposed project. Concerns were raised regarding the project including impacts to facilities such as libraries and schools and impacts on existing infrastructure such as water pressure; impacts to traffic including increased demand for on-street parking and increased traffic on the neighborhood streets; lack of housing need; and increased density and lack of neighborhood compatibility.

51. The subject property is not located in a Significant Ecological Area and the proposed design and improvements will not cause damage to fish and wildlife habitat.

52. This project must comply with the Los Angeles County Green Building ordinance and Drought-Tolerant Landscaping Ordinance prior to building permit issuance.

53. Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper and property posting. Additionally, the project was noticed and case materials were available on the County Department of Regional Planning website and at libraries located in the vicinity of the Del Aire Community. A total of 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 feet radius from the project site, as well as those on the courtesy mailing list for the Del Aire Zoned District and additional interested parties on January 6, 2011. On January 10, 2011, a Notice of Completion and Availability ("NOA") 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 the NOA was published in the Daily Breeze and La Opinion newspapers and posted on the Department of Regional Planning website. On January 10, 2011, the Notice of Public Hearing and NOA and Availability of the Draft Environmental Impact Report were published in the Daily Breeze and La Opinion newspapers.

54. An Initial Study was prepared for this Project in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft Environmental Impact Report ("DEIR") was prepared for this Project. The public comment period for the DEIR began on January 11 and ended on February 24, 2011 (45 days). After the public comment period ended, a Final Environmental Impact Report ("FEIR") was prepared with response to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the Mitigation Monitoring and Reporting Program ("MMRP").
55. After consideration of the attached Environmental Impact Report ("EIR") and MMRP together with any comments received during the public review process, the Commission finds on the basis of the whole record before the Commission that except for noise and air quality impacts, no significant environmental effects which cannot be avoided or mitigated have been identified. The EIR 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.
56. The EIR concludes that 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. 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. 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.

57. The Commission finds that substantial benefits resulting from the implementation the project outweighs its unavoidable adverse effects related to air quality and noise.
58. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is the Los Angeles Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Land Divisions Section, Regional Planning.

BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION CONCLUDES:

REGARDING THE CONDITIONAL USE PERMIT:

- A. The use with the attached conditions and restrictions will be consistent with the adopted general plan for the area; and
- B. The requested use at the location proposed will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, and not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare; and
- C. 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 Title 22 of the County Code or as is otherwise required in order to integrate said use with the uses in the surrounding area; and
- D. The proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate and by other public or private service facilities as are required;
- E. The plan complies with the intent of planned mixed-use development which may contain residential and commercial uses, 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, than if developed as a Zone R-A use as provided in subsection A of Section 22.40.520; and
- F. The development program provides necessary safeguards to insure completion of the proposed development by the applicant forestalling substitution of a lesser type

of development contrary to the public convenience, welfare or development needs of the area.

REGARDING THE PARKING PERMIT:

- A. That there will be no need for the number of parking spaces required by Part 11 of Chapter 22.52 because the use is proximate to park-and-ride facility, bus transit station and passenger rail line; and
- B. That off-site facilities will provide the required parking for the uses because such off-site facilities will be controlled through ownership, leasing or other arrangement by the owner of the use for which the site serves, and are conveniently accessible to the main use, and such leases will be written in such a way as to prevent multiple leasing of the same spaces or cancellation without providing alternate spaces and will contain other guarantees assuring continued availability of the spaces; and
- C. 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
- D. 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 Title 22.

AND, THEREFORE, the information submitted by the applicant and presented at the hearing substantiates the required findings for a conditional use permit as set forth in Sections 22.56.90 and 22.56.1020 of the Los Angeles County Code (Zoning Ordinance).

REGIONAL PLANNING COMMISSION ACTION

1. After review and consideration of the Final Environmental Impact Report, the Regional Planning Commission certifies that Final Environmental Impact Report has been completed in compliance with the California Environmental Quality Act and the State and County guidelines related thereto and that the document reflects the independent judgment and analysis of the Commission and determines that the significant adverse effects of the project, as described in the Final Environmental Impact Report, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference, and therefore adopts the Environmental Impact Report (Environmental Assessment Case No. 200900024) prepared for the project.

2. The Mitigation Monitoring Program for the proposed project incorporated in the Final EIR is approved and adopted and, pursuant to Section 21081.6 of the Public Resources Code, the Commission finds that the Mitigation Monitoring Plan is adequately designed to ensure compliance with the mitigation measures during project implementation.
3. In view of the findings of fact and conclusions presented above, Conditional Use Permit No. 200900024 and Parking Permit No. 201000008 are APPROVED subject to the attached conditions.

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

Action Date:

c: Each Commissioner, Commission Services, BOS 2th District, Zoning Enforcement, Building and Safety

SZD:CSB
4/7/11

DRAFT

**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 approval 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 related development includes approximately 62,800 cubic yards of grading, which includes approximately 61,000 cubic yards of export and 1,800 cubic yards of on-site backfill. There are 797 parking spaces proposed to accommodate the proposed development. The parking permit allows for a reduction in the required parking for studio and one-bedroom condominium units and one-bedroom apartment units as well as for shared and reciprocal parking between the two lots that comprise 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, 8, 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 or other applicable statute of limitations period. 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 Registrar-Recorder/County Clerk ("Recorder"). In addition, upon any transfer or lease of the property during the term of this grant, the permittee, or the owner of the subject property if other than the permittee, shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.
8. This grant shall be considered used 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 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 an initial sum of \$6,000.00 with Regional Planning within thirty (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. The permittee shall replenish the mitigation monitoring account if necessary until all mitigation measures have been implemented and completed.
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. The permittee shall submit a development schedule to the satisfaction of the Director of Regional Planning prior to construction. If approved, the development schedule will be incorporated as part of the Exhibit "A."
21. 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.

22. Although the subject property is intended to be developed as a unified project site, the development on each lot shall be designed to stand alone in the event that the other lot is not developed or that any structure located thereon is removed. Therefore, the buildings within Lot 1 and 2 shall be constructed structurally independent and shall stand alone in case the buildings within either of the lots is removed or is not developed.
23. 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.

PARKING PERMIT CONDITIONS

24. The permittee shall provide parking for studio and one-bedroom condominium units at a ratio of one covered parking space per unit. The permittee shall provide parking for one-bedroom apartment units at a ratio of one covered parking space per unit. The permittee shall provide parking for all other uses and development on the subject property at the ratio required by Chapter 22.52, Part 11 of the County Zoning Code. Based on these ratios, the parking required for the project as proposed is a minimum of 797 automobile parking spaces, which shall be provided as depicted on the approved Exhibit "A" (dated July 7, 2010), or on an approved revised Exhibit "A", shall be continuously maintained on the subject property and shall be 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.

Should only one of the lots be developed, 523 parking spaces and one Type "A" loading area shall be provided for Lot 1 and 274 parking spaces and one Type "A" loading area shall be provided for Lot 2. If the Project is revised whereby the total number of residential units and/or amount of commercial/retail space for each lot are reduced, the amount of required parking and loading spaces may be adjusted in accordance to ratio contained in the parking program summary depicted on the Exhibit "A" dated July 7, 2010. Notice is hereby given that a new Parking Permit or other approvals may be required for additional reduction of required parking beyond the amount modified by this permit.

25. A maximum of 312 or 39 percent of the required parking spaces may be in the tandem configuration, as depicted in the 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.

26. A minimum of two (2) commercial Type "A" loading, as depicted on the 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.
27. This permit shall not be effective until the owner of the subject property submits a covenant running with the land, providing that necessary easements to ensure that parking rights described in this grant are protected upon any change in the ownership of the lots as shown on Tentative Tract Map No. 070853 and the development of the lots separately. The agreement shall be recorded on both lots of Vesting Tentative Tract Map No. 070853. A draft of the covenant and agreement shall be provided to the Director for review prior to recordation, and a copy of the recorded covenants and agreements shall be provided to the Director upon recordation.
28. The property owner shall furnish and record an agreement in the office of the County Recorder, as a covenant running with the land for the benefit of the County of Los Angeles, providing that should this parking permit terminate, the owner or his successor in interest will develop the parking spaces needed to bring the new use or occupancy into conformance with the requirements of Part 11 of Chapter 22.52 of the County Code at the time such new occupancy is established. A draft of the covenant shall be provided to the Director for review prior to recordation, and a copy of the recorded covenant shall be provided to the Director upon recordation.
29. The subdivider shall reserve in the CC&Rs the right for all residents and their guests within the project to use the internal driveway system for access and to use the guest parking spaces throughout the subdivision. A draft of the CC&Rs shall be provided to the Director for review prior to recordation, and a copy of the recorded CC&Rs shall be provided to the Director upon recordation.

PROJECT SITE SPECIFIC CONDITIONS

30. All utilities shall be placed underground to the satisfaction of Public Works. Provide satisfactory evidence that the applicant has made arrangements with the serving utilities to install underground all new facilities necessary to furnish service.
31. All structures shall comply with the requirements of the Division of Building and Safety of the Department of Public Works.
32. 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 into a site plan and submitted to Regional Planning for final review and approval by the Regional Planning Director before issuance of a building permit.

33. Bicycle racks for public use shall be provided within the project site in the transit plaza, accessible to the public.
34. 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 5:00 p.m. on Saturday. Pile driving and drilling is prohibited on Saturdays and shall be restricted between the hours of 8:00 a.m. and 6:00 p.m. on Monday through Friday. No Sunday, or holiday construction 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.
35. 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.
36. Lot 1 shall be permitted to be constructed at an FAR not to exceed 2.43 and lot coverage not to exceed 85 percent of the net area. Lot 2 shall be permitted to be constructed at an FAR not to exceed 2 and lot coverage not to exceed 50 percent of the net area.
37. Because the project constitutes an appropriate and orderly arrangement of buildings, facilities, and open space, the project shall be allowed as proposed on two parcels of land, each of which is less than 5 acres in size, but that together are approximately 5.9 acres in size.
38. Open space shall comprise not less than 30 percent of the project site net area.
39. The subject property shall be developed and maintained in substantial compliance with the Conceptual Signage Program approved as part of the Exhibit "A". Signs shall comply with standards for the C-2 Zone in County Code Section 22.52 Part 10. Building identification signs may be developed and maintained in substantial compliance with the Conceptual Signage Program approved as part of the Exhibit "A". Building identification signs located on the building facades facing West 117th Street and Judah Avenue shall not exceed five (5) percent of the area of the building wall area.
40. No building or structure of any kind except a temporary structure used only in the developing of the property according to the program shall be built, erected, or moved onto any part of the property.
41. 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.

42. Notwithstanding Section 22.40.070.A.4, all necessary improvements for each construction phase in accordance to the approved development schedule shall be completed prior to the occupancy of applicable structures.
43. Where one or more buildings in the projected development are designated as primary buildings, building permits for structures other than those so designated shall not be issued until the foundations have been constructed for such primary building or buildings.

PRIOR TO RECORDATION OF A FINAL MAP

44. Recordation of the final map and effectiveness of this grant 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

45. The permittee shall submit for review and approval of the Director of Regional Planning three (3) copies of revised plans, similar to Exhibit "A" as presented at the public hearing, that depict all project changes required by these conditions of approval, including the following: 1) provide a gated pedestrian access at the proposed wall along the eastern portion of the subject property, and 2) provide final design of the proposed driveway on 117th Street.
46. Three copies of a detailed 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.

47. 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.

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 Director of Regional Planning before issuance of a building permit.

48. All perimeter walls and fences shall use materials, finishes, and colors that complement the proposed buildings. A landscaped area not less than five (5) feet wide shall be provided along the length of the subject property along West 117th Street and Judah Avenue/West 116th Street.

PRIOR TO ISSUANCE OF A GRADING PERMIT

49. 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 are to be imported for review and approval by the Director of Regional Planning before issuance of a grading permit, pursuant to Section 22-56.172 of the County Code.

ADDITIONAL CONDITIONS

50. [Reserved for possible as agreed conditions proposed by applicant.]

SZD:CSB
4/7/11

DRAFT

**FINDINGS OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
FOR VESTING TENTATIVE TRACT MAP NO. 070853**

1. The Regional Planning Commission ("Commission") of the County of Los Angeles ("County") has conducted a duly noticed public hearing in the matter of Vesting Tentative Tract Map No. 070853 on February 16, 2011 and April 20, 2011.
2. The applicants, Kroeze Family, LLC, Kroeze, Inc. and County of Los Angeles Metropolitan Transportation Authority ("Applicants"), are proposing to construct a mixed use development on 5.9 gross acres to accommodate 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.
3. Vesting Tentative Tract Map No. 070853 is a request 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. Lot 1 will be developed with 112 apartment units, 8,000 square feet of commercial/retail space and 523 parking spaces; and Lot 2 will be developed with 278 condominium units, 21,500 square feet of commercial/retail space and 274 parking spaces.
4. The project site located within both the unincorporated community of Del Aire in the County and in the City of Los Angeles ("City"), 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. Approximately 3.2 acres are located within the County area and the remaining 2.7 acres located within the City ("Project Site").
5. Regional access to the Project Site is provided by the 105 and 405 freeways, which is located to north and east, respectively. Immediate access from the west to Project Site is provided through Aviation Boulevard, from the south through 117th Street and from the east through Judah Avenue. Pedestrian access is provided from West 116th Street to the Metro Green Line/Aviation Station site.
6. 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 (seven single-family homes and two duplexes), a commercial structure, a motel, and surface parking lot.
7. Surrounding land uses within a 500-foot radius of the project site are the Metro Green Line Aviation/LAX Station, bus transfer station, and a Park-and-Ride Lot to the north, single-family residences to the east and single-family residences, a motel, and a liquor store to the south. Land uses to the west are utility, industrial, parking, and the railroad.

8. Approximately 0.9 acres of the subject property is zoned C-1 (Restricted Business), 2.3 acres zoned R-1 (Single-Family Residence), and 2.7 acres of the property, which is located within the City of Los Angeles, is zoned PF (Public Facility). The detachment of territory from the City will require the subsequent action of County of Los Angeles Local Agency Formation Commission ("LAFCO"). Upon LAFCO approval of the detachment of the incorporated portion of the Project Site from the City and annexing it to the County, a zoning designation consistent with the remainder of the Project Site will be in place for the subject property.
9. Properties to the north of the project site are zoned PF (Public Facility) and LAX (Los Angeles International Airport) within the City of Los Angeles. Properties are zoned R-1 (Single-Family Residence) to the east and south and MU-N (Urban Mixed Use North) within the City of El Segundo to the west.
10. The subject property is designated as Low Density Residential in the Los Angeles Countywide General Plan Land Use Policy map and Public Facility in the City of Los Angeles General Plan. Concurrent with this approval, the Commission has recommended that the Board of Supervisors approve an amendment to the Countywide General Plan to amend the 3.2-acre portion of the Project Site located within the County to High Density Residential and predesignating the 2.7-acre portion of the Project Site located within the City from Public Facility under the City of Los Angeles General Plan to Category 4, High Density Residential. 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 proposed subdivision is consistent with the proposed land use classification.
11. The Project Site 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 related general plan amendment and zone change will require an ALUC consistency determination pursuant to Section 21676(b) of the PUC, and the project approvals will be conditional on an ALUC finding of consistency.
12. Vesting Tentative Tract Map No. 070853 was heard concurrently with Plan Amendment No. 200900002, Zone Change No. 200900002, Conditional Use Permit No. 200900024, and Parking Permit No. 201000008.
13. General Plan Amendment No. 200900002 is a related request to amend the 3.2-acre portion of the Project Site that is located within unincorporated County from Countywide General Plan Category 1, Low Density Residential to Category 4, High Density Residential; and to pre-designate as Category 4 the 2.7-acre portion of the Project Site that is located within the City, 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.

14. Zone Change No. 200900002 is a request 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; and to pre-zone the 2.7-acre portion of the Project Site that is located within the City 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. The DP-Development Program will ensure that development occurring after rezoning will conform to the approved plans and be compatible with the surrounding area. As applied to this case, the conditional use permit will authorize the development of a mixed use development on the Project Site.
15. Conditional Use Permit No. 200900024 is a request 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 on a 5.9-acre site.
16. Parking Permit No. 201000008 is a request to allow reciprocal access between the two proposed lots, and approximately 39 percent or 312 of the 797 proposed parking spaces for the development to be in tandem configuration.
17. The site plan, labeled Exhibit "A", for the Conditional Use Permit and Tentative Map depicts a two-lot subdivision with a total of 390 residential units and 29,500 square feet of commercial/retail space on the 5.9-acre Project Site. Each lot contains multi-story buildings to accommodate the residential units and commercial/retail space. Lot 1 is 3.2 acres in size and Lot 2 is 2.7 acres in size. There are 278 condominium units, 523 parking spaces and 8,000 square feet of commercial/retail space located within Lot 1; and 112 apartment units, 272 parking spaces and 21,500 square feet of commercial/retail space within Lot 2. Primary vehicular access to the Project Site will be provided by Aviation Boulevard, which is a County designated Secondary Highway with 75 feet of right-of-way. Secondary access is provided through West 117th Street, a local with 60 feet of right-of-way. Pedestrian access is depicted along the northern portion of the Project Site between the Green Line Transit Station improved with amenities such as seating areas and landscaping. Additional access is also provided along Aviation Boulevard, 117th Street and Judah Avenue to the west, south, and east respectively. The access as proposed is adequate to serve the proposed subdivision as depicted on the approved tentative map.

18. The proposed development is compatible with surrounding land use patterns because its location allow the efficient use of existing infrastructure and services, adjacent to a transit station and will support State and County efforts to provide workforce housing near major employment centers and transit stations, reverse global climate change, increase use of public transportation, decrease air pollution and contribute to the conservation of energy. Design features such as building orientation and inclusion of a mix of housing and commercial uses compliment and protect surrounding uses. The Project's location within an urbanized area, surrounded by major commercial uses and regional employment centers and proximity to well developed transit corridors, makes it ideal for redevelopment with higher density residential uses.
19. The Regional Planning Commission finds the proposed subdivision and the provisions for its design and improvement consistent with the density, goals and policies of the Los Angeles County General Plan, as amended by General Plan Amendment Case No. 200900002.
20. Domestic water will be provided to the project site 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 service 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.
21. The technical and engineering aspects of the project have been resolved to the satisfaction of the Los Angeles County Department of Public works, Fire, Parks and Recreation, Public Health and Regional Planning.
22. The site is physically suitable for the type of development being proposed, as the property is relatively level and has adequate building sites to be developed in accordance with the grading ordinance; has access to a County-maintained street; will be served by public sewers; will be provided with water supplies and distribution facilities to meet anticipated domestic and fire protection needs; and will have flood hazards and geological hazards mitigated in accordance with the requirements of the Department of Public Works.
23. The project is consistent with the uses allowed within the MXD zone and with the following standards: required area, design features, open space, landscaping, building design, residential density, utilities and access. In accordance with Section 22.40.520B, the Commission modified the following requirements of the MXD zone through the CUP:
 - a) Lot No. 1: To allow a Floor Area Ratio ("FAR") of 2.43.
 - b) Lot No. 1: To allow Building Coverage of 85 percent.
 - c) Lot Nos. 1 and 2: To allow the following changes in parking standards:

- i. Studio Condominium: one covered parking space per unit
 - ii. One Bedroom Condominium: one covered parking space per unit
 - iii. One Bedroom Apartments: one covered parking space per unit
- d) Lot Nos. 1 and 2: To allow the following standards for building identification signs:
- i. Building identification signs located on the building elevations facing Aviation Boulevard (west) and transit plaza (north) shall not exceed the size depicted on the Conceptual Signage Program.
 - ii. Building identification signs located on the building elevations facing West 117th Street and Judah Avenue shall be limited to a maximum of five percent of the building wall.
24. The design of the subdivision and the type of improvements will not cause serious public health problems, since sewage disposal, storm drainage, fire protection, and geological and soils factors are addressed in the conditions of approval.
25. The design of the subdivision and the proposed improvements will not cause substantial environmental damage or substantial and avoidable injury to fish or wildlife or their habitat. The subject property does not contain any stream courses or high value riparian habitat.
26. The discharge of sewage from this land division into the public sewer system will not violate the requirements of the California Regional Water Control Board pursuant to Division 7 (Commencing with Section 13000) of the California Water Code.
27. The housing needs of the region were considered and balanced against the public service needs of local residents and available fiscal and environmental resources.
28. This tract map has been submitted as a "Vesting" Tentative Map. As such, it is subject to the provisions of Sections 21.38.010 through 21.38.080 of the Los Angeles County Code (Subdivision Ordinance).
29. The applicant met with the president of the Del Aire Neighborhood Association and interested local residents several times to address project design, environmental impacts, and community issues and concerns.
30. On June 6, 2009, an environmental impact report scoping meeting was held in 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.
31. On January 26, 2010, the applicant met with local residents and members of the Del Aire Neighborhood Association meeting to discuss design alternatives, the 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.

32. One phone call from a local resident was received on January 2, 2011. The caller requested information about the project and expressed concerns regarding the lack of demand for additional housing in the project area.
33. The following written correspondence regarding the project was received: a letter from the Del Aire Neighborhood Association, dated February 7, 2011, requesting that a hearing be held in the Del Aire neighborhood, West 117th Street be modified to a cul-de-sac, and pedestrian access to the project site at 116th Street be eliminated; a letter from the applicant's representative, Charles J. Moore (Cox, Castle & Nicholson), dated February 10, 2011, in support of the project; a letter from the co-applicant, County of Los Angeles Metropolitan Transportation Authority, dated February 10, 2011, in support of the project; an e-mail from a local resident, dated March 26, 2011, expressing concerns regarding the project including parking, traffic, school capacity, utilities capacity, among others; and an e-mail from a local resident, dated March 30, 2011, expressing concern about parking.
34. A community meeting was held at the Del Aire County Park located on 12601 South Isis Avenue, Hawthorne, on March 26, 2011 from 9 a.m. to 11:30 a.m. Representatives from the Departments of Regional Planning, Public Works and Fire and the project applicant's team were present. A total of 128 public meeting notices were sent to the Del Aire community on March 10, 2011. The audio for the meeting was recorded.

Samuel Dea from Regional Planning started with a description of the entitlements requested and process status and was followed by a presentation made by the project architect, Dan Withee. The traffic engineer followed with a description of the project traffic features and addressed an alternative to the proposed 117th Street cul-de-sac that was suggested in a letter submitted by the Del Aire Neighborhood Association at the February 16 hearing. The Neighborhood Association's main concern was that many drivers currently use Judah as an alternative to Aviation Boulevard after exiting the 405 freeway as Judah is a four-lane road with no traffic signals or stop signs. However, the Draft EIR has considered the 117th Street cul-de-sac alternative infeasible based on several reasons including that the street closure would divert traffic to nearby streets, would be in conflict with the regulations regarding street closures provided in the California Vehicle Code and would impede access to the community by emergency vehicles. The traffic engineer presented an alternative to address the Neighborhood Association concerns which includes an extension of the existing curb on northwest corner of the intersection between West 117th Street and Judah Avenue. This would preclude automobile access to the project site for traffic coming west from 117th Street and north from Judah Avenue.

Sixty-nine local residents attended the meeting and 20 speakers testified regarding the proposed project. Concerns were raised regarding the project including impacts to facilities such as libraries and schools and impacts on existing infrastructure such as water pressure; impacts to traffic including increased demand for on-street parking and increased traffic on the neighborhood streets; lack of housing need; and increased density and lack of neighborhood compatibility.

35. [Reserved for summary of proceedings on April 20, 2011, public hearing.]
36. This project must comply with the Los Angeles County Green Building ordinance and Drought-Tolerant Landscaping Ordinance prior to building permit issuance.
37. Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper and property posting. Additionally, the project was noticed and case materials were available on the County Department of Regional Planning website and at libraries located in the vicinity of the Del Aire Community. A total of 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 on January 6, 2011. On January 10, 2011, a Notice of Completion and Availability ("NOA") 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 the NOA was published in the Daily Breeze and La Opinion newspapers and posted on the Department of Regional Planning website. On January 10, 2011, the Notice of Public Hearing and Notice of Completion and Availability of the Draft Environmental Impact Report were published in the Daily Breeze and La Opinion newspapers.
33. An Initial Study was prepared for this Project in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft Environmental Impact Report ("DEIR") was prepared for this Project. The public comment period for the DEIR began on January 11 and ended on February 24, 2011 (45 days). After the public comment period ended, a Final Environmental Impact Report ("FEIR") was prepared with response to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the Mitigation Monitoring and Reporting Program ("MMRP").

34. After consideration of the attached Environmental Impact Report ("EIR") and MMRP together with any comments received during the public review process, the Commission finds on the basis of the whole record before the Commission that except for noise and air quality impacts, no significant environmental effects which cannot be avoided or mitigated have been identified. The EIR 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.
35. The EIR concludes that 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. 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. 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.
36. The Commission finds that substantial benefits resulting from the implementation the project outweighs its unavoidable adverse effects on air quality and noise.

THEREFORE, THE REGIONAL PLANNING COMMISSION:

1. After review and consideration of the Final Environmental Impact Report, the Regional Planning Commission certifies that Final Environmental Impact Report has been completed in compliance with the California Environmental Quality Act and the State and County guidelines related thereto and that the document reflects the independent judgment and analysis of the Commission and determines that the significant adverse effects of the project, as described in the Final Environmental Impact Report, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference, and therefore adopts the Environmental Impact Report (Environmental Assessment No. 200900024) prepared for the project.
2. The Mitigation Monitoring Program for the proposed project incorporated in the Final EIR is approved and adopted and, pursuant to Section 21081.6 of the Public Resources Code, the Commission finds that the Mitigation Monitoring Plan is

adequately designed to ensure compliance with the mitigation measures during project implementation.

3. In view of the findings of fact and conclusions presented above, Vesting Tentative Tract Map No. 070853 is APPROVED subject to the attached conditions and further subject to approval by the Board of Supervisors of General Plan Amendment No. 200900002 and Zone Change No. 200900002.

SZD:CSB
4/7/11

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 ("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 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 Regional Planning ("Regional Planning"), Department of Public Works ("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"); 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, and on a finding of Airport Land Use Commission (ALUC) consistency.
3. 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 Conditional Use Permit No. 200900024 and Parking Permit No. 201000008 have been recorded in the office of the County Registrar-Recorder/County Clerk ("Recorder").
4. Within 30 days of final action by the Board to approve 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.
5. The mitigation measures set forth in the "Mitigation Monitoring and Reporting Program" ("MMP") section of the Final Environmental Impact Report ("Final EIR") for the Project are incorporated by this reference and are attached. Within 30 days of the date of final approval of the grant by the County, the subdivider shall record a covenant and agreement, which attaches the MMP and agrees to comply with the

mitigation measures imposed by the EIR for this project, in the office of the Recorder. Prior to recordation of the covenant, the subdivider shall submit a draft copy of the covenant and agreement to Regional Planning for review and approval. The subdivider shall comply with all such mitigation measures in accordance with the attached MMRP, and shall ensure such compliance by recording. 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.

6. The following mitigation measures shall be completed to the satisfaction of Regional Planning prior to final tract map recordation:
 - a. **MM 6.1-6** Prior to final tract map approval, the Project shall be reviewed by Metro to ensure that construction of tiebacks per Specifications Section 2162-Tieback Anchors, drainage, fencing, and other issues, including safety, associated with, and which may have an impact on, the railroad ROW are addressed and that Project plans comply with Metro Design Criteria, Section 5 Structural, and Volume III Adjacent Construction Design Manual. The Rail Division Transportation Manager and Rail Operations Control, as well as the Metro Bus Operations Control Special Events Coordinator and applicable Municipal Bus Service Operators shall be contacted prior to commencement of construction activities that could impact the Metro facilities or transit corridors for the purposes of coordination and to determine whether any construction-related permits are required.
 - b. **MM 6.3-1** Prior to the clearance of the final map by the Los Angeles County Department of Parks and Recreation (DPR), the Project Applicant shall provide the DPR with in-lieu fee payment to meet the parkland obligation calculated by the DPR for the Project in accordance with the County Parkland Dedication Ordinance.
7. Permission is granted to adjust lot lines on the final map to the satisfaction of Regional Planning and Public Works.
8. The applicant shall record an avigation easement to the Los Angeles World Airports for the portion of the project site within the Airport Influence Area to the satisfaction of the Federal Aviation Administration. The easement shall require that disclosures be provided to prospective buyers and renters to ensure they are informed of the noise levels and land use restrictions associated with the property's proximity to the Los Angeles International Airport ("LAX").
9. Provide at least 50 feet of street frontage on all lots.
10. Show 116th Street, Judah Avenue, 117th Street and Aviation Boulevard as dedicated streets on the final map.

11. Dedicate the right to restrict access on the final map from all abutting lots directly to Aviation Boulevard to the satisfaction of Regional Planning and Public Works.
12. 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.
13. The subdivider shall label the interior driveways as "Private Driveways and Fire Lane" on the final map. Post the designated fire lane "No Parking - Fire Lane" and provide for its continued enforcement and maintenance in the CC&Rs to the satisfaction of Regional Planning.
14. A final parcel map is required for this land division. A waiver is not allowed.
15. 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").
16. 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.
17. The subdivider shall reserve in the CC&Rs the right for all residents and their guests within the project to use the internal driveway system for access and to use the guest parking spaces throughout the subdivision. A draft of the CC&Rs shall be provided to the Director for review prior to recordation, and a copy of the recorded CC&Rs shall be provided to the Director upon recordation.
18. The subdivider shall provide in the CC&Rs that the Homeowners Association ("HOA") shall be responsible for ensuring removal of graffiti or other extraneous marking not permitted as part of the project, and the CC&Rs shall detail a method for removal of the graffiti or extraneous markings. The graffiti control protocol shall include, but shall not be limited to, the requirement that in the event such extraneous markings occur, the HOA shall remove or cover said markings, drawings, or signage within 24 hours of such occurrence, weather permitting and that paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.
19. The 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 278 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 the necessary access, and utility easements for the units.

20. 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.
21. 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 and shall ensure compliance with this requirement through an approved landscaping plan and satisfactory bonding or other verification. 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.
22. Unless otherwise apparent from the context, the term "date of final approval" shall mean the date the County's actions becomes effective pursuant to Section 21.56.010 of the County Code.
23. Within three (3) days of the final 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 Conditional Use Permit 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
24. Within sixty (60) days of the date of final approval of this grant, 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.
25. Concurrently with the recordation of the final map for Vesting Tentative Tract Map No. 070853, the subdivider shall record in the Office of the County Recorder an agreement previously approved by the Director of Regional Planning and the County Counsel, as a covenant running with the land for the benefit of the County of Los Angeles, providing that should only one lot be developed, all required parking for the subject lot must be provided except as otherwise authorized by a new Parking Permit. The agreement shall be recorded on both lots of Vesting Tentative Tract

Map No. 070853. A copy of the recorded agreements shall be provided to the Director of Regional Planning upon its recordation.

26. Concurrently with the recordation of the final map for Vesting Tentative Tract Map No. 070853, the subdivider shall record in the Office of the County Recorder an agreement previously approved by the Director of Regional Planning and the County Counsel, as a covenant running with the land for the benefit of the County of Los Angeles, providing that necessary easements to ensure that access rights described in this grant are protected upon any change in the ownership of the lots as shown on Tentative Tract Map No. 070853 and the development of the lots separately. The agreement shall be recorded on both lots of Vesting Tentative Tract Map No. 070853. A copy of the recorded agreements shall be provided to the Director of Regional Planning upon its recordation.
27. 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. The subdivider shall pay the fees in effect at the time of payment, pursuant to Section 22.72.030 of the County Code. Questions regarding fee payment can be directed to the County Librarian at (562) 940-8430. The subdivider shall provide proof of payment upon request of Regional Planning.
28. No grading permit may be issued prior to final map recordation unless otherwise authorized by the Director of Regional Planning and Public Works.
29. 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.
30. 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 promptly notify the subdivider of any claim, action, or proceeding, or 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.
31. 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 make an initial deposit with Regional Planning in the amount of \$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 Regional Planning's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance to subdivider or subdivider's counsel.

If during the litigation process, actual costs or expenses incurred reach 80 percent of the amount on deposit, the subdivider 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 subdivider, the amount of an initial or 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 subdivider in accordance with County Code Section 2.170.010.

Attachments:

Subdivision Committee Reports
Mitigation Monitoring and Reporting Program

SZD:CSB
4/7/11

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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.

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.

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

Jke

Prepared by John Chin

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 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:

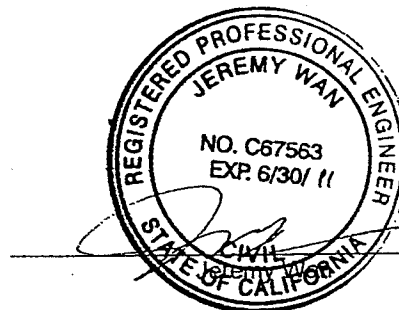
REMARKS:

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\Sites\TR 70853, El Segundo, TTM-A_0710.

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.

MDE

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.

AR

Prepared by Sam Richards
tr70853r-rev2(Rev'd 8-30-10).doc

Phone (626) 458-4921

Date 08-30-2010



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.

IW

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

WJW:sd


P:\pub\WPFILES\FILES\STU\Isaac\EIR\EIR 090152 aviation station project fis.doc

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)

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

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 #	18B	DEL AIR / MARINA DEL REY		Map Type: REV. (REV RECD)

Total Units 390 = Proposed Units 378 + Exempt Units 12

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 or 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) 351-5120 or Sheela Mathai at (213) 351-5121, 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 Barber, Land Acquisition & Development Section

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July 22, 2010 07:50:37
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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 #	18B	DEL AIR / MARINA DEL REY			Map Type: REV. (REV RECD)		

The formula for calculating the acreage obligation and or In-lieu fee is as follows:

(P)people x (0.003) Ratio x (U)nits = (X) acres obligation

(X) acres obligation x RLV/Acre = 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.
- RLV/Acre = Representative Land Value per Acre by Park Planning Area.

Total Units **390** = Proposed Units **378** + Exempt Units **12**

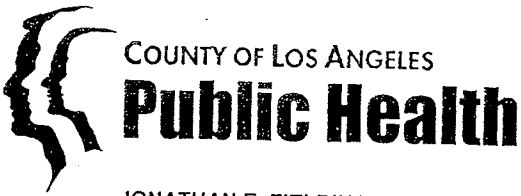
	People*	Ratio 3.0 Acres / 1000 People	Number of Units	Acre Obligation
Detached S.F. Units	3.08	0.0030	0	0.00
M.F. <5 Units	2.93	0.0030	16	0.14
M.F. >=5 Units	1.56	0.0030	362	1.69
Mobile Units	2.99	0.0030	0	0.00
Exempt Units			12	
Total Acre Obligation =				1.83

Park Planning Area = **18B DEL AIR / MARINA DEL REY**

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

Lot #	Provided Space	Provided Acres	Credit (%)	Acre Credit	Land
None					
Total Provided Acre Credit:				0.00	

Acre Obligation	Public Land Crdt	Priv. Land Crdt	Net Obligation	RLV / Acre	In-Lieu Fee Due
1.83	0.00	0.00	1.83	\$390,325	\$714,295



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
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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,

A handwritten signature in black ink, appearing to read "Ken Habaradas".

Ken Habaradas, MS, REHS
Bureau of Environmental Protection

SECTION 5.0 MITIGATION MONITORING AND REPORTING PROGRAM

This section presents the Mitigation Monitoring and Reporting Program (MMRP) for the Aviation Station Project, which identifies the mitigation measures, monitoring timing, responsible agency/party, the action required, and the monitoring agency/party responsible for ensuring each recommended mitigation measure is implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Geotechnical (Section 3.1 of the Draft EIR)				
MM 3.1-1 The design and construction of the Project shall comply with the County of Los Angeles Building Code and/or any other applicable building codes and standards to the satisfaction of the Los Angeles County Department of Public Works.	Regular plan check and Site inspection	Prior to issuance of grading permit(s) and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works
MM 3.1-2 All grading activities as well as the design and construction of the Project shall comply with the specific recommendations and requirements provided in a comprehensive geotechnical report, subject to approval by the Los Angeles County Department of Public Works.	Submittal and approval of geotechnical report and Regular plan check and Site inspection	Prior to issuance of grading permit(s) and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works
Flood (Section 3.2 of the Draft EIR)				
MM 3.2-1 The Project shall implement storm water quality Best Management Practices (BMPs) in accordance with the Los Angeles County Department of Public Works (LACDPW)'s current <i>Manual for the Standard Urban Stormwater Mitigation Plan (SUSMP)</i> and <i>Low Impact Development (LID) Standard Manual</i> to the satisfaction of LACDPW. Proposed BMPs shall require that: <ul style="list-style-type: none"> • Three on-site storm drains shall have catch basin inserts, Continuous Deflective Separation (CDS) units, or equivalent technologies, to filter hydrocarbons, trash, heavy metals, sediments, and organics; • All storm drains shall be stenciled with "Warning! Drains to Ocean" notes and symbols per NPDES standards, or as approved by the LACDPW; • Rooftop and podium-level runoff shall be conveyed through planter boxes for filtration prior to entering a public storm drain; and • An on-site underground infiltration system shall be installed beneath the proposed parking lot located north of the intersection of Judah Avenue and 	Submittal and approval of final drainage plan and Maintain log demonstrating compliance with NPDES requirements and Site inspection	Prior to issuance of grading permit(s), during construction, and during operation	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
PROJECT NO. TR070853-(2)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>West 116th Street, and sized to capture the post-development runoff volume increase (LID volume) of 11,761 cubic feet.</p>				
<p>MM 3.2-2 The Project shall include: (1) use of existing storm water drainage features; (2) removal and/or relocation of selected existing storm water drainage features; and (3) installation of new features within the Project site, which shall be reviewed and approved with improvement plans to the satisfaction of the County of Los Angeles Department of Public Works (LACDPW). Specifically, the Project shall:</p> <ul style="list-style-type: none"> • Retain 12 existing catch basins, remove 5 on-site existing catch basins, remove and relocate 2 on-site existing catch basins, and install 5 new on-site catch basins with filter inserts; • Retain existing concrete gutters where feasible and install new 4-foot concrete gutters along new and/or reconfigured interior roadways and parking areas; • Remove a segment of the existing Dominguez Channel 8-foot by 10-foot (8' x 10' - ¾") RCB structure beneath Aviation Boulevard and West 116th Street, and relocate it northward on the Project site beneath the proposed fire lane adjacent to the existing Metro Green Line Station; • Extend an existing storm drain near the intersection of Aviation Boulevard and the existing Dominguez Channel to connect to the relocated Dominguez Channel; • Install new storm drains from the on-site parking area, from the proposed underground infiltration basin, and from the on-site Project site to the existing storm drain beneath West 116th Street and the relocated Dominguez Channel; • Install a new building drainage outlet near the intersection of Judah Avenue and West 116th Street (the subterranean sump pump shall be installed to collect nuisance flows from the 	<p>Submittal and approval of final drainage plan and Maintain log demonstrating compliance with NPDES requirements and Site inspection</p>	<p>Prior to issuance of grading permit(s) and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>subterranean parking garage, as well as stormwater runoff from the filtration planters, and pump it into the Dominguez Channel); and</p> <ul style="list-style-type: none"> Record a storm drain easement dedication to the Los Angeles County Flood Control District over the relocated alignment of the Dominguez Channel within the Project site. The size and type of easement dedication may vary and shall be determined with the improvement plans to the satisfaction of the LACDPW. Off-site improvements are subject to the discretion of the proper permitting authority, including Caltrans for any improvements to the Caltrans Off-Site Project Area, or other jurisdictions for improvements within their right-of-way. 				
<p>MM 3.2-3 All proposed storm drains and other storm water management features specified in the <i>Drainage Concept, Hydrology, SUSMP, and LID Analysis for Vesting Tentative Tract Map No. 70853</i> prepared by Land Design Consultants, Inc. shall be designed and implemented to meet NPDES Permit/SUSMP requirements and the County LID requirements, subject to review and approval by the Los Angeles County Department of Public Works.</p>	<p>Submittal and approval of final drainage plan and Maintain log demonstrating compliance with NPDES requirements and Site inspection</p>	<p>Prior to issuance of grading permit(s), during construction, and during operation</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works and Los Angeles Regional Water Quality Control Board</p>
<p>MM 3.2-4 Prior to the issuance of building permits, the Project Applicant shall construct all Dominguez Channel improvements, including design capacity and location, to the satisfaction of the Los Angeles County Flood Control District (LACFCD) and shall record an easement dedication to the County of Los Angeles for operation and maintenance of the new Dominguez Channel alignment. Subterranean detention boxes shall be sized according to the Q_{allow} and shall be located in proximity to the relocated Dominguez Channel, to the satisfaction of LACFCD.</p>	<p>Submittal and approval of final drainage plan and Recordation of easement dedication and Site inspection</p>	<p>Prior to the issuance of building permits and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Flood Control District</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
PROJECT NO. TR070853-(2)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
MM 3.2-5 The Project Applicant shall obtain a construction permit from the Los Angeles County Flood Control District (LACFCD) for all Project components that affect existing LACFCD facilities.	Acquire construction permit	Prior to issuance of grading permit(s) and during construction	Project Applicant	Los Angeles County Flood Control District
MM 3.2-6 The Project Applicant shall obtain an encroachment permit from California Department of Transportation (Caltrans) for construction activities within the off-site, Caltrans-owned property.	Acquire encroachment permit	Prior to issuance of grading permit(s) for Caltrans-owned property	Project Applicant	Los Angeles County Department of Public Works and Caltrans
Fire (Section 3.3 of the Draft EIR)				
MM 3.3-1 The Project shall comply with all applicable <i>Los Angeles County Code</i> Title 32 and Ordinance requirements regarding fire prevention and suppression measures, and/or measures approved or required by the Fire Chief, including construction materials, building access and evacuation routes, automatic fire extinguishing systems, standards for multi-family housing and commercial land uses, site access/fire lanes, hydrants water availability, and fire flows and pressures, among other requirements to the satisfaction of the Los Angeles County Fire Department (LACFD). Prior to issuance of building permits, Project Applicant shall submit all necessary plans and materials to the LACFD for review and approval.	Regular plan check and Site inspection	Prior to the issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Fire Department
MM 3.3-2 Prior to issuance of building permits, the Project Applicant shall demonstrate to the County of Los Angeles Department of Public Works and the Los Angeles County Fire Department (LACFD) that the Project includes appropriate infrastructure to ensure adequate water and fire flow infrastructure and compliance with Los Angeles County Code Title 32 requirements. It is anticipated that segments of the existing four- and six-inch diameter water lines in Aviation Boulevard (between West 116th Street and West 117th Street), West 116th Street (between Aviation Boulevard and Judah Avenue), West 117th Street (between Aviation Boulevard and Isis Avenue), and Judah Avenue (between West 117th Street and	Regular plan check and Maintain log demonstrating compliance and Site inspection	Prior to the issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works and Los Angeles County Fire Department

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
PROJECT NO. TR070853-(2)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>West 118th Street) shall be abandoned and three existing fire hydrants shall be removed. The Project shall include the following new water and fire flow infrastructure to the satisfaction of the LACFD:</p> <ul style="list-style-type: none"> • Twelve-inch diameter water line within West 117th Street between Aviation Boulevard and Isis Avenue turning south at Isis Avenue and immediately connecting with the existing 12-inch water line; • Eight-inch-diameter water lines within Aviation Boulevard (between West 117th Street and the proposed Fire Lane along the northern property boundary), the proposed Fire Lane (between Aviation Boulevard and Judah Avenue), and Judah Avenue (between the proposed Fire Lane and West 118th Street). These lines will connect with the new 12-inch line in West 117th Street; • A 6-inch-diameter water lateral from Building 1A to the new water line in West 117th Street, 8-, 6-, and 2-inch-diameter water laterals from the Building 1B to the new water line in Judah Avenue, and from Building 2A to the new water line in the Fire Lane. Building 2B would be served via the laterals extending to Building 2A; and • Six new fire hydrants evenly distributed around the perimeter of the Project site. 				
<p>MM 3.3-3 Prior to issuance of building permits for the off-site Project Area, the Project Applicant shall demonstrate to the County of Los Angeles Department of Public Works that the Project includes adequate water infrastructure. It is anticipated that a new water lateral within the off-site, Caltrans-owned property shall be constructed to provide service to the restrooms and water fountain associated with the new Metro bus terminal. The water line shall be connected to the existing 6-inch-diameter water line within the off-site Caltrans property.</p>	<p>Regular plan check and Maintain log demonstrating compliance and Site inspection</p>	<p>Prior to the issuance of building permits for Caltrans-owned property and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
PROJECT NO. TR070853-(2)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Noise (Section 3.4 of the Draft EIR)				
<p>MM 3.4-1 Prior to any grading activities, a 10-foot-high temporary noise barrier shall be constructed along the Project site's eastern and southern boundaries, Judah Avenue and West 117th respectively. Noise barriers shall be constructed of material with a minimum weight of four pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch-thick plywood or 5/8-inch-oriented strand board. The noise barriers shall remain in place until the end of grading/excavation activities. No more than two loader/backhoes and two dozers shall operate simultaneously at ground level during grading activities.</p>	<p align="center">Install noise barrier and Site inspection</p>	<p align="center">Prior to issuance of grading permit(s) and during construction</p>	<p align="center">Project Applicant and Construction Contractor</p>	<p align="center">Los Angeles County Department of Regional Planning</p>
<p>MM 3.4-2 Stationary equipment (such as generators, cranes, and air compressors) that will be operational for 10 consecutive working days or more shall not be operated closer than 250 feet of any occupied home. If this distance limitation is not feasible, the Project Applicant shall ensure that the stationary equipment is equipped with appropriate noise reduction measures (e.g., silencers, shrouds, or other devices) to limit the equipment noise at the nearest residences to 60 dBA Lmax or the ambient noise level without the equipment operating, whichever is higher. Noise measurements shall be taken prior to operation of stationary equipment to determine the ambient noise level without the equipment operating and noise measurements shall be taken during operation of the stationary equipment to illustrate compliance with the maximum noise threshold. Documentation of compliance with the maximum noise threshold shall be provided to the County of Los Angeles Department of Regional Planning for each day that the equipment cannot be kept at a minimum of 250 feet from any occupied home.</p>	<p align="center">Maintain log demonstrating compliance with distance requirements and/or documentation of compliance of noise threshold and Site inspection</p>	<p align="center">During construction</p>	<p align="center">Project Applicant and Construction Contractor</p>	<p align="center">Los Angeles County Department of Regional Planning</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
PROJECT NO. TR070853-(2)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
MM 3.4-3 All construction trucks and vehicles accessing the Project site shall be required to use nearby designated truck routes (i.e., Aviation Boulevard and West Imperial Highway/Interstate 105), where feasible, and no construction traffic or queuing shall be allowed on residential portions of West 117th Street, Judah Avenue, or any other residential streets within the Del Aire community.	Direct and monitor travel routes of construction traffic and Maintain log demonstrating compliance and Site inspection	During construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
MM 3.4-4 In accordance with Section 12.08.440 of the County Noise Ordinance, construction activities that generate noise that could create a disturbance across a property line shall not occur between the hours of 7:00 PM and 7:00 AM on weekdays, at any time on Sunday, or a holiday.	Maintain log demonstrating compliance and Site inspection	During construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
MM 3.4-5 The Project Applicant shall specify in the contract for each operator of a commercial space that (1) the operator shall require delivery trucks to enter and exit the Project site from the Aviation Boulevard driveway and (2) Truck deliveries shall be restricted to the daytime hours (7:00 AM to 10:00 PM).	Include delivery truck requirements in contracts	During operation	Project Applicant	Los Angeles County Department of Regional Planning
MM 3.4-6 Residential air conditioning units shall be designed and installed in accordance with Section 12.08.530 of the County's Noise Ordinance, which limits noise at property lines and at neighboring units. Commercial air conditioning units and other stationary noise sources shall be designed and installed in accordance with Section 12.08.390 of the County's Noise Ordinance, which limits exterior noise at property lines.	Regular plan check and Site inspection	Prior to issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
MM 3.4-7 Residential units shall be designed and constructed to ensure that interior noise levels from exterior transportation sources—including aircraft, vehicles on adjacent roadways, and light rail—shall not exceed 45 dBA CNEL. In order to ensure that all dwelling units achieve an adequate noise reduction to achieve an interior noise level of 45 dBA CNEL, the following	Submittal and approval of architectural plans and acoustical analysis and Regular plan check and	Prior to issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
PROJECT NO. TR070853-(2)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>features shall be included in the building design and construction of all dwelling units: (1) upgraded dual-glazed windows; (2) mechanical ventilation/air conditioning; (3) exterior wall/roof assemblies free of cut-outs or openings; and (4) ceiling insulation in the top floor of each building to reduce aircraft noise by at least 20 dBA. Prior to the issuance of a building permit, the Project Applicant shall submit architectural plans and a detailed acoustical analysis study prepared by a qualified acoustical consultant that demonstrates that interior noise levels in all residential units due to exterior transportation noise sources would be 45 dBA CNEL or less to the Los Angeles County Department of Public Health for review and approval.</p>	<p>Site inspection</p>			
<p>MM 3.4-8 In accordance with the <i>State Business and Professions Code</i> and the <i>State Civil Code</i> each prospective purchaser of residential property within the Project shall be notified as follows:</p> <p>NOTICE OF AIRPORT IN VICINITY – A portion of this property is presently located in the vicinity of an airport, within what is known as an airport influence area. Additionally, this property is located in proximity to the Metro Green Line Aviation/LAX Station, which currently operates 24-hours per day, 7 days per week. For these reasons, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport and light rail operations (e.g., noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport and light rail annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.</p> <p>In addition, although not required by the <i>State Civil Code</i> (Section 1103 et. seq.), each prospective tenant of leased residential property within the Project shall also be notified as described above.</p>	<p>Prepare and distribute notice as per State regulations to each prospective purchaser of residential property and each prospective tenant of the leased residential property within the Project</p>	<p>During operation</p>	<p>Project Applicant</p>	<p>Los Angeles County Department of Regional Planning</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
PROJECT NO. TR070853-(2)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Water Quality (Section 4.1 of the Draft EIR)				
<p>MM 4.1-1 Prior to the issuance of a grading permit, the Project Applicant shall file a Permit Registration Document (PRD) with the State Water Resources Control Board (SWRCB) in order to obtain coverage under NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities. The PRD shall consist of a Notice of Intent (NOI); Risk Assessment; Site Map; SWPPP; annual fee; and a signed certification statement. Pursuant to permit requirements, the Project Applicant shall develop and incorporate BMPs for reducing or eliminating construction-related pollutants in the site runoff to the satisfaction of Los Angeles County Department of Public Works.</p>	<p>File Permit Registration Document and Submittal of NOI and Maintain log demonstrating compliance with NPDES requirements and Site inspection.</p>	<p>Prior to issuance of grading permit(s) and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works and Los Angeles Regional Water Quality Control Board</p>
<p>MM 4.1-2 Educational materials regarding water quality impacts associated with pet waste, and appropriate options for pet waste disposal, shall be provided to all future homeowners through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs) and all future renters through the Leasing Office.</p>	<p>Prepare and distribute pet waste literature to all future homeowners</p>	<p>During operation</p>	<p>Project Applicant</p>	<p>Los Angeles County Department of Regional Planning</p>
<p>MM 4.1-3 The Project Applicant shall install and maintain post-construction treatment control Best Management Practices (BMPs) pursuant to the requirements of the Los Angeles County Department of Public Works' <i>Standard Urban Stormwater Mitigation Plan (SUSMP)</i> and <i>Low Impact Development (LID) Standard Manual</i> to the satisfaction of the Los Angeles County Department of Public Works.</p>	<p>Submittal and approval of final drainage plan and Maintain log demonstrating compliance with NPDES requirements and Site inspection</p>	<p>Prior to issuance of grading permit(s) and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
PROJECT NO. TR070853-(2)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
MM 4.1-4 Prior to the commencement of construction activities in the off-site, Caltrans-owned property, the Project Applicant shall demonstrate compliance with any applicable regulations related to drainage infrastructure and post-construction treatment control BMPs pursuant to the requirements of the Caltrans Statewide SWMP and other applicable local, State, and federal regulations to the satisfaction of Caltrans.	Submittal and approval of final drainage plan and Maintain log demonstrating compliance with NPDES requirements and Site inspection	Prior to construction activities and during construction on Caltrans-owned property	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works and Caltrans
Air Quality (Section 4.2 of the Draft EIR)				
MM 4.2-1 Dust control measures applied to Project construction activities shall be in compliance with SCAQMD Rule 403 for Best Available Control Measures and to the satisfaction of SCAQMD and the County Department of Regional Planning. Contractor compliance with Rule 403 requirements shall be mandated in the contractor's final construction plans and specifications and shall include the following measures: <ul style="list-style-type: none"> • Land disturbance shall be minimized to the extent feasible. Grading activities shall be limited to the disturbance of no more than 1.25 acres per day and shall not exceed 2,400 cubic yards of grading per day. • Haul trucks shall be covered when loaded with fill. • Paved streets shall be swept at least once per day where there is evidence of dirt that has been carried onto the roadway. • Watering trucks shall be used to minimize dust. Watering should be sufficient to confine dust plumes to the Project work areas. Active disturbed areas shall have water applied to them three times daily. • For disturbed surfaces to be left inactive for four or more days and that will not be revegetated, a chemical stabilizer shall be applied per manufacturer's instruction. 	Include Rule 403 in contractor's specifications and Maintain log demonstrating compliance and Site inspection	During construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning and South Coast Air Quality Management District

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
PROJECT NO. TR070853-(2)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<ul style="list-style-type: none"> For unpaved roads, chemical stabilizers shall be applied or the roads shall be watered once per hour during active operation. Vehicle speed on unpaved roads shall be limited to 15 miles per hour. For open storage piles that will remain on site for two or more days, water shall be applied once per hour, or coverings shall be installed. For paved road track-out, all haul vehicles shall be covered, or shall comply with vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads. During high wind conditions (wind speeds in excess of 25 mph), all earth moving activities shall cease or water shall be applied to soil not more than 15 minutes prior to disturbing such soil. 				
<p>MM 4.2-2 Mass grading operations shall be planned and operated in a manner such that NOx emissions shall not exceed 100 pounds/day. This shall be demonstrated by emissions calculations for a reasonable maximum mass grading day, using the specific equipment selected for off-road and on-road use, subject to SCAQMD and Los Angeles County Department of Regional Planning review and approval. Should new-technology Tier 3 equipment or better be used, then it may be possible to exceed the equipment and equipment use data assumed in the URBEMIS model for the Project by substantial quantities without exceeding the 100 pounds/day NOx threshold.</p>	<p>Review and approval of emissions calculations and Maintain log demonstrating compliance and Site inspection</p>	<p>Prior to issuance of grading permit(s) and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning and South Coast Air Quality Management District</p>
<p>MM 4.2-3 In order to minimize NOx emissions, the Applicant shall include the following measures in all contractor's final construction plans and specifications:</p> <ul style="list-style-type: none"> Use electricity from power poles rather than temporary diesel or gasoline power generators; Ensure that all vehicles and equipment shall be properly tuned and maintained according to manufacturers' specifications; 	<p>Include NOx reduction measures in contractor's specifications And Maintain log demonstrating compliance and</p>	<p>Prior to construction activities and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
PROJECT NO. TR070853-(2)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<ul style="list-style-type: none"> • Prohibit all diesel trucks from idling in excess of five minutes, both on- and off-site; • Schedule off-site haul activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable, that is, peak hour hauls on the off-site arterial system shall occur only if necessary to avoid extending the length of the applicable phase of construction; and • Provide temporary traffic controls, such as a flag person, during all phases of construction as necessary to maintain smooth traffic flow. If needed to avoid congestion, provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site and/or modify signal synchronization. • Configure construction parking to minimize traffic interference. 	Site inspection			
<p>MM 4.2-4 Information regarding exposure to PM10, PM2.5, and ultra-fine particles due to the Project's proximity to I-105 shall be provided to all future homeowners and residents of the Project through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs).</p>	Prepare and distribute air quality literature to all future homeowners	During operation	Project Applicant and Homeowner's Association	Los Angeles County Department of Regional Planning
<p>MM 4.2-5 The Project contractor's final construction plans and specifications shall require that activities with the potential to generate dust, PM10, and PM2.5 that are not required at a specific location on the Project site, such as the staging of equipment and materials, shall be located as far as feasible from nearby residences.</p>	Include distance requirements in contractor's specifications and Maintain log demonstrating compliance and Site inspection	Prior to and during grading and excavation activities	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
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Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>MM 4.2-6 A construction relations officer shall be appointed to act as a community liaison concerning on-site construction activity including resolution of issues related to the generation of dust, PM10, and PM2.5.</p>	<p>Appoint construction relations officer and Maintain log demonstrating compliance and Site inspection</p>	<p>During grading activities</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works</p>
<p>Cultural Resources (Section 4.3 of the Draft EIR)</p>				
<p>MM 4.3-1 During all grading and excavation activities that occur within native soils (i.e., not within engineered fill materials that are present at the surface), a trained Archaeological Monitor shall be present to monitor the earth-moving activities. Based on the site conditions and grading program, the Archaeological Monitor shall determine an appropriate monitoring schedule, subject to the approval of the Los Angeles County Department of Regional Planning (LACDRP). The Archaeological Monitor would not need to be present once grading and excavations reach a depth of 15 feet or deeper (see MM 4.3-2), or once bedrock is encountered. Should archaeological resources be encountered, a qualified Archaeologist shall be retained to implement procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the resources, as appropriate. If the resources are found to be significant, the Archaeologist shall determine appropriate actions for preservation and/or data recovery to the satisfaction of the LACDRP. If the Monitor determines that the sediments are not sensitive for the presence of resources, monitoring efforts can be terminated.</p>	<p>Archaeological monitoring and Maintain log demonstrating compliance and Site inspection</p>	<p>During grading and excavation activities</p>	<p>Project Applicant, Construction Contractor, and Qualified Archaeologist</p>	<p>Los Angeles County Department of Regional Planning</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
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Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>MM 4.3-2 A qualified Paleontologist shall be retained to monitor earth-moving activities of 15 feet or deeper (i.e. the depths at which significant vertebrate fossils have been recovered from older Quaternary Alluvium). Should paleontological resources be encountered during earth-moving activities (i.e., grading and excavation), the Paleontologist shall implement procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the resources, as appropriate. If the resources are found to be significant, the Paleontologist shall determine appropriate actions for preservation and/or data recovery to the satisfaction of the Los Angeles County Department of Regional Planning. If the Paleontologist determines that the sediments are not sensitive for the presence of resources, monitoring efforts can be terminated.</p>	<p>Paleontological monitoring and Maintain log demonstrating compliance and Site inspection</p>	<p>During excavation activities of 15 feet or deeper</p>	<p>Project Applicant, Construction Contractor, and Qualified Paleontologist</p>	<p>Los Angeles County Department of Regional Planning</p>
<p>MM 4.3-3 In accordance with <i>California Health and Safety Code</i>, Section 7050.5, if human remains are found, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains. The County Coroner shall be notified within 24 hours of the discovery and shall make such determination within 2 working days of notification of discovery. If the County Coroner determines that the remains are or believed to be Native American, the County Coroner shall notify the Native American Heritage Commission in Sacramento within 24 hours. In accordance with <i>California Public Resources Code</i>, Section 5097.98, the Native American Heritage Commission must immediately notify those persons it believes to be the most likely descended from the deceased Native American. The descendants shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.</p>	<p>Stop work and contact County Coroner</p>	<p>During construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
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Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Visual Qualities (Section 4.4 of the Draft EIR)				
MM 4.4-1 Prior to commencement of construction activities, the Contractor shall install a visual barrier along the entire perimeter of the construction site (e.g., green mesh fabric or similar view-blocking material) to obstruct street-level views of construction activities from residents in the immediate vicinity of the site. This barrier shall remain in place until the completion of grading activities requiring heavy mobile trucks/equipment. This shall be included on the contractor specifications and verified by the County of Los Angeles.	Install visual barrier and Maintain log demonstrating compliance and Site inspection	Prior to construction activities	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
MM 4.4-2 Prior to issuance of a grading permit, the Project Applicant shall submit the Landscaping Plan to the Los Angeles County Department of Regional Planning for review and approval.	Submittal and approval of Landscaping Plan	Prior to issuance of grading permit(s)	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
MM 4.4-3 Prior to issuance of a building permit, a signage plan shall be submitted to the Los Angeles County Department of Public Works for review and approval. Project signage shall be designed and implemented in compliance with all applicable Los Angeles County standards and requirements.	Submittal and approval of Signage Plan	Prior to issuance of building permit(s)	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works
MM 4.4-4 Prior to issuance of a building permit, a lighting plan shall be submitted to the Los Angeles County Department of Public Works for review and approval. Project lighting shall be designed and implemented in compliance with all applicable Los Angeles County lighting standards.	Submittal and approval of Lighting Plan	Prior to issuance of building permit(s)	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
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Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Traffic/Access (Section 5.1 of the Draft EIR)				
<p>MM 5.1-1 All traffic improvements and construction-related activities that involve Caltrans-owned property shall be subject to the approval of an encroachment permit from Caltrans and shall be designed and constructed in accordance with applicable Caltrans standards and requirements, including the California 2010 MUTCD Manual, to the satisfaction of Caltrans. All traffic improvements within City of Los Angeles right-of-way shall be subject to the approval of the City of Los Angeles and the implementation of the improvements shall be guaranteed through the City's B-Permit process.</p>	<p>Acquire encroachment permit and Submittal and approval of traffic improvements in Caltrans or City of Los Angeles right-of-way</p>	<p>Prior to construction activities on Caltrans-owned property</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works, Caltrans, and City of Los Angeles</p>
<p>MM 5.1-2 To ensure adequate vehicular access and circulation on the Project site and the off-site Project area, the Project shall construct the following traffic and circulation features to the satisfaction of the Los Angeles County Department of Public Works (LACDPW). All driveways and other circulation features that would affect City of Los Angeles roadways shall require coordination for review and approval with the LADOT's Citywide Planning Coordination Section.</p> <ul style="list-style-type: none"> • Vehicular access to the Project site shall be limited to driveways on Aviation Boulevard and West 117th Street. <ul style="list-style-type: none"> ○ The existing Aviation Boulevard signalized driveway (driveway entrance to the Metro bus terminal) is located at the northwest corner of the Project site and shall be modified to serve as the main Project driveway for access to the commercial and residential components of the Project and associated parking areas. The existing traffic signal equipment at the Aviation Boulevard driveway shall be modified accordingly. The proposed Aviation Boulevard driveway shall provide full access (i.e., left-turn and right-turn ingress and egress turning movements). For exiting traffic, two lanes 	<p>Submittal and approval of traffic and circulation features and Maintain log demonstrating compliance and Site inspection</p>	<p>Prior to issuance of building permit(s) and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works and Los Angeles Department of Transportation Citywide Planning Coordination Section (City of Los Angeles roadways only) and Caltrans (for activities on Caltrans property) and Metropolitan Transportation Authority (for activities on Metro property)</p>

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Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>shall be provided: one for left-turns and one for right-turns.</p> <ul style="list-style-type: none"> ○ The West 117th Street driveway shall be located on the north side of West 117th Street at the southwest corner of the Project site, and shall provide secondary access to the commercial and residential components of the Project and associated parking areas. This driveway shall 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 travelling on nearby local residential streets). • The existing Metro bus terminal shall be relocated to the western portion of the existing Caltrans Park-and-Ride Lot. The existing Caltrans Park-and-Ride Lot and the adjacent surface parking lot associated with the Caltrans Maintenance Facility shall be reconfigured to accommodate the relocation of the Metro bus terminal in order to maintain at least the current number of Park-and-Ride spaces (approximately 400 parking spaces). <ul style="list-style-type: none"> ○ Vehicular access to the relocated Metro facilities shall be provided via two driveways: one on Aviation Boulevard and one on West Imperial Highway. ○ The existing Caltrans Park-and-Ride driveway on Aviation Boulevard shall be relocated approximately 100 feet north of its current position and shall accommodate right-turn ingress and egress movements only. ○ The existing Caltrans Park-and-Ride driveway on West Imperial Highway shall be relocated approximately 30 feet east of its current position and shall be used as an exit only driveway (i.e., limited to right-turn egress movements only). 				

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Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<ul style="list-style-type: none"> ○ The existing Caltrans driveway on West Imperial Highway shall be reconfigured to provide one inbound lane and one outbound lane, with left-turn and right-turn ingress and right-turn egress only (i.e., no left-turn egress movements would be permitted onto westbound West Imperial Highway). The reconfigured Caltrans driveway shall provide direct access to the Caltrans Park-and-Ride Lot and Caltrans surface parking lot. ○ A traffic signal shall be installed at the existing Caltrans driveway on West Imperial Highway to accommodate access to the reconfigured Metro and Caltrans facilities. The traffic signal at the Caltrans driveway shall feature separate westbound left-turn phasing for vehicles turning left into the Caltrans Park-and-Ride Lot and Caltrans Maintenance Facility parking lot and a northbound right-turn overlapping phase for vehicles exiting the driveway. The cost and implementation of the traffic signal installation shall be the sole responsibility of the Project Applicant. The Project Applicant shall contact LADOT's Western District Operations Office to facilitate the review and approval of the traffic signal in this location. The installation of the traffic signal shall be complete and in operation prior to the operation of the new Metro bus terminal. • A new driveway on West Imperial Highway shall be constructed for the relocated Metro bus terminal and will provide right turn ingress and egress movements. • Modifications to the traffic signal located at the intersection of Aviation Boulevard and West 116th Street shall be constructed prior to occupancy of the Project. The cost of the design and 				

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
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Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>modification of the traffic signal shall be the sole responsibility of the Project Applicant. A detailed striping and signal plans shall be submitted to LACDPW Traffic and Lighting Division for review and approval.</p> <ul style="list-style-type: none"> The design/redesign of the intersections (and associated traffic signal installations), roadways and the site plan layout, including driveway encroachments within Los Angeles County, shall be to the satisfaction of LACDPW. 				
<p>MM 5.1-3 The provision, design, and location of parking for the Project shall comply with the Americans with Disabilities Act (ADA).</p>	<p>Regular plan check and Site inspection</p>	<p>Prior to issuance of building permits and during operation</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning</p>
<p>MM 5.1-4 Prior to issuance of the first occupancy permit, the Project Applicant shall coordinate with the Los Angeles County Department of Public Works regarding a possible restricted parking program for West 117th Street and Judah Avenue adjacent to the Project site, which currently have unrestricted parking. Whether or not restricted parking is implemented and the type of restriction used (e.g., meters, permits, signs) shall be determined to the mutual satisfaction of the Project Applicant, the County, and the adjacent residents.</p>	<p>Coordinate with LACDPW and adjacent residents for restricted parking program</p>	<p>Prior to issuance of first occupancy permit</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works</p>
<p>MM 5.1-5 The Project Applicant shall demonstrate to the satisfaction of the County of Los Angeles and the Metropolitan Transportation Authority that the relocated Metro bus terminal is fully operational prior to the removal of the existing Metro bus terminal located on Lot 2 of the Project site.</p>	<p>Provide evidence of operational terminal to County and Metro</p>	<p>Prior to removal of the existing Metro bus terminal</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning and Metropolitan Transportation Authority (for activities on Metro property)</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
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Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>MM 5.1-6 To minimize potential cumulative construction traffic impacts in the Los Angeles International Airport (LAX) area, the Project Applicant shall provide Los Angeles World Airports with the Project's construction schedule, construction hours, haul routes, and construction personnel contact information at least 10 days before construction activities begin.</p>	<p>Provide LAWA with specified construction information</p>	<p>At least 10 days prior to construction activities</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning and Los Angeles World Airports</p>
<p>Sewage Disposal (Section 5.2 of the Draft EIR)</p>				
<p>MM 5.2-1 Prior to the issuance of building permits, the Project Applicant shall pay the applicable connection fees in accordance with the Sanitation Districts of Los Angeles County <i>Master Connection Fee Ordinance of County Sanitation District No. 5 of Los Angeles County</i>.</p>	<p>Remit payment to the Sanitation Districts of Los Angeles County</p>	<p>Prior to issuance of building permits</p>	<p>Project Applicant</p>	<p>Los Angeles County Department of Regional Planning and Sanitation Districts of Los Angeles County</p>
<p>MM 5.2-2 Prior to issuance of building permits, the Project Applicant shall demonstrate to the Sanitation Districts of Los Angeles County and Los Angeles County Department of Public Works that the Project includes appropriate infrastructure to ensure adequate wastewater conveyance. It is anticipated that segments of the existing eight-inch-diameter local sewer line within Aviation Boulevard (between West 116th Street and West 117th Street) and West 116th Street (between Aviation Boulevard and Judah Avenue) will be removed. The Project shall include the following new wastewater infrastructure:</p> <ul style="list-style-type: none"> • An 8-inch-diameter local sewer line within Aviation Boulevard beginning north of West 116th Street and connecting to the sewer line within West 117th Street; • An 8-inch-diameter local sewer line within West 117th Street connecting the Aviation Boulevard sewer line to the existing sewer line in West 117th Street; • An 8-inch-diameter local sewer line within Judah Avenue beginning mid-block between West 116th Street and West 117th Street, and connecting to 	<p>Regular plan check and Maintain log demonstrating compliance and Site inspection</p>	<p>Prior to issuance of building permits</p>	<p>Project Applicant</p>	<p>Los Angeles County Department of Public Works and Sanitation Districts of Los Angeles County</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
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Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>the existing sewer line in West 117th Street;</p> <ul style="list-style-type: none"> • An 8-inch-diameter local sewer line within Judah Avenue beginning mid-block between West 116th Street and extending north of West 117th Street, and connecting to the existing sewer line in West 116th Street; • Six-inch-diameter sewer laterals from each of the four proposed buildings to a local sewer line; and • Four-inch-diameter sewer laterals from each individual townhome along West 117th Street and Judah Avenue to a local sewer line. 				
<p>MM 5.2-3 Prior to the issuance of building permits, the Project Applicant shall complete the annexation of all appropriate local sewer lines and laterals necessary to serve the Project that are currently within the City of Los Angeles into the Los Angeles County Department of Public Works (LACDPW) Consolidated Sewer Maintenance District. All proposed sewer lines shall be constructed in compliance with the LACDPW's sewer design standards to the satisfaction of LACDPW.</p>	<p align="center">Finalize annexation of sewer facilities</p>	<p align="center">Prior to issuance of building permits</p>	<p align="center">Project Applicant</p>	<p align="center">Los Angeles County Department of Public Works</p>
<p>MM 5.2-4 Prior to issuance of building permits for the off-site Caltrans-owned property, the Project Applicant shall demonstrate to the Los Angeles County Department of Public Works that the Project includes adequate wastewater infrastructure. A new sewer lateral line within the off-site, Caltrans-owned property shall be constructed to provide service to the restrooms associated with the new Metro bus terminal. The sewer line shall be connected to the existing eight-inch diameter local sewer line within the off-site Caltrans property.</p>	<p align="center">Regular plan check and Maintain log demonstrating compliance and Site inspection</p>	<p align="center">Prior to issuance of building permits for Caltrans property</p>	<p align="center">Project Applicant</p>	<p align="center">Los Angeles County Department of Public Works</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
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Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Education (Section 5.3 of the Draft EIR)				
MM 5.3-1 The Project Applicant shall pay new development fees in effect at the time of building permit issuance to the Wiseburn School District and the Centinela Valley Union High School District pursuant to <i>California Government Code, Section 65995 (SB 50)</i> .	Remit new development fees to affected school districts	Prior to issuance of building permits	Project Applicant	Los Angeles County Department of Regional Planning and Wiseburn School District and Centinela Valley Union High School District
MM 5.3-2 The Project Applicant shall remit to the Los Angeles County Public Library a fee in effect at the time of building permit issuance, pursuant to the Library Facilities Mitigation Fee Program.	Remit appropriate fee to Los Angeles County Public Library	At the time of building permit issuance	Project Applicant	Los Angeles County Department of Regional Planning and Los Angeles County Public Library
Fire/Sheriff (Section 5.4 of the Draft EIR)				
MM 5.4-1 Prior to issuance of an occupancy permit, the Project Applicant shall notify the Los Angeles County Sheriff's Department, including the Transportation Bureau-Green Line, of Project completion in order to facilitate their internal assessment to ensure that services are appropriately allocated to areas in need.	Communicate project completion to Los Angeles County Sheriff's Department	Prior to issuance of occupancy permit	Project Applicant	Los Angeles County Department of Regional Planning and Los Angeles County Sheriff's Department
Utilities/Other Services (Section 5.5 of the Draft EIR)				
MM 5.5-1 Prior to the issuance of building permits; the Project Applicant shall pay the applicable connection fees in accordance with the Golden State Water Company standards and requirements.	Remit appropriate connection fee to Golden State Water Company	Prior to issuance of building permits	Project Applicant	Los Angeles County Department of Regional Planning and Golden State Water Company

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
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Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>MM 5.5-2 Prior to commencement of construction activities, a Recycling and Reuse Plan must be submitted to the Los Angeles County Department of Public Works, Environmental Programs Division for review and approval. Construction activities on the Project site shall be conducted in compliance with Section 22.52.2100, Green Building of the Los Angeles County Code, which requires the recycling/reuse of at least 65 percent of non-hazardous construction/demolition debris by weight.</p>	<p>Submittal and approval of Recycling and Reuse Plan and Maintain log demonstrating compliance with Plan</p>	<p>Prior to construction activities</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works Environmental Programs Division</p>
<p>Environmental Safety (Section 6.1 of the Draft EIR)</p>				
<p>MM 6.1-1 Prior to the issuance of a grading permit(s), the Project Applicant shall submit the final contractor specifications that includes a contingency plan to address the potential to encounter unknown subsurface anomalies during site grading and excavation to the satisfaction of the County. The specifications shall also include the appointment of a Construction Monitor with a CalOSHA Hazardous Waste Operations and Emergency Response Standard (HAZWOPER) certification to identify and provide initial response to any hazard or hazardous material encountered during Project implementation. The contingency plan shall specify that, if construction workers encounter any hazards or hazardous materials (including, but not limited to, pipes, USTs, stained soils, odors, gases, uncontained spills, and/or other unidentified substances), the Contractor shall stop work, notify the Construction Monitor (if not already aware), and cordon off the affected area. The Construction Monitor shall contact the Los Angeles County Certified Unified Program Agency (CUPA), which is the Los Angeles County Fire Department, Health Hazardous Materials Division, who shall determine the next steps regarding possible site evacuations, notification of other oversight agencies, sampling, handling, and disposal of the material(s) consistent with federal, State, and local regulations. If required, the Project site shall be remediated to the satisfaction of the CUPA.</p>	<p>Include plan to resolve subsurface anomalies and specify appointment of a HAZWOPER-certified Construction Monitor in contractor specifications</p>	<p>Prior to issuance of grading permit(s)</p>	<p>Project Applicant, Construction Contractor, and HAZWOPER-certified Construction Monitor</p>	<p>Los Angeles County Department of Regional Planning and Los Angeles County Certified Unified Program Agency (Los Angeles County Fire Department Health Hazardous Materials Division)</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
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Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>MM 6.1-2 Prior to the issuance of a demolition permit for any structure on the Project site, pre-demolition surveys for ACMs and LBP—including sampling and analysis of all suspected building materials—and inspections for PCB-containing electrical fixtures shall be performed for the structure(s) proposed for demolition. All surveys, inspections, and analyses shall be performed by fully licensed and qualified individuals in accordance with all applicable federal, State, and local regulations, including ASTM E 1527-05; 15 USC Chapter 15 (Toxic Substances Control); CalOSHA requirements; and SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities).</p> <p>If the pre-demolition surveys/inspections do not identify ACMs, LBP, and/or PCB-containing fixtures, the Project Applicant shall provide documentation to the County of the survey/inspection showing that no further abatement actions are required as part of the application for a demolition permit.</p> <p>If the pre-demolition surveys/inspections identify ACMs, LBP, and/or PCB-containing fixtures, all such materials shall be handled in accordance with SCAQMD Rule 1403. The Project Applicant shall provide documentation to the Los Angeles County Certified Unified Program Agency (CUPA) that appropriately qualified individuals have been retained to manage the identified materials as part of the application for a demolition permit. All demolition activities that may expose construction workers and/or the public to asbestos-containing materials, lead-based paint (LBP), and/or PCB-containing electrical fixtures shall be conducted in accordance with applicable regulations, including, but not limited to 15 <i>United States Code</i> (USC) Chapter 53 Toxic Substances Control; CalOSHA regulations (8 CCR Section 1529 [Asbestos] and Section 1532.1 [Lead]); and SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). The requirement to</p>	<p>Conduct and submit pre-demolition surveys for ACMs and LBP and inspections for PCB-containing equipment and</p> <p>Provide documentation of survey results to County or</p> <p>Abate hazardous materials in accordance with applicable regulations and provide documentation of abatement to County</p>	<p>Prior to issuance of demolition permits and during demolition</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works and</p> <p>Los Angeles County Certified Unified Program Agency (Los Angeles County Fire Department Health Hazardous Materials Division)</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
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Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>adhere to all applicable regulations shall be included in the contractor specifications, and such inclusion shall be approved by the Los Angeles County CUPA and verified by the Los Angeles County Department of Public Works prior to issuance of the demolition permit.</p> <p>After demolition, the Project Applicant shall provide documentation (e.g., required waste manifests, air monitoring results, and laboratory analytical results) to the Los Angeles County Department of Public Health (DPH) and CUPA illustrating that abatement of any ACMs, LBP, and/or PCB-containing fixtures identified in the demolished structure has been completed in full compliance with applicable regulations. The County of Los Angeles Department of Public Works shall be copied on all materials submitted to the DPH and CUPA.</p>				
<p>MM 6.1-3 Any contaminated soils or other hazardous materials removed from the Project site shall be transported only by a Licensed Hazardous Waste Hauler, who shall be in compliance with all applicable State and federal requirements, including U.S. Department of Transportation regulations under 49 CFR (Hazardous Materials Transportation Act), Caltrans standards, CalOSHA standards, and 40 CFR 263 (Subtitle C of Resource Conservation and Recovery Act).</p>	<p>Include requirement for licensed hazardous waste hauler in contractor specifications and confirm waste hauler credentials and Maintain log demonstrating compliance</p>	<p>During construction</p>	<p>Project Applicant, Construction Contractor, and Licensed Hazardous Waste Hauler</p>	<p>Los Angeles County Department of Regional Planning</p>
<p>MM 6.1-4 All structures shall comply with Federal Aviation Administration (FAA) height restrictions, pursuant to Federal Aviation Regulation (FAR) Part 77, Subpart C. The Project Applicant shall provide the County of Los Angeles Department of Regional Planning with proof of a current and valid FAA "Determination of No Hazard to Air Navigation" at the time of building permit issuance.</p>	<p>Provide County with FAA "Determination of No Hazard to Air Navigation"</p>	<p>Prior to issuance of building permits</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning and Federal Aviation Administration</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
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Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>MM 6.1-5 Before the start of construction, Worksite Traffic Control Plans (WTCP) and Traffic Circulation Plans, including identification of detour requirements, shall be prepared in cooperation with the County of Los Angeles, the City of Los Angeles, and other affected jurisdictions in accordance with the Work Area Traffic Control Handbook (WATCH) manual and Manual on Uniform Traffic Control Devices (MUTCD), as required by the relevant jurisdiction. Construction activities shall comply with the approved WTCP to the satisfaction of the affected jurisdictions.</p>	<p>Submittal and approval of Worksite Traffic Control Plans (WTCP) and Traffic Circulation Plans</p>	<p>Prior to construction activities</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning and Los Angeles Department of City Planning</p>
<p>MM 6.1-6 Prior to final tract map approval, the Project shall be reviewed by Metro to ensure that construction of tie-backs per Specifications Section 2162-Tieback Anchors, drainage, fencing, and other issues, including safety, associated with, and which may have an impact on, the railroad ROW are addressed and that Project plans comply with Metro Design Criteria, Section 5 Structural, and Volume III Adjacent Construction Design Manual. The Rail Division Transportation Manager and Rail Operations Control, as well as the Metro Bus Operations Control Special Events Coordinator and applicable Municipal Bus Service Operators shall be contacted prior to commencement of construction activities that could impact the Metro facilities or transit corridors for the purposes of coordination and to determine whether any construction-related permits are required.</p>	<p>Submittal and approval of project plans and specifications for components affecting railroad ROW and Contact the Rail Division Transportation Manager, Rail Operations Control, Metro Bus Operations Control Special Events Coordinator, and applicable Municipal Bus Service Operators</p>	<p>Prior to clearance of the final tract map</p>	<p>Project Applicant</p>	<p>Los Angeles County Department of Public Works and Metropolitan Transportation Authority</p>
<p>Population, Housing, Employment and Recreation (Section 6.3 of the Draft EIR)</p>				
<p>MM 6.3-1 Prior to the clearance of the final map by the Los Angeles County Department of Parks and Recreation (DPR), the Project Applicant shall provide the DPR with in-lieu fee payment to meet the parkland obligation calculated by the DPR for the Project in accordance with the County Parkland Dedication Ordinance.</p>	<p>Remit appropriate County Parkland Dedication Ordinance fee</p>	<p>Prior to clearance of the final tract map</p>	<p>Project Applicant</p>	<p>Los Angeles County Department of Regional Planning and Los Angeles County Department of Parks and Recreation</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
PROJECT NO. TR070853-(2)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Climate Change (Section 6.4 of the Draft EIR)				
<p>MM 6.4-1 The Project shall be designed and constructed in accordance with the following regulations as set forth in the <i>Los Angeles County Code</i>: Section 12.84.410 et seq., Low Impact Development; Section 21.52.2200 et seq., Drought Tolerant Landscaping; and Section 22.52.2100, Green Building. The Green Building ordinance requires features/actions relative to the Project including, but not limited to, the following:</p> <ul style="list-style-type: none"> • Achievement of at least 15 percent more energy efficiency than the 2005 Title 24 California Energy Efficiency Standards; • Installation of smart irrigation controllers, drought-tolerant vegetation (per Chapter 22.52 requirements), and high-efficiency toilets in all dwelling units and mixed-use buildings; • Recycle/reuse of at least 65 percent of non-hazardous construction/demolition debris by weight; and • Planting of at least one 15-gallon tree for every 5,000 sf of multi-family developed area with at least 50 percent of the trees being drought tolerant, and plant at least three 15-gallon trees for every 10,000 sf of non-residential developed area with at least 65 percent of the trees being drought-tolerant. 	<p>Regular plan check and Maintain log demonstrating compliance and Site inspection</p>	<p>Prior to issuance of building permits and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning and Los Angeles County Department of Public Works</p>
<p>MM 6.4-2 Educational materials regarding water conservation techniques and programs, waste reduction and recycling services, energy conservation, the benefits of mixed-use, transit-oriented developments in support of the reduction of vehicle trips, and information about public transportation options shall be provided to all future homeowners and residents of the Project through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs).</p>	<p>Prepare and distribute appropriate literature to all future homeowners</p>	<p>During operation</p>	<p>Project Applicant and Homeowner's Association</p>	<p>Los Angeles County Department of Regional Planning</p>

MITIGATION MONITORING AND REPORTING PROGRAM (Continued)
PROJECT NO. TR070853-(2)

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
MM 6.4-3 Preferred parking for low-emission and fuel-efficient vehicles and on-site bicycle storage shall be provided to the satisfaction of Los Angeles County Department of Regional Planning.	Regular plan check and Site inspection	Prior to issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
MITIGATION COMPLIANCE				
As a means of ensuring compliance of the above mitigation measures, the Applicant and/or subsequent owner(s) are responsible for submitting an annual mitigation compliance report to the LACDRP for review, and for replenishing the mitigation monitoring account if necessary until such time as all mitigation measures have been implemented and completed.	Submittal of annual mitigation compliance report and Replenishing mitigation monitoring account	Annually until such time as all mitigation measures have been implemented and completed	Project Applicant and Subsequent Owner(s)	LACDRP

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**A RESOLUTION OF THE REGIONAL PLANNING COMMISSION
OF THE COUNTY OF LOS ANGELES RELATING TO
GENERAL PLAN AMENDMENT CASE NO. RPA 200900002-(2)
FOR PROJECT NO. TR070853-(2)**

WHEREAS, pursuant to Article 6 of Chapter 3 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65350), the County of Los Angeles ("County") provides for adoption of amendment to county general plan; and

WHEREAS, the applicants, Kroeze Family, LLC, Kroeze, Inc. and Los Angeles County Metropolitan Transportation Authority (sometimes referred to individually as "Applicant" and collectively, the "Applicants"), proposes to develop a mixed use development on 5.9 acres ("Project Site") 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 (collectively referred to as "Project"); and

WHEREAS, the Applicants have requested the approval of General Plan Amendment No. 200900002 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, to Category 4, High Density Residential; and to pre-designate a 2.7-acre portion of the Project Site that is located within the City of Los Angeles ("City") as Category 4; and

WHEREAS, the Regional Planning Commission of Los Angeles County ("Commission") conducted a public hearing on February 16, and April 20, 2011 regarding the following: (i) General Plan Amendment No. 200900002; (ii) Zone Change No. 200900002; (iii) Vesting Tentative Tract Map No. 070853; (iv) Conditional Use Permit No. 200900024; (v) Parking Permit No. 201000008; and

WHEREAS, the Regional Planning Commission finds as follows:

1. The Project Site located within both the unincorporated community of Del Aire in the County and the City, 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. Approximately 3.2 acres are located within the County area and the remaining 2.7 acres are located within the City.
2. Regional access to the Project Site is provided by the 105 and 405 freeways, which is located to north and east, respectively. Immediate access from the west to the Project Site is provided through Aviation Boulevard, from the south through 117th Street and from the east through Judah Avenue. Pedestrian access is provided from West 116th Street to the Metro Green Line/Aviation Station site.
3. General Plan Amendment No. 200900002 is a request to amend the 3.2-acre portion of the Project Site that is located within unincorporated County from

Countywide General Plan Category 1, Low Density Residential to Category 4, High Density Residential; and to pre-designate as Category 4 the 2.7-acre portion of the Project Site that is located within the City, 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.

4. Zone Change No. 200900002 is a related request to change 0.9 acres 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; and to pre-zone the 2.7-acre portion of the Project Site that is located within the City 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 zoned PF (Public Facilities) pursuant to the City of Los Angeles Planning and Zoning Code. The DP-Development Program will ensure that development occurring after rezoning will conform to the approved plans and be compatible with the surrounding area. As applied to this case, the conditional use permit will authorize the development of a mixed use development on the Project Site.
5. Vesting Tentative Tract Map No. 070853 is a related request 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 on Lot 1 and 112 apartment units on Lot 2, along with approximately 29,500 square feet of commercial/retail space.
6. Conditional Use Permit No. 200900024 is a related request to develop a mixed use residential and commercial/retail project in the Mixed Use Development ("MXD") zone, and to ensure consistency with the Development Program zoning addendum.
7. Parking Permit No. 201000008 is a related request to authorize 312 tandem parking spaces, reciprocal access and reduced parking for the Project.
8. Approval of the Vesting Tentative Tract Map, CUP, and Parking Permit will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed General Plan Amendment and adopted an ordinance effecting the proposed Zone Change, and such ordinance has become effective.
9. 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 (seven

single-family homes and two duplexes), a commercial structure, a motel, and surface parking lot.

10. Surrounding land uses within a 500-foot radius of the Project Site to the north are the Metro Green Line Aviation/LAX Station, a bus transfer station, and a Park-and-Ride Lot. Land uses are single-family residences to the east and single-family residences, a motel, and a liquor store to the south. Land uses to the west are utility, industrial, parking, and the railroad.
11. Approximately 0.9 acres 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 property, which is located within the City of Los Angeles, is zoned PF (Public Facility). The Commission has recommended that the Board of Supervisors approve Zone Change Case No. 200900002 to change the zoning of the subject property to MXD-68U-DP (Mixed Use Development-68 dwelling units per net acre-Development Program). 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 zoned Public Facilities (PF) pursuant to the City of Los Angeles Planning and Zoning Code.
12. Properties to the north of the Project Site are zoned PF (Public Facility) and LAX (Los Angeles International Airport) within the City of Los Angeles. Properties are zoned R-1 (Single-Family Residence) to the east and south and MU-N (Urban Mixed Use North) within the City of El Segundo to the west.
13. The Project Site is located partially within the Airport Influence Area for LAX. The proposed general plan amendment and zone change are contingent upon a finding of Airport Land Use Commission (ALUC) consistency pursuant to Section 21676(b) of the California Public Utilities Code.
14. The site plan, labeled Exhibit "A", for the Conditional Use Permit and Tentative Map depicts a two-lot subdivision with a total of 390 residential units and 29,500 square feet of commercial/retail space on the 5.9-acre Project Site. Each lot contains multi-story buildings to accommodate the residential units and commercial/retail space. Lot 1 is 3.2 acres in size and Lot 2 is 2.7 acres in size. There are 278 condominium units, 523 parking spaces and 8,000 square feet of commercial/retail space located within Lot 1; and 112 apartment units, 272 parking spaces and 21,500 square feet of commercial/retail space within Lot 2. A total of four buildings over a two-level parking garage are proposed on the Project Site. The height of the buildings facing south and east range from two to four stories. The maximum height of the proposed buildings is 72 feet. The site plan indicates 797 parking spaces and 92,114 square feet of open space. Primary vehicular access to the Project Site will be provided by Aviation Boulevard, which is a County designated Secondary Highway. Secondary access is provided through West 117th Street. Pedestrian access is depicted along the northern portion of the

Project Site between the Green Line Transit Station improved with amenities such as seating areas and landscaping. Additional access is also provided along Aviation Boulevard, 117th Street and Judah Avenue to the west, south, and east respectively.

15. The general plan amendment is consistent with the goals and policies of the General Pan. The general plan amendment to Category 4 will allow high-density residential development near public transit which is necessary to implement important public objectives to develop infill parcels along transportation corridors, reduce the reliance on automobile, and limit greenhouse gas emissions. A mixed-use development near the Green Line/Aviation Metro Station would facilitate ridership on the public transit system, thereby promoting the use of public transit. The property is located adjacent to a established community and surrounded by major commercial uses and regional employment centers accessible by developed transit corridors. Surround land uses and existing infrastructure make this underutilized parcel of land ideal for redevelopment with higher density residential uses than contemplated by the current general plan designation. In addition, a higher density residential development will allow for development of workforce housing near major employment centers such as the Los Angeles International Airport and major corporations such as Northrop Grumman, Lockheed Martin and Boeing.
16. The technical and engineering aspects of the Project have been resolved to the satisfaction of the Los Angeles County Department of Public works, Fire, Parks and Recreation, Public Health and Regional Planning.
17. The subject property is of adequate size and shape to accommodate the yards, walls, fences, parking, landscaping and other accessory structures excepts as otherwise modified, as shown on the vesting tentative tract map and Exhibit "A".
18. Compatibility with surrounding land uses will be ensured through the related zone change, parking permit, and Conditional Use Permit.
19. There is no evidence that the Project will be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the Project Site.
20. The recommended general plan amendment is needed in order to fulfill and implement general plan policies to provide high-density multifamily and neighborhood commercial uses in areas close to transit stations, and employment centers.
21. The subject property is currently depicted within the Low Density Residential land use category of the Los Angeles Countywide General Plan Land Use Policy Map. The Low Density land use category is intended for single-family development with a maximum density of six units per acre. The Project site can accommodate a

maximum density of 35 dwelling units under the Low Density Residential land use category.

22. The proposed general plan amendment would change the Low Density Residential designation of the site to High Density Residential, which includes areas suitable for medium and high-rise apartments and condominiums, three or more stories in height. The intent of this classification is to provide for high density residential development in appropriate locations, conveniently accessible to, or within multipurpose urban centers. The requested plan amendment would accommodate the proposed use of the property.
23. The recommended plan amendment is appropriate and proper because the location of the development efficiently utilizes existing infrastructure and services, as the site is compatible with surrounding uses, is close to a transit station and will support State and County efforts to provide workforce housing near major employment centers and transit stations, reverse global climate change, increase use of public transportation, decrease air pollution and contribute to the conservation of energy. Design features such as building orientation and inclusion a mix of housing and commercial uses compliment and protect surrounding uses.
24. Modified conditions warrant a revision to the General Plan. The Project's location within an urbanized area, surrounded by major commercial uses and regional employment centers and proximity to well developed transit corridors, makes it ideal for redevelopment with higher density residential uses than contemplated by the current General Plan designation.
25. Approval of the proposed plan amendment is in the best interest of the public health, safety and general welfare, as the area contains and/or the Project proposes sufficient infrastructure and facilities to accommodate the development, to include street improvements, water supply, sewer connections, fire flow and fire access. The development is in conformity with good planning practices, as the development is necessary in order to fulfill General Plan goals, policies and programs in that the development of workforce housing near major employment centers and transit stations, increase use of public transportation, decrease air pollution and contribute to the conservation of energy.
26. The applicant has satisfied the "Burden of Proof" for the requested plan amendment.
27. During the February 16, 2011 public hearing, the Regional Planning Commission ("Commission") heard a presentation from staff and testimony from the applicant and members of the public. Commissioners Bellamy, Helsley and Modugno were present. Commissioner Valadez was absent. The applicant's representative, Charles Moore, the Project's architect, Dan Withee and a representative of the County Metropolitan Transportation Authority, Roger Moliere, testified in favor of the Project. Two additional persons testified in favor of the Project and three local

residents testified with concerns regarding the request. The Regional Planning Commission directed the applicant and staff to organize a meeting at the Del Aire community before the continued hearing date. There being no further testimony or discussion, the Regional Planning Commission voted to continue the public hearing to April 20, 2011, to provide time for the staff and the applicant to hold the community meeting and prepare draft findings and conditions for the Commission's consideration and final action on the VTTM and related entitlements.

34. A community meeting was held at the Del Aire County Park located on 12601 South Isis Avenue, Hawthorne, on March 26, 2011 from 9 a.m. to 11:30 a.m. Representatives from the Departments of Regional Planning, Public Works and Fire and the project applicant's team were present. A total of 128 public meeting notices were sent to the Del Aire community on March 10, 2011. The audio for the meeting was recorded.

Samuel Dea from Regional Planning started with a description of the entitlements requested and process status and was followed by a presentation made by the project architect, Dan Withee. The traffic engineer followed with a description of the project traffic features and addressed an alternative to the proposed 117th Street cul-de-sac that was suggested in a letter submitted by the Del Aire Neighborhood Association at the February 16 hearing. The Neighborhood Association's main concern was that many drivers currently use Judah as an alternative to Aviation Boulevard after exiting the 405 freeway as Judah is a four-lane road with no traffic signals or stop signs. However, the Draft EIR has considered the 117th Street cul-de-sac alternative infeasible based on several reasons including that the street closure would divert traffic to nearby streets, would be in conflict with the regulations regarding street closures provided in the California Vehicle Code and would impede access to the community by emergency vehicles. The traffic engineer presented an alternative to address the Neighborhood Association concerns which includes an extension of the existing curb on northwest corner of the intersection between West 117th Street and Judah Avenue. This would preclude automobile access to the project site for traffic coming west from 117th Street and north from Judah Avenue.

Sixty-nine local residents attended the meeting and 20 speakers testified regarding the proposed project. Concerns were raised regarding the project including impacts to facilities such as libraries and schools and impacts on existing infrastructure such as water pressure; impacts to traffic including increased demand for on-street parking and increased traffic on the neighborhood streets; lack of housing need; and increased density and lack of neighborhood compatibility.

28. [Reserved for summary of proceedings on April 20, 2011, public hearing.]

29. One phone call from a local resident was received on January 2, 2011. The caller requested information about the Project and expressed concerns regarding the lack of demand for additional housing in the local area.
30. The following written correspondence regarding the project was received: a letter from the Del Aire Neighborhood Association, dated February 7, 2011, requesting that a hearing be held in the Del Aire neighborhood, West 117th street be modified to a cul-de-sac, and pedestrian access to the project site at 116th Street be eliminated; a letter from the applicant's representative, Charles J. Moore (Cox, Castle & Nicholson), dated February 10, 2011, in support of the project; a letter from the co-applicant, County of Los Angeles Metropolitan Transportation Authority, dated February 10, 2011, in support of the project; an e-mail from a local resident, dated March 26, 2011, expressing concerns regarding the project including parking, traffic, school capacity, utilities capacity, among others; and an e-mail from a local resident, dated March 30, 2011, expressing concern about parking.
31. An Initial Study was prepared for this Project in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft Environmental Impact Report ("DEIR") was prepared for this Project. The public comment period for the DEIR began on January 11 and ended on February 24, 2011 (45 days). After the public comment period ended, a Final Environmental Impact Report ("FEIR") was prepared with responses to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the Mitigation Monitoring and Reporting Program ("MMRP").
32. After consideration of the attached Environmental Impact Report ("EIR") and MMRP together with any comments received during the public review process, the Commission finds on the basis of the whole record before the Commission that except for noise and air quality impacts, no significant environmental effects which cannot be avoided or mitigated have been identified. The EIR 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.
33. The EIR concludes that 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. 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.

34. The Commission finds that substantial benefits resulting from the implementation the Project outweighs its unavoidable adverse effects on air quality and noise.
35. The Commission finds that predesignating portion of the Project Site is necessary in order to maintain consistency with the general plan and to implement the Project. In addition, the Commission finds that such action is required by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 precedent to filing any annexation request to the Local Agency Formation Commission.

NOW, THEREFORE BE IT RESOLVED that the Regional Planning Commission of the County of Los Angeles hereby recommends that the Board of Supervisors:

1. Hold a public hearing to consider General Plan Amendment No. 200900002, Zone Change No. 200900002, Vesting Tentative Tract Map No. 070853, Conditional Use Permit No. 200900024 and Parking Permit No.201000008;
2. Certify that the Final Environmental Impact Report has been completed in compliance with the California Environmental Quality Act and the State and County guidelines related thereto and reflects the independent judgment of the Board of Supervisors;
3. Find that the Board has reviewed and considered the information contained in the Final Environmental Impact Report prior to approving the proposed general plan amendment;
4. Determine that the significant adverse effects of the project, as described in the Final Environmental Impact Report, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference;
5. Approve and adopt the Mitigation Monitoring Plan for the project, incorporated in the Final EIR, and pursuant to Section 21081.6 of the Public Resources Code, find that the Mitigation Monitoring Plan is adequately designed to ensure compliance with the mitigation measures during project implementation;
6. Find that the recommended general plan amendment is consistent with the goals, policies and programs of the Los Angeles County General Plan; and

7. Adopt the recommended General Plan Amendment Case No. 200900004-(2) amending the Land Use Policy Map of the Los Angeles Countywide General Plan as depicted on the Exhibit attached hereto and described hereinabove.

I hereby certify that the foregoing was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on April 20, 2011.

Rosie O. Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

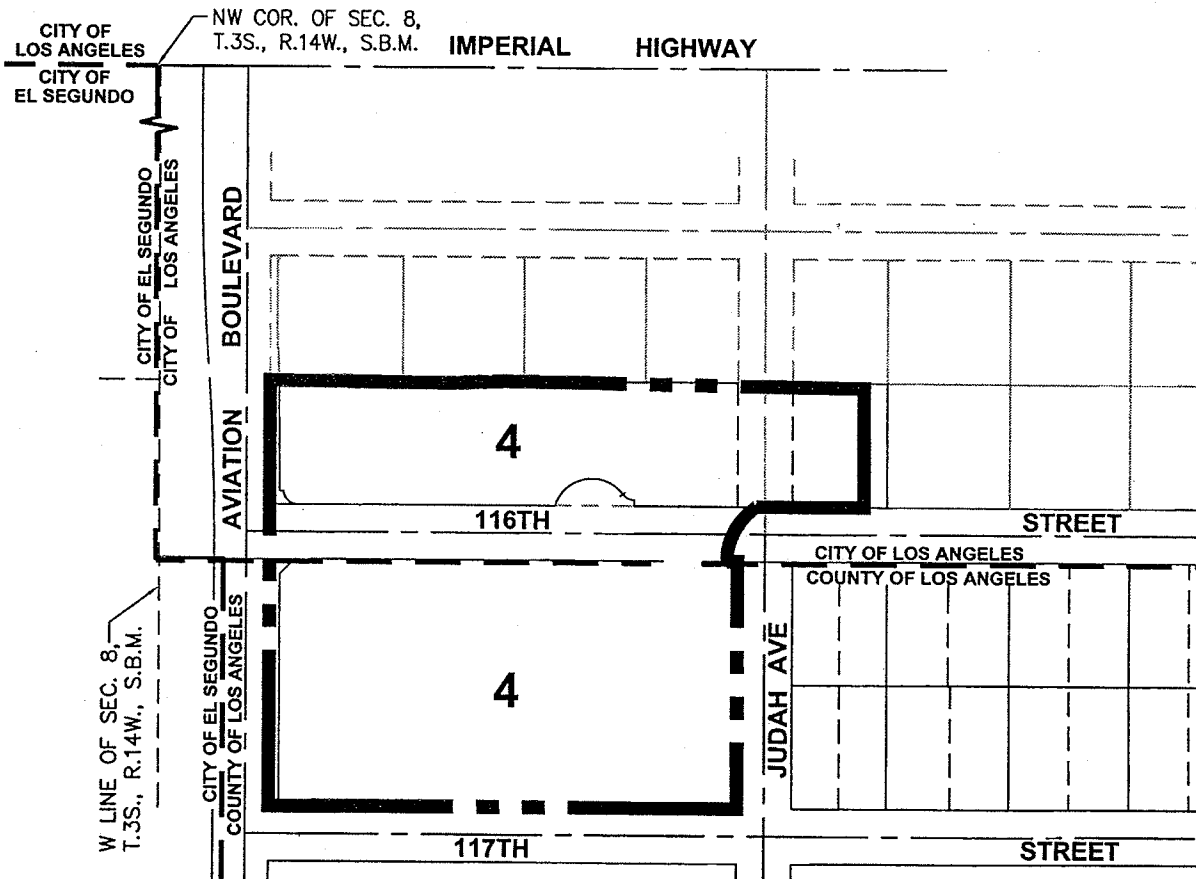
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GENERAL PLAN AMENDMENT DEL AIRE ZONED DISTRICT ADOPTED BY RESOLUTION: _____

ON: _____

PLAN AMENDMENT: PA 2009-00002

AMENDING THE GENERAL PLAN LAND USE POLICY MAP OF THE COUNTY


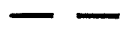
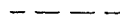



LEGAL DESCRIPTION:

LOTS 73, 74, 75, 76 AND PORTION LOT 72 OF TRACT NO. 2663, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LOTS 77, 78, 79, 80, 111, 112, 113 AND 114 OF TRACT NO. 2663, IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LEGEND:

-  GENERAL PLAN AMENDMENT AREA
-  CITY/COUNTY BOUNDARY
-  PARCELS
-  LOT LINE



**COUNTY LAND USE MAP
084Z173**

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
PAT MODUGNO, CHAIR
RICHARD BRUCKNER, PLANNING DIRECTOR

**A RESOLUTION OF THE REGIONAL PLANNING COMMISSION
OF THE COUNTY OF LOS ANGELES RELATING TO
ZONE CHANGE NO. 200900002-(2)
FOR PROJECT NO. TR070853-(2)**

WHEREAS, pursuant to Article 1 of Chapter 4 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65800), the County provides for adoption of amendment to county zoning regulation;

WHEREAS, the applicants, Kroeze Family, LLC, Kroeze, Inc. and Los Angeles County Metropolitan Transportation Authority (sometimes referred to individually as "Applicant" and collectively, the "Applicants"), proposes to develop a mixed use development on 5.9 acres ("Project Site") 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 (collectively referred to as "Project");

WHEREAS, the Applicants have requested approval of Zone Change No. 200900002 to rezone 0.9 acres 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; and to pre-zone 2.7 acre located within the City currently zoned as PF ("Public Facilities") pursuant to the City's zoning regulation to 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 Project;

WHEREAS, the Regional Planning Commission of the County of Los Angeles has conducted a public hearing in the matter of Zone Change No. 200900002 on February 16, 2011 and April 20, 2011; and

WHEREAS, the Regional Planning Commission finds as follows:

1. The Project Site located within both the unincorporated community of Del Aire in the County and the City, 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. Approximately 3.2 acres are located within the County area and the remaining 2.7 acres located within the City.
2. Regional access to the Project Site is provided by the 105 and 405 freeways, which is located to north and east, respectively. 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.

3. Zone Change No. 200900002 is a request to change 0.9 acres 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; and to pre-zone the 2.7-acre portion of the Project Site that is located within the City 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 zoned PF (Public Facilities) pursuant to the City of Los Angeles Planning and Zoning Code. The DP-Development Program will ensure that development occurring after rezoning will conform to the approved plans and be compatible with the surrounding area. As applied to this case, the conditional use permit will authorize the development of a mixed use development on the Project Site.
4. General Plan Amendment No. 200900002 is a related request to amend the 3.2-acre portion of the Project Site that is located within unincorporated County from Countywide General Plan Category 1, Low Density Residential to Category 4, High Density Residential; and to pre-designate as Category 4 the 2.7-acre portion of the Project Site that is located within the City, 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.
5. Vesting Tentative Tract Map No. 070853 is a related request 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 on Lot 1 and 112 apartment units on Lot 2, along with approximately 29,500 square feet of commercial/retail space.
6. Conditional Use Permit No. 200900024 is a related request to develop a mixed use residential and commercial/retail project in the Mixed Use Development ("MXD") zone, and to ensure consistency with the Development Program zoning addendum.
7. Parking Permit No. 201000008 is a related request to authorize 312 tandem parking spaces, reciprocal access and reduced parking for the Project.
8. Approval of the Vesting Tentative Tract Map, Conditional Use Permit, and Parking Permit will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed General

Plan Amendment and adopted an ordinance effecting the proposed Zone Change, and such ordinance has become effective.

9. 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 (seven single-family homes and two duplexes), a commercial structure, a motel, and surface parking lot.
10. Surrounding land uses within a 500-foot radius of the Project Site to the north are the Metro Green Line Aviation/LAX Station, a bus transfer station, and a Park-and-Ride Lot. Land uses are single-family residences to the east and single-family residences, a motel, and a liquor store to the south. Land uses to the west are utility, industrial, parking, and the railroad.
11. Approximately 0.9 acres of the subject property is zoned C-1 (Restricted Business), 2.3 acres are zoned R-1 (Single-Family Residence), and 2.7 acres, which is located within the City of Los Angeles, is zoned PF (Public Facility). The Commission has recommended that the Board of Supervisors approve Zone Change Case No. 200900002 to change the zoning of the subject property to MXD-68U-DP (Mixed Use Development-68 dwelling units per net acre-Development Program). 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 zoned Public Facilities (PF) pursuant to the City of Los Angeles Planning and Zoning Code.
12. Properties to the north of the Project Site are zoned PF (Public Facility) and Los Angeles International Airport (LAX) within the City of Los Angeles. Properties are zoned R-1 (Single-Family Residence) to the east and south and MU-N (Urban Mixed Use North) within the City of El Segundo to the west.
13. The Project Site is located partially within the Airport Influence Area for LAX. The proposed general plan amendment and zone change are contingent upon a finding of Airport Land Use Commission (ALUC) consistency pursuant to Section 21676(b) of the California Public Utilities Code.
14. The site plan, labeled Exhibit "A", for the Conditional Use Permit and Tentative Map depicts a two-lot subdivision with a total of 390 residential units and 29,500 square feet of commercial/retail space on the 5.9-acre Project Site. Each lot contains multi-story buildings to accommodate the residential units and commercial/retail space. Lot 1 is 3.2 acres in size and Lot 2 is 2.7 acres in size. There are 278 condominium units, 523 parking

spaces and 8,000 square feet of commercial/retail space located within Lot 1; and 112 apartment units, 272 parking spaces and 21,500 square feet of commercial/retail space within Lot 2. A total of four buildings over a two-level parking garage are proposed on the Project Site. The height of the buildings facing south and east range from two to four stories. The maximum height of the proposed buildings is 72 feet. The site plan indicates 797 parking spaces and 92,114 square feet of open space. Primary vehicular access to the Project Site will be provided by Aviation Boulevard, which is a County designated Secondary Highway. Secondary access is provided through West 117th Street. Pedestrian access is depicted along the northern portion of the Project Site between the Green Line Transit Station improved with amenities such as seating areas and landscaping. Additional access is also provided along Aviation Boulevard, 117th Street and Judah Avenue to the west, south, and east respectively.

15. The Project is consistent with the proposed MXD-68U-DP zoning classification. Multi-family residences and commercial uses are permitted in the MXD-68U-DP zone pursuant to Section 22.40.520 of the County Code. The Project also complies with the density provisions of the MXD-68U-DP zone, which allows a maximum of 390 dwelling units on the subject property. The associated Conditional Use Permit will ensure the Project's compliance with the requirements and standards of the zone.
16. The requested zone change to MXD-68U-DP is necessary to authorize the proposed use on the subject property.
17. The project is consistent with the uses allowed within MXD zone and with the following standards: required area, design features, open space, landscaping, building design, residential density, utilities and access. In accordance with Section 22.40.520B, the Commission modified the following requirements of the MXD zone through the CUP:
 - a) Lot No. 1: To allow a Floor Area Ratio ("FAR") of 2.43.
 - b) Lot No. 1: To allow Building Coverage of 85 percent.
 - c) Lot Nos. 1 and 2: To allow the following changes in parking standards:
 - i. Studio Condominium: one covered parking space per unit
 - ii. One Bedroom Condominium: one covered parking space per unit
 - iii. One Bedroom Apartments: one covered parking space per unit
 - d) Lot Nos. 1 and 2: To allow the following standards for building identification signs:
 - i. Building identification signs located on the building elevations facing Aviation Boulevard (west) and transit plaza (north) shall not exceed the size depicted on the Conceptual Signage Program.
 - ii. Building identification signs located on the building elevations facing West 117th Street and Judah Avenue shall be limited to a maximum of five percent of the building wall.

18. Modified conditions warrant a revision in the zoning of the subject property. The Project's location within an urbanized area, surrounded by major commercial uses and regional employment centers and proximity to well developed transit corridors, makes it ideal for redevelopment with higher density residential uses than contemplated by the current General Plan designation. Existing zoning classification of the project site was reflective of the prior planned use as low density residential and neighborhood servicing commercial. The surrounding uses have been established subsequent to the current zoning of the project site.
19. A need for the proposed zone classification exists within the area because the Countywide General Plan recognizes the importance of developing a range of housing types near public transportation system and encourages urban growth into areas with existing infrastructure system. A mixed-use development near the Green Line/Aviation Metro Station would facilitate ridership on the public transit system, thereby promoting the use of public transit. The property is located adjacent to an established community and surrounded by major commercial uses and regional employment centers accessible by developed transit corridors. Surrounding land uses and existing infrastructure make this underutilized parcel of land ideal for redevelopment with higher density residential uses than contemplated by the current general plan designation. In addition, the proposed zone will allow for development of workforce housing near major employment centers such as the Los Angeles International Airport and major corporations such as Northrop Grumman, Lockheed Martin and Boeing. The proposed zone can take full advantage of the existing vehicular and rail transportation network.
20. The subject property is a proper location for the proposed MXD-68U-DP zoning classification and placement of the proposed zone at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice, in that the proposed zoning classification will allow implementation of development that protects the safety of current and future residents due to the presence of geologic, seismic, fire, flood or erosion hazards through appropriate design and location standards. The project site has access to all the available services and facilities that are needed for the proposed development. The subject property fronts on a designated County Highway and it is adjacent to the Green Line. Moreover, the proposed development is compatible with existing surrounding commercial and public facilities uses to the north and west. The design and scale of the Project will prevent the residential areas to the south and east from intrusions.

21. The proposed zone change from R-1 and C-1 to MXD-68U-DP is consistent with General Plan Amendment Case No. 200900002 and, as reflected therein, with the goals and objectives of the General Plan.
22. The technical and engineering aspects of the Project have been resolved to the satisfaction of the Los Angeles County Department of Public Works, Fire, Parks and Recreation, Public Health and Regional Planning.
23. The subject property is of adequate size and shape to accommodate the yards, walls, fences, parking, landscaping and other accessory structures except as otherwise modified, as shown on the vesting tentative tract map and Exhibit "A".
24. Compatibility with surrounding land uses will be ensured through the related general plan amendment, parking permit, and conditional use permit.
25. There is no evidence that the Project will be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the Project Site.
26. The applicant has satisfied the "Burden of Proof" for the requested zone change.
27. During the February 16, 2011 public hearing, the Regional Planning Commission ("Commission") heard a presentation from staff and testimony from the applicant and members of the public. Commissioners Bellamy, Helsley and Modugno were present. Commissioner Valadez was absent. The applicant's representative, Charles Moore, the Project's architect, Dan Withee, and a representative of the County Metropolitan Transportation Authority, Roger Moliere, testified in favor of the Project. Two additional persons testified in favor of the Project and three local residents testified with concerns regarding the proposed access and the density of the development. The Regional Planning Commission directed the applicant and staff to organize a meeting in the Del Aire community before the continued hearing date. There being no further testimony or discussion, the Regional Planning Commission voted to continue the public hearing to April 20, 2011, to provide time for the staff and the applicant to hold the community meeting and prepare draft findings and conditions for the Commission's consideration and final action on the VTTM and related entitlements.
28. A community meeting was held at the Del Aire County Park located on 12601 South Isis Avenue, Hawthorne, on March 26, 2011 from 9 a.m. to 11:30 a.m. Representatives from the Departments of Regional Planning, Public Works and Fire and the project applicant's team were present. A total

of 128 public meeting notices were sent to the Del Aire community on March 10, 2011. The audio for the meeting was recorded.

Samuel Dea from Regional Planning started with a description of the entitlements requested and process status and was followed by a presentation made by the project architect, Dan Withee. The traffic engineer followed with a description of the project traffic features and addressed an alternative to the proposed 117th Street cul-de-sac that was suggested in a letter submitted by the Del Aire Neighborhood Association at the February 16 hearing. The Neighborhood Association's main concern was that many drivers currently use Judah as an alternative to Aviation Boulevard after exiting the 405 freeway as Judah is a four-lane road with no traffic signals or stop signs. However, the Draft EIR has considered the 117th Street cul-de-sac alternative infeasible based on several reasons including that the street closure would divert traffic to nearby streets, would be in conflict with the regulations regarding street closures provided in the California Vehicle Code and would impede access to the community by emergency vehicles. The traffic engineer presented an alternative to address the Neighborhood Association concerns which includes an extension of the existing curb on northwest corner of the intersection between West 117th Street and Judah Avenue. This would preclude automobile access to the project site for traffic coming west from 117th Street and north from Judah Avenue.

Sixty-nine local residents attended the meeting and 20 speakers testified regarding the proposed project. Concerns were raised regarding the project including impacts to facilities such as libraries and schools and impacts on existing infrastructure such as water pressure; impacts to traffic including increased demand for on-street parking and increased traffic on the neighborhood streets; lack of housing need; and increased density and lack of neighborhood compatibility.

29. [Reserved for summary of proceedings on April 20, 2011, public hearing.]
30. One phone call was received from a local resident on January 2, 2011. The caller requested information about the Project and expressed concerns regarding the lack of demand for additional housing in the local area.
31. The following written correspondence regarding the project was received: a letter from the Del Aire Neighborhood Association, dated February 7, 2011, requesting that a hearing be held in the Del Aire neighborhood, West 117th street be modified to a cul-de-sac, and pedestrian access to the project site at 116th Street be eliminated; a letter from the applicant's representative, Charles J. Moore (Cox, Castle & Nicholson), dated February 10, 2011, in support of the project; a letter from the co-applicant, County of Los Angeles Metropolitan Transportation Authority, dated February 10, 2011, in support

of the project; an e-mail from a local resident, dated March 26, 2011, expressing concerns regarding the project including parking, traffic, school capacity, utilities capacity, among others; and an e-mail from a local resident, dated March 30, 2011, expressing concern about parking.

32. An Initial Study was prepared for this Project in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft Environmental Impact Report ("DEIR") was prepared for this Project. The public comment period for the DEIR began on January 11 and ended on February 24, 2011 (45 days). After the public comment period ended, a Final Environmental Impact Report ("FEIR") was prepared with response to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the Mitigation Monitoring and Reporting Program ("MMRP").
33. After consideration of the attached Environmental Impact Report ("EIR") and MMRP together with any comments received during the public review process, the Commission finds on the basis of the whole record before the Commission that except for noise and air quality impacts, no significant environmental effects which cannot be avoided or mitigated have been identified. The EIR 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.
34. The EIR concludes that 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. 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.

35. The Commission finds that substantial benefits resulting from the implementation the Project outweighs its unavoidable adverse effects on air quality and noise.
36. The Commission finds that rezoning portion of the Project Site is necessary in order to maintain consistency with the general plan and to implement the Project. In addition, the Commission finds that such action is required by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 precedent to filing any annexation request to the Local Agency Formation Commission.

NOW, THEREFORE BE IT RESOLVED that the Regional Planning Commission recommends to the Board of Supervisors of the County of Los Angeles:

1. Hold a public hearing to consider General Plan Amendment No. 200900002, Zone Change No. 200900002, Vesting Tentative Tract Map No. 070853, Conditional Use Permit No. 200900024 and Parking Permit No.201000008;
2. Certify that the Final Environmental Impact Report has been completed in compliance with the California Environmental Quality Act and the State and County guidelines related thereto and reflects the independent judgment of the Board of Supervisors;
3. Find that the Board has reviewed and considered the information contained in the Final Environmental Impact Report prior to approving the proposed zone change;
4. Determine that the significant adverse effects of the project, as described in the Final Environmental Impact Report, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference;
5. Approve and adopt the Mitigation Monitoring Plan for the project, incorporated in the Final EIR, and pursuant to Section 21081.6 of the Public Resources Code, find that the Mitigation Monitoring Plan is adequately designed to ensure compliance with the mitigation measures during project implementation;
6. Find that the recommended change of zone is consistent with the goals, policies and programs of the Los Angeles County General Plan, with the adoption of General Plan Amendment Case No. 200900004-(2) by the Board;

7. Find that the public convenience, the general welfare and good zoning practice justify the recommended change of zone; and
8. Adopt the recommended Zone Change Case No. 200900004-(2) changing the zoning classification on the property as depicted on the attached Exhibit and described hereinabove.

I hereby certify that the foregoing was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on April 20, 2011.

Rosie O. Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

Action Date:

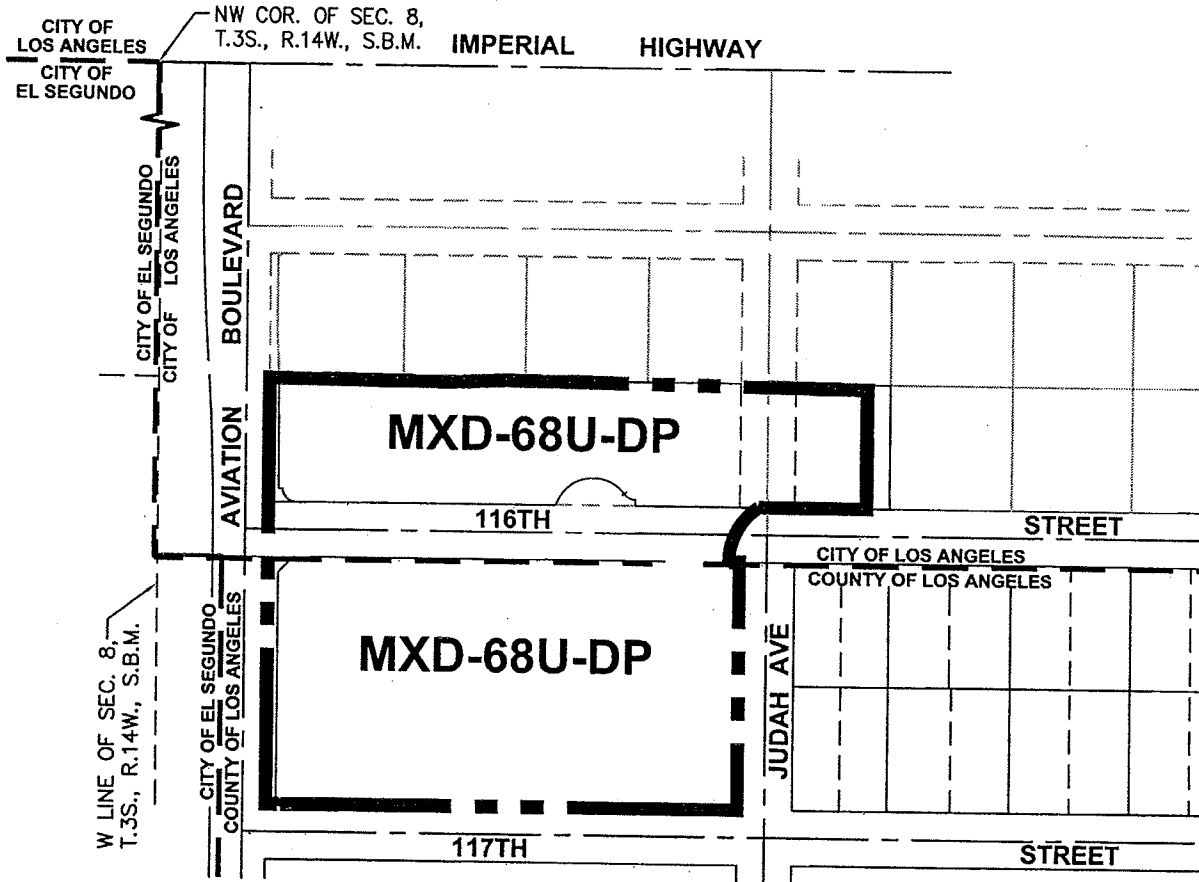
SZD:CSB
4/7/11

CHANGE OF ZONE PLAN
DEL AIRE ZONED DISTRICT
ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: **ZC 2009-00002**

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



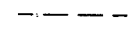
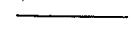


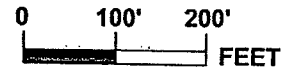
LEGAL DESCRIPTION:

LOTS 73, 74, 75, 76 AND PORTION LOT 72 OF TRACT NO. 2663, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LOTS 77, 78, 79, 80, 111, 112, 113 AND 114 OF TRACT NO. 2663, IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LEGEND:

-  ZONE CHANGE AREA
-  CITY/COUNTY BOUNDARY
-  PARCELS
-  LOT LINE



COUNTY ZONING MAP
084Z173

THE REGIONAL PLANNING COMMISSION
 COUNTY OF LOS ANGELES
 PAT MODUGNO, CHAIR
 RICHARD BRUCKNER, PLANNING DIRECTOR



Los Angeles County
Department of Regional Planning


Planning for the Challenges Ahead



Richard J. Bruckner
Director

February 10, 2011

TO: Pat Modugno, Chair
Esther L. Valadez, Vice Chair
Leslie G. Bellamy, Commissioner
Harold V. Helsley, Commissioner
Curt Pedersen, Commissioner

FROM: Samuel Dea 
Section Head
Special Projects Section

**SUBJECT: AGENDA ITEM NO. 6
PROJECT NUMBER TR070853-(2)**

The following attachments are comments received by staff regarding the above-referenced item:

1. A letter from the Del Aire Neighborhood Association, dated February 7, 2011. In their correspondence, the community group requests that a hearing be held in the Del Aire neighborhood, West 117th street be modified to a cul-de-sac, and pedestrian access to the project site at 116th Street be eliminated.
2. A letter from the applicant's agent, Charles J. Moore (Cox, Castle & Nicholson), dated February 10, 2011, in support of the project.
3. A letter from the co-applicant, County of Los Angeles Metropolitan Transportation Authority, dated February 10, 2011, in support of the project.

If you need further information, please contact Carolina Blengini from my staff at (213) 974-1522 or cblengini@planning.lacounty.gov. Department office hours are Monday through Thursday from 7:00 a.m. to 6:00 p.m. The Department is closed on Fridays.

SD:CB:cb

Attachments

February 7, 2011

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



RE: Proposed Aviation Station Development
County Project No. TR070853 -(Z)

Honorable Commissioners:

The Del Aire Neighborhood Association believes that the proposed development is a positive improvement to our community. We recognize the need to develop transit oriented residential units in our community, as well as the surrounding communities.

This proposed development will have a profound and permanent impact on our working class community of single-family homes. For this reason we need to get this right the first time.

I respectfully request that this Commission hold a hearing in our community before deciding to approve or deny the entitlements for this development.

Over the last year and a half, I have had many conversations with the property owner, his attorney and architects. This relationship has been respectful and open and very welcome. However, the traffic and parking mitigation issue came to an impasse very early on and we have not been able to resolve them.

The EIR study of nine key intersections (page 5.1.2) completely ignores the path of least resistance, the direct corridor through the middle of our neighborhood, from La Cienega and the 405 freeway to 120th Street West, to Judah Avenue North, to 117th Street West and directly into the underground parking for this development (see Map A).

The study assumes that all ingress and egress will be directly to and from Aviation Blvd., by way of 117th Street. The only mitigation measure proposed has been to limit egress to right turn only and ingress to left turn only. This woefully inadequate measure completely ignores the high likelihood of motorists entering from the east, and heading west on 117th Street.

I have proposed constructing a cul-de-sac on 117th Street, just east of the underground parking entrance that is proposed. This entrance is right in front of six single-family homes (see Map B). I have conducted an informal survey of the affected residents on 117th and received near unanimous agreement that a cul-de-sac would be necessary.

Proposed Aviation Station Development

Many motorists will travel west on 120th having just exited the 405 freeway and rather than wait for the light and/or for traffic to clear at Aviation Blvd., they will simply turn north on Judah then west on 117th. This is currently the most popular route as there are no traffic signals or stop signs and the street is 6-lanes wide. This substantial increase of traffic through our quiet neighborhood will be devastating.

Given the size and scope of this project we feel that requesting one cul-de-sac on one street is not only a modest request, it is reasonable. The developer has rejected this idea.

In addition to the problem of through traffic down the middle of our neighborhood, there is the parking issue.

The assertion in the EIR that “the project would not result in excessive on-street parking and no significant impact would result” (Page 5.1.27-paragraph 2) is wishful thinking given that this development will remove 10 or so single-family homes with driveway parking, replacing them with 20 street level town homes with no driveways. This by itself, will decrease the availability of congestion on-street parking. These 20 new residences by themselves will create more competition for on-street parking. The only mitigation offered for the on-street parking that according to the EIR “will not happen”, are parking permits for our existing residents. This is inadequate and unacceptable, as this simply shifts the mitigation burden to the existing residents and their guests. This idea also simply pushes the problem south to the nearest non-permitted street.

As a member of the Community Advisory Council that meets with Capt. Matt Dendo, of LACSD once a month, I can assure you that the LA County Sheriff is not able to run out to our neighborhood to enforce the current parking problems as they stand. They do not have the staff required. Who will enforce this idea, and how much extra frustration are we expected to endure as we call the Sheriff over and over, only to receive spotty enforcement?

Currently there is a pedestrian opening at 116th and Judah (see Map C) that allows our community to be used as an overflow parking lot for the Park and Ride at the Metro. This has been an ongoing problem for many years. Couple that with 390 new residential units, 30,000 square feet of retail and the afore mentioned 20 town homes without driveways to park in and it is easy to picture the irreparable harm that this would cause our small neighborhood in the way of parking.

I have been told by the developer that the County wants to leave that open for community access to the new retail, etcetera. Realistically speaking this would only create a slight advantage, (a ½ block shorter walk) for 12 to 15 homes. The alternative is to simply pick

Proposed Aviation Station Development

any street, walk west to Aviation Blvd. and enter the front of the facility, a roughly equal walking distance. Leaving the pedestrian opening at 116th and Judah is of no benefit to our community.

We have not demanded a reduction in density, or a reduction in height. We have not demanded more parking spaces. We have not sought a monetary mitigation fund. We are not calling for the project to stop. We are only asking that a few relatively modest measures be added to adequately address the parking and traffic issues unique to our neighborhood.


Considering that this is a \$200 million project, our request for one cul-de-sac on one street to protect our neighborhood is extremely modest. For the developer to simply propose installing a few street signs, some speed bumps, or set up a parking permit program appears more like an unimaginative afterthought with more emphasis on saving a buck, than saving the integrity of our community

We respectfully request that any decision on this development be postponed until:

- A. A hearing is held in our neighborhood so that our working class community can voice their concerns;
- B. the issue of a cul-de-sac to address through traffic and parking, are adequately addressed;
- C. the closure of pedestrian access to prevent the overflow parking problem is adequately addressed.

Should this Planning Commission decide to open a hearing in our community (at Juan de Anza Elementary School), the Del Aire Neighborhood Association will proactively encourage the members of our community to be respectful and follow all protocols for a public hearing.

Thank you for your time and consideration in this matter.

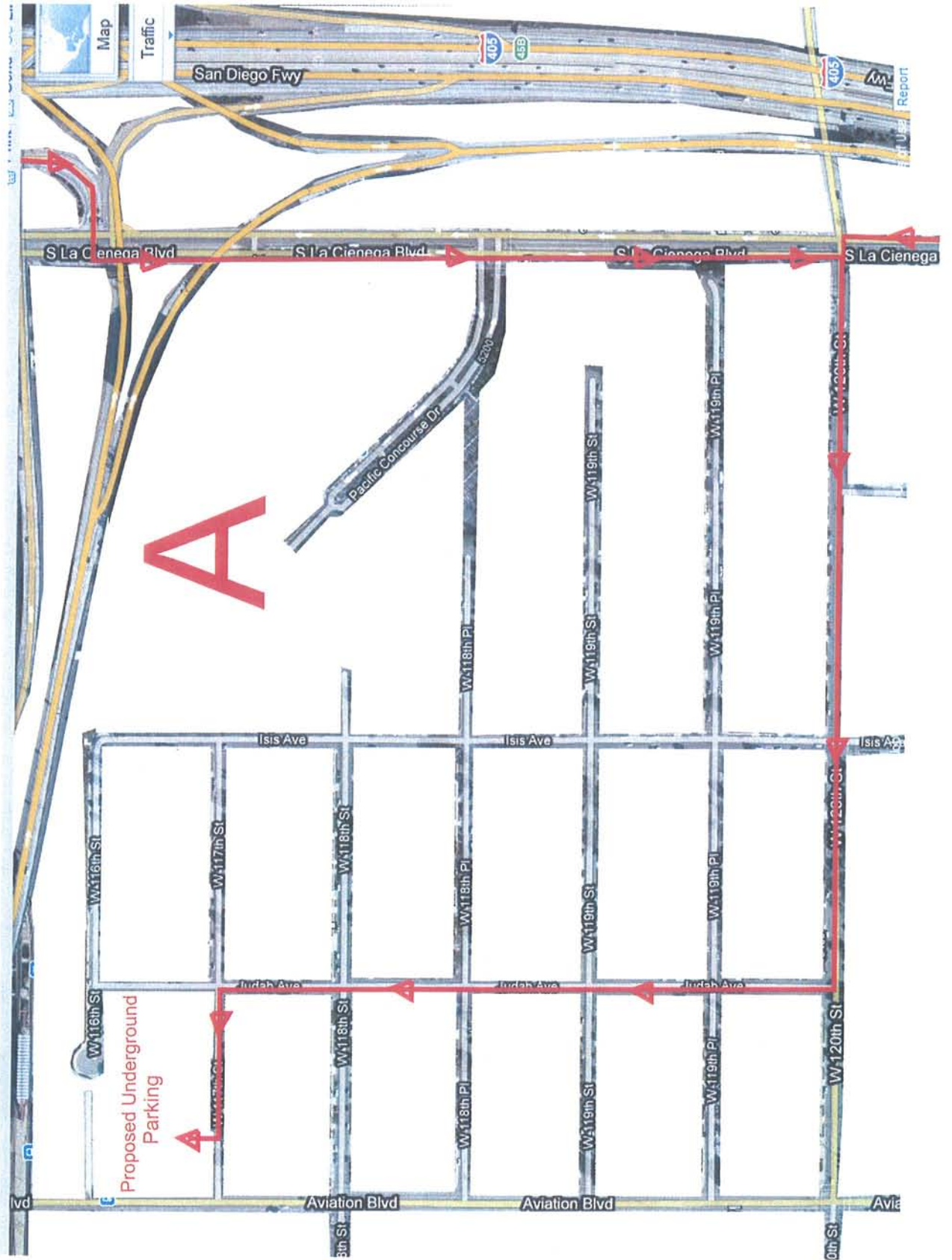
Sincerely, 

John Koppelman, President
Del Aire Neighborhood Association

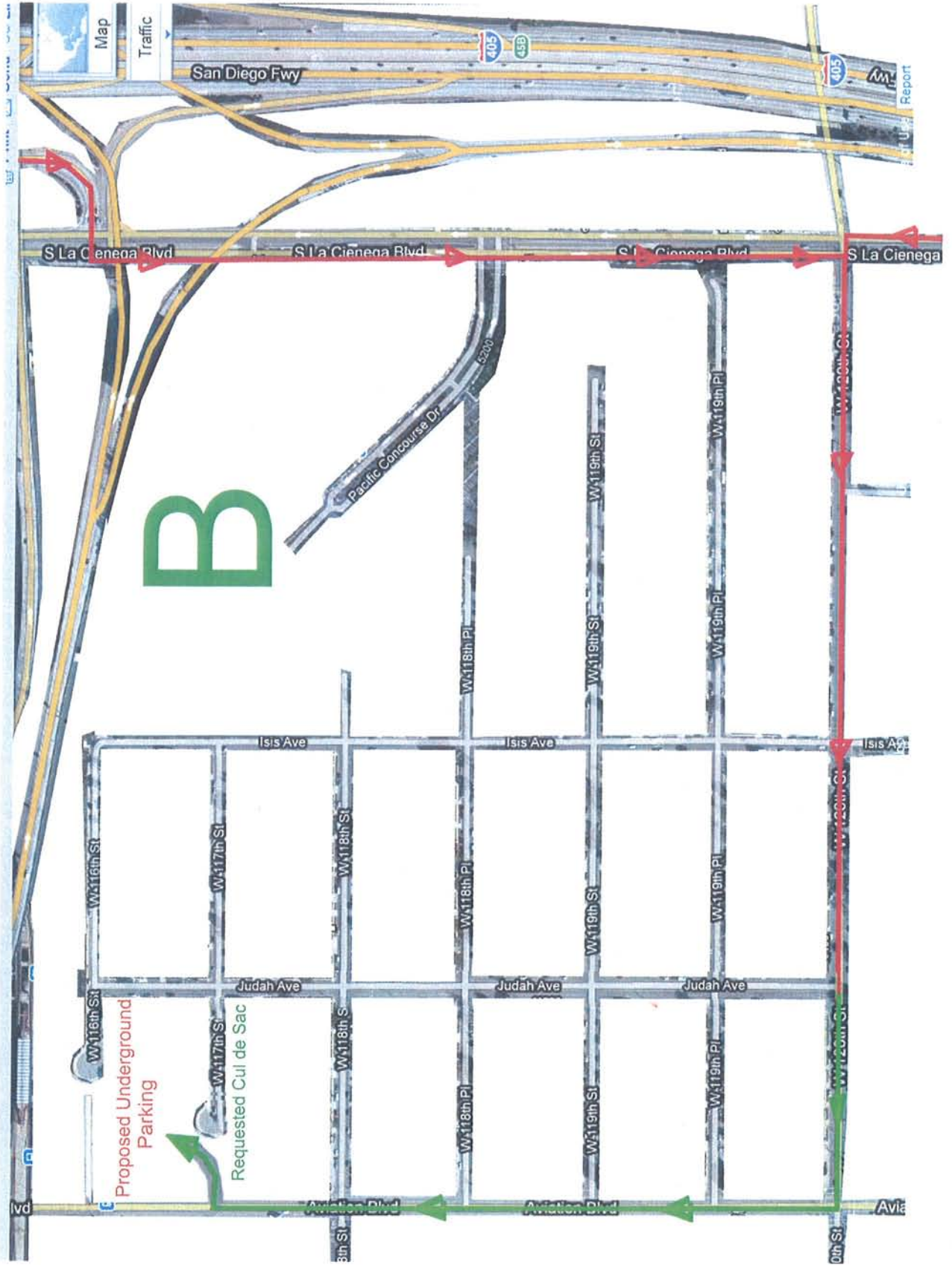
Relevant Area – Del Aire



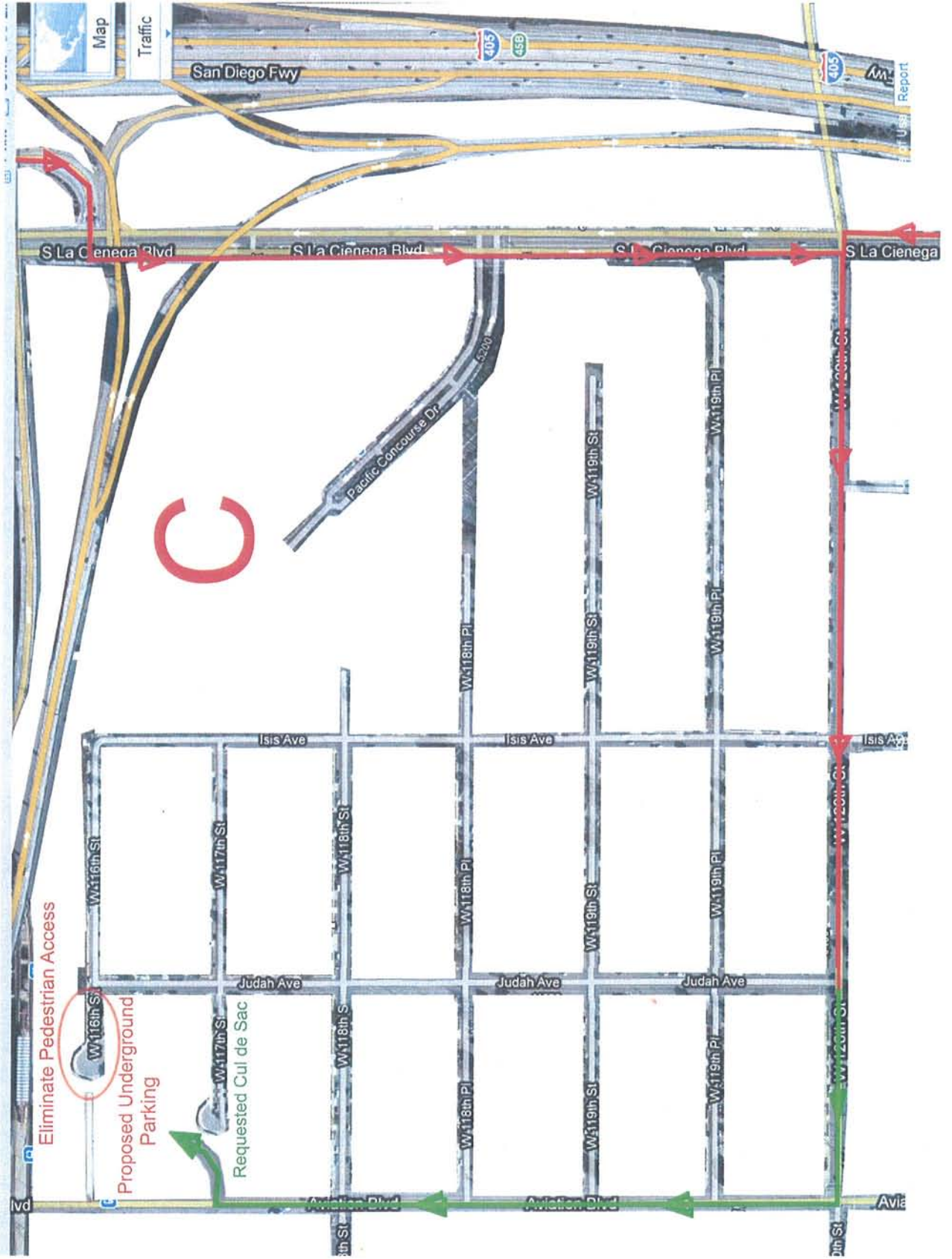
Map A – Path of Least Resistance From La Cienega and/or 405 Freeway



Map B – Desired Traffic Flow Created by Addition of Cul de Sac on 117th Street



Map C – Eliminate Pedestrian Access to Prevent Neighborhood Parking for MTA and Retail





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2049 Century Park East, 28th Floor
Los Angeles, California 90067-3284
P 310.277.4222 F 310.277.7889

Charles J. Moore
310.284.2286
cmoore@coxcastle.com

File No. 56290

February 10, 2011

BY HAND DELIVERY

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

Re: **Transit-Oriented Development at the Metro Green Line Aviation Station;
Regional Planning Commission Hearing Date: February 16, 2011**

Dear Commissioners:

The Aviation Station project is an exciting proposal that will construct at last a transit-oriented development (TOD) within the unincorporated County of Los Angeles.

The project site comprises private and public land at the Metro Green Line Aviation Station, located in the Del Aire community at the intersection of Aviation Boulevard and Imperial Highway near the Los Angeles International Airport (LAX). Seeking to increase ridership on the Green Line, the Los Angeles Metropolitan Transportation Authority (Metro) approached the Kroeze family, the owner of private property and a local business adjacent to the Metro Green Line Aviation Station. Metro proposed a joint development to improve the appearance and experience of the station for transit users and to provide opportunities for new riders with high-density housing located adjacent to transit.

Promoting TOD in Los Angeles is an important goal for most of the region's planning agencies; however, TOD is often stymied by the need for parcel assembly. Parcel shallowness resulting from historical strip commercial zoning makes infeasible retail development and high-density housing necessary for a successful TOD project. This project is possible only because the Kroeze family assembled a city block over the course of 50 years by gradually purchasing the homes surrounding their family business. In 1995, the Metro Green Line opened and the property became ideally located adjacent to a major light rail station. This large assemblage of private property adjacent to transit offers an opportunity very unique in Los Angeles County to redevelop underutilized urban property with a successful, modern TOD project.

TOD projects such as Aviation Station hold the potential to meet many objectives the County is committed to, including increasing the stock of mixed-use infill and workforce housing, mobility, community health and livability, economic development and greenhouse gas emission reductions. Aviation Station is expected to be a revitalizing catalyst project that will spur redevelopment of the Aviation Boulevard corridor.

The design and concept for the Aviation Station project has involved the close cooperation and review of many State and local agencies, County departments, and services providers, including Caltrans, Metro, LAX, the Los Angeles County Local Agency Formation Commission, the Cities of El Segundo, Los Angeles, and Hawthorne, the County Sheriff, Fire, and Public Works Departments, Golden State Water Company, and the Wiseburn School District.

Aviation Station and the Changing Del Aire Community

Aviation Station is located in the unincorporated community of Del Aire—an urban, largely post-World War II neighborhood located near LAX, the Pacific Concourse Industrial Park, the Airport Courthouse, and aviation-related industry located along Aviation Boulevard. Existing infrastructure already serves the property and will be upgraded to assure efficient delivery of water, sewers, and other services.

The area has seen substantial infill development and densification in recent years. Within Del Aire, the Pacific Concourse project approved by the County Board of Supervisors in 2005 was built near the project site at a density of 88 units per acre. Several other high-density housing developments have been approved or constructed in the same area, *e.g.*, Threesixty at The South Bay on El Segundo Boulevard, Fusion at South Bay near Aviation Boulevard and Marine Avenue, and Central Park near the corner of 120th Street and Van Ness Avenue.

Aviation Station is an important stop along the Metro Green Line, and it is the only light rail station providing access to LAX via free shuttle. Aviation Station is planned as a link for the proposed Crenshaw/LAX Transit Corridor Line, a first-phase transit project funded by Measure R. In addition to light rail, Aviation Station is a busy regional bus terminal used by Metro, Santa Monica's Big Blue Bus, Culver CityBus, the Torrance Transit/Municipal Area Express, and the shuttle system to LAX operated by Los Angeles World Airports. Aviation Station connects Del Aire and the surrounding communities to major job centers and regional destinations, and is itself situated proximate to LAX and other significant employment centers.

The private property portion of the project is located adjacent to Aviation Station and is improved currently with the Wild Goose restaurant and bar, an 8-room motel, surface parking, and low-density residential homes developed between the 1930s and 1950s.

The Project Will Redevelop Underutilized Urban Property as Part of a Modern Multimodal TOD Development

The project will be developed jointly by Metro and the Kroeze family. The existing Wild Goose restaurant and bar, motel, low-density housing and existing, inefficient bus facilities and surface parking will be demolished. The project will redevelop the private and public land with 29,500 square feet of retail, 390 multi-family residential units, and a new pedestrian-friendly transit plaza to connect the neighborhood to the station. The project will also construct a new, modernized bus terminal in a more appropriate location adjacent to Aviation Boulevard, directly to the north of the project site, and will reconfigure parking at the existing Park and Ride lot.

The project is designed to establish transit and pedestrian-supportive development, improve public safety and pedestrian access to transit facilities, create new economic and housing

opportunities, and reduce congestion and greenhouse emissions by decreasing vehicle miles traveled and inviting pedestrian access. For development to be transit-oriented, it needs to be more than just adjacent to transit. Development generally needs to be shaped by transit in terms of parking, density, and building orientation in comparison to conventional development for it to be considered transit-oriented. A successful TOD will reinforce both the community and the transit system. Accordingly, the proposed development relates to the station along at its northern elevation, relates to the busy Aviation Boulevard corridor at its western elevation, and steps down to two-story townhomes at the two elevations interfacing with the residential Del Aire neighborhood.

One of the challenges facing Aviation Station is that the platform is elevated, isolated, and does not connect visually to its surroundings. The elevated station platform poses difficulties for access, safety, and creating a sense of neighborhood character. To maximize the potential and place-making qualities of the station, the project design integrates the station with the community, connecting it to the neighboring residences and industrial employment centers and creating usable, pedestrian friendly space and character. The proposed retail uses will be connected visually to the station and will benefit both the community and transit users. In addition, the free airport shuttle will provide opportunities for airport users to use Aviation Station as an extension of the terminal and will provide essential services lacking at the airport. Vehicular traffic and the improved bus terminal will also provide important opportunities for intermodal connectivity.

To increase ridership potential, Metro requires services for transit-users, increased accessibility to the station, and an aesthetically appealing environment to draw people to the station. The project is designed to capture vehicular traffic, to improve the pedestrian experience, and to create a pleasant and safe environment that will encourage people to use the station and transit. Landscaping, architecture and signage will provide a sense of place and community identity.

Aviation Station Implements Important Policies the County Has Promoted for Many Years

From the adoption of the Transit Oriented Districts Ordinance, the Mixed-Use Ordinance, and important policies within the adopted Housing Element to the proposed East LA 3rd Street Specific Plan and Healthy Design Ordinance, the County has consistently attempted to establish TOD as an important component of the overall development pattern to manage the planned growth of the region. The County's efforts have only intensified since California passed significant legislation to reduce greenhouse gas emissions and to promote land use growth patterns that will reduce driving and vehicle miles traveled, *i.e.*, AB 32 and SB 375.

Current County Zoning Regulations Do Not Foster TOD Development

Despite diligent efforts at advanced planning, development within County transit-oriented districts has languished for a decade and current zoning regulations are still not appropriate for modern, urban infill, TOD projects. For example, Aviation Station is a prominent station and an important intermodal transit hub for LAX, yet it is not included within a transit-oriented district. In addition, current parking requirements do not allow the flexibility necessary for transit-oriented projects and current density limitations do not acknowledge the urgent need for high-density development near public transit stations.

**The Mixed Use Development Zone Provides the Flexibility Necessary
to Build a Successful TOD Project**

The underutilized Mixed Use Development zone is the best available mechanism to allow for the development of the project, without the need for variances from the zoning regulations, ahead of any County plans to modernize the zoning regulations. Planning staff selected the Mixed Use Development zone specifically because it provides the flexibility necessary for the ultimate builder or builders to construct the project, but still requires the Planning Director to approve any design changes to assure quality development through the conditional use permit.

However, planning staff proposes to apply also the Development Program combining zone to the property. The Development Program combining zone requires the project to conform to specified plans and exhibits and eliminates the flexibility provided by the Mixed Use Development zone. With the Development Program combining zone, changes in project design require Commission approval of a new conditional use permit and tentative map. However, a builder should be able to accomplish design changes without the need for a new conditional use permit.

In essence, the Mixed Use Development zone properly provides design flexibility by authorizing the Planning Director to approve subsequent, revised site plans, but the Development Program combining zone inappropriately requires the Commission to review a new conditional use permit for the same design changes. The Development Program combining zone is incompatible with the Mixed Use Development zone and should be eliminated.

TOD is Critical For Achieving the State's and the County's Emissions Reduction Targets

Household transportation is the single-largest and fastest-growing source of global warming pollution in the state. Locating housing closer to jobs and transportation choices and creating walkable communities reduces commute times and can cut millions of tons of global warming pollution, while improving quality of life. California households could reduce their transportation-related climate pollution by 30% or more from reduced fuel use alone if development patterns between now and 2020, both inside and outside of the urban core, were more efficient. (A Guide to California's SB 375, Natural Resources Defense Council, June 2009)

If most of California's growth continues to follow typical sprawl development patterns, the result will be higher costs of local services, continued loss of farmland and open space, and increased dependence on automobiles. Consequently, the total number of annual vehicle miles traveled in California is expected to increase from 296 billion miles in 2000 to 400 billion miles by 2020, a 33% increase. (Statewide Transit-Oriented Development Study: Factors for Success in California, CalTrans, 2002) Even with much greater fuel efficiency and low-carbon fuels, California will not be able to achieve its climate goals unless it can reduce the rate of growth in vehicle miles traveled. (A Guide to California's SB 375, Natural Resources Defense Council, June 2009).

TOD Benefits Individuals, Communities, Regions and the State

Nearly a decade ago, Caltrans conducted a study on the factors for successful TOD in California, and cited numerous benefits of TOD (Statewide Transit-Oriented Development Study: Factors for Success in California, CalTrans, 2002):

- **TOD provides mobility choices.** By creating activity nodes linked by transit, TOD provides important mobility options that are very much needed in congested metropolitan areas. This also allows young people, the elderly, people who prefer not to drive, and those who do not own cars the ability to get around.
- **TOD increases public safety.** By creating active places that are busy through the day and evening, and providing “eyes on the street,” TOD helps increase safety for pedestrians, transit-users, residents, and businesses.
- **TOD increases transit ridership.** TOD improves the efficiency and effectiveness of transit service investments by increasing the use of transit by 20% to 40%.
- **TOD reduces rates of vehicle miles traveled.** Vehicle travel in California has increased faster than the state’s population for years. TOD can lower annual household rates of driving by 20% to 40% for those living, working, and shopping near transit stations.
- **TOD increases households’ disposable income.** Housing and transportation are the first and second largest household expenses, respectively. TOD can free-up disposable income by reducing driving costs, saving an estimated \$3,000 to \$4,000 per year for each household.
- **TOD reduces air pollution and energy consumption rates.** By providing safe and easy pedestrian access to transit, TOD lowers rates of air pollution and energy consumption. Also, TODs reduce rates of greenhouse gas emissions by 2.5 to 3.7 tons per year for each household.
- **TOD conserves resource lands and open space.** Because TOD consumes less land than low-density, auto-oriented growth, it reduces the need to convert farmland and open spaces to development.
- **TOD promotes economic development.** TOD is increasingly used as a tool to help revitalize declining urban neighborhoods and to enhance tax revenues for local jurisdictions.
- **TOD decreases infrastructure costs.** Depending on local circumstances, TOD can help reduce overall infrastructure costs for expanding water, sewage, and roads to local governments by up to 25% through more compact and infill development.
- **TOD promotes affordable and work-force housing.** TOD increases the stock of lower-cost housing and reduces household transportation expenditures, thereby increasing disposable income available to cover housing costs. Housing costs for land and structures can be significantly reduced through more compact growth patterns.

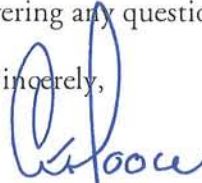
The Current Market Favors TOD and Multi-Family Infill Housing

Several broad demographic trends influencing California's future are expected to contribute favorably to the market demand for TODs. For housing, these trends not only include unprecedented population and household growth, but a shortfall in housing production and a significant need for housing that is affordable to many households in California. Former homeowners who lost their properties to foreclosure are now pouring into the rental market. Meanwhile, tightened credit standards are making it tougher for potential buyers to qualify for a home loan, despite very low interest rates. Compounding the demand for rental housing, Gen-Yers are less interested in home ownership and are unwilling to sign up for the long commutes that their parents lived with.

Los Angeles County is expected to be a renters' market for some time to come, and this project fulfills an important need for multi-family, workforce housing located adjacent to transit and near major employment centers.

We appreciate greatly the diligent work of planning staff and the other County departments and agencies to help form this important TOD project. The project team looks forward to presenting the project to the Commission and answering any questions that you may have.

Sincerely,



Charles J. Moore

56290\4057389v1

cc: Roger Moliere, Metro
Richard Bruckner
Sorin Alexanian
Sam Dea
Carolina Blengini
Patricia Keane
Steve Burger
Janna Masi



Metro

February 10, 2011

Mr. Richard Bruckner
Department of Regional Planning
County of Los Angeles
320 West Temple Street, 13th Floor
Los Angeles, California 90012

Re: Project No. TR070853-(2)

Dear Mr. Bruckner,

The Los Angeles County Metropolitan Transportation Authority ("LACMTA") joins Kroeze Family LLC and Kroeze Inc. in an application for environmental review of the above-referenced proposal for mixed-use transit-oriented development (the "Project").

Transit-oriented development ("TOD") is a vitally important solution to the development challenges facing Southern California and growing cities across America. With careful planning, TOD is not just a label: TOD gives people good reason to leave their car behind and opt for transit. These are among the primary goals of the LACMTA Joint Development Program; staff members have worked to these ends for several years assisting in the planning needed to make this application.

While needed proprietary agreements have not yet been considered nor approved by the LACMTA Board of Directors, environmental approval of the Project would mark an important milestone. Studies currently being conducted by LACMTA include plans for new transit lines there, but the Metro Green Line Aviation/LAX Station remains unchanged with implementation of the Project by definition. The Project is also subject to both LACMTA statutory requirements and discretionary considerations to be addressed under separate cover.

We support the Project as it would fulfill or enhance a number of important objectives, including economic development in the area. In particular, the Project would also provide important services for transit patrons; these help make the individual transit experience more attractive and also contribute to increased ridership. Among other benefits, the Project also provides opportunities for workforce housing for an important nearby employment center.

We can be reached at (213)922-228 and are available to answer any questions regarding the application.

Sincerely yours,

Roger Moliere
Chief, Real Property Management and Development

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

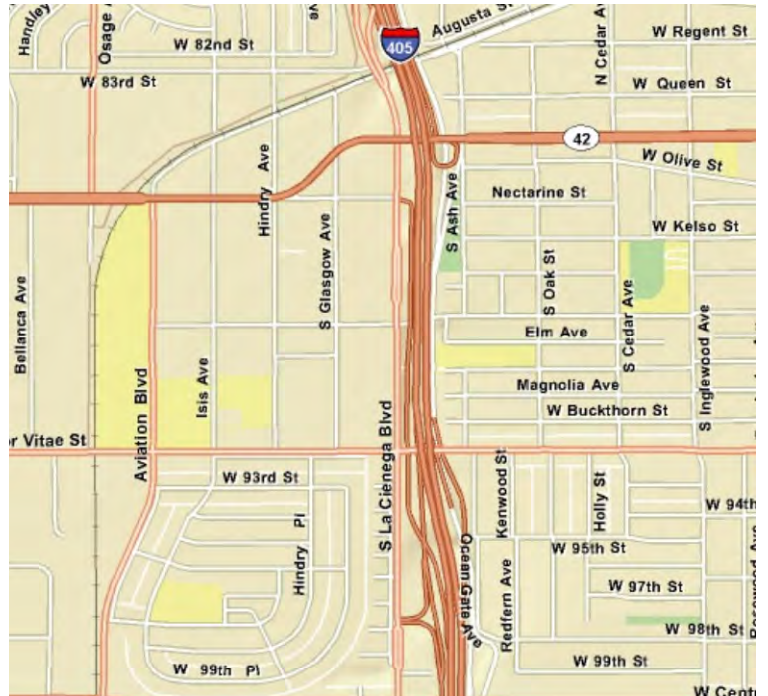
Parks & Rec.

Health

Planning

ISSUES AND ANALYSIS

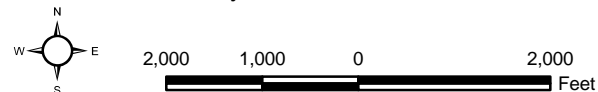
The Draft EIR analyzes potentially significant impacts of the project, and concludes that impacts that cannot be mitigated to less than significant include Noise and Air Quality.



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

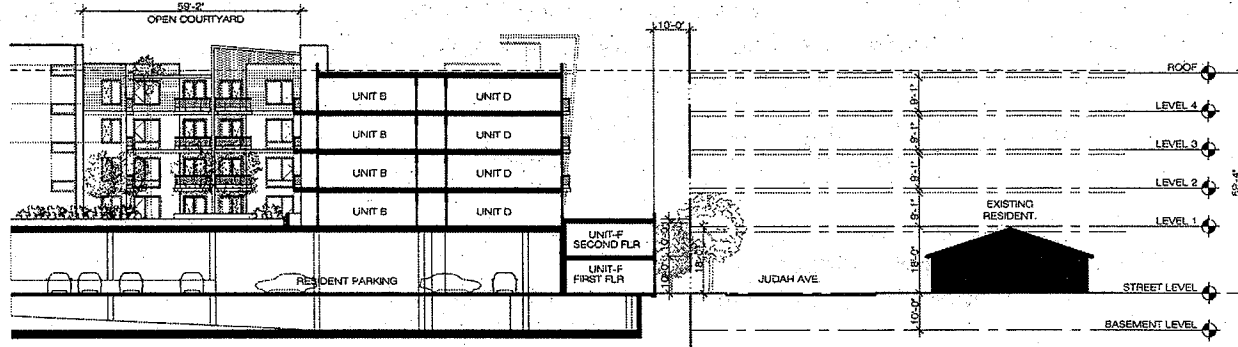
No previous cases were found.

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:

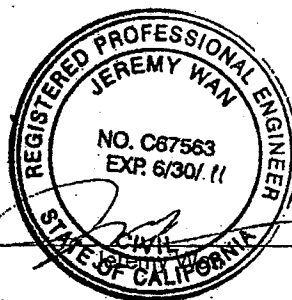
REMARKS:

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

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.

AR



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

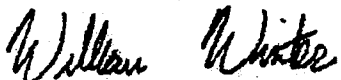
Caltrans shall be consulted for any possible California Environmental Quality Act impacts to the freeway mainline and ramps in the area. Therefore, we ask that you provide Caltrans with a copy of the Traffic Impact Study so they have an opportunity to review it prior to public circulation. Any written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

P:\pub\WPFILES\FILES\STUN\aac\EIR\EIR 090152 aviation station project fls.doc


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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July 22, 2010 07:59:37
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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:

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

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

- Where:
- F =** 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: 390 = Proposed Units 378 + Exempt Units 12

	People	Ratio (0.0030/1000 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



BOARD OF SUPERVISORS

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First District

Mark Ridley-Thomas
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Michael D. Antonovich
Fifth District

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



Los Angeles County Department of Regional Planning



Planning for the Challenges Ahead

Richard J. Bruckner
Director

NOTICE OF PUBLIC HEARING NOTICE OF COMPLETION AND AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT

COUNTY PROJECT NO. TR070853-(2)
VESTING TENTATIVE TRACT MAP NO. 070853
CONDITIONAL USE PERMIT NO. 200900024
PLAN AMENDMENT NO. 200900002
ZONE CHANGE NO. 200900002
PARKING PERMIT NO. 201000008
AVIATION PERMIT NO. 201000003
STATE CLEARINGHOUSE NO. 2009051097

Notice is hereby given that the Regional Planning Commission of Los Angeles County ("Commission") will conduct a public hearing concerning this proposed land development on **Wednesday, February 16, 2011** at 9:00 a.m., in Room 150, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. Room 150 will be open to the public at 8:50 a.m. Interested persons will be given an opportunity to testify. The Environmental Impact Report associated with this proposal will also be considered.

REQUEST:

Vesting Tentative Tract Map (TR070853): To create a two-lot mixed use development on 5.9 gross acres with 390 condominium and apartment units, and 29,500 square feet of retail in attached buildings.

Conditional Use Permit (CUP200900024): To authorize mixed use development in the Mixed Use Development (MXD) Zone and for development on parcels with a Development Program zoning designation.

Plan Amendment (PA200900002): To amend the Los Angeles Countywide General Plan from Category 1 and Public Facility to High Density Residential.

Zone Change (ZC200900002): To change 0.83 acre from Restricted Business (C-1) Zone, 2.27 acres from R-1 (Single-Family Residences) Zone and 2.80 acres from Public Facilities (PF) Zone to Mixed Use Development-Development Program (MXD-DP) Zone.

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

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

PROJECT LOCATION:

The Aviation Station Project site is located within both the unincorporated community of Del Aire in Los Angeles County and within the City of Los Angeles. The Project site is bound by Aviation Boulevard to the west; West 117th Street to the south; Judah Avenue to the east; and the existing Metro Green Line Aviation/LAX Station to the north.

PROJECT DESCRIPTION:

The proposed Aviation Station Project site is comprised of approximately 5.9 gross acres with a mixed use, transit oriented development. Currently the Project site is partially bisected by the West 116th Street cul-de-sac. The portion of the Project site south of West 116th Street is referred to as Lot 1 and is privately-owned (located within the unincorporated County of Los Angeles); the portion of the Project site north of and including West 116th Street is referred to as Lot 2 and is owned by the California Department of Transportation (Caltrans) and the City of Los Angeles (located within the City of Los Angeles). The Project is proposed to divide the Project site into two lots: 3.2-acre Lot 1 (southerly lot) and 2.7-acre Lot 2 (northerly lot).

All existing land uses within Lot 1, including 11 residences (7 single-family homes and 2 duplexes), a 4,568 square feet commercial structure, an 8 room motel, and surface parking, are proposed to be demolished. The existing on site Metro bus terminal within Lot 2 is proposed to be relocated to a portion of the off-site existing Park and Ride lot as a part of the proposed off site improvements.

The Project proposes to develop 278 residential units and 8,000 square feet of commercial/retail and leasing office space within Lot 1, and 112 residential units and 21,500 square feet of commercial within Lot 2. The residential units within Lot 1 are proposed to be developed as for-sale condominium units and townhouses, and the residential units within Lot 2 as rental apartments.

The 20 two-story townhomes are proposed to be developed along West 117th Street and Judah Avenue, and the remaining residential units would be located behind the townhomes within four buildings with 4 levels. The four buildings would be built upon a podium level and separated from each other by community open space, common areas and pedestrian corridors. The Project proposes 797 parking spaces in two levels, one level of subterranean parking and surface off-street parking at the street/ground level. The parking serves residents, guests and the commercial uses and leasing office. Vehicle access to the parking area is proposed through West 117th Street and Aviation Boulevard.

Approximately 6.1 acres of off-site property owned by Caltrans located immediately to the north of the Project site is proposed to be improved as a part of the Project. The "Caltrans Off-site Project Area" includes the relocated 1.85-acre Metro bus terminal, the reconfiguration of the 3.65-acre Caltrans Park and Ride Lot, and the reconfiguration of 0.6-acre of parking for the Caltrans Maintenance Facilities. The Metro Green Line Aviation/LAX Station located to the north of the Project site would remain unchanged with Project

implementation. The Project proposes the decertification of the Caltrans-owned portion of Lot 2 and its sale to Metro. Once under Metro ownership, this portion of Lot 2 would then be leased to the Project Applicant. Additionally, a modification to the County of Los Angeles and City of Los Angeles boundaries will be required, involving detachment through the Local Agency Formation Commission for the County of Los Angeles (LAFCO), to allow the entire Project site (including a portion of West 116th Street) to become part of unincorporated County of Los Angeles.

The Project will require a General Plan Amendment to change the existing General Plan site designation to "High Density Residential", which would be the ultimate land use designation for both Lot 1 and Lot 2. Lot 1 is currently zoned C-1 (Restricted Business Zone) and R-1 (Single-Family Residence) in the County of Los Angeles Zoning Ordinance. Lot 2 is currently zoned PF (Public Facilities) in the City of Los Angeles Zoning Ordinance. The Project would require a zone change to MXD-DP (Mixed Use Development/Development Program) in order to provide development standards to regulate development on both Lot 1 and Lot 2. A Conditional Use Permit (CUP) would be required pursuant to County Code Section 22.40.520(B) to allow for mixed use development in the MXD-DP zone. The CUP would also establish site-specific development standards for the Project. A parking permit would be required pursuant to Los Angeles County Code Section 22.56.990(C) to allow for the sharing of parking across Lot 1 and Lot 2. Additionally, since the project site is located partially within the Airport Influence Area for the Los Angeles International Airport (LAX), an aviation permit is required for consistency determination with the Los Angeles County Airport Land Use Plan.

The County of Los Angeles acting in the capacity of "Lead Agency" under the California Environmental Quality Act (CEQA) and County Environmental Document Reporting Procedures and Guidelines, Chapter III, Section 304, has filed a "Notice of Completion" of a Draft Environmental Impact Report (DEIR) for the Aviation Station Project. This DEIR has been prepared in accordance with, and pursuant to CEQA, as amended, Public Resources Code, Sections 21000-21178; and the "Guidelines for California Environmental Quality Act" (State CEQA Guidelines), as amended, California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387. The DEIR addresses all environmental factors having a potential for significant impacts associated with the proposed Aviation Station Project under CEQA and the State CEQA Guidelines cited above.

The DEIR concludes that the proposed project would result in significant and unavoidable impacts to Air Quality and Noise. Air Quality impacts would be short-term local (not regional) resulting from construction emissions of PM10 and PM 2.5. Noise impacts would be long-term for developing residential land uses in an exterior noise environment that exceeds 65 CNEL.

PUBLIC COMMENT PERIOD AND REVIEWING LOCATIONS: The formal public review period for the DEIR will be from **January 11, 2011 to February 24, 2011 (45 days)**. Written comments regarding environmental issues raised in the DEIR must be received by mail no later than 5:00 PM on February 24, 2011. [A public hearing on this DEIR and the proposed project has been scheduled before the Los Angeles County Regional Planning Commission at 9:00 AM on **Wednesday, February 16, 2011**, in the Regional Planning Commission Hearing Room, 320 West Temple Street, Los Angeles, California 90012. All comments on the DEIR received by the closing of the public review period for the DEIR will be considered in the Final EIR.

Case materials, including the DEIR, are available for review between 7:30 a.m. and 5:30 p.m., Monday through Thursday (**closed on Fridays**) at the County of Los Angeles Department of Regional Planning, Hall of Records, 320 West Temple Street, Room 1362, Los Angeles, California 90012. Selected materials are also available for review on the Department of Regional Planning website at <http://planning.lacounty.gov/case.htm> and at the following libraries beginning January 11, 2011:

Hawthorne Library: 12700 Grevillea Ave. Hawthorne, CA 90250. Phone: (310) 679-8193

Lennox Library: 4359 Lennox Blvd. Lennox, CA 90304. Phone: (310) 674-0385

Wiseburn Library: 5335 W. 135th St. Hawthorne, CA 90250. Phone: (310) 643-8880

Please submit written comments on the DEIR to Ms. Christina Tran of the Department of Regional Planning at the above address or via email at ctran@planning.lacounty.gov. If you need additional information on the project you can also contact Ms. Carolina Blengini by phone at 213-974-1522 or email cblengini@planning.lacounty.gov.

If you need reasonable accommodations or auxiliary aids, contact the Americans with Disabilities Act (ADA) Coordinator at 213-974-6488 (Voice) or 213-617-2292 (TDD) at least 3 business days' notice.

Si necesita más información, o si quiere este aviso en español, favor llamar al 213-974-6466.





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
RCUP200900024, RPA200900002
RPKP201000008, RZC200900002, AV201000003

RPC MEETING DATE	CONTINUE TO
AGENDA ITEM TBD	
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 390 residential units (278 condominiums and townhouses and 112 apartments), and 29,500 square feet of retail in attached buildings.
Conditional Use Permit (CUP200900024): To authorize mixed use development in the Mixed Use Development (MXD) Zone and for development on parcels with a Development Program zoning designation.
Plan Amendment (PA200900002): To amend the Los Angeles Countywide General Plan from Category 1 and Public Facility to High Density Residential.
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Parking Permit (PKP201000008): To authorize shared and reciprocal parking between two lots.
Aviation Permit (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 LAND USE Single-family residences, commercial, motel, parking
SHAPE Rectangular	TOPOGRAPHY Flat

SURROUNDING LAND USES & ZONING			
North: Glenn Anderson Freeway (I-105), Metro station, parking lot; 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, parking, rail line; City of El Segundo.	

GENERAL	DESIGNATION	MAXIMUM DENSITY	CONSISTENCY
General Plan	Category 1 - Low Density residential (1 to 6 dwelling unit per acre)	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 are proposed to be developed as for-sale condominium units and townhouses, and the 112 residential units within Lot 2 as apartment units. The 20 two-story townhomes in Lot 1 are proposed to be developed along West 117th Street and Judah Avenue, and the remaining residential units would be located behind the townhomes within four multi-story buildings. The four buildings would 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) (F)	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.

Prepared by: Carolina Blengini

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

Page 1/3


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

Page 2/3

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.

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – SUBDIVISION
TRACT NO. 70853 (Rev.)

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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 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:

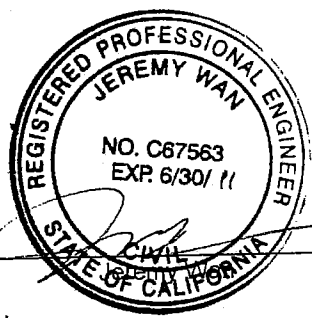
Tentative Tract Map and Exhibit Dated by Regional Planning 7/7/10 (Rev)
Previous Review Sheet Dated 12/8/09

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.

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.

MDE

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

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

- 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.

AR

Prepared by Sam Richards
tr70853r-rev2(Rev'd 8-30-10).doc

Phone (626) 458-4921

Date 08-30-2010



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.

IW

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

P:\pub\WPFILES\FILES\STU\Isaac\EIR\EIR 090152 aviation station project tis.doc

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)

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.

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

5823 Rickenbacker Road
Commerce, California 90040

RP- Carolina

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**

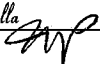
5823 Rickenbacker Road
Commerce, California 90040

**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 #	18B	DEL AIR / MARINA DEL REY				Map Type: REV. (REV RECD)	

Total Units **390** = Proposed Units **378** + Exempt Units **12**

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 or 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) 351-5120 or Sheela Mathai at (213) 351-5121, 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 Barber
James Barber, 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 #	18B	DEL AIR / MARINA DEL REY				Map Type:	REV. (REV RECD)

The formula for calculating the acreage obligation and or In-lieu fee is as follows:

(P)people x (0.003) Ratio x (U)nits = (X) acres obligation

(X) acres obligation x RLV/Acre = 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.
- RLV/Acre = Representative Land Value per Acre by Park Planning Area.

Total Units **390** = Proposed Units **378** + Exempt Units **12**

	People*	Ratio 3.0 Acres / 1000 People	Number of Units	Acre 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 Acre Obligation =				1.83

Park Planning Area = **18B DEL AIR / MARINA DEL REY**

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

Lot #	Provided Space	Provided Acres	Credit (%)	Acre Credit	Land
None					
Total Provided Acre Credit:				0.00	

Acre Obligation	Public Land Crdt	Priv Land Crdt	Net Obligation	RLV / Acre	In-Lieu Fee Due
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
TELE (626) 430-5280 • FAX (626) 980-2740



BOARD OF SUPERVISORS

Gloria Molina
First District

Mark Ridley-Thomas
Second District

Zev Yaroslavsky
Third District

Don Knabe
Fourth District

Michael D. Antonovich
Fifth District

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



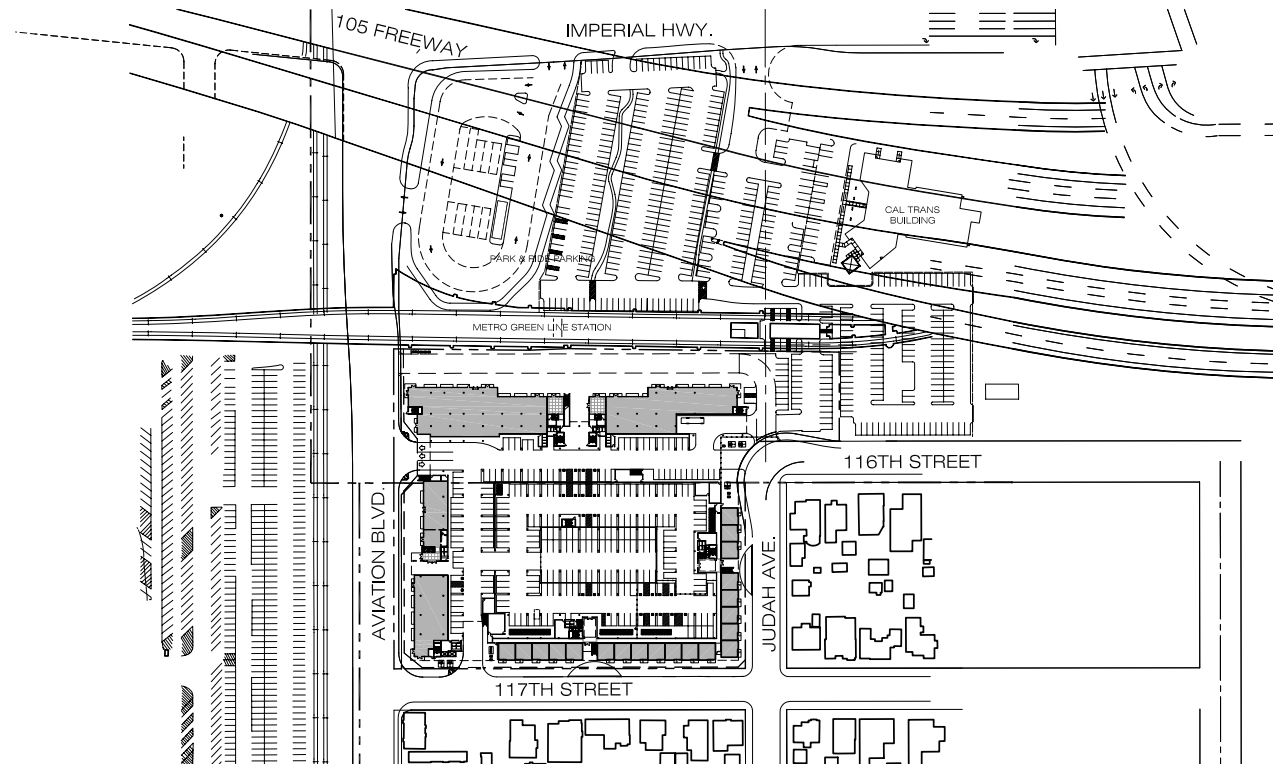
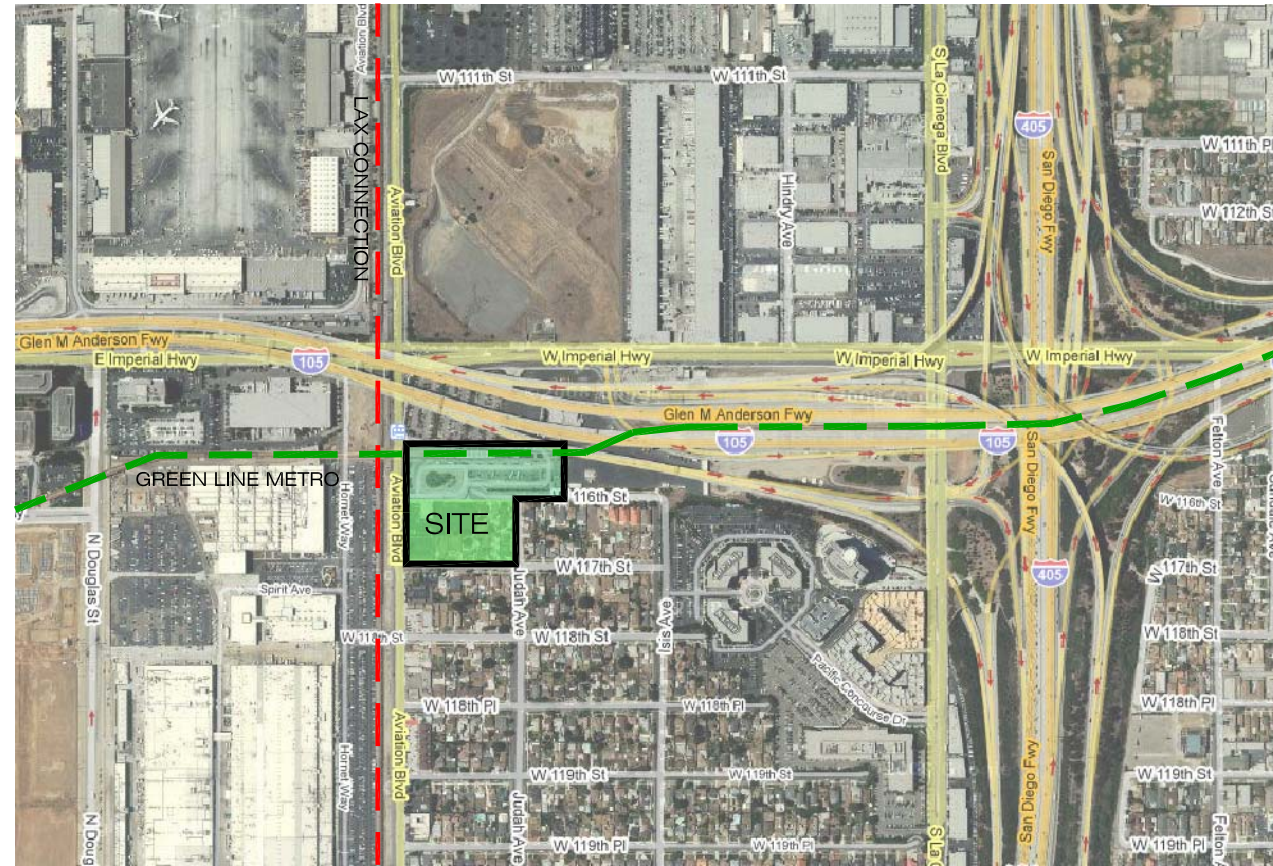
AVIATION STATION

LOS ANGELES COUNTY, CALIFORNIA

A TRANSIT ORIENTED COMMUNITY

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SITE SUMMARY

LOT 1			
LOT AREA - NET	3.15 acres	137,214 sf	
LOT AREA - GROSS	3.20 acres	139,392 sf	
TOTAL RESIDENTIAL UNITS	278		
TOTAL RETAIL	8,000 sf		
DENSITY (# of units / General Plan Amendment)	71.28 Du/acre	3.90 acres	
FAR	2.43		
LOT COVERAGE	116,223 sf		
OPEN SPACE	43,826 sf		

LOT 2			
LOT AREA - NET	2.63 acres	114,563 sf	
LOT AREA - GROSS	2.70 acres	117,612 sf	
TOTAL RESIDENTIAL UNITS	112		
TOTAL RETAIL	21,500 sf		
DENSITY (# of units / General Plan Amendment)	38.36 Du/acre	2.92 acres	
FAR	1.36		
LOT COVERAGE	54,268 sf		
OPEN SPACE	48,268 sf		

SITE TOTALS (LOT 1 + LOT 2)

LOT AREA - NET	5.78 acres	251,777 sf	
LOT AREA - GROSS	5.90 acres	257,004 sf	
TOTAL RESIDENTIAL UNITS	390		
TOTAL RETAIL	29,500 sf		
DENSITY (# of units / General Plan Amendment)	57.18 Du/acre	6.82 acres	
FAR	1.94		
LOT COVERAGE	170,491 sf		
OPEN SPACE	92,114 sf		
OVERALL LANDSCAPE			
SOFTSCAPE	40,879 sf		
CONSTRUCTION TYPE			
RETAIL + PARKING		TYPE I	
RESIDENTIAL		TYPE V-A	

PROGRAM SUMMARY

LOT 1 - BUILDING 1A				
PLAN	DESCRIPTION	QNTY	GROSS AREA (inc. 0.25 Guest)	PARKING PROVIDED (inc. 0.25 Guest)
	RETAIL		5,000 sf	1 / 250
	LEASING / RETAIL		3,000 sf	1 / 250
A	STUDIO FLAT	4 (4%)	543 sf	1.25
B	1 BR 1 BA FLAT	43 (46%)	720 sf	1.25
C	2 BR 2 BA FLAT	4 (4%)	1,217 sf	2.25
D	2 BR 2 BA FLAT	35 (37%)	1,043 sf	2.25
E	2 BR 2 BA FLAT	4 (4%)	1,140 sf	2.25
G	3 BR 2 BA FLAT	4 (4%)	1,288 sf	2.25

SUBTOTAL UNITS:	94 residential units provided	197 spaces provided
------------------------	--------------------------------------	----------------------------

LOT 1 - BUILDING 1B				
PLAN	DESCRIPTION	QNTY	GROSS AREA (inc. 0.25 Guest)	PARKING PROVIDED (inc. 0.25 Guest)
A	STUDIO FLAT	12 (7%)	543 sf	1.25
B	1 BR 1 BA FLAT	76 (41%)	720 sf	1.25
C	2 BR 2 BA FLAT	12 (7%)	1,217 sf	2.25
D	2 BR 2 BA FLAT	52 (28%)	1,043 sf	2.25
E	2 BR 2 BA FLAT	12 (7%)	1,140 sf	2.25
F	2 BR 2 BA TOWNHOME	20 (11%)	1,194 sf	2.25

SUBTOTAL UNITS:	184 residential units provided	326 spaces provided
------------------------	---------------------------------------	----------------------------

TOTAL LOT 1	8,000 sf	
RETAIL UNITS	278 residential units provided	523 spaces provided

LOT 2 - BUILDING 2A				
PLAN	DESCRIPTION	QNTY	GROSS AREA (inc. 0.25 Guest)	PARKING PROVIDED (inc. 0.25 Guest)
	RETAIL		12,200 sf	1 / 250
B	1 BR 1 BA FLAT	32 (57%)	720 sf	1.25
D	2 BR 2 BA FLAT	20 (36%)	1,043 sf	2.25
G	3 BR 2 BA FLAT	4 (7%)	1,288 sf	2.25

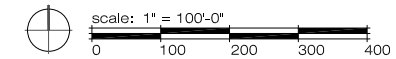
SUBTOTAL UNITS:	56 residential units provided	143 spaces provided
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LOT 2 - BUILDING 2B				
PLAN	DESCRIPTION	QNTY	GROSS AREA (inc. 0.25 Guest)	PARKING PROVIDED (inc. 0.25 Guest)
	RETAIL		9,300 sf	1 / 250
B	1 BR 1 BA FLAT	32 (57%)	720 sf	1.25
D	2 BR 2 BA FLAT	20 (36%)	1,043 sf	2.25
G	3 BR 2 BA FLAT	4 (7%)	1,288 sf	2.25

SUBTOTAL UNITS:	56 residential units provided	131 spaces provided
------------------------	--------------------------------------	----------------------------

TOTAL LOT 2	21,500 sf	
RETAIL UNITS	112 residential units provided	274 spaces provided

TOTAL LOT 1 + 2	29,500 sf	
RETAIL UNITS	390 residential units provided	797 spaces provided



SITE PLAN + PROJECT SUMMARY

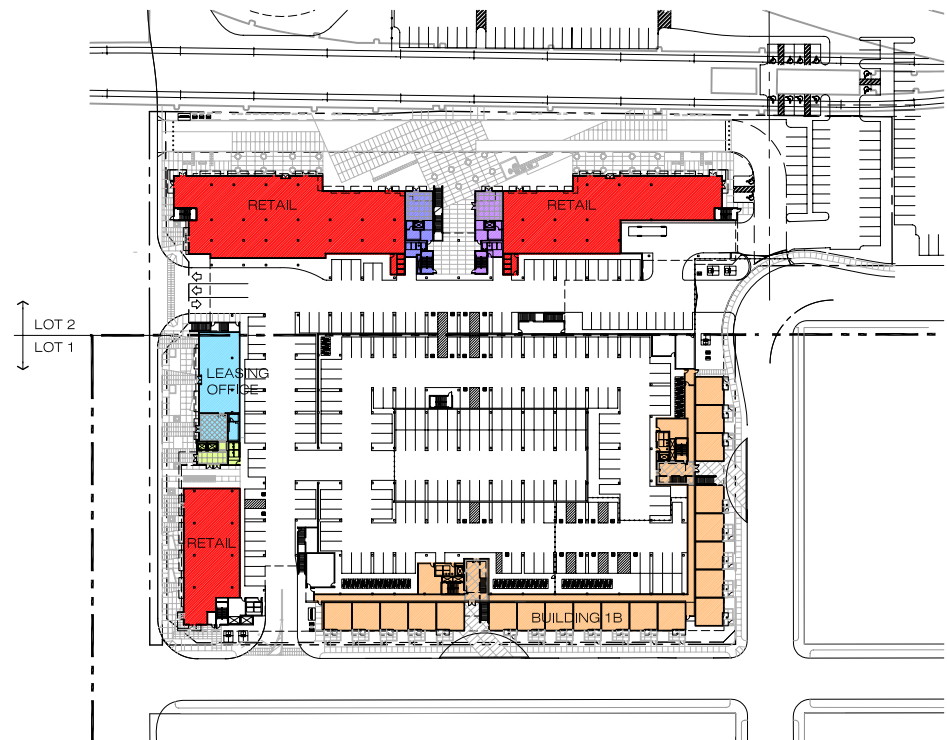
AVIATION STATION

LOS ANGELES, CALIFORNIA
TRACT MAP NO. 070853
August 05, 2010

Withee Malcolm Architects, LLP

2251 W. 190th Street
Torrance, Ca 90504
Tel. (310) 217-8885
Fax (310) 217-0425
JOB NO. A8055

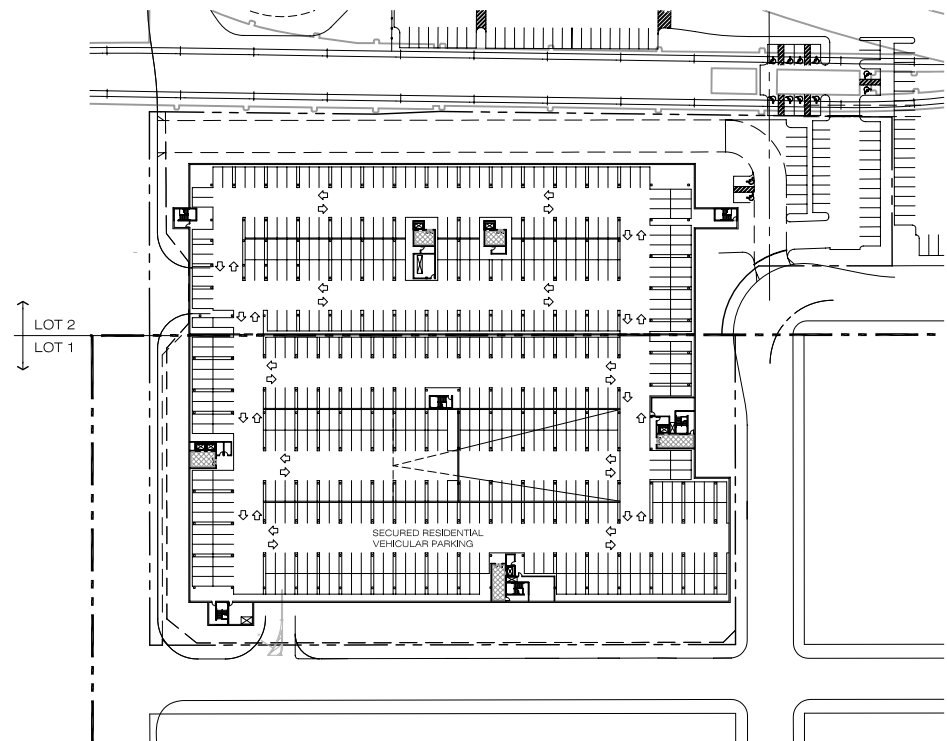




BUILDING ORGANIZATION
STREET LEVEL FLOOR PLAN



BUILDING ORGANIZATION
3RD + 4TH FLOOR PLAN

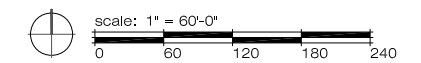


BUILDING ORGANIZATION
BASEMENT LEVEL FLOOR PLAN



BUILDING ORGANIZATION
PODIUM FLOOR PLAN

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



DIAGRAMS

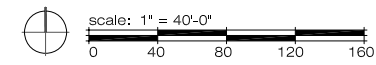
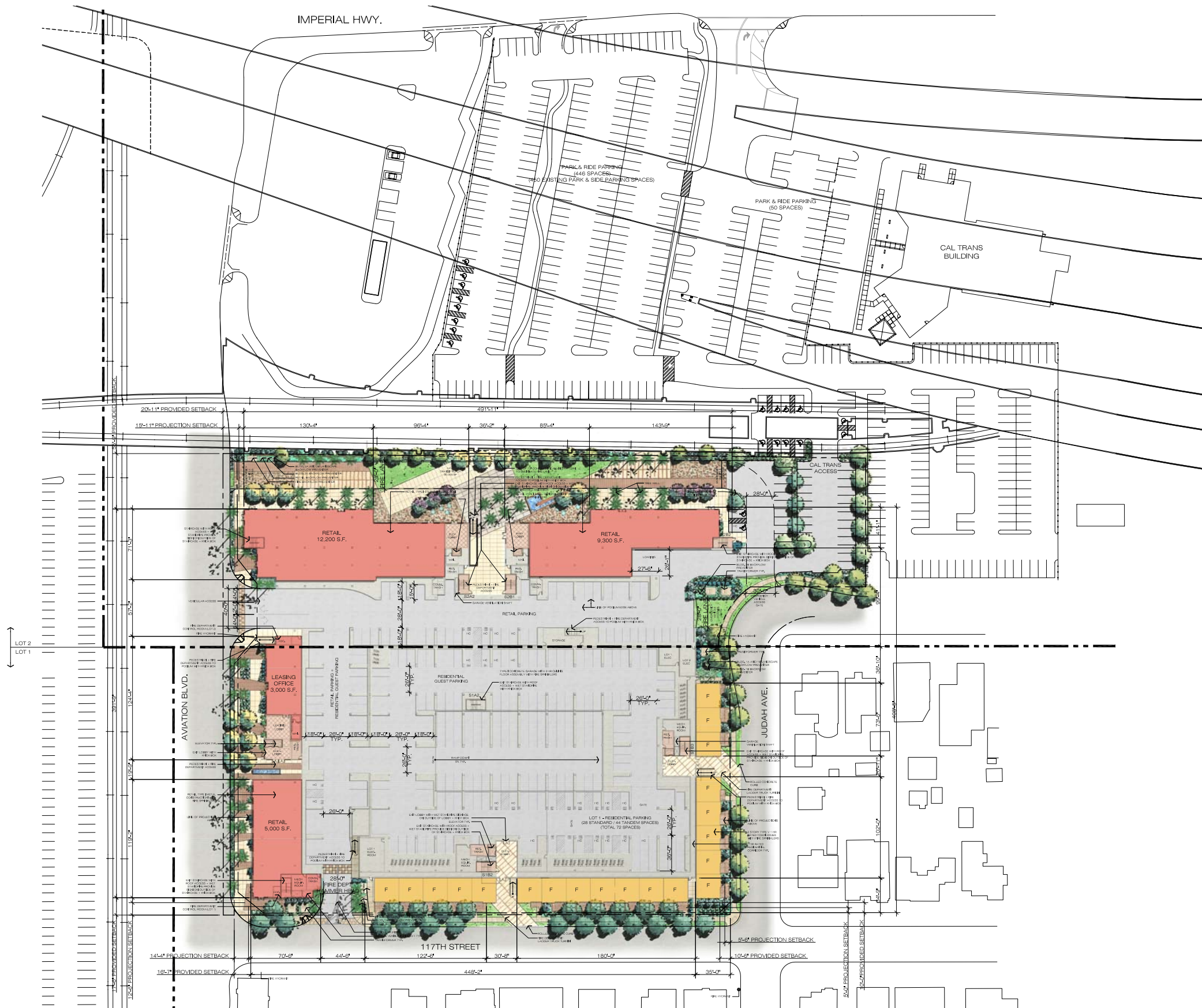
AVIATION STATION

LOS ANGELES, CALIFORNIA
TRACT MAP NO. 070853
August 05, 2010

Withee Malcolm Architects, LLP

2251 W. 190th Street
Torrance, Ca 90504
Tel. (310) 217-8885
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JOB NO. A8055





STREET LEVEL PLAN



AVIATION STATION
 LOS ANGELES, CALIFORNIA
 TRACT MAP NO. 070853
 August 05, 2010

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 Tel. (310) 217-8885
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 JOB NO. A8055



LANDSCAPE AMENITIES KEY:

GROUND LEVEL

- 1** RETAIL PLAZA
 - SEATING AREA
 - WATER FEATURE
 - ALLE OF TREES
 - SEAT WALLS
 - 2** CONNECTION to TRANSPORTATION STATION
 - 3** FIRELANE with TAPESTRY of PAVING PATTERNS
 - 4** RESIDENTIAL PRIVATE PATIOS
 - STREET ACCESS
 - LOW WALLS with GATES
 - 5** STOREFRONT PROMENADE
 - ENHANCED PAVING
 - BENCHES
 - SEAT WALLS
 - WATER FEATURE (Aviation Blvd. only)
 - DOUBLE ROW of PALMS
 - 6** RESIDENT ACCESS ONLY
 - DECORATIVE PAVING
 - TUF BLOCK FIRE ACCESS
-  DENOTES FIRE DEPT. APPROVED PERMEABLE PAVING
 DENOTES ACCESS CONNECTION TO GREEN METRO LINE and PARK AND RIDE

PRELIMINARY PLANT PALETTE
AVIATION STATION - COUNTY OF LOS ANGELES

The objective of the overall landscaping concept is to provide a distinct visual impression and community identity, soften the urban experience, provide the highest level of aesthetic standards complimented by the quality of the building materials that will assure an attractive environment enhancing the quality of life among its residents and visitors.

Successful streetscapes are a partnership between the building design and the landscaped edge of the street distinguishing each type of street through distinctive landscaping, lighting and street furnishings.

The landscape irrigation concept for the community will be designed to provide the most efficient means to distribute irrigation water and provide the Aviation Station community with the latest technology for water conservation.

The following plant material as selected for Aviation Station is compliant with the County of Los Angeles approved Plan List for water conservation and non-invasive species.

TREES

Common Name	Size:
Aviation Boulevard:	
Street Tree	
California Fan Palm	22' b.l.h.
Flowering Accent Tree	
Evergreen Pear (Standard Trunk)	36" box
117th Street:	
Street Tree	
Chinese Hackberry	24" box
Flowering Accent Tree	
Evergreen Pear (Standard Trunk)	36" box
Garage Entry	
California Fan Palm	22' b.l.h.
Background Trees/Palms	
Hollywood Juniper	15 gallon
Little Gem Southern Magnolia	24" box
Compact Carolina Cherry	15 gallon
Windmill Palms	6'-12' b.l.h.
Judah Avenue:	
Street Tree	
Evergreen Pear (Standard Trunk)	36" box
Lobby Entry	
California Fan Palm	18' b.l.h.
Background Trees	
Hollywood Juniper	15 gallon
Little Gem Southern Magnolia	24" box
Afghan Pine	24" box
Compact Carolina Cherry	15 gallon
Windmill Palms	6'-12' b.l.h.
Retail Promenade (Firelane):	
Perimeter Lot Line	
Bottle Tree	24" box
Cajiput Tree (Multi-trunk)	24" box
Afghan Pine	24" box
California Fan Palm	18' b.l.h.
Plazas	
Corral Tree	36" box
Pink Melaleuca	36" box
Fruitless Olive	48" box
California Sycamore (Standard Trunk)	24" box
California Fan Palm	18' b.l.h.
Parking Lot	
California Sycamore (Standard Trunk)	24" box
Compact Carolina Cherry	15 gal.
African Sumac (Standard Trunk)	24" box

TREES CONT.

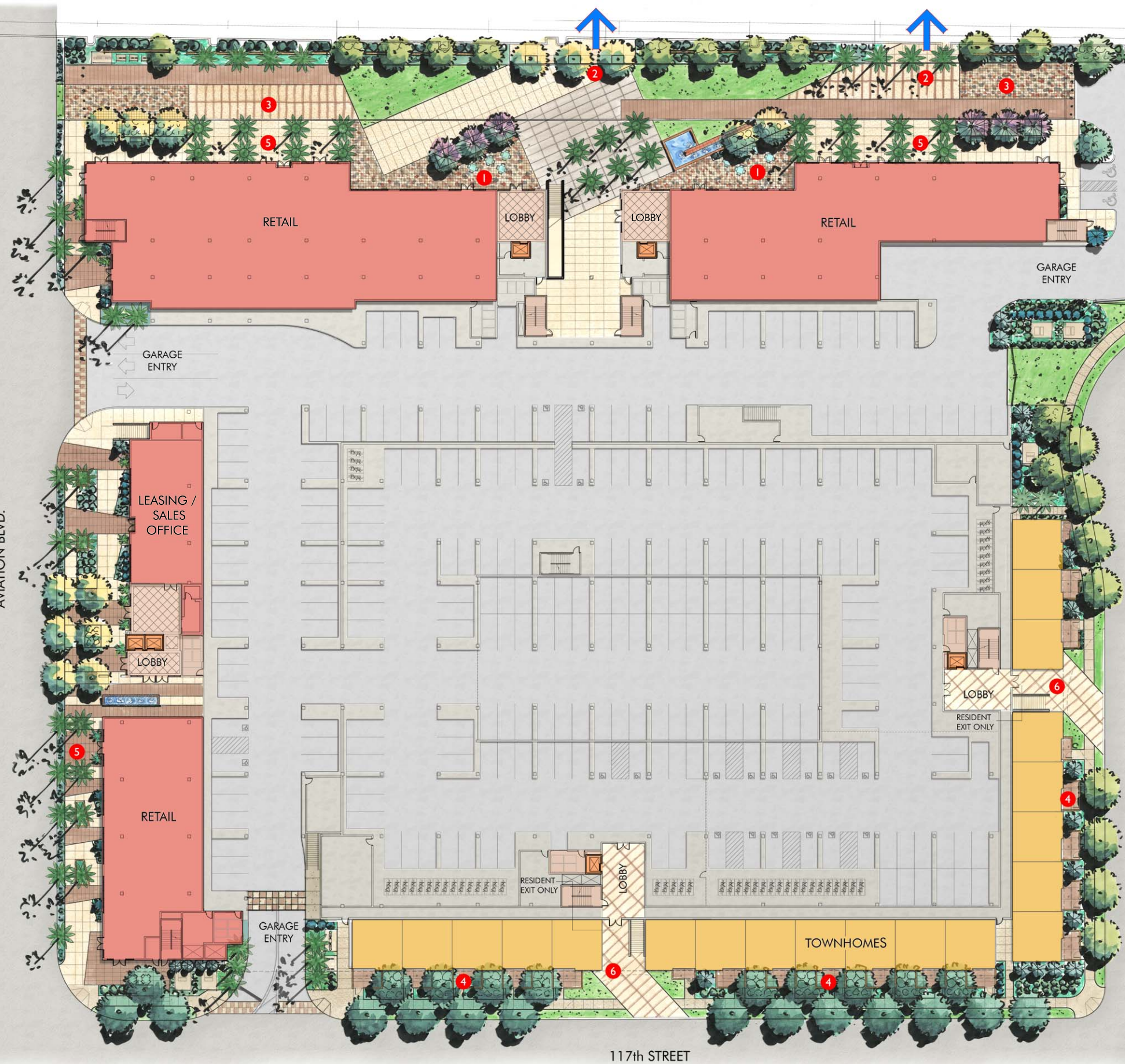
Common Name	Size:
Residential Courtyards and Pool Recreation Area	
Hybrid Strawberry Tree (Std. Trunk)	24" box
Flame Tree	24" box
Sweetshade	24" box
Crape Myrtle	36" box
Little Gem Southern Magnolia	24" box
Fruitless Olive	48" box
Compact Carolina Cherry	15 gal.
Purple-leaf Plum	24" box
Ornamental Pear	24" box
ndia Hawthorne - Tree Form	15 gal.
African Sumac	24" box
Windmill palm	Heights vary
California Fan Palm	18' b.l.h.

SHRUBS and GROUNDCOVERS

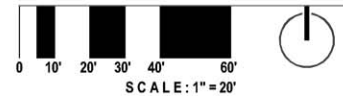
Large shrubs (minimum 5 gallon size at 3' o.c.)	
Mediterranean Fan Palm - multi trunk	Red-tipped Photinia
Yellow Belles	Coast Rosemary
Medium Shrubs (minimum 5 gallon size)	
Bougainvillea	Fortnight Lily
Grevilla	Evergreen Daylilies
India Hawthorn	Autumn Sage
Low Shrubs and Groundcovers (minimum 1 gallon size)	
Dwarf Lily of the Nile - white	Sedge
Creeping Mahonia	Myoporum
Statice	Dwarf Rosemary

Accent/color shrubs (minimum 5 gallon size)	
Aeonium Hybrid	Aloe
Agave	Sago
Desert Spoon	Deer Grass

Line of Sight Note:
Maintain shrubs at 24" high inside of Line of Sight at street intersections.



STREET LEVEL CONCEPTUAL LANDSCAPE PLAN



AVIATION STATION
LOS ANGELES, CALIFORNIA
TRACT MAP NO. 070853
August 05, 2010

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Tel. (310) 217-8885
Fax (310) 217-0425

507 30th Street
Newport Beach, CA 92663
949 | 675 | 9964





LANDSCAPE AMENITIES KEY:

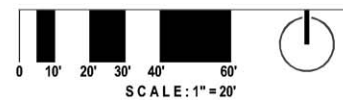
- 1** POOL FORECOURT
 - DOUBLE-SIDED OUTDOOR FIREPLACE
 - OUTDOOR FURNITURE
- 2** POOL TERRACE
 - 22' x 60' POOL
 - 9' X 16' SPA with WATER EFFECT
 - CABANAS
 - OUTDOOR FURNITURE
 - METAL POOL ENCLOSURE
 - MATCHING 24' TALL PALMS
- 3** DINING TERRACE
 - BUILT-IN BARBECUES
 - FESTIVAL LIGHTING
 - OUTDOOR DINING FURNITURE
- 4** CONVERSATION TERRACE
 - FIRE PIT
 - DECORATIVE PAVING
 - OUTDOOR LOUNGE FURNITURE
 - POTTERY IN COBBLE
 - DECORATIVE METAL SCREEN
- 5** "QUIET" COURTYARD
 - GROUPING of LARGE POTTERY with PATIO TREES
 - FOUNTAIN
 - OUTDOOR LOUNGE FURNITURE
 - MATCHING HEIGHT PALMS
- 6** COURTYARD
 - GROUPING of LARGE POTTERY with PATIO TREES
 - FOUNTAIN
- 7** "HIDE-AWAY" COURTYARD
 - FIRE PIT
 - OUTDOOR LOUNGE FURNITURE
 - DECORATIVE METAL PRIVACY SCREEN

AVIATION BLVD.

JUDAH AVE.

117th STREET

**LEVEL 2
CONCEPTUAL LANDSCAPE PLAN**



AVIATION STATION
 LOS ANGELES, CALIFORNIA
 TRACT MAP NO. 070853
 July 9, 2010



Withee Malcolm Architects, LLP

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 Newport Beach, CA 92663
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PERSPECTIVE - PLAZA VIEW



AVIATION STATION
LOS ANGELES, CALIFORNIA
TRACT MAP NO. 070853
August 05, 2010

Withee Malcolm Architects, LLP

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JOB NO. A8055





PERSPECTIVE - VIEW FACING RETAIL EDGE



AVIATION STATION

LOS ANGELES, CALIFORNIA
TRACT MAP NO. 070853
August 05, 2010

Withee Malcolm Architects, LLP

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Torrance, Ca 90504
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JOB NO. A8055





PERSPECTIVE - VIEW ALONG TOWNHOMES



AVIATION STATION

LOS ANGELES, CALIFORNIA
TRACT MAP NO. 070853
August 05, 2010

Withee Malcolm Architects, LLP

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Torrance, Ca 90504
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JOB NO. A8055



+

+



PERSPECTIVE - VIEW OF INTERIOR COURTYARD



AVIATION STATION

LOS ANGELES, CALIFORNIA

TRACT MAP NO. 070853
August 05, 2010

Withee Malcolm Architects, LLP

2251 W. 190th Street
Torrance, Ca 90504
Tel. (310) 217-8885
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JOB NO. A8055





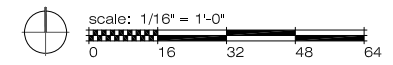
- STANDING SEAM METAL ROOF
- METAL GUARDRAIL
- METAL AWNING
- PLASTER FINISH
- BRICK VENEER

BUILDING ELEVATION - 3
SOUTH ELEVATION - 117TH STREET



- PLASTER FINISH
- PLASTER SCHEED LINE
- BRICK VENEER
- HORIZONTAL SIDING
- METAL GUARDRAIL
- METAL AWNING
- STANDING SEAM METAL ROOF

BUILDING ELEVATION - 4
EAST ELEVATION - JUDAH AVE.

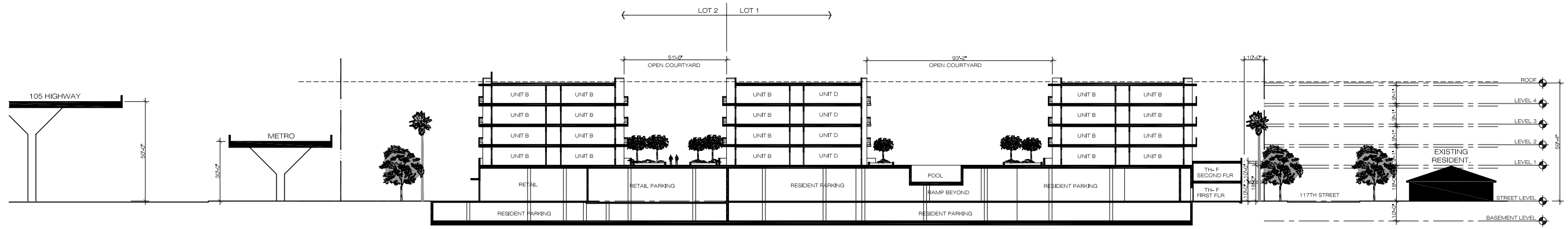


BUILDING ELEVATIONS

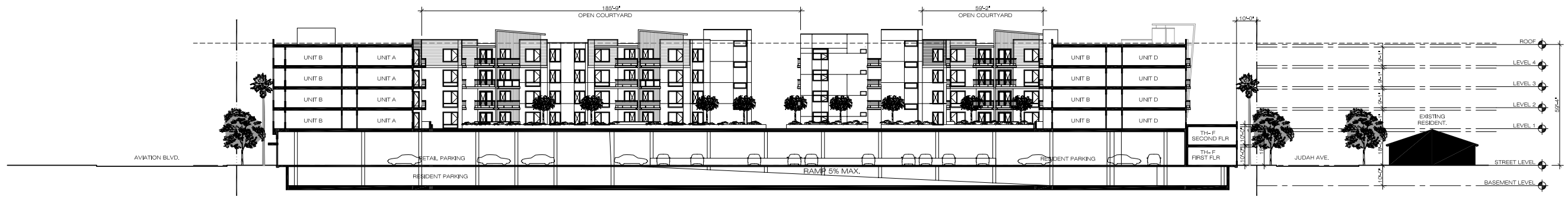
AVIATION STATION
LOS ANGELES, CALIFORNIA
TRACT MAP NO. 070853
August 05, 2010

Withee Malcolm Architects, LLP
2251 W. 190th Street
Torrance, Ca 90504
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JOB NO. A8055

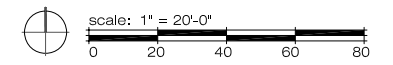




BUILDING SECTION - 2



BUILDING SECTION - 1



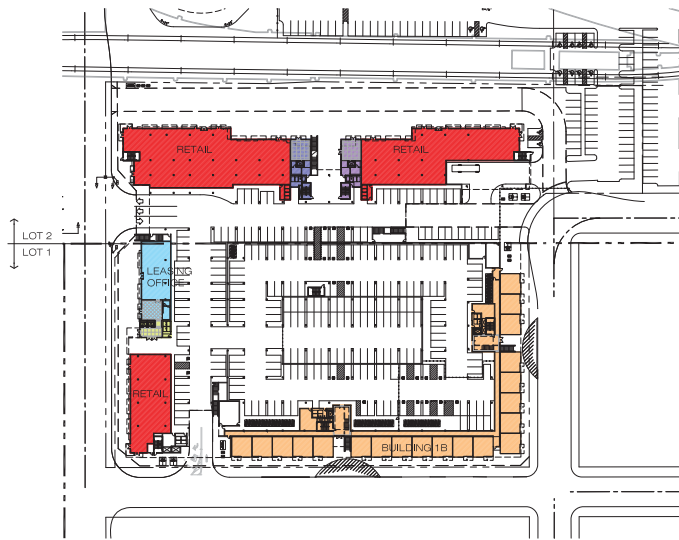
BUILDING SECTIONS

AVIATION STATION
 LOS ANGELES, CALIFORNIA
 TRACT MAP NO. 070853
 August 05, 2010

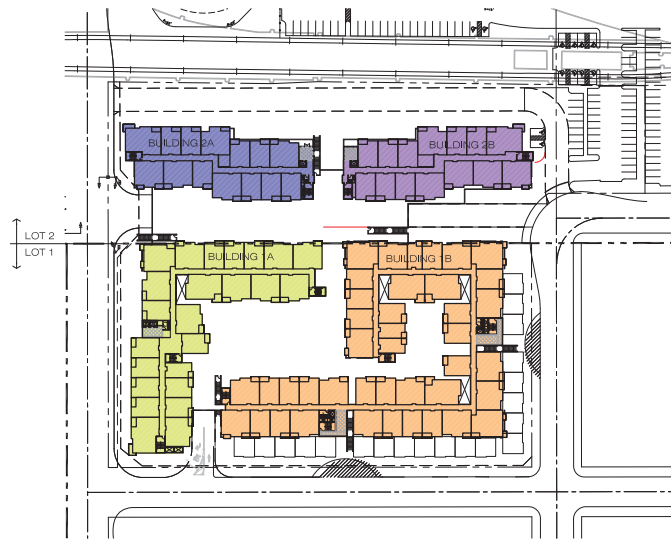
Withee Malcolm Architects, LLP
 2251 W. 190th Street
 Torrance, Ca 90504
 Tel. (310) 217-8885
 Fax (310) 217-0425
 JOB NO. A8055



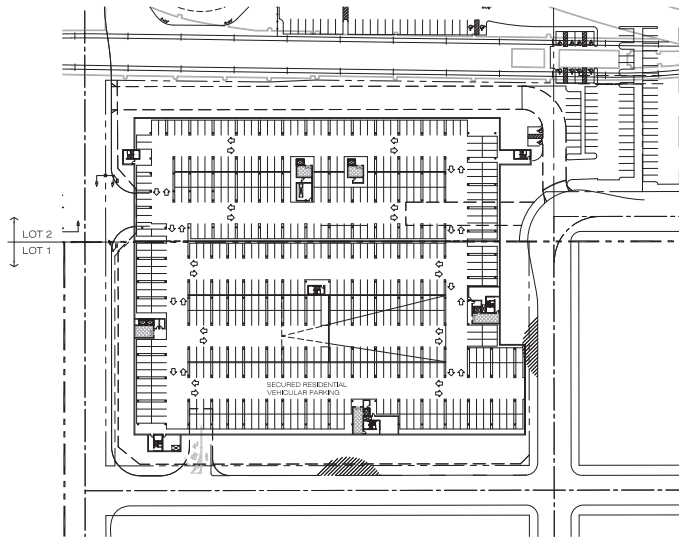
D:/Projects/COX/J002/Graphics/Ex_floor_plans.ai



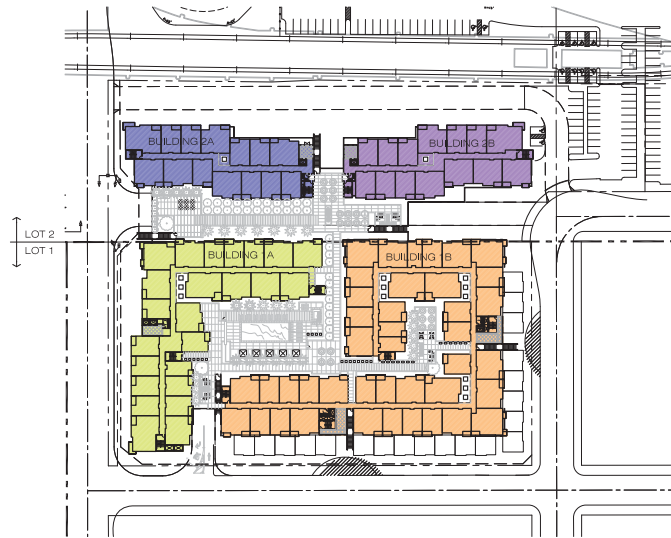
BUILDING ORGANIZATION
STREET LEVEL FLOOR PLAN



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

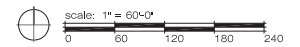


BUILDING ORGANIZATION
BASEMENT LEVEL FLOOR PLAN



BUILDING ORGANIZATION
PODIUM / 1ST FLOOR PLAN

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



Source: Withee Malcolm Architects, LLP 2010

Floor Plans

Aviation Station Project

Exhibit 2-5



PROJECT IDENTITY, ENTRANCE + RETAIL SIGNAGE STANDARD

AVIATION STATION

Los Angeles, California

November 2010

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

All photos are for conceptual reference only.

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

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

Developer: Kroeze Family, LLC
24362 Ramada Court
Laguna Niguel, CA 92677
Tel.: (310) 643-9769

Architect: Withee Malcolm Architects, LLP
2251 W. 190th Street
Torrance, CA 90504
Tel.: (310) 217-8885

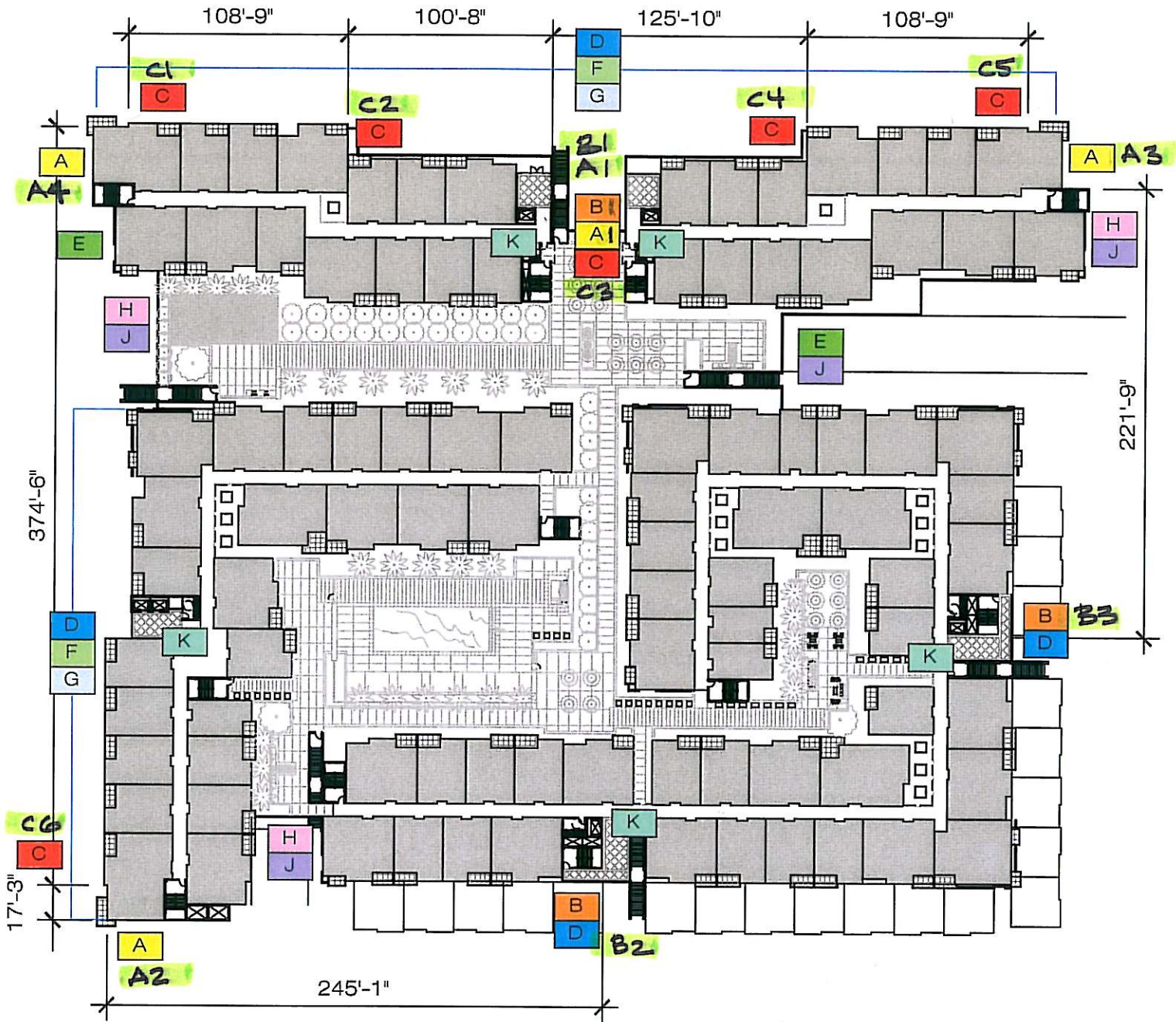
PROJECT IDENTITY, ENTRANCE AND RETAIL SIGNAGE

TABLE OF CONTENTS

Page	Page Code	Description
1	R	Reference Map
2	A	Project Identity Signage - Building Identifier
3	B	Project Identity Signage - Building Identifier
4	C	Directional Signage - Building Identity Blade
5	D	Directional Signage - Awning Sign - Retail Identity
6	E	Directional Signage - Wall Sign - Retail Identity / Wayfinding
7	F	Directional Signage - Projecting Sign - Retail Identity / Wayfinding
8	G	Directional Signage - Window Signage
9	H	Directional Signage - Public Parking Entrance Identity
10	J	Directional Signage - Public Parking Entrance Clearance Bars
11	K	Directional Signage - Elevator Lobby Wayfinding + Unit Numbers
12	1	Typical Scenario - Building Identification - Primary Corners
13	2	Typical Scenario - Building Identification - Residential Lobby Entrances
14	3	Typical Scenario - Building Identification Blades
15	4	Typical Scenario - Building Residential Lobby Entrance at Aviation Blvd.
16	5	Typical Scenario - Typical Retail Entrances along Metro Plaza
17	6	Typical Scenario - Leasing Office Entrance along Aviation Blvd.
18	7	Typical Scenario - Parking Structure Entrance off Aviation Blvd.
19	8	Typical Scenario - Parking Structure Entrance off 117th Street
20	9	Typical Scenario - Parking Structure Entrance off parking lot adjacent to Judah

REFERENCE MAP

R



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

PROJECT IDENTIFIER

A

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

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



Image 1

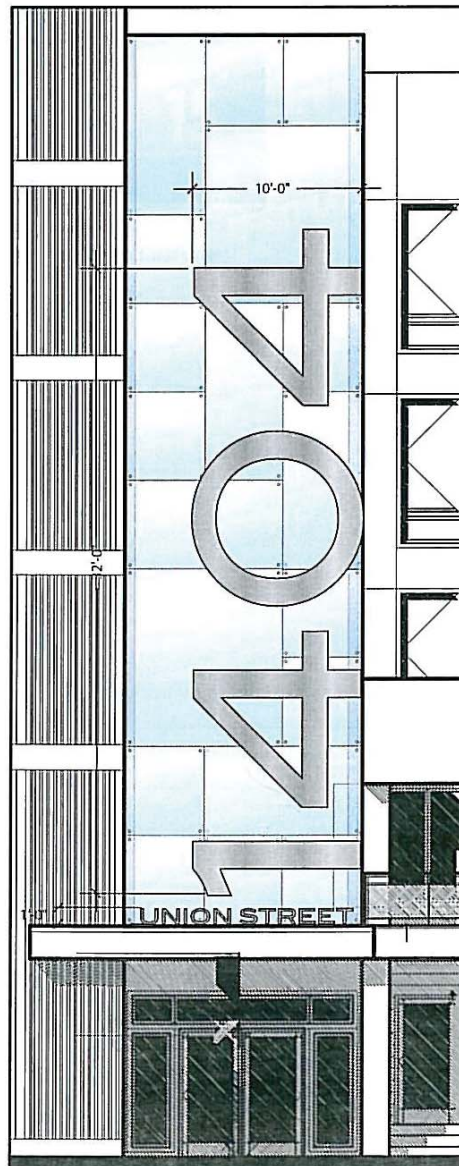


Image 2

PROJECT IDENTIFIER

B

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

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

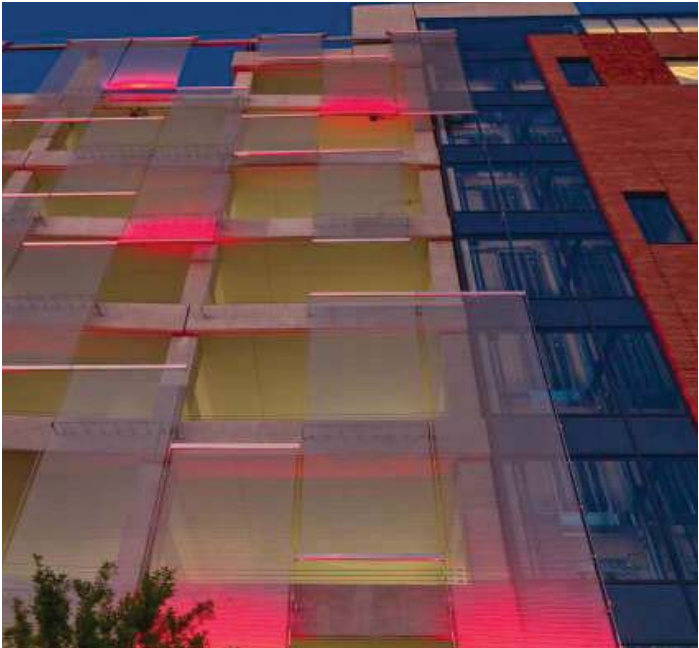


Image 1



Image 2



Image 3



Image 4

DIRECTIONAL SIGNAGE

C

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

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

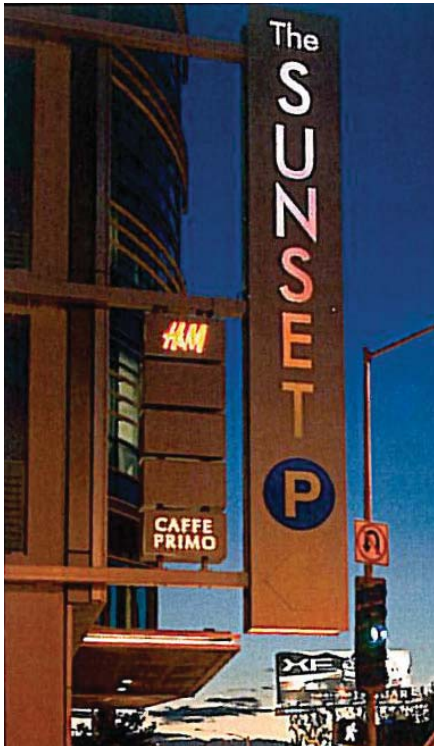


Image 1

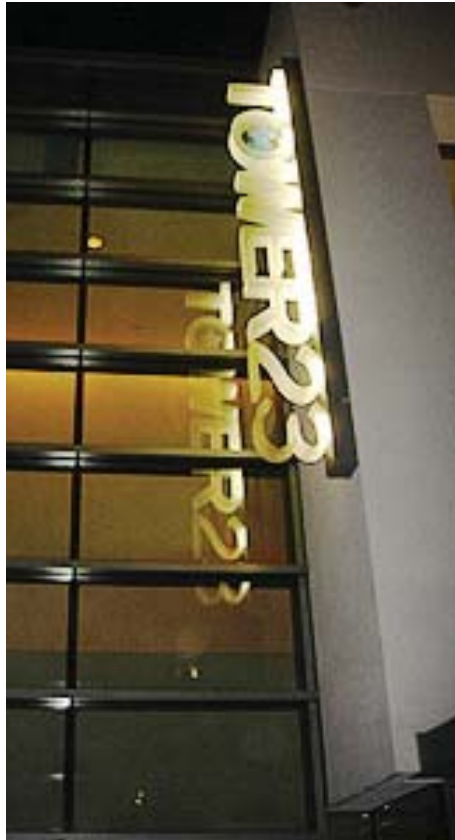


Image 2



Image 3



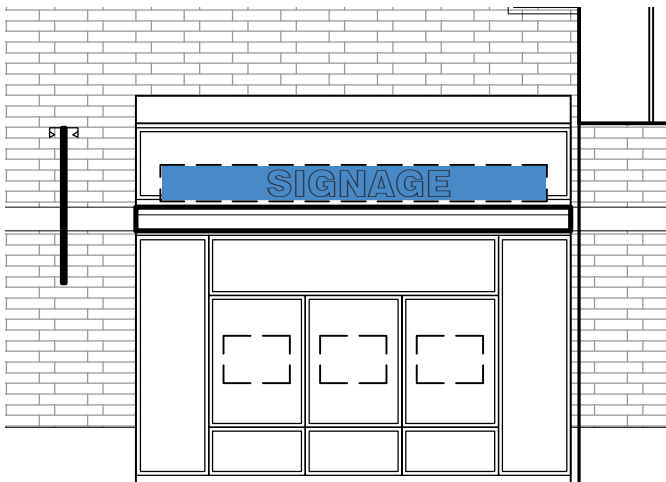
Image 4

DIRECTIONAL SIGNAGE

D

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

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



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



Image 1



Image 2



Image 3



Image 4



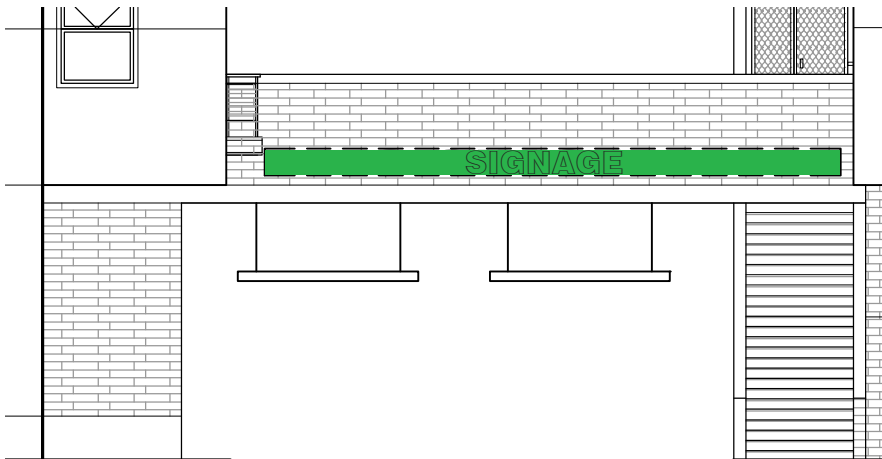
Image 5

DIRECTIONAL SIGNAGE

E

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

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



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



Image 2



Image 1



Image 3



Image 4

DIRECTIONAL SIGNAGE

F

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

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

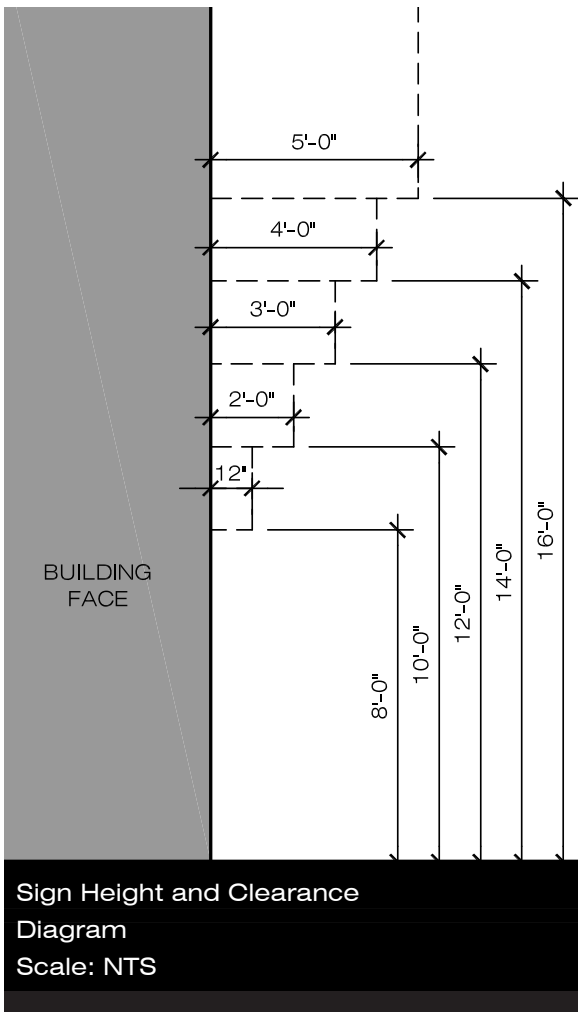


Image 1



Image 2



Image 3



Image 4



Image 5

DIRECTIONAL SIGNAGE

G

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

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

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



Typical tenant retail frontage

Scale: 1/8" = 1'-0"

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



Image 1



Image 2



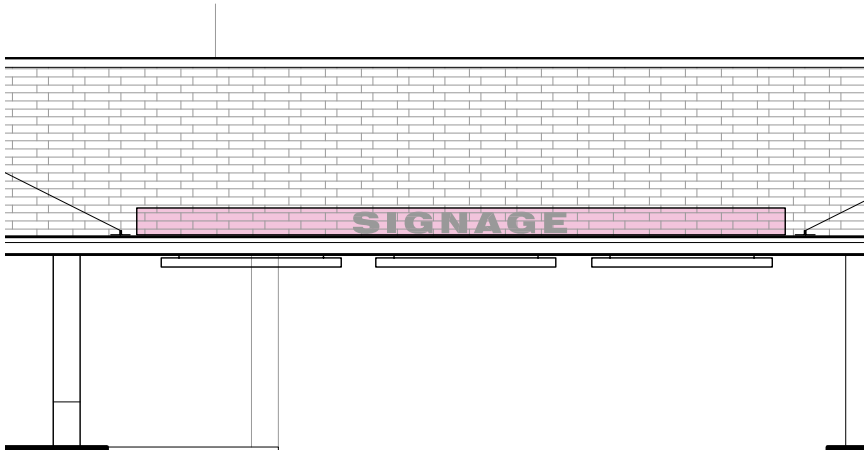
Image 3

DIRECTIONAL SIGNAGE

H

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

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



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



DIRECTIONAL SIGNAGE

J

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

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

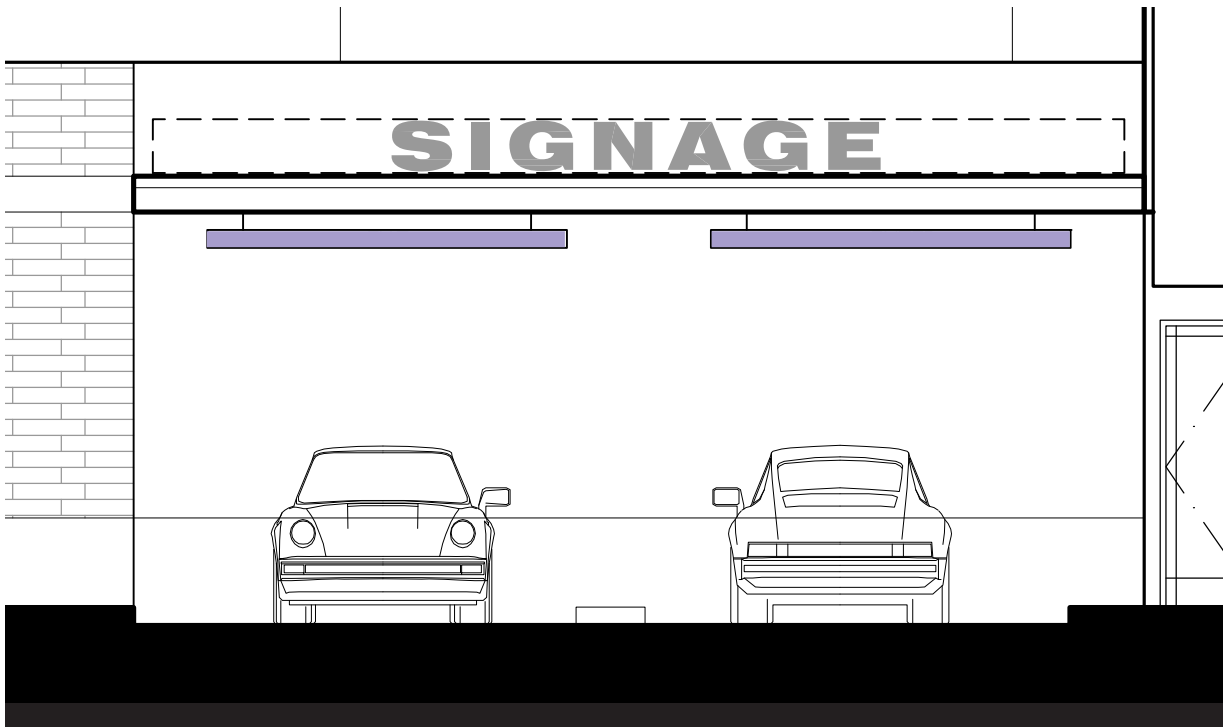


Image 1



Image 2

DIRECTIONAL SIGNAGE

K

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

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



Image 1



Image 2



Image 3



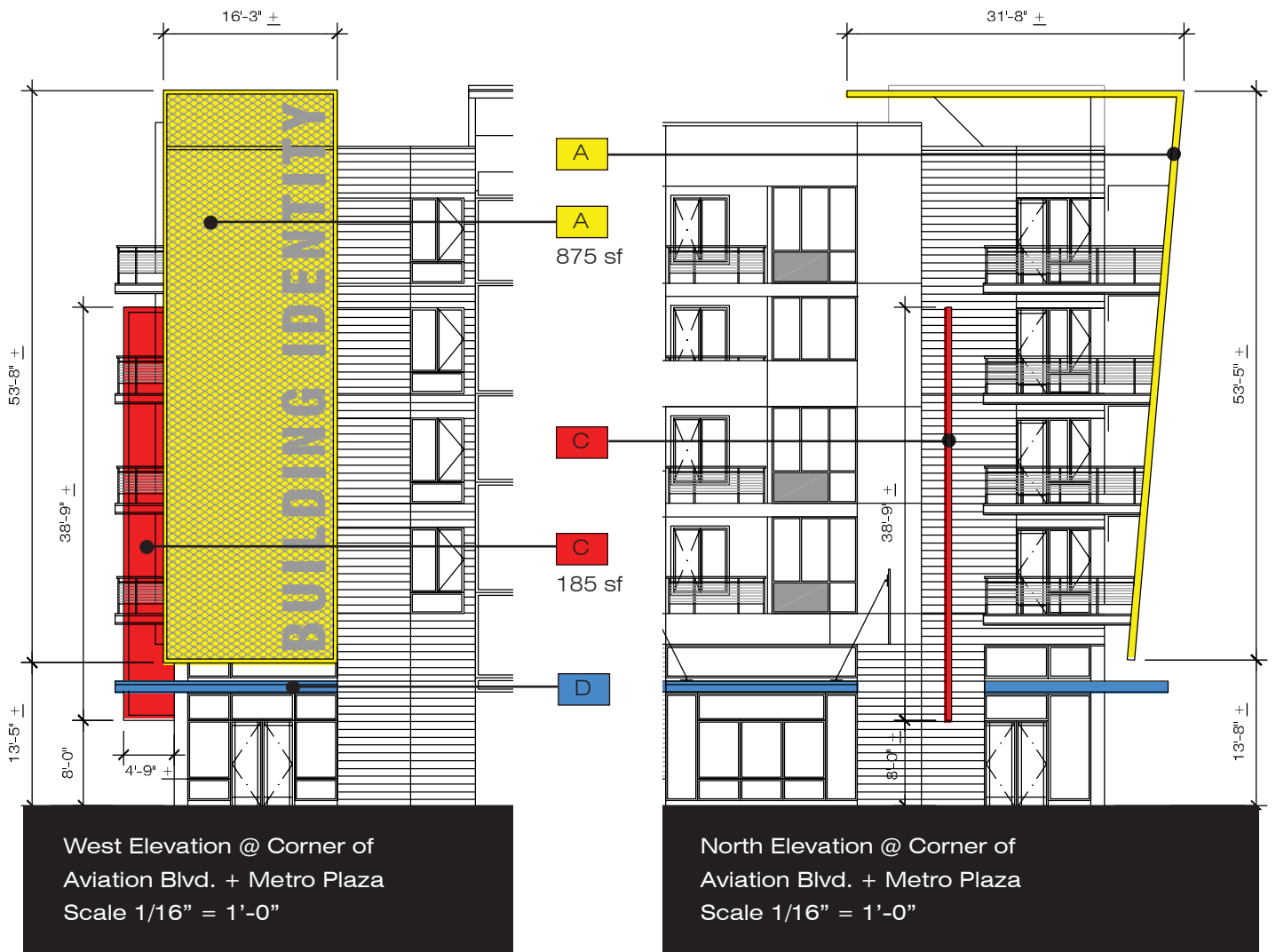
Image 4



Image 5

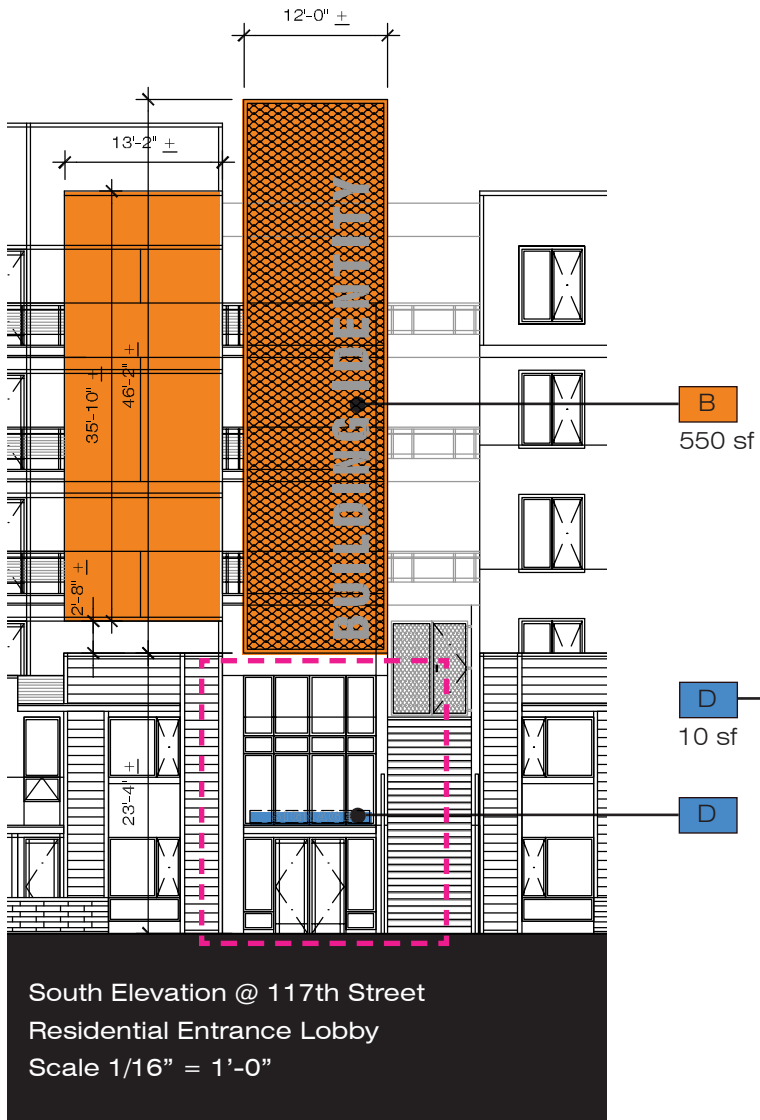
Building Identification - Primary Corners

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



Building Identification - Residential Lobby Entrances

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

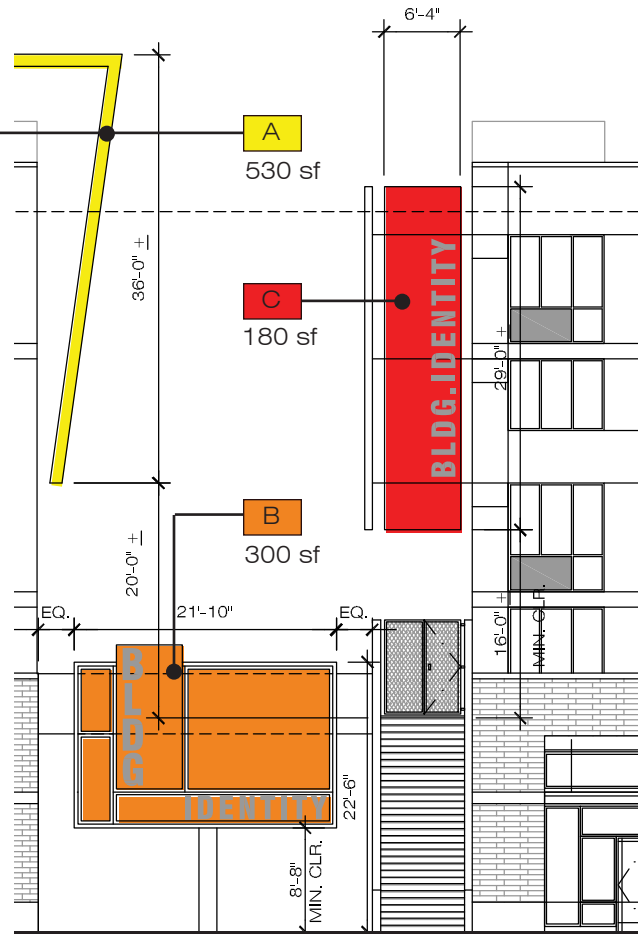


Building Identification Blades

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



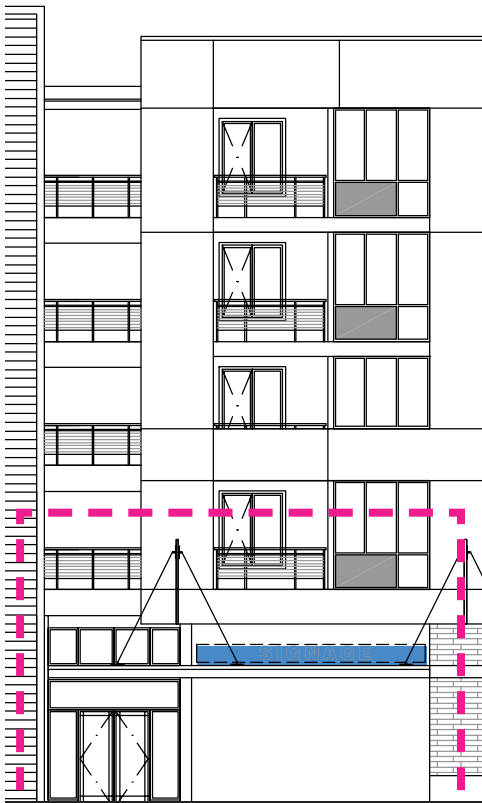
West Section @ Metro Plaza
Residential Entrance Lobby
Scale 1/16" = 1'-0"



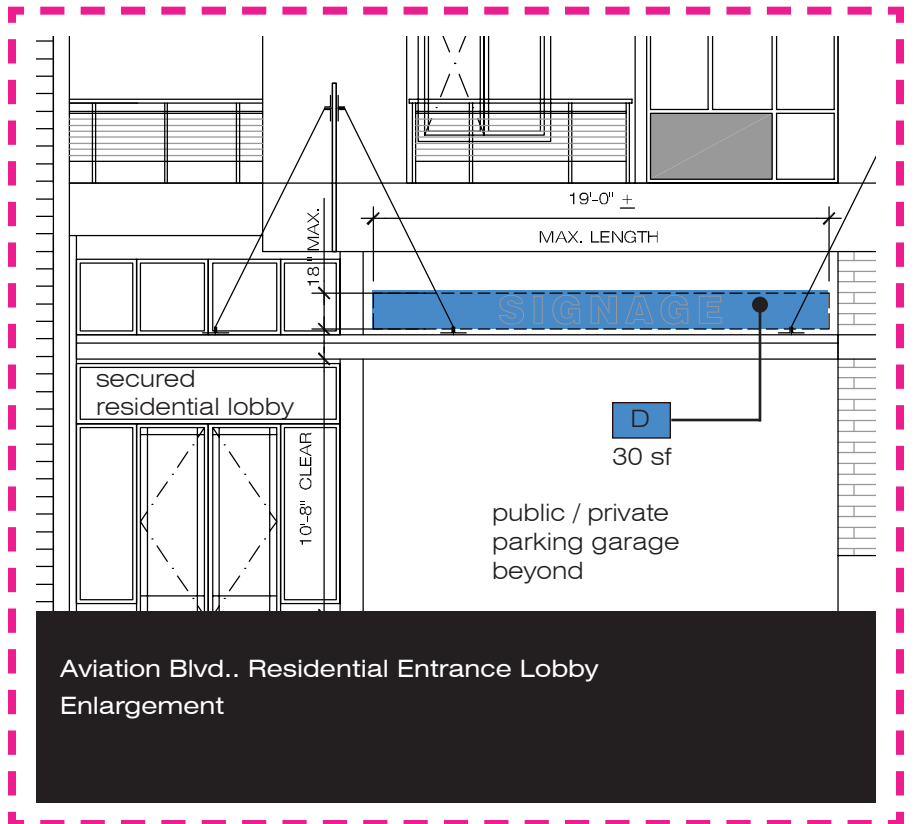
South Elevation @ Metro Plaza
Residential Entrance Lobby
Scale 1/16" = 1'-0"

Building Residential Lobby Entrance at Aviation Blvd..

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



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



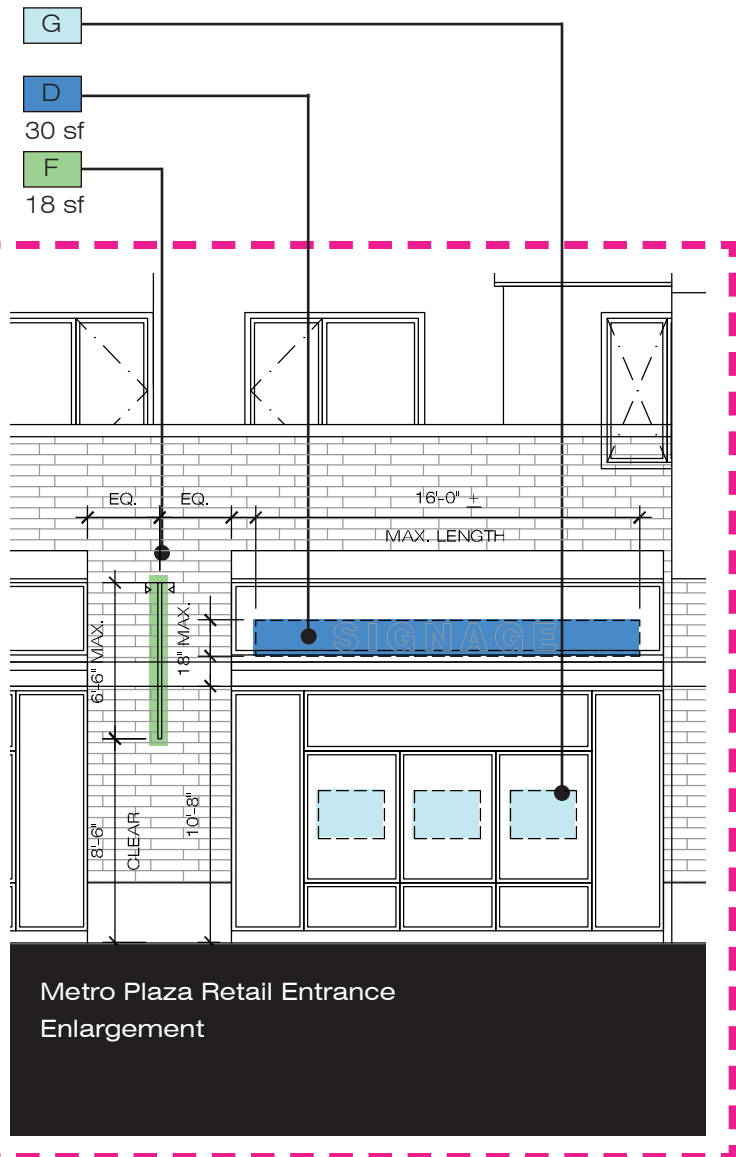
Aviation Blvd.. Residential Entrance Lobby
Enlargement

Typical Retail Entrances along Metro Plaza

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



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



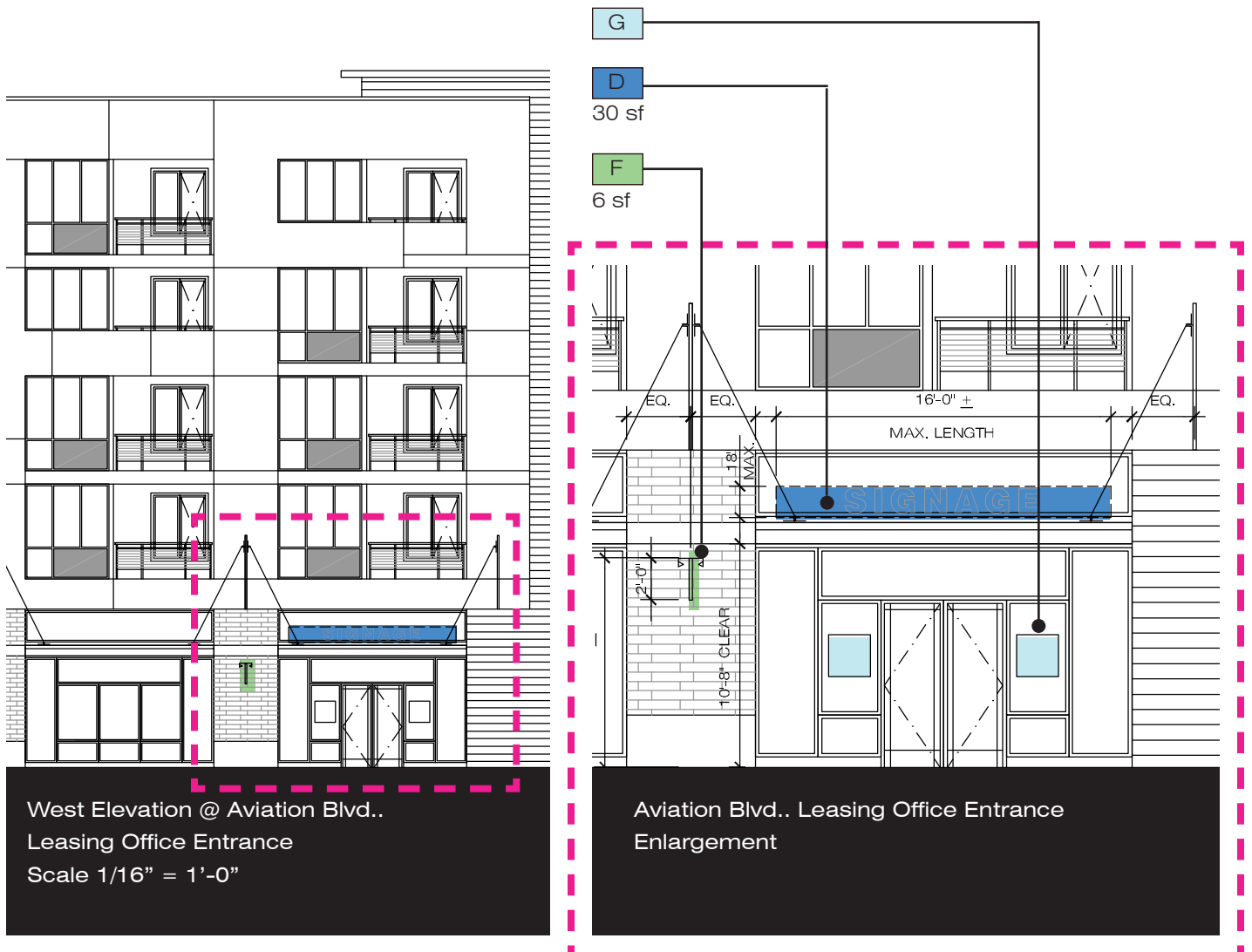
Metro Plaza Retail Entrance
Enlargement

TYPICAL SCENARIO

6

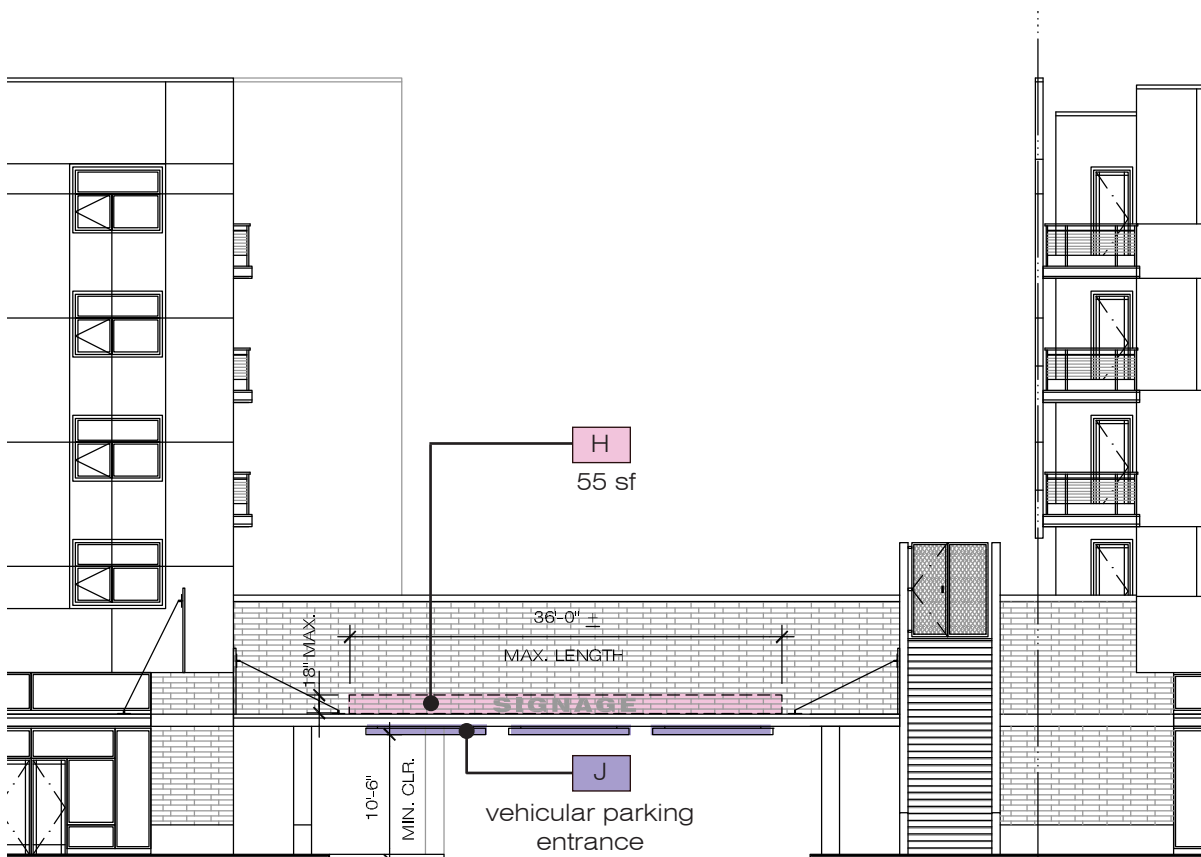
LEASING OFFICE ENTRANCE ALONG AVIATION BLVD..

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



Parking Structure Entrance off Aviation Blvd..

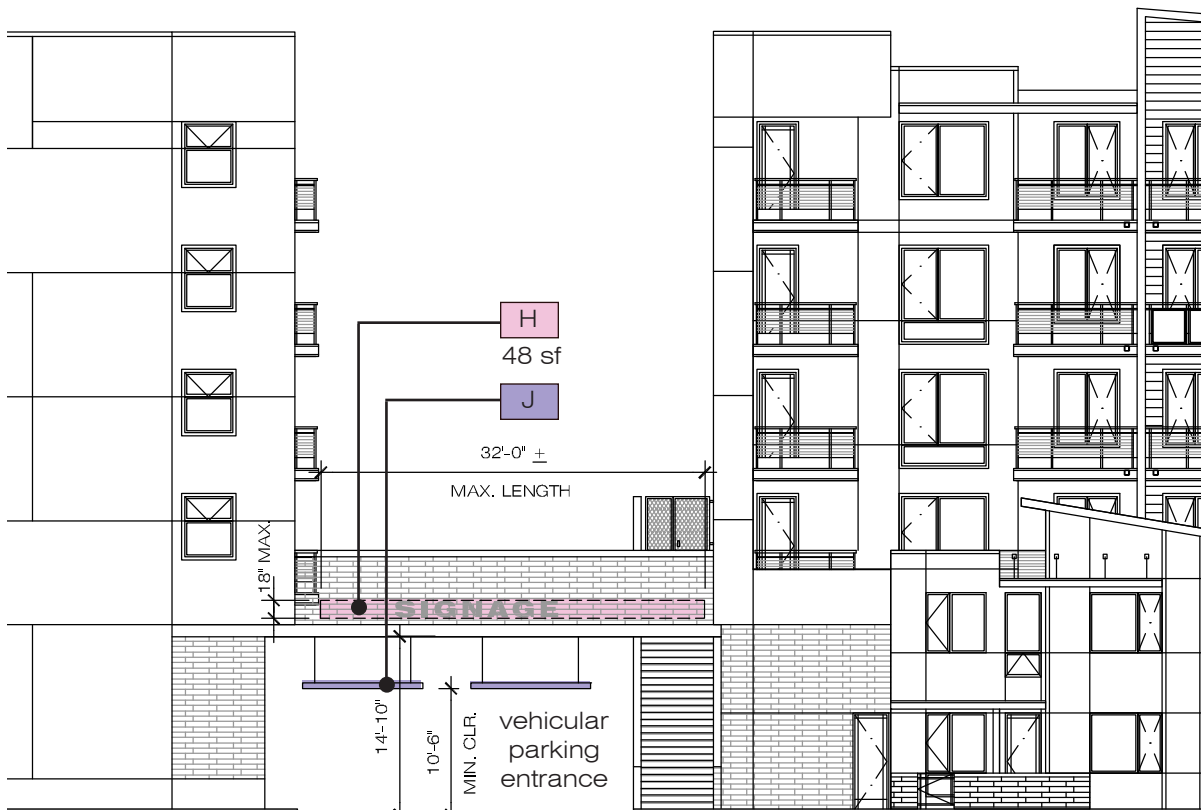
Wall mounted raised metal letters with no back plate identify the central vehicular parking entrance off of Aviation Boulevard. To aid vehicular circulation, clearance bars will hang below demonstrating the maximum height within the garage. This will be illuminated in accordance with Zoning Code Section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



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

Parking Structure Entrance off 117th Street

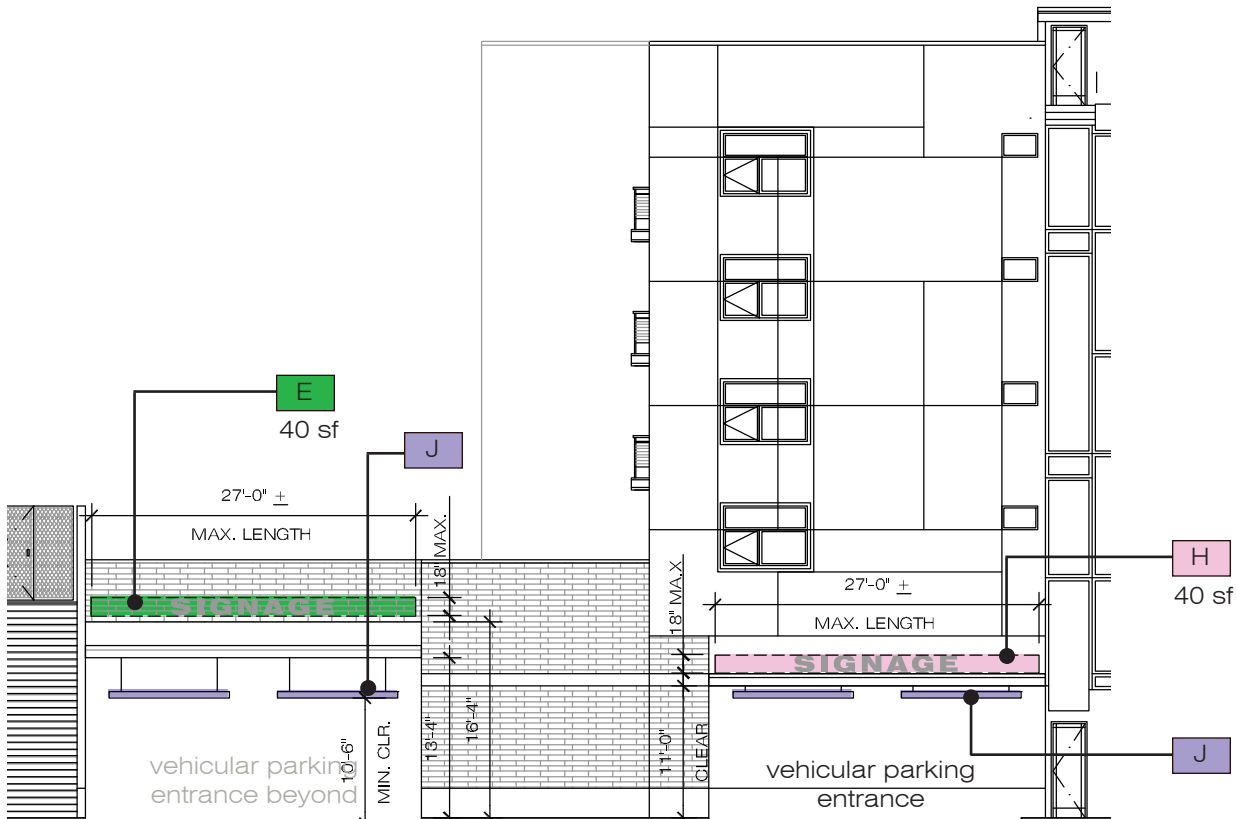
Wall mounted raised metal letters with no back plate identify the secondary vehicular parking entrance off of 117th Street. To aid vehicular circulation, clearance bars will hang below demonstrating the maximum height within the garage. This will be illuminated in accordance with Zoning Code Section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



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

Parking Structure Entrance off east parking lot

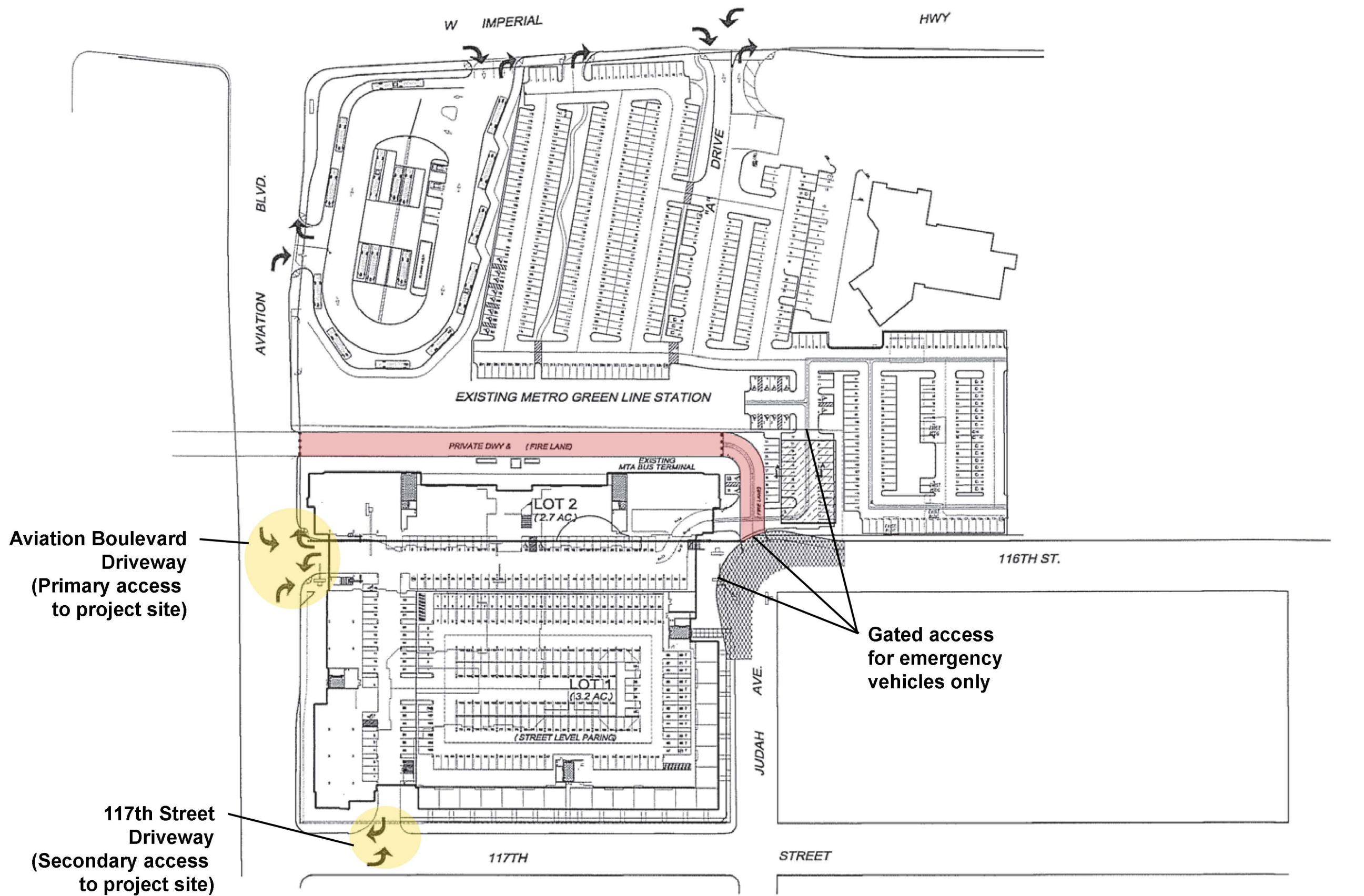
Wall mounted raised metal letters with no back plate identify the vehicular parking access from the eastern retail parking lot to Aviation Boulevard. To aid vehicular circulation, clearance bars will hang below demonstrating the maximum height within the garage. This will be illuminated in accordance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



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

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

D:/Projects/Cox/J002/Graphics/!_Traffic/Ex_vehic_access.ai

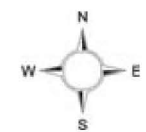


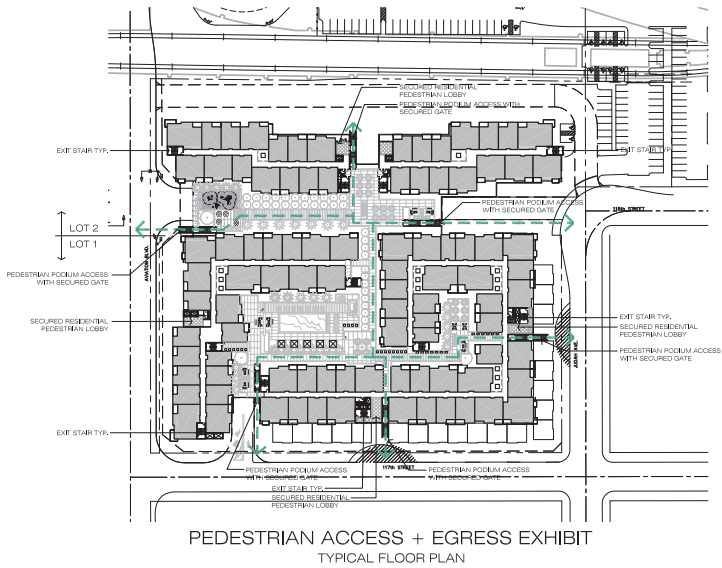
Source: Linscott, Law & Greenspan Engineers 2009

Proposed On-site and Off-site Access and Circulation

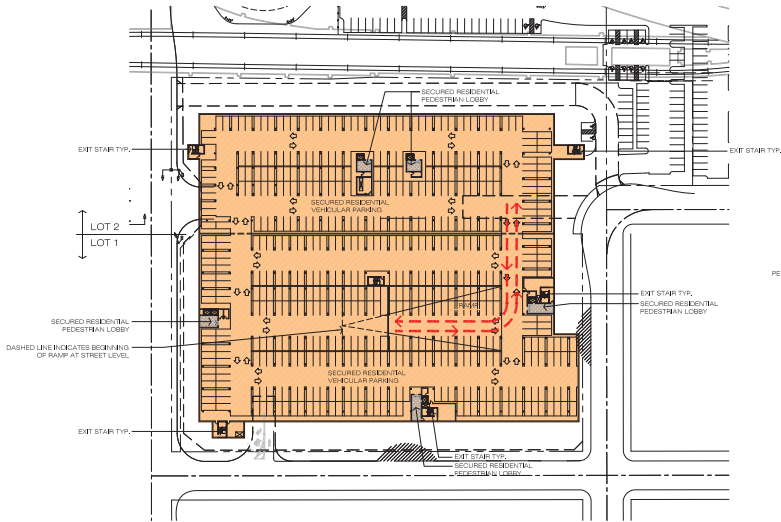
Exhibit 5.1-12

Aviation Station Project

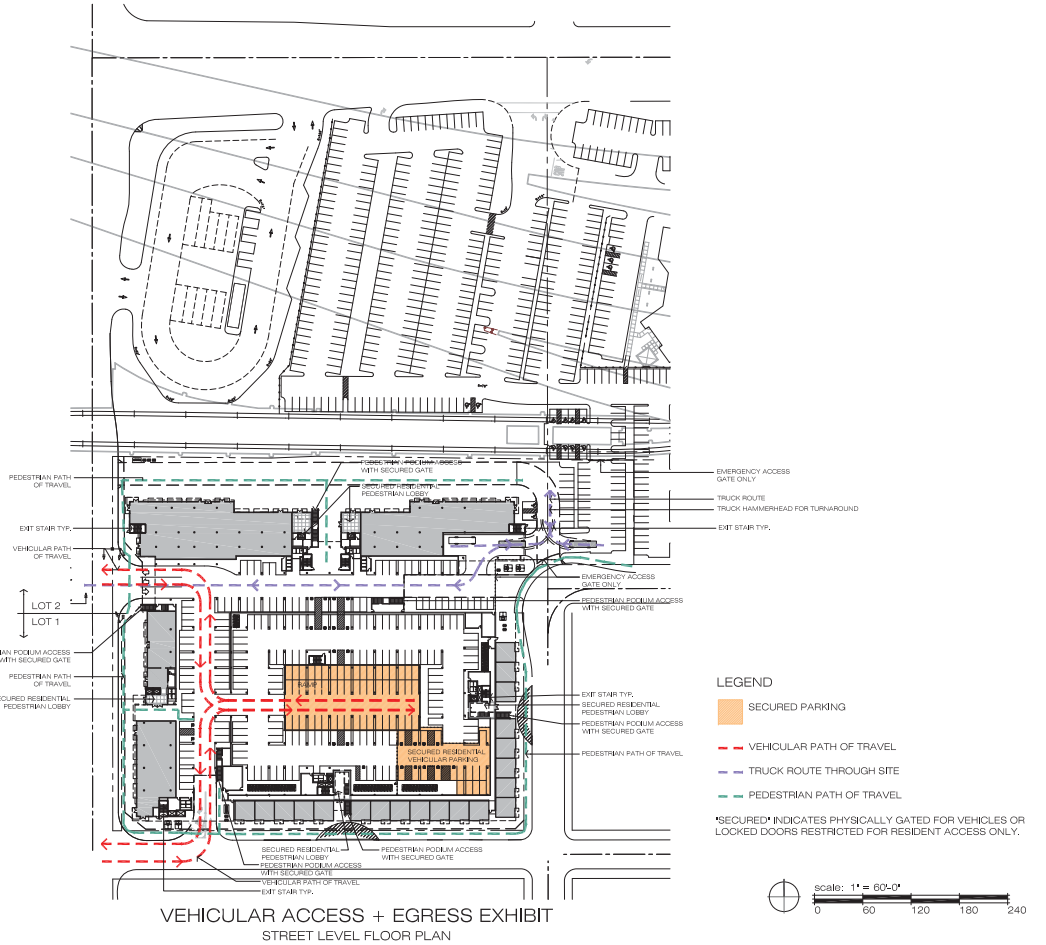




PEDESTRIAN ACCESS + EGRESS EXHIBIT
TYPICAL FLOOR PLAN



VEHICULAR ACCESS + EGRESS EXHIBIT
BASEMENT LEVEL FLOOR PLAN



VEHICULAR ACCESS + EGRESS EXHIBIT
STREET LEVEL FLOOR PLAN

LEGEND

SECURED PARKING

VEHICULAR PATH OF TRAVEL

TRUCK ROUTE THROUGH SITE

PEDESTRIAN PATH OF TRAVEL

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



Source: Withee Malcolm Architects, LLP 2010

Vehicle and Pedestrian Circulation

Aviation Station Project

Exhibit 2-7



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

G. Development near transit has economic benefits

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- A gated community of 625 luxury condominiums called Threesixty at The South Bay on El Segundo Boulevard;
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- Fusion at South Bay, a project comprising 280 condominiums near Aviation Boulevard and Marine Avenue; and
- Central Park, a project comprising 176 detached single-family homes near the corner of 120th Street and Van Ness Avenue.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

F. The property is appropriate for redevelopment.

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

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

G. Development near transit has economic benefits

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

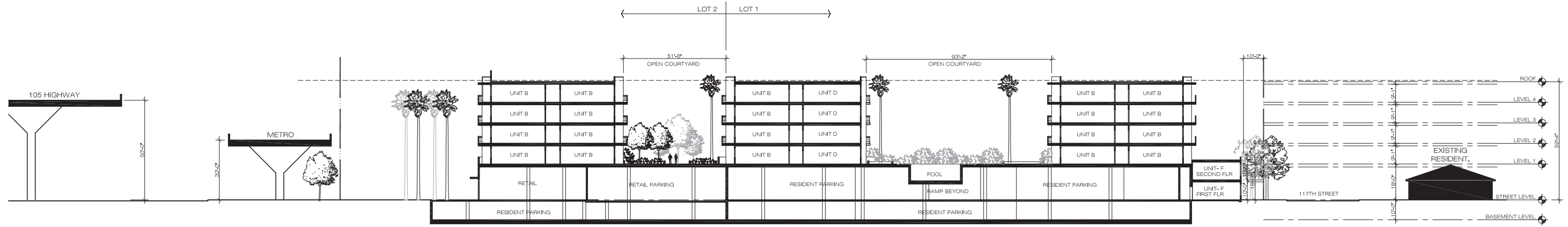
The highways and streets surrounding the proposed project are of sufficient width and can be improved as necessary to carry traffic generated by the project. The project site is conveniently located with easy access to the I-105 and I-405 freeways, Los Angeles International Airport, and major area thoroughfares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

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

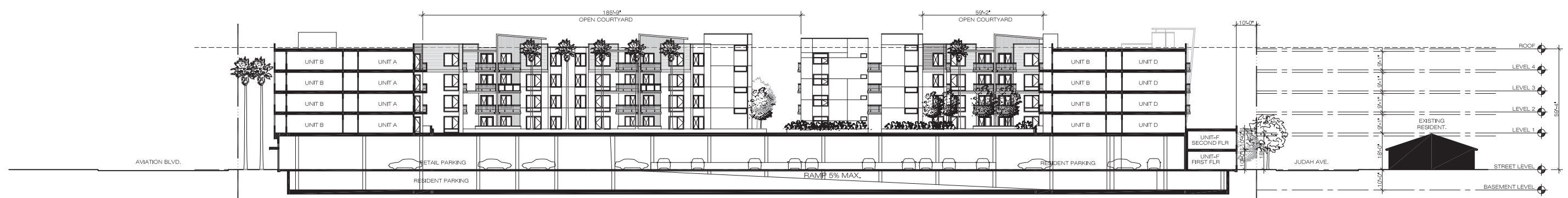
The site is well-served by public transit. The existing Metro Green Line - Aviation Station provides immediate access to a 20-mile light rail linking the area to other communities in the South Bay, downtown Los Angeles, and eastern Los Angeles municipalities. Additionally, the area is served by the City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

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

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

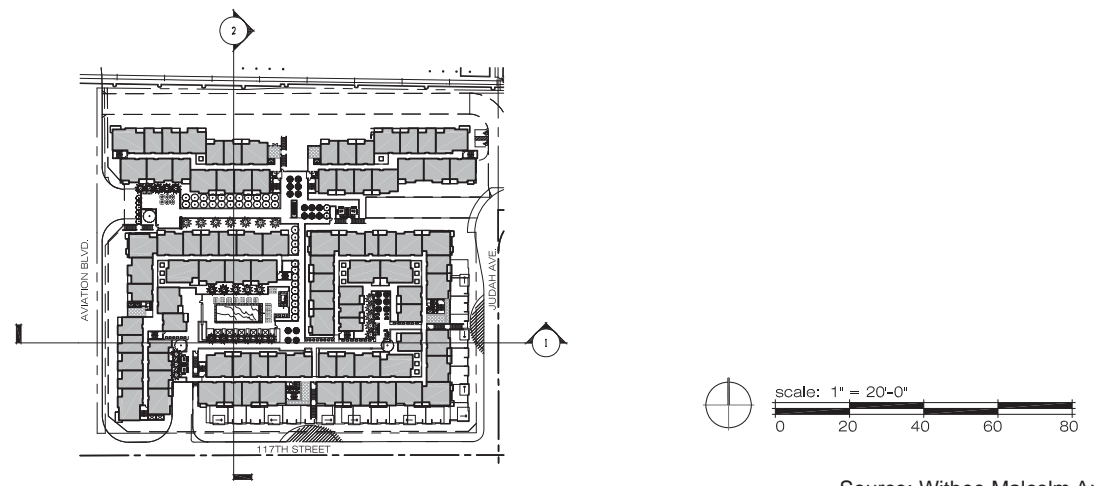


BUILDING SECTION - 2



BUILDING SECTION - 1

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



Source: Withee Malcolm Architects, LLP 2010

Building Elevations – Cross Section

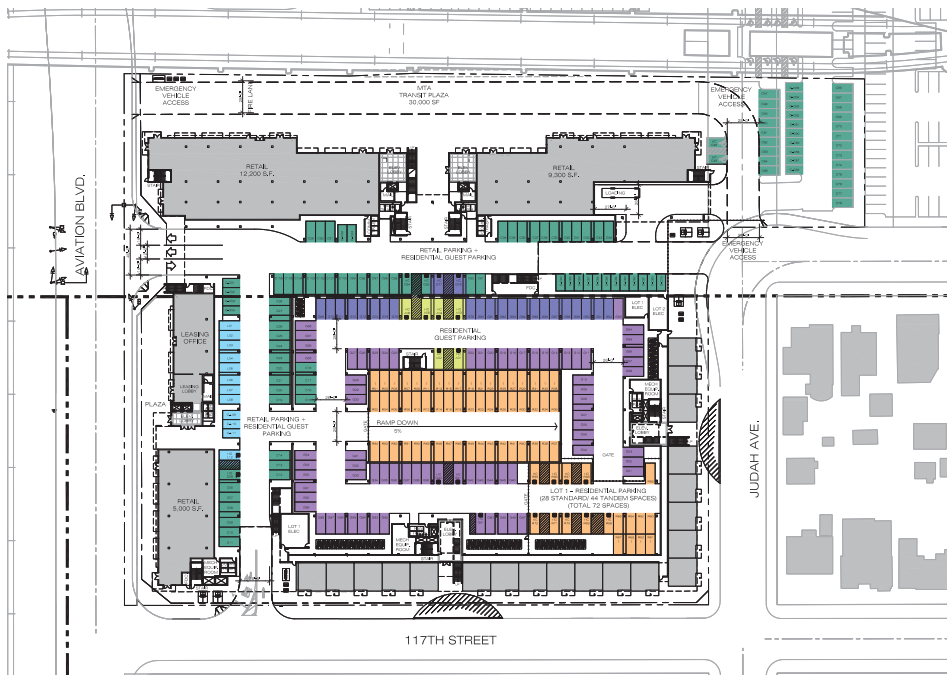
Exhibit 2-10

Aviation Station Project



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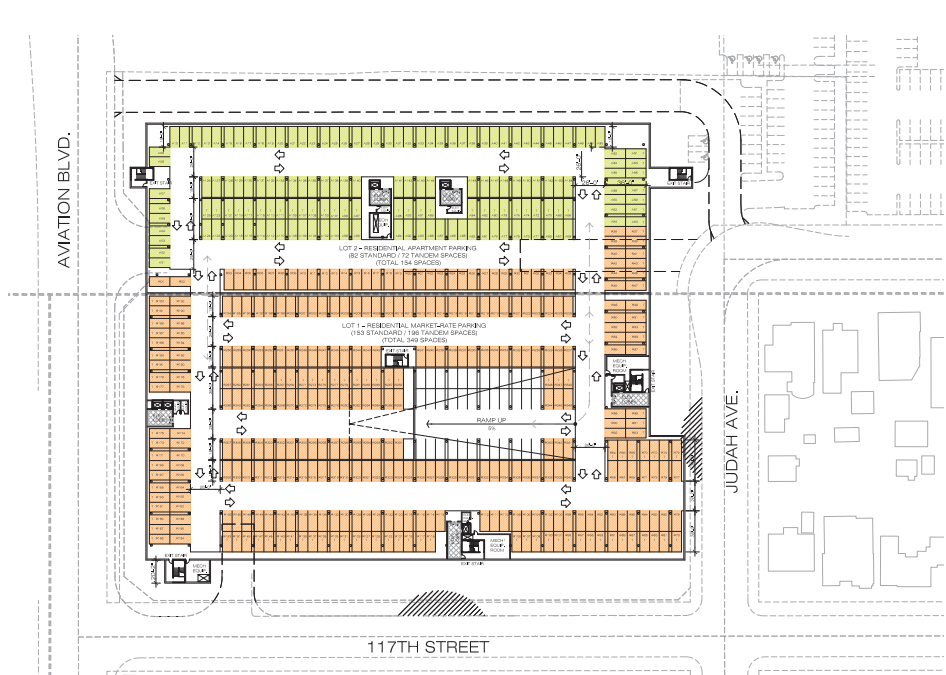
Street Level Parking



LEGEND

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

Basement Level Parking



LEGEND

- RESIDENTIAL PARKING APARTMENTS
154 spaces
- RESIDENTIAL PARKING CONDOMINIUMS
348 spaces

Source: Withee Malcolm Architects, LLP 2010

Parking Distribution

Aviation Station Project

Exhibit 2-6



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

III. Off-site facilities, leases of less than 20 years, rear lot transitional parking lots and uncovered residential parking lots will provide the required parking for uses because:

A. Alternative parking arrangements are not proposed.

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

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

See Section I.B of this burden of proof.

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

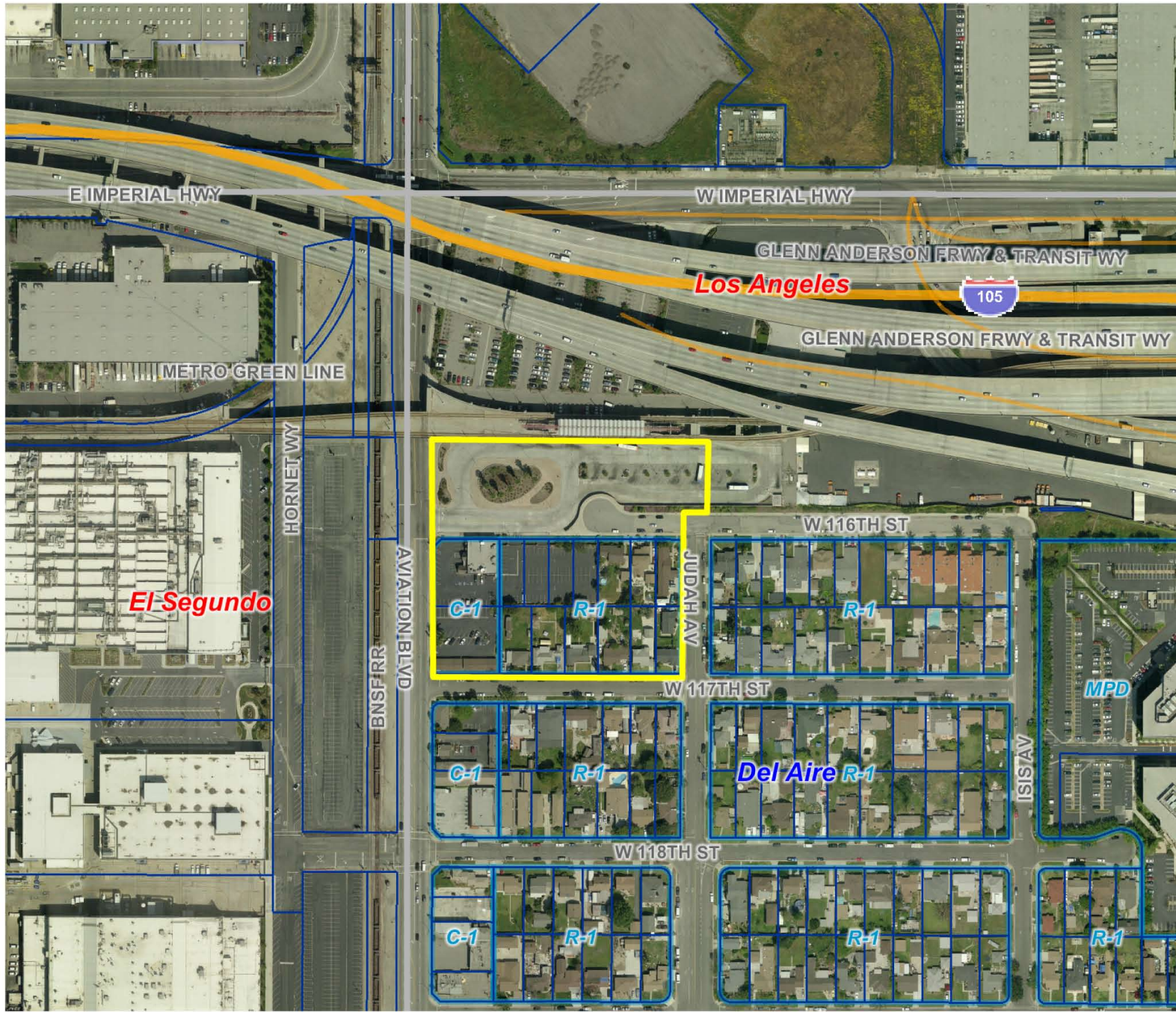
The site of the proposed project, a parcel of land alongside the Metro Green Line Aviation Station, is ideal for a mixed-use, high density modern project. The project site is currently occupied by an adult entertainment facility and surface parking, a six-room motel, and eleven low to medium density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

Aviation Station
Agency and Community Meetings

Date:

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

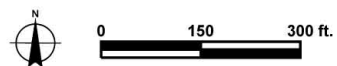
- 6-11-09 EIR scoping meeting with DelAire community.
- 6-15-09 Charette / project design workshop with Caltrans, MTA, and bus service provider staff.
- 7-15-09 Meeting at MTA with Roger Moliere and Alex Kalamanos re: project design alternatives affecting Caltrans property.
- 8-18-09 Meeting with MTA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



Legend

<ul style="list-style-type: none"> Parcel Boundary Arterial Street Highway Freeway 	<ul style="list-style-type: none"> Zoning (Boundary) Zoning Zone A-1 Zone A-2 Zone B-1 Zone B-2 Zone C-1 Zone C-2 Zone C-3 Zone C-H Zone C-M Zone CPD Zone C-R Zone D-2 Zone D-T Zone M-1 Zone M-1.5 Zone M-2 Zone M-3 Zone MPD Zone MXD Zone O-S Zone P-R Zone R-1 Zone R-2 Zone R-3-(U) Zone R-4-(U) Zone R-A Zone RPD Zone R-R Zone SP Zone SR-D Zone W
Master Plan of Highways <ul style="list-style-type: none"> Expressway - (e) Expressway - (p) Ltd. Secondary Highway - (e) Ltd. Secondary Highway - (p) Parkway - (e) Parkway - (p) Major Highway - (e) Major Highway - (p) Secondary Highway - (e) Secondary Highway - (p) (e)-Existing (p)-Proposed 	Railroad or Rapid Transit <ul style="list-style-type: none"> Railroad Rapid Transit Underground Rapid Transit
Significant Ridgelines <ul style="list-style-type: none"> Catastic CSD Primary Catastic CSD Secondary SMMNA Significant 	Landuse Policy (Not in Comm/ Area Plan) <ul style="list-style-type: none"> 1 - Low Density Residential (1 to 6 du/ac) 2 - Low/Medium Density Residential (6 to 12 du/ac) 3 - Medium Density Residential (12 to 22 du/ac) 4 - High Density Residential (22 or more du/ac) C - Major Commercial I - Major Industrial O - Open Space P - Public and Semi-Public Facilities RC - Rural Communities R - Non-Urban TC - Transportation Corridor
<ul style="list-style-type: none"> Census Tract (2000) Assessor Map Book (AMB) Bdy Zoning Index Map Grid Zoning Map Grid USGS Quad Sheet Grid The Thomas Guide Grid TB Internal Page Grid Very High Fire Hazard Sererity Zone Community Standards District (CSD) CSD Area Specific Boundary ESHA (Coast Only) Significant Ecological Area (SEA) Section Line Township and Range National Forest Equestrian District (EQD) Transit Oriented District (TOD) Setback District Zoned District (ZD) Supervisory District Boundary 	Safety Related Stations (From TB) <ul style="list-style-type: none"> Fire Station Highway Patrol Police Station Ranger Station Sheriff Station

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





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



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



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



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



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



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



Los Angeles County
Department of Regional Planning



Planning for the Challenges Ahead

NOTICE OF PREPARATION

Jon Sanabria
Acting Director of Planning

DATE: May 20, 2009

PROJECT TITLE: AVIATION STATION PROJECT
TRACT MAP NO. TR070853
RENV200900024
RCUPT200900024
RZCT200900002
RPAT200900002

PROJECT APPLICANT(s): County of Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop: 99-25-5
Los Angeles, California 90012-2952
(213) 922-2225

Kroeze Family, LLC
Kroeze, Inc.
11604 Aviation Boulevard
Inglewood, California 90304
(310) 643-9769

The County of Los Angeles is the lead agency and will prepare an Environmental Impact Report (EIR) for the project identified below. In compliance with Section 15082 of the *State California Environmental Quality Act (CEQA) Guidelines*, the County of Los Angeles is sending this Notice of Preparation (NOP) to each responsible agency, interested parties, and federal agencies involved in approving the project and to trustee agencies responsible for natural resources affected by the project. Within 30 days after receiving the NOP, each agency shall provide the County of Los Angeles with specific written details about the scope and content of the environmental information related to that agency's area of statutory responsibility.

The purpose of this NOP is to solicit the views of your agency as to the scope and content of the environmental information germane to your agency's statutory authority with respect to the proposed project. Your agency may need to use the EIR prepared by our agency when considering approval of applicable permits for the project.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The proposed Aviation Station (Project) site is located in the community of Del Aire, in unincorporated Los Angeles County, and in the adjacent City of Los Angeles. The Project site consists of approximately 5.9 acres and comprises existing commercial and residential property bounded by West 116th Street

to the north, Aviation Boulevard to the west, Judah Avenue to the east, and West 117th Street to the south and a portion of land owned by Caltrans and leased to the County of Los Angeles Metropolitan Transportation Authority (Metro) bounded by Imperial Highway to the north, Aviation Boulevard to the west, the 105 Freeway on-ramp to the east, and West 116th Street to the south (see Figure 1, Vicinity Map).

The northerly portion of the Project site (Lot 2) is located within the City of Los Angeles and is improved with the Metro Green Line LAX/Aviation Station and associated bus staging and surface parking. The southerly portion of the Project site (Lot 1) is located within the unincorporated County of Los Angeles and is improved with an adult entertainment/restaurant venue, a motel, a surface parking lot, two duplex units, and seven single-family residences.

Surrounding land uses consist of the I-105 Freeway and Imperial Highway to the north; commercial businesses are located along Aviation Boulevard to the south, including a liquor store, motel, check cashing business, pawn shop and restaurants; Northrop Industrial Park, BNSF railroad, and LAX Airport to the west; and single-family residences to the east and south (see Attachment B, 500-Foot Radius Land Use Map).

PROJECT DESCRIPTION: The proposed Project will redevelop the site with a mixed-use, transit-oriented development consisting of approximately 393 multi-family units and 26,500 square feet of retail, restaurant and/or office uses (see Figure 2, Street Level Plan). The proposed Project will also include approximately three outdoor advertising signs. One sign will be double-faced, digital, and visible from the 105 Freeway. The other two signs will be non-digital.

The proposed Project will demolish the existing commercial and residential structures, relocate Metro's bus staging area, and reconfigure Metro surface parking and an existing Caltrans building, vehicle service lot and maintenance vehicle and employee parking. The Metro Green Line LAX/Aviation station will remain in its current location.

Lot 1 will be developed with approximately 281 residential units, 5,000 square feet of retail space, and 523 parking spaces. Lot 2 will be developed with approximately 112 residential units, 21,500 square feet of retail space, and 274 parking spaces. The residential units will be in a five-story building with commercial uses on the ground floor and basement parking, as well as two-story townhouse units proposed adjacent to the existing single-family residential neighborhood. The proposed Project will provide open courtyards and a pool on the second floor (see Figure 3, Site Plan).

Approximately 65,000 cubic yards of cut is proposed and all cut material will be exported off-site.

Operating hours for the proposed retail, restaurant and/or office uses will be from 6:00 a.m. to 10:00 p.m. with approximately 42 employees working per day.

ENTITLEMENT REQUIREMENTS AND DISCRETIONARY APPROVALS: The proposed Project is an application for: (1) General Plan Amendment to change the site designation from Low Density Residential and Public Facility to High Density Residential; (2)

Zone Change from R-1 (Single-Family Residence), C-1 (Restricted Commercial), and PF (Public Facility) to Zone MXD (Mixed Use Development); (3) Conditional Use Permit to allow mixed-use development in the MXD zone and a parking reduction; and (4) a vesting tentative tract map to develop 281 condominium units.

The Project applicant is requesting decertification of the northerly portion of the Project site (Lot 2) with Caltrans to allow the property to be sold to Metro.

In addition, the Project applicant is requesting modification to the City and County jurisdictional boundaries through a Petition for Reorganization application with the Los Angeles County Local Agency Formation Commission (LAFCO).

POTENTIAL PROJECT IMPACTS: Because of the requested entitlement requirements identified above, and based on the Initial Study determination, an Environmental Impact Report (EIR) is necessary for the proposed Project. Based on a preliminary assessment of potential environmental impacts that may occur as a result of the proposed Project (see Attachment A, Initial Study), the environmental issues to be addressed in the Project EIR will include at least the following:

Potential Hazards

- Geotechnical
- Flood
- Fire
- Noise

Potential Impacts to Resources

- Water Quality
- Air Quality
- Visual Qualities

Potential Impacts to Services

- Traffic/Access
- Sewage Disposal
- Education
- Fire/Sheriff Services
- Utilities/Other Services

Potential Other Impacts

- General (change in character)
- Land Use
- Population/Housing/Employment/Recreation

To provide a complete record of the County's environmental decision-making, environmental issues that do not rise to the level of significant impacts will be addressed in the EIR in a separate section entitled "Impacts Found to Be Less than Significant."

NOTICE OF PREPARATION REVIEW AND COMMENTS:

The review period for the NOP will be from May 22, 2009 to June 22, 2009. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but not later than June 25, 2009. Please direct all written comments to the following address. In your written response, please include the name of a contact person in your agency.

Christina Tran
County of Los Angeles Regional Planning Department
Impact Analysis Section
320 West Temple Street, Room 1348
Los Angeles, California 90012
Tel: (213) 974-6461
Fax: (213) 626-0434
Email: ctran@planning.lacounty.gov

SCOPING MEETING: To assist in local participation, a Scoping Meeting will be held to present the proposed project and to solicit suggestions from the public and responsible agencies on the content of the Draft EIR. The Scoping Meeting will be held in the community room at the Del Aire Park, located at 12601 South Isis Avenue, Hawthorne, California, on **June 11, 2009** from 7:00 p.m. to 9:00 p.m.

Attachments:

Los Angeles County Initial Study
500-foot Radius Land Use Map

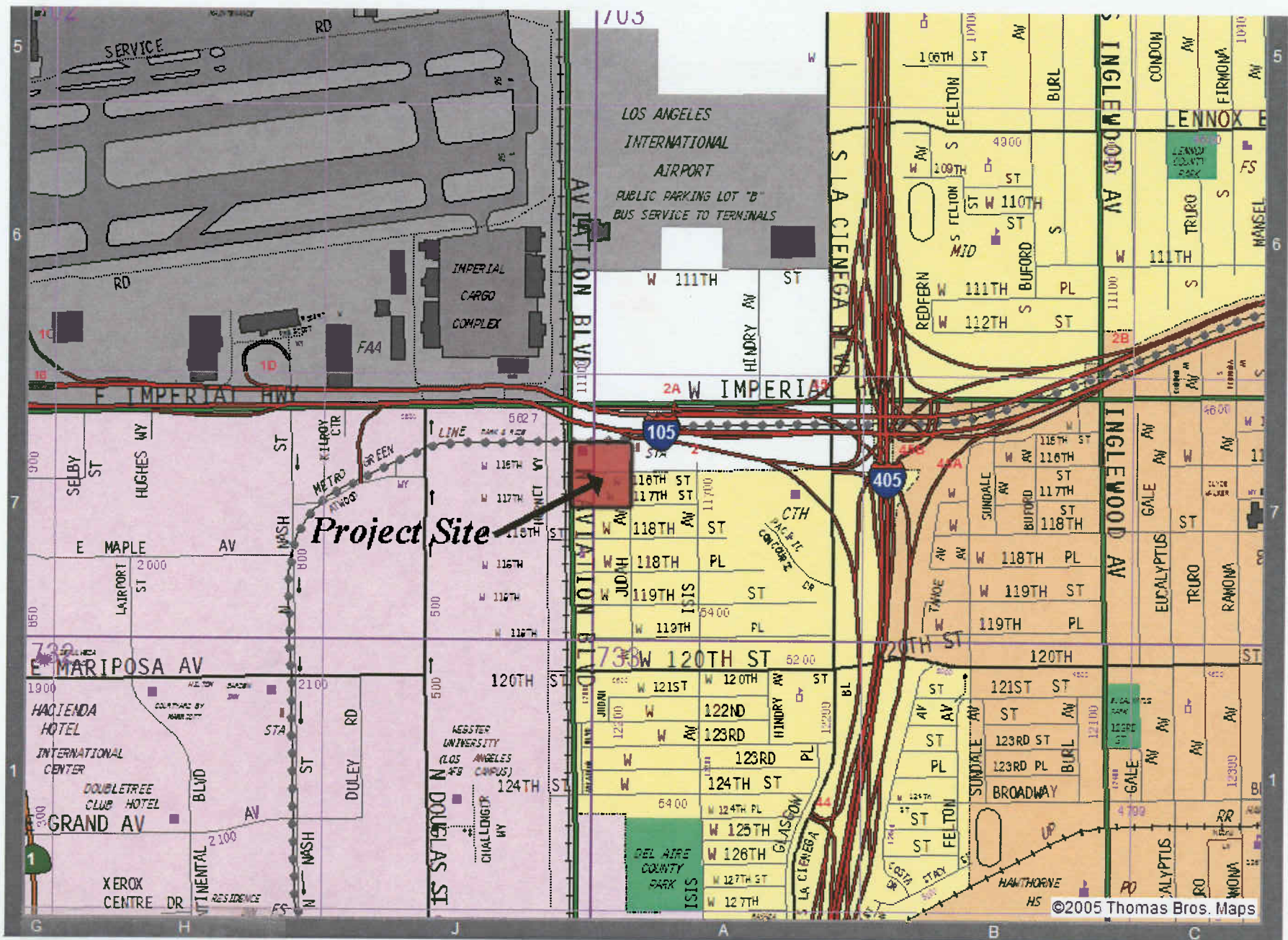


Figure 1
 PROJECT SITE: AVIATION STATION
VICINITY MAP



JPL Zoning Services, Inc.
 6263 Van Nuys Blvd.
 Van Nuys, CA 91401 JPL-6358v2

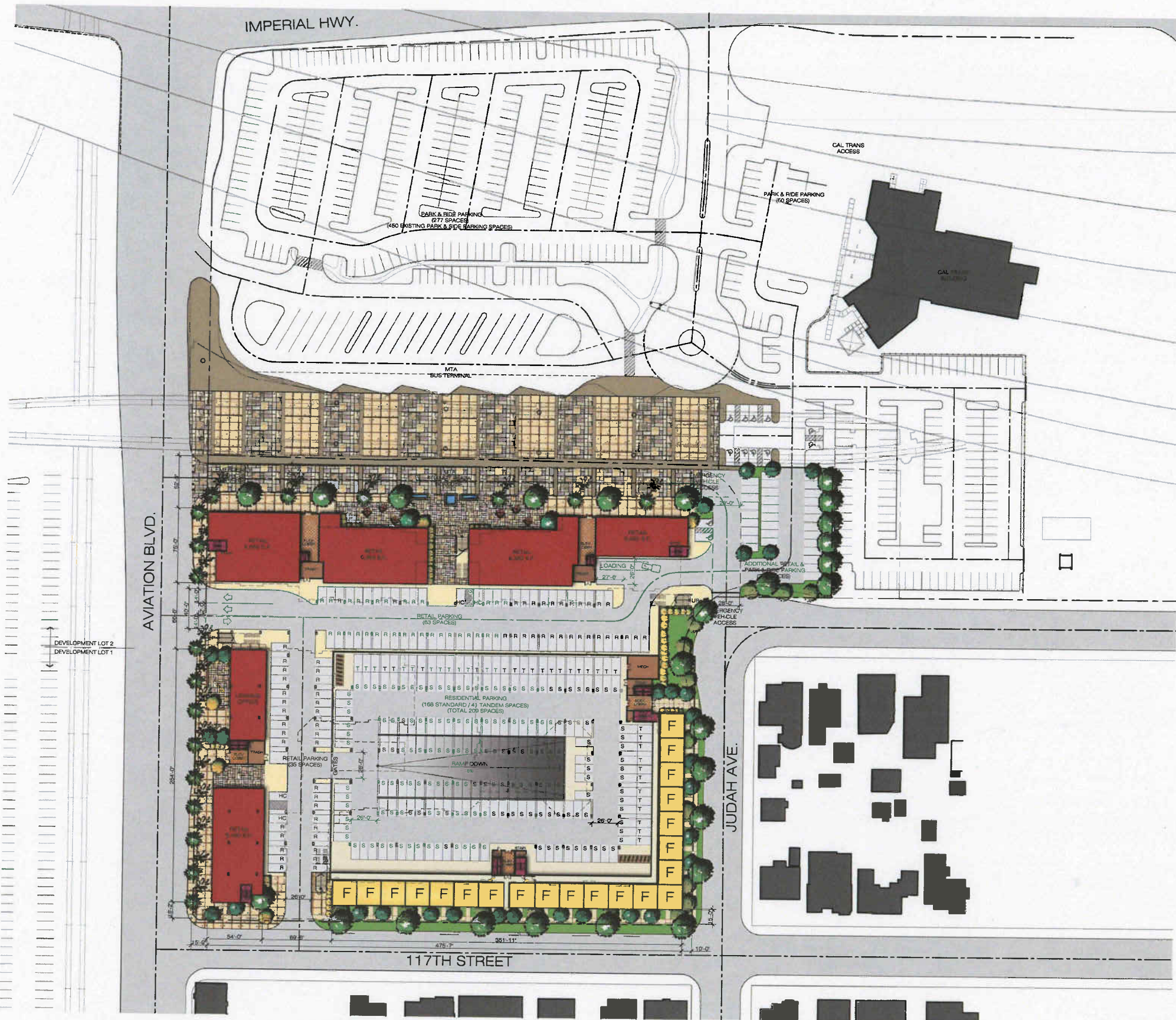
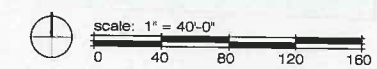


Figure 2

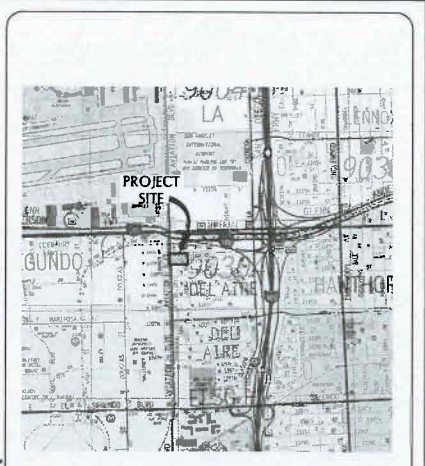
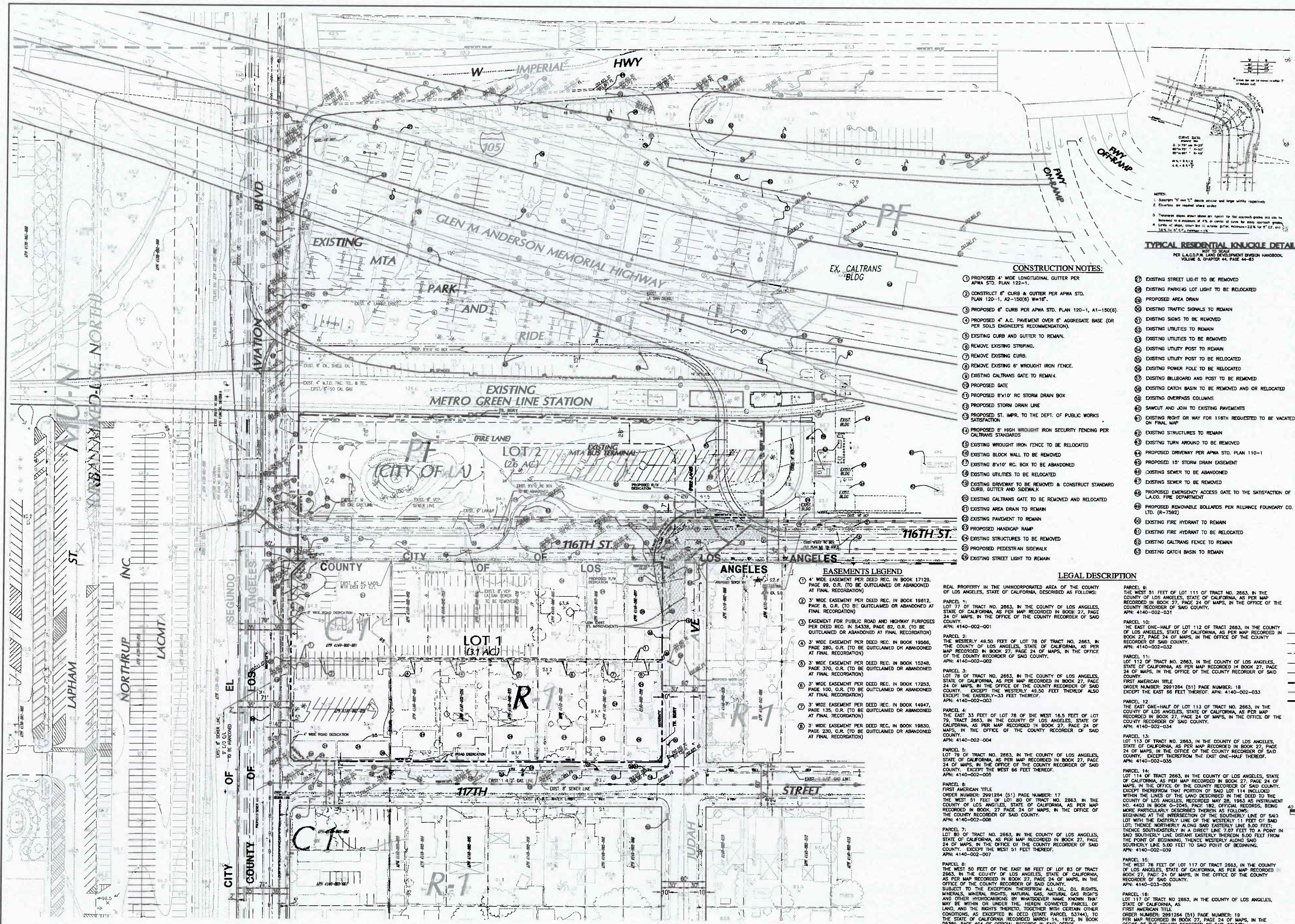


STREET LEVEL PLAN

AVIATION STATION
 LOS ANGELES, CALIFORNIA
 TRACT MAP NO. 070853
 May 13, 2009

Withee Malcolm Architects, LLP
 2251 W. 190th Street
 Torrance, Ca 90504
 Tel. (310) 217-8885
 Fax (310) 217-0425
 JOB NO. A8055





TYPICAL RESIDENTIAL KNUCKLE DETAIL
NOT TO SCALE
PER L.A.C.O.P. LAND DEVELOPMENT DIVISION HANDBOOK
VOLUME 2, CHAPTER 24, PAGE 44-83

CONSTRUCTION NOTES:

1. PROPOSED 4" WIDE LONGITUDINAL GUTTER PER APWA STD. PLAN 120-1, A2-150(9) W/10"
2. CONSTRUCT 6" CURB & GUTTER PER APWA STD. PLAN 120-1, A2-150(9) W/10"
3. PROPOSED 6" CURB PER APWA STD. PLAN 120-1, A1-150(8)
4. PROPOSED 4" A.C. PAVEMENT OVER 6" AGGREGATE BASE (OR PER SOILS ENGINEER'S RECOMMENDATION)
5. EXISTING CURB AND GUTTER TO REMAIN
6. REMOVE EXISTING STRIPING
7. REMOVE EXISTING CURB
8. REMOVE EXISTING 6" WROUGHT IRON FENCE
9. EXISTING CALTRANS GATE TO REMAIN
10. EXISTING GATE
11. PROPOSED 8"x10" RC STORM DRAIN BOX
12. PROPOSED STORM DRAIN LINE
13. PROPOSED ST. IMPR. TO THE DEPT. OF PUBLIC WORKS SATISFACTION
14. PROPOSED 6" HIGH WROUGHT IRON SECURITY FENCING PER CALTRANS STANDARDS
15. EXISTING WROUGHT IRON FENCE TO BE RELOCATED
16. EXISTING BLOCK WALL TO BE REMOVED
17. EXISTING 8"x10" RC. BOX TO BE ABANDONED
18. EXISTING UTILITIES TO BE RELOCATED
19. EXISTING DRIVEWAY TO BE REMOVED & CONSTRUCT STANDARD SATISFACTION
20. EXISTING CALTRANS GATE TO BE REMOVED AND RELOCATED
21. EXISTING AREA DRAIN TO REMAIN
22. EXISTING PAVEMENT TO REMAIN
23. PROPOSED HANDICAP RAMP
24. EXISTING STRUCTURES TO BE REMOVED
25. PROPOSED PEDESTRIAN SIDEWALK
26. EXISTING STREET LIGHT TO REMAIN
27. EXISTING STREET LIGHT TO BE REMOVED
28. EXISTING PARKING LIGHT TO BE RELOCATED
29. PROPOSED AREA DRAIN
30. EXISTING TRAFFIC SIGNALS TO REMAIN
31. EXISTING SIGNS TO BE REMOVED
32. EXISTING UTILITIES TO REMAIN
33. EXISTING UTILITIES TO BE REMOVED
34. EXISTING UTILITY POST TO REMAIN
35. EXISTING UTILITY POST TO BE RELOCATED
36. EXISTING POWER POLE TO BE RELOCATED
37. EXISTING BILLBOARD AND POST TO BE REMOVED
38. EXISTING CATCH BASIN TO BE REMOVED AND OR RELOCATED
39. EXISTING OVERPASS COLUMNS
40. SAWCUT AND JOIN TO EXISTING PAVEMENTS
41. EXISTING RIGHT OR WAY FOR 116TH REQUESTED TO BE VACATED ON FINAL MAP
42. EXISTING STRUCTURES TO REMAIN
43. EXISTING TURN ARROUND TO BE REMOVED
44. PROPOSED DRIVEWAY PER APWA STD. PLAN 110-1
45. PROPOSED 15" STORM DRAIN CASSEMENT
46. EXISTING SEWER TO BE ABANDONED
47. EXISTING SEWER TO BE REMOVED
48. PROPOSED EMERGENCY ACCESS GATE TO THE SATISFACTION OF L.A.C.O. FIRE DEPARTMENT
49. PROPOSED REMOVABLE BOLLARDS PER RELIANCE FOUNDRY CO. LTD. (R-7582)
50. EXISTING FIRE HYDRANT TO REMAIN
51. EXISTING FIRE HYDRANT TO BE RELOCATED
52. EXISTING CALTRANS FENCE TO REMAIN
53. EXISTING CATCH BASIN TO REMAIN

EASEMENTS LEGEND

1. 4' WIDE EASEMENT PER DEED REC. IN BOOK 17129, PAGE 90, O.R. (TO BE QUITCLAIMED OR ABANDONED AT FINAL RECORDATION)
2. 3' WIDE EASEMENT PER DEED REC. IN BOOK 19812, PAGE 8, O.R. (TO BE QUITCLAIMED OR ABANDONED AT FINAL RECORDATION)
3. EASEMENT FOR PUBLIC ROAD AND HIGHWAY PURPOSES PER DEED REC. IN 54338, PAGE 82, O.R. (TO BE QUITCLAIMED OR ABANDONED AT FINAL RECORDATION)
4. 3' WIDE EASEMENT PER DEED REC. IN BOOK 19566, PAGE 280, O.R. (TO BE QUITCLAIMED OR ABANDONED AT FINAL RECORDATION)
5. 3' WIDE EASEMENT PER DEED REC. IN BOOK 15248, PAGE 370, O.R. (TO BE QUITCLAIMED OR ABANDONED AT FINAL RECORDATION)
6. 3' WIDE EASEMENT PER DEED REC. IN BOOK 17263, PAGE 100, O.R. (TO BE QUITCLAIMED OR ABANDONED AT FINAL RECORDATION)
7. 3' WIDE EASEMENT PER DEED REC. IN BOOK 14847, PAGE 135, O.R. (TO BE QUITCLAIMED OR ABANDONED AT FINAL RECORDATION)
8. 3' WIDE EASEMENT PER DEED REC. IN BOOK 19830, PAGE 220, O.R. (TO BE QUITCLAIMED OR ABANDONED AT FINAL RECORDATION)

LEGAL DESCRIPTION

REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 1: LOT 77 OF TRACT NO. 2663, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. APN: 4140-002-001

PARCEL 2: THE WESTERLY 49.50 FEET OF LOT 78 OF TRACT NO. 2663, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. APN: 4140-002-002

PARCEL 3: LOT 78 OF TRACT NO. 2663, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THE WESTERLY 49.50 FEET THEREOF ALSO EXCEPT THE EASTERLY 33 FEET THEREOF. APN: 4140-002-003

PARCEL 4: THE EAST 33 FEET OF LOT 78 OF THE WEST 18.5 FEET OF LOT 79, TRACT 2663, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THE EASTERLY 33 FEET THEREOF. APN: 4140-002-004

PARCEL 5: LOT 79 OF TRACT NO. 2663, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THE WEST 66 FEET THEREOF. APN: 4140-002-005

PARCEL 6: FIRST AMERICAN TITLE ORDER NUMBER: 2991284 (51) PAGE NUMBER: 17 THE WEST 51 FEET OF LOT 80 OF TRACT NO. 2663, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THE WEST 51 FEET THEREOF. APN: 4140-002-006

PARCEL 7: LOT 80 OF TRACT NO. 2663, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THE WEST 51 FEET THEREOF. APN: 4140-002-007

PARCEL 8: THE WEST 50 FEET OF THE EAST 66 FEET OF LOT 83 OF TRACT 2663, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THE WEST 50 FEET THEREOF. APN: 4140-002-008

PARCEL 9: THE EAST ONE-HALF OF LOT 111 OF TRACT NO. 2663, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THE PORTION OF SAID LOT 111 INCLUDED WITHIN THE LINES OF THE LAND DESCRIBED IN THE DEED TO THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, MAY 28, 1983 AS INSTRUMENT NO. 4403 IN BOOK 0-2045, PAGE 182, OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED THEREIN AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF SAID LOT WITH THE EASTERLY LINE OF THE WESTERLY 11 FEET OF SAID LOT; THENCE NORTHERLY ALONG SAID EASTERLY LINE 5.00 FEET; THENCE SOUTHWESTERLY IN A DIRECT LINE 7.07 FEET TO A POINT IN SAID SOUTHERLY LINE DISTANT EASTERLY THEREON 5.00 FEET FROM THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID SOUTHERLY LINE 5.00 FEET TO SAID POINT OF BEGINNING. APN: 4140-002-009

PARCEL 10: THE EAST ONE-HALF OF LOT 112 OF TRACT 2663, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THE PORTION OF SAID LOT 112 INCLUDED WITHIN THE LINES OF THE LAND DESCRIBED IN THE DEED TO THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, MAY 28, 1983 AS INSTRUMENT NO. 4403 IN BOOK 0-2045, PAGE 182, OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED THEREIN AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF SAID LOT WITH THE EASTERLY LINE OF THE WESTERLY 11 FEET OF SAID LOT; THENCE NORTHERLY ALONG SAID EASTERLY LINE 5.00 FEET; THENCE SOUTHWESTERLY IN A DIRECT LINE 7.07 FEET TO A POINT IN SAID SOUTHERLY LINE DISTANT EASTERLY THEREON 5.00 FEET FROM THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID SOUTHERLY LINE 5.00 FEET TO SAID POINT OF BEGINNING. APN: 4140-002-010

PARCEL 11: LOT 112 OF TRACT NO. 2663, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THE PORTION OF SAID LOT 112 INCLUDED WITHIN THE LINES OF THE LAND DESCRIBED IN THE DEED TO THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, MAY 28, 1983 AS INSTRUMENT NO. 4403 IN BOOK 0-2045, PAGE 182, OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED THEREIN AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF SAID LOT WITH THE EASTERLY LINE OF THE WESTERLY 11 FEET OF SAID LOT; THENCE NORTHERLY ALONG SAID EASTERLY LINE 5.00 FEET; THENCE SOUTHWESTERLY IN A DIRECT LINE 7.07 FEET TO A POINT IN SAID SOUTHERLY LINE DISTANT EASTERLY THEREON 5.00 FEET FROM THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID SOUTHERLY LINE 5.00 FEET TO SAID POINT OF BEGINNING. APN: 4140-002-011

PARCEL 12: THE EAST ONE-HALF OF LOT 113 OF TRACT NO. 2663, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THE PORTION OF SAID LOT 113 INCLUDED WITHIN THE LINES OF THE LAND DESCRIBED IN THE DEED TO THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, MAY 28, 1983 AS INSTRUMENT NO. 4403 IN BOOK 0-2045, PAGE 182, OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED THEREIN AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF SAID LOT WITH THE EASTERLY LINE OF THE WESTERLY 11 FEET OF SAID LOT; THENCE NORTHERLY ALONG SAID EASTERLY LINE 5.00 FEET; THENCE SOUTHWESTERLY IN A DIRECT LINE 7.07 FEET TO A POINT IN SAID SOUTHERLY LINE DISTANT EASTERLY THEREON 5.00 FEET FROM THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID SOUTHERLY LINE 5.00 FEET TO SAID POINT OF BEGINNING. APN: 4140-002-012

PARCEL 13: LOT 113 OF TRACT NO. 2663, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THE PORTION OF SAID LOT 113 INCLUDED WITHIN THE LINES OF THE LAND DESCRIBED IN THE DEED TO THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, MAY 28, 1983 AS INSTRUMENT NO. 4403 IN BOOK 0-2045, PAGE 182, OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED THEREIN AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF SAID LOT WITH THE EASTERLY LINE OF THE WESTERLY 11 FEET OF SAID LOT; THENCE NORTHERLY ALONG SAID EASTERLY LINE 5.00 FEET; THENCE SOUTHWESTERLY IN A DIRECT LINE 7.07 FEET TO A POINT IN SAID SOUTHERLY LINE DISTANT EASTERLY THEREON 5.00 FEET FROM THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID SOUTHERLY LINE 5.00 FEET TO SAID POINT OF BEGINNING. APN: 4140-002-013

PARCEL 14: LOT 114 OF TRACT NO. 2663, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THE PORTION OF SAID LOT 114 INCLUDED WITHIN THE LINES OF THE LAND DESCRIBED IN THE DEED TO THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, MAY 28, 1983 AS INSTRUMENT NO. 4403 IN BOOK 0-2045, PAGE 182, OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED THEREIN AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF SAID LOT WITH THE EASTERLY LINE OF THE WESTERLY 11 FEET OF SAID LOT; THENCE NORTHERLY ALONG SAID EASTERLY LINE 5.00 FEET; THENCE SOUTHWESTERLY IN A DIRECT LINE 7.07 FEET TO A POINT IN SAID SOUTHERLY LINE DISTANT EASTERLY THEREON 5.00 FEET FROM THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID SOUTHERLY LINE 5.00 FEET TO SAID POINT OF BEGINNING. APN: 4140-002-014

PARCEL 15: THE WEST 76 FEET OF LOT 117 OF TRACT 2663, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THE WEST 76 FEET THEREOF. APN: 4140-003-005

PARCEL 16: LOT 117 OF TRACT NO. 2663, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THE WEST 76 FEET THEREOF. APN: 4140-003-007

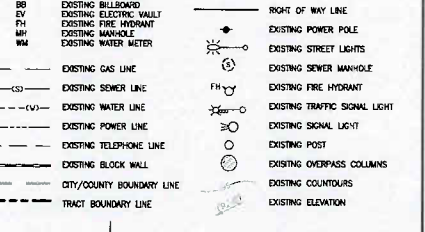
GENERAL NOTES

1. AREA: 6.7 AC. GROSS
2. EXISTING ZONING: C1, R1, PP
3. PROPOSED ZONING: M2
4. EXISTING SITE USE: COMMERCIAL/S.F. RESIDENTIAL/HOTEL
5. DEVELOPMENT TYPE: M2 USE RESIDENTIAL/RETAIL
6. TOTAL NUMBER OF LOTS: 32
7. TOTAL NUMBER OF RESIDENTIAL UNITS: 303
8. TOPOGRAPHY IS BASED ON CONTROLLED TOPO W/ CONTOUR INTERVALS 1 AND 10 FEET
9. BOUNDARY LINES ESTABLISHED FROM RECORD MAPS
10. EXISTING COUNTY-RESERVED CONVEYANCE PLAN
11. EXISTING CITY OF LOS ANGELES GENERAL PLAN - PUBLIC FACILITY
12. EXISTING COUNTY OF LOS ANGELES ZONING: C1, R1
13. EXISTING CITY OF LOS ANGELES ZONING: PP (PUBLIC FACILITY)
14. GROSS/ACROSS: 26.50 AC. GROSS
15. TOP AND TOE OF SLOPES ARE SUBJECT TO CHANGE IN FINAL ENGINEERING
16. TOTAL CUT: 55,000 C.Y. TOTAL EXPOSED: 85,000 C.Y.
17. APWA: 4140-002-001 THROUGH -007, -030 THROUGH -035 & -036 THROUGH -039
18. RETAIL SPACE: 24,000 S.F.
19. ALL SLOPES OVER 5 FEET IN HEIGHT TO BE LANDSCAPED AND BARRIAGED PER COUNTY ORDINANCE
20. THERE ARE NO OAK TREES WITHIN PROJECT BOUNDARY
21. PROVISION IS REQUESTED TO ABANDON A PORTION OF THE COUNTY EASEMENTS FOR ROADS AND AND STORM DRAIN PURPOSES BY THE FINAL MAP PURSUANT TO SECTION 66499.20 1/2 OF THE STATE CONSTITUTION CODE OF AVO.
22. LIMIT PHASING IS REQUESTED TO THE SATISFACTION OF DEPARTMENT OF REGIONAL PLANNING (DOP)
23. THE RIGHT IS RESERVED TO ADJUST LOT LINES, ADD OPEN SPACE LOTS AND MERGE LOTS ON THE FINAL MAP TO THE SATISFACTION OF DEPARTMENT OF REGIONAL PLANNING.
24. PROVIDE PROPERTY LINE RETURN BACK OF 13 FEET AT ALL LOCAL STREET INTERSECTIONS, AND 27 FEET AT THE INTERSECTION OF LOCAL STREETS WITH PLANNED HIGHWAYS (PHASE ON THE COUNTY GENERAL PLAN) AND MERGE ALL PLANNED INTERSECTIONS OF THE ROAD SCENES A COMBINATION OF INDUSTRIAL DEVELOPMENT PLUS ACCORDANT RIGHT OF WAY FOR CORNER CUT OFF TO MEET CURRENT ORDINANCES OF THE METRO WITH BARRIAGED ACT (404) TO THE SATISFACTION OF THE DEPARTMENT OF PUBLIC WORKS.

UTILITY PURVEYORS

- WATER SERVICES - GOLDEN STATE WATER COMPANY
- SEWER SERVICES - LOS ANGELES COUNTY SANITATION DISTRICT 8
- ELECTRIC - SOUTHERN CALIFORNIA Edison COMPANY
- GAS - SOUTHERN CALIFORNIA GAS COMPANY
- TELEPHONE - AT&T TELEPHONE COMPANY
- SCHOOL DISTRICT - CORNELL VALLEY UNION HIGH SCHOOL DISTRICT

LEGEND



SHEET INDEX

SHEET	DESCRIPTION
1	SITE PLAN
2	BUILDING SECTIONS

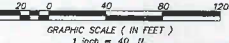


Figure 3

DEVELOPER:
KROEZE FAMILY, LLC
17604 AVIATION BLVD., INGLEWOOD, CA 90304

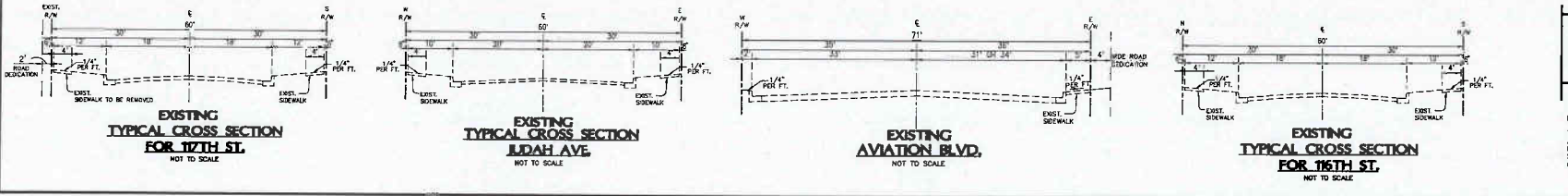
VESTING TENTATIVE TRACT MAP
MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. **70853**
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

PREPARED BY:
LAND DESIGN CONSULTANTS, INC.
Land Planning, Design, Engineering, Surveying & Environmental Services
199 South Las Robles Ave., Suite 201, Pasadena, California 91101
Ph: 626-797-9100, Fax: 626-797-9103
http://www.landscape.com

LDC

PROJ. NO. 08005-001
SHEET 1 OF 3

DATE: 08/12/08



BENCH MARK:
LOS ANGELES CITY BM "17-0038"
3" BRASS DISK STAMP "L.A.C. LS 3280" &
GUNDAM AVENUE, 27 5/8" METAL
INSET
ELEV. = 84.7771' (NAVD83/2000AD)

BASE OF FINISH:
THE BASE OF FINISHES SHOWN HEREON ARE BASED ON THE BEARING IN 80°52'48" BEING THE CENTERLINE OF 116th STREET PER CITY OF LOS ANGELES FILE 067-157/14.

DATE	CHANGED	BY

REVISION



ATTACHMENT A

County of Los Angeles
Department of Regional Planning
Initial Study

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PROJECT NUMBER: TR 070853
CASES: RENV200900024
RCUPT200900024
RZCT200900002
RPAT200900002



***** INITIAL STUDY *****

**COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING**

GENERAL INFORMATION

I.A. Map Date: March 10, 2009 Staff Member: Christina Tran / Anthony Curzi
Thomas Guide: 702-J7 and 703-A7 USGS Quad: Venice
Location: 11604 Aviation Boulevard, Los Angeles, CA. The block bounded by the Metro Green Line Aviation Station to the north, Aviation Boulevard to the west, 117th Street to the south, and Judah Avenue to the east.
Description of Project: Application for tentative TR070853 to develop a mixed use, transit-oriented development consisting of 393 multi-family units and 26,500 square feet of retail, restaurant and/or office uses. The residential units will be in both a five-story building with commercial uses on the ground floor and basement parking as well as two-story townhouse units proposed adjacent to existing single-family residential uses. Lot 1 will be developed with 281 residential units; 5,000 square feet of retail space; and 528 parking spaces. Lot 2 will be developed with 112 residential units; 21,500 square feet of retail space; and 316 parking spaces. The proposed development will also provide open courtyards and a pool on the second floor. Other proposed improvements include the relocation of Metro's bus staging area; the reconfiguration of Metro surface parking; and the reconfiguration of Caltrans building, vehicle service lot, and employee parking. Approximately 65,000 cubic yards of cut is proposed and all cut material will be exported offsite. Application also includes request for a zone change from R-1, C-1, and PF to Zone MXD (Mixed Use Development); a General Plan Amendment to change the site designation from Low Density Residential and Public Facility to High Density Residential; and a Conditional Use Permit to allow mixed-use development in the MXD zone. Operating hours for the proposed retail, restaurant and/or office uses will be from 6 a.m. to 10 p.m. with approximately 42 employees working per day. The northern portion of the project site located within the City of Los Angeles is currently going through LAFCO process of deannexation.
Gross Acres: 5.9 acres
Environmental Setting: The northerly portion of the project site (Lot 2) located within the City of Los

Angeles is owned by Caltrans and leased to the Los Angeles County MTA (Metro) is improved with the Metro Green Line LAX/Aviation Station and associated bus staging and surface parking. The southerly portion of the project site (Lot 1) located within the County of Los Angeles is owned by Kroeze Family, LLC and Kroeze, Inc. and is improved with an adult entertainment/restaurant venue, a motel, a parking lot, two duplex units, and seven single-family residences. All existing commercial and residential structures will be demolished, but the Metro Green Line LAX/Aviation Station will remain in its current location. However, Metro's bus staging area will be relocated and the existing Metro surface parking will be reconfigured. Surrounding land uses consist of the I-105 Freeway and Imperial Highway to the north; commercial businesses are located along Aviation Blvd. to the south, including a liquor store, motel, check cashing business, pawn shop and restaurants; Northrop Industrial Park, BNSF railroad, and LAX Airport to the west; and single-family residences to the east and south.

Zoning: R-1 (Single-family residence); C-1 (Restricted Commercial); and PF (Public Facility)

General Plan: Category 1 (Low Density Residential [1 to 6 dwelling units per acre]) and Public Facility

Community/Area wide Plan: N/A

Major projects in area:

<u>PROJECT NUMBER</u>	<u>DESCRIPTION & STATUS</u>
<u>PM 065407</u>	<u>Development of four detached condominiums on 0.28 acres (pending).</u>
<u>TR 063271</u>	<u>Development of 11 townhouse units on 0.87 acres (pending).</u>
<u>TR 53740</u>	<u>Development of 12 detached condominiums on 0.61 acres (pending).</u>

NOTE: For EIRs, above projects are not sufficient for cumulative analysis.

REVIEWING AGENCIES

Responsible Agencies

- None
- Regional Water Quality Control Board
 - Los Angeles Region
 - Lahontan Region
- Coastal Commission
- Army Corps of Engineers
- Caltrans District 7
- Caltrans Aeronautics

Special Reviewing Agencies

- None
- Santa Monica Mountains Conservancy
- National Parks
- National Forest
- Edwards Air Force Base
- Resource Conservation District of Santa Monica Mtns. Area
- Metro; BNSF
- LAWA; AQMD; ARB
- LAUSD; Wiseburn School District; Centinela Valley Union High School District
- LADWP; Golden State Water Company
- CA St. Water Res. Control Board; Dept. of Water Resources
- City of Hawthorne
- City of Los Angeles
- City of El Segundo
- SCAG; LAFCO
- Del Aire Neighborhood Association
- FAA; ALUC
-

Regional Significance

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

County Reviewing Agencies

- Subdivision Committee
- DPW: GMED; Drainage & Grading; Traffic & Lighting; Transportation Planning; Waterworks & Sewer Maintenance; Environmental Programs; Land Development (NPDES review and water supply)
- Sanitation Districts
- Fire Department
- Sheriff Department
- County Library
- DPH: Environmental Hygiene
- Parks and Recreation

Trustee Agencies

- None
- State Fish and Game
- State Parks

IMPACT ANALYSIS MATRIX		ANALYSIS SUMMARY (See individual pages for details)				
			Less than Significant Impact/No Impact			
			Less than Significant Impact with Project Mitigation			
			Potentially Significant Impact			
CATEGORY	FACTOR	Pg				Potential Concern
HAZARDS	1. Geotechnical	6	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>65,000 c.y. of grading</i>
	2. Flood	7	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Proposed storm drain improvements</i>
	3. Fire	8	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Restaurants and residential units within same building</i>
	4. Noise	9	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>LAX, 105 Freeway, and BNSF railroad</i>
RESOURCES	1. Water Quality	10	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>NPDES requirement</i>
	2. Air Quality	11	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Grading, proximity to freeway and LAX</i>
	3. Biota	12	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	4. Cultural Resources	13	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	5. Mineral Resources	14	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	6. Agriculture Resources	15	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	7. Visual Qualities	16	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Five-story building in area comprised mostly of single-family residences; shadow due to height of building</i>
SERVICES	1. Traffic/Access	17	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>393 residential units and 26,500 s.f. of commercial uses proposed; truck trips generated by export of material</i>
	2. Sewage Disposal	18	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Increased density of land uses on site</i>
	3. Education	19	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>393 residential units proposed</i>
	4. Fire/Sheriff	20	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Additional uses of site may increase demand</i>
	5. Utilities	21	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Solid waste; water supply</i>
OTHER	1. General	22	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Change in character</i>
	2. Environmental Safety	23	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	3. Land Use	24	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Inconsistent with land and zoning designation</i>
	4. Pop/Hous./Emp./Rec.	25	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Adding 393 residential units</i>
	5. Mandatory Findings	26	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Geotechnical, flood, fire, water quality and supply, land use, visual qualities, traffic, noise, air quality, education, utilities, sewage disposal, education, and fire/sheriff services</i>

Environmental Finding:

FINAL DETERMINATION: On the basis of this Initial Study, the Department of Regional Planning finds that this project qualifies for the following environmental document:

- NEGATIVE DECLARATION, inasmuch as the proposed project will not have a significant effect on the environment.

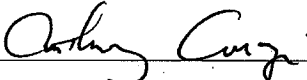
An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was determined that this project will not exceed the established threshold criteria for any environmental/service factor and, as a result, will not have a significant effect on the physical environment.

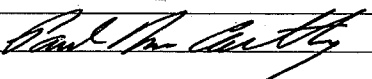
- MITIGATED NEGATIVE DECLARATION, in as much as the changes required for the project will reduce impacts to insignificant levels (see attached discussion and/or conditions).

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was originally determined that the proposed project may exceed established threshold criteria. The applicant has agreed to modification of the project so that it can now be determined that the project will not have a significant effect on the physical environment. The modification to mitigate this impact(s) is identified on the Project Changes/Conditions Form included as part of this Initial Study.

- ENVIRONMENTAL IMPACT REPORT*, inasmuch as there is substantial evidence that the project may have a significant impact due to factors listed above as "significant".

- At least one factor has been adequately analyzed in an earlier document pursuant to legal standards, and has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets (see attached Form DRP/IA 101). The Addendum EIR is required to analyze only the factors changed or not previously addressed.

Reviewed by: Anthony Curzi  Date: 4/16/09

Approved by: Paul McCarthy  Date: 4-16-09

- This proposed project is exempt from Fish and Game CEQA filing fees. There is no substantial evidence that the proposed project will have potential for an adverse effect on wildlife or the habitat upon which the wildlife depends. (Fish & Game Code 753.5).

- Determination appealed – see attached sheet.

*NOTE: Findings for Environmental Impact Reports will be prepared as a separate document following the public hearing on the project.

HAZARDS - 1. Geotechnical

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone?
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in an area containing a major landslide(s)?
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in an area having high slope instability?
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site subject to high subsidence, high groundwater level, liquefaction, or hydrocompaction?
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the proposed project considered a sensitive use (school, hospital, public assembly site) located in close proximity to a significant geotechnical hazard?
f.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Will the project entail substantial grading and/or alteration of topography including slopes of over 25%? <i>The proposed project will require 65,000 cubic yards of grading</i>
g.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project be located on expansive soil, as defined in Table 18-1-B of Uniform Building Code (1994), creating substantial risks to life or property?
h.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

<input type="checkbox"/> Building Ordinance No. 2225 – Sections 308B, 309, 310, and 311 and Chapters 29 and 70	<input type="checkbox"/> MITIGATION MEASURES	<input type="checkbox"/> OTHER CONSIDERATIONS
<input type="checkbox"/> Lot Size	<input type="checkbox"/> Project Design	<input checked="" type="checkbox"/> Approval of Geotechnical Report by DPW

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by, **geotechnical** factors?

<input checked="" type="checkbox"/> Potentially significant	<input type="checkbox"/> Less than significant with project mitigation	<input type="checkbox"/> Less than significant/No Impact
---	--	--

HAZARDS - 3. Fire

SETTING/IMPACTS

- | | Yes | No | Maybe | |
|----|--------------------------|-------------------------------------|-------------------------------------|--|
| a. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Is the project site located in a Very High Fire Hazard Severity Zone (Fire Zone 4)? |
| b. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Is the project site in a high fire hazard area and served by inadequate access due to lengths, width, surface materials, turnarounds or grade? |
| c. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Does the project site have more than 75 dwelling units on a single access in a high fire hazard area? |
| d. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Is the project site located in an area having inadequate water and pressure to meet fire flow standards? |
| | | | | <i>Increased density of land uses on project site</i> |
| e. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Is the project located in close proximity to potential dangerous fire hazard conditions/uses (such as refineries, flammables, explosives manufacturing)? |
| f. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Does the proposed use constitute a potentially dangerous fire hazard? |
| | | | | <i>Potential restaurant uses and residential units within same building</i> |
| g. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Other factors? |

STANDARD CODE REQUIREMENTS

- Water Ordinance No. 7834 Fire Ordinance No. 2947 Fire Regulation No. 8
 Fuel Modification / Landscape Plan

MITIGATION MEASURES

OTHER CONSIDERATIONS

- Project Design Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by **fire hazard** factors?

- Potentially significant Less than significant with project mitigation Less than significant/No impact

HAZARDS - 4. Noise

SETTING/IMPACTS

- | | Yes | No | Maybe | |
|----|-------------------------------------|--------------------------|-------------------------------------|--|
| a. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Is the project site located near a high noise source (airports, railroads, freeways, industry)?
<i>Project is located within 500 feet of the I-105 Freeway and Imperial Highway and within 1,000 feet of LAX Airport. The Burlington Northern Santa Fe railroad is located across Aviation Boulevard from the project site.</i> |
| b. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Is the proposed use considered sensitive (school, hospital, senior citizen facility) or are there other sensitive uses in close proximity?
<i>Anza Elementary School located within 1/2 mile and Lennox Preschool within .8 mile</i> |
| c. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Could the project substantially increase ambient noise levels including those associated with special equipment (such as amplified sound systems) or parking areas associated with the project?
<i>Vehicles entering and exiting the proposed garage may increase ambient noise levels.</i> |
| d. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project?
<i>Construction noise will increase the ambient noise levels.</i> |
| e. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Other factors? |

STANDARD CODE REQUIREMENTS

- Noise Control (Title 12 – Chapter 8) Uniform Building Code (Title 26 - Chapter 35)

MITIGATION MEASURES

OTHER CONSIDERATIONS

- Lot Size Project Design Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by **noise**?

- Potentially significant Less than significant with project mitigation Less than significant/No impact

RESOURCES - 1. Water Quality

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in an area having known water quality problems and proposing the use of individual water wells?
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the proposed project require the use of a private sewage disposal system?
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If the answer is yes, is the project site located in an area having known septic tank limitations due to high groundwater or other geotechnical limitations <i>or</i> is the project proposing on-site systems located in close proximity to a drainage course?
c.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Could the project's associated construction activities significantly impact the quality of groundwater and/or storm water runoff to the storm water conveyance system and/or receiving water bodies? <i>Project is subject to NPDES requirement</i>
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Could the project's post-development activities potentially degrade the quality of storm water runoff and/or could post-development non-storm water discharges contribute potential pollutants to the storm water conveyance system and/or receiving bodies? <i>Project is subject to NPDES requirement</i>
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

- | | |
|--|---|
| <input type="checkbox"/> Industrial Waste Permit | <input type="checkbox"/> Health Code – Ordinance No.7583, Chapter 5 |
| <input type="checkbox"/> Plumbing Code – Ordinance No.2269 | <input checked="" type="checkbox"/> NPDES Permit Compliance (DPW) |

MITIGATION MEASURES

- Lot Size Project Design Compatible Use

OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by, **water quality** problems?

- Potentially significant Less than significant with project mitigation Less than significant/No impact

RESOURCES - 2. Air Quality

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the proposed project exceed the State's criteria for regional significance (generally (a) 500 dwelling units for residential users or (b) 40 gross acres, 650,000 square feet of floor area or 1,000 employees for non-residential uses)?
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the proposal considered a sensitive use (schools, hospitals, parks) and located near a freeway or heavy industrial use?
c.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Will the project increase local emissions to a significant extent due to increased traffic congestion or use of a parking structure or exceed AQMD thresholds of potential significance?
d.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>The proposed project will have subterranean parking.</i> Will the project generate or is the site in close proximity to sources that create obnoxious odors, dust, and/or hazardous emissions? <i>Project site is located in close proximity to the I-105 Freeway, Imperial Highway, and Los Angeles International Airport. Approximately 65,000 c.y. of grading proposed.</i>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project conflict with or obstruct implementation of the applicable air quality plan?
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?
g.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors)?
h.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

Health and Safety Code – Section 40506

MITIGATION MEASURES

Project Design Air Quality Report

OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by, **air quality**?

Potentially significant Less than significant with project mitigation Less than significant/No impact

RESOURCES - 3. Biota

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located within Significant Ecological Area (SEA), SEA Buffer, or coastal Sensitive Environmental Resource (ESHA, etc.), or is the site relatively undisturbed and natural?
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will grading, fire clearance, or flood related improvements remove substantial natural habitat areas?
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is a drainage course located on the project site that is depicted on USGS quad sheets by a dashed blue line or that may contain a bed, channel, or bank of any perennial, intermittent or ephemeral river, stream, or lake?
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project site contain a major riparian or other sensitive habitat (e.g. coastal sage scrub, oak woodland, sycamore riparian, woodland, wetland, etc.)?
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project site contain oak or other unique native trees (specify kinds of trees)?
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site habitat for any known sensitive species (federal or state listed endangered, etc.)?
g.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors (e.g., wildlife corridor, adjacent open space linkage)?

MITIGATION MEASURES

Lot Size Project Design

OTHER CONSIDERATIONS

ERB/SEATAC Review Oak Tree Permit

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, **biotic** resources?

Potentially significant Less than significant with project mitigation Less than significant/No impact

RESOURCES - 4. Archaeological/Historical/Paleontological

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site in or near an area containing known archaeological resources or containing features (drainage course, spring, knoll, rock outcroppings, or oak trees) that indicate potential archaeological sensitivity?
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project site contain rock formations indicating potential paleontological resources?
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project site contain known historic structures or sites?
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project cause a substantial adverse change in the significance of a historical or archaeological resource as defined in 15064.5?
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
f.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

Phase 1 Archaeology Report

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **archaeological, historical, or paleontological** resources?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

RESOURCES - 5. Mineral Resources

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in the loss of availability of a locally important mineral resource discovery site delineated on a local general plan, specific plan or other land use plan?
c.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **mineral** resources?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

RESOURCES - 6. Agriculture Resources

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project involve other changes in the existing environment that due to their location or nature, could result in conversion of Farmland, to non-agricultural use?
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **agriculture** resources?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

RESOURCES - 7. Visual Qualities

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site substantially visible from or will it obstruct views along a scenic highway (as shown on the Scenic Highway Element), or is it located within a scenic corridor or will it otherwise impact the viewshed?
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project substantially visible from or will it obstruct views from a regional riding or hiking trail?
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in an undeveloped or undisturbed area that contains unique aesthetic features?
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features? <i>Development of the project will introduce a five-story building in an area comprised of mostly single-family residences.</i>
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Is the project likely to create substantial sun shadow, light or glare problems? <i>Height of buildings of proposed project may create shadows.</i>
f.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors (e.g., grading or landform alteration)?

MITIGATION MEASURES

OTHER CONSIDERATIONS

- Lot Size
 Project Design
 Visual Report
 Compatible Use

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on scenic qualities?

- Potentially significant
 Less than significant with project mitigation
 Less than significant/No impact

SERVICES - 1. Traffic/Access

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Does the project contain 25 dwelling units or more and is it located in an area with known congestion problems (roadway or intersections)? <i>Project will contain 393 residential units and 26,500 square feet of commercial uses.</i>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project result in any hazardous traffic conditions?
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project result in parking problems with a subsequent impact on traffic conditions?
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will inadequate access during an emergency (other than fire hazards) result in problems for emergency vehicles or residents/employees in the area?
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Will the congestion management program (CMP) Transportation Impact Analysis thresholds of 50 peak hour vehicles added by project traffic to a CMP highway system intersection or 150 peak hour trips added by project traffic to a mainline freeway link be exceeded? <i>The proposed project will generate additional traffic over what is currently there because of the increased density of the land uses proposed.</i>
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project conflict with adopted policies, plans, or program supporting alternative transportation (e.g., bus, turnouts, bicycle racks)? <i>Project will enhance alternative transportation by placing residential and commercial uses in close proximity to the Metro Green Line rail station.</i>
g.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other factors? <i>Export of 65,000 c.y. of material will generate approximately 4,333 truck trips</i>

MITIGATION MEASURES

OTHER CONSIDERATIONS

Project Design Traffic Report

Consultation with Traffic & Lighting Division

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **traffic/access** factors?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

SERVICES - 2. Sewage Disposal

SETTING/IMPACTS

- | | Yes | No | Maybe | |
|----|--------------------------|-------------------------------------|-------------------------------------|---|
| a. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | If served by a community sewage system, could the project create capacity problems at the treatment plant?
<i>Increased density of land uses on the site, including residential and commercial, will generate additional wastewater.</i> |
| b. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Could the project create capacity problems in the sewer lines serving the project site?
<i>Increased density of land uses on the site, including residential and commercial, will generate additional wastewater.</i> |
| c. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Other factors? |
-
-

STANDARD CODE REQUIREMENTS

- Sanitary Sewers and Industrial Waste – Ordinance No. 6130
- Plumbing Code – Ordinance No. 2269

MITIGATION MEASURES

OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **sewage disposal** facilities?

- Potentially significant Less than significant with project mitigation Less than significant/No impact

SERVICES - 3. Education

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project create capacity problems at the district level?
b.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Could the project create capacity problems at individual schools that will serve the project site? <hr/> <i>Three hundred ninety three residential units may impact local schools.</i>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project create student transportation problems?
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Could the project create substantial library impacts due to increased population and demand? <hr/> <i>Three hundred ninety three residential units may create impacts to the library serving the site.</i>
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

MITIGATION MEASURES

OTHER CONSIDERATIONS

Site Dedication Government Code Section 65995 Library Facilities Mitigation Fee

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **educational** facilities/services?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

SERVICES - 4. Fire/Sheriff Services

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Could the project create staffing or response time problems at the fire station or sheriff's substation serving the project site? <i>Additional uses on site may increase the need for emergency services.</i>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Are there any special fire or law enforcement problems associated with the project or the general area?
c.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors? _____ _____ _____ _____

<input type="checkbox"/> MITIGATION MEASURES	<input type="checkbox"/> OTHER CONSIDERATIONS
<input type="checkbox"/> Fire Mitigation Fee	
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **fire/sheriff** services?

Potentially significant Less than significant with project mitigation Less than significant/No impact

SERVICES - 5. Utilities/Other Services

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Is the project site in an area known to have an inadequate public water supply to meet domestic needs or to have an inadequate ground water supply and proposes water wells? <i>Additional residential units will increase demand for water.</i>
b.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Is the project site in an area known to have an inadequate water supply and/or pressure to meet fire fighting needs? <i>Increased density of land uses on site</i>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project create problems with providing utility services, such as electricity, gas, or propane?
d.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Are there any other known service problem areas (e.g., solid waste)? <i>Limited landfill capacity, export of 65,000 c.y. of material</i>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services or facilities (e.g., fire protection, police protection, schools, parks, roads)?
f.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

Plumbing Code – Ordinance No. 2269 Water Code – Ordinance No. 7834

MITIGATION MEASURES

Lot Size Project Design

OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **utilities** services?

Potentially significant Less than significant with project mitigation Less than significant/No impact

OTHER FACTORS - 1. General

SETTING/IMPACTS

- | | Yes | No | Maybe | |
|----|--------------------------|-------------------------------------|-------------------------------------|---|
| a. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Will the project result in an inefficient use of energy resources? |
| b. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Will the project result in a major change in the patterns, scale, or character of the general area or community?
<i>Project will introduce a transit village in an area characterized by single-family residential and commercial.</i> |
| c. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Will the project result in a significant reduction in the amount of agricultural land? |
| d. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Other factors? |

STANDARD CODE REQUIREMENTS

State Administrative Code, Title 24, Part 5, T-20 (Energy Conservation)

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to any of the above factors?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

OTHER FACTORS - 2. Environmental Safety

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Are any hazardous materials used, transported, produced, handled, or stored on-site?
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Are any pressurized tanks to be used or any hazardous wastes stored on-site?
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Are any residential units, schools, or hospitals located within 500 feet and potentially adversely affected?
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Have there been previous uses that indicate residual soil toxicity of the site or is the site located within two miles downstream of a known groundwater contamination source within the same watershed?
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project create a significant hazard to the public or the environment involving the accidental release of hazardous materials into the environment?
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
g.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment?
h.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in a safety hazard for people in a project area located within an airport land use plan, within two miles of a public or public use airport, or within the vicinity of a private airstrip?
i.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
j.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

MITIGATION MEASURES

Toxic Clean-up Plan

OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact relative to **public safety**?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

OTHER FACTORS - 3. Land Use

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Can the project be found to be inconsistent with the plan designation(s) of the subject property? <i>The proposed project is inconsistent with the plan designation of Category 1—Low Density Residential and requires a plan amendment</i>
b.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Can the project be found to be inconsistent with the zoning designation of the subject property? <i>The proposed project is inconsistent with the zoning designation of C-1 and R-1 and requires a zone change</i>
c.				Can the project be found to be inconsistent with the following applicable land use criteria:
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Hillside Management Criteria?
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SEA Conformance Criteria?
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other?
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project physically divide an established community?
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

MITIGATION MEASURES

OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **land use** factors?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

OTHER FACTORS - 4. Population/Housing/Employment/Recreation

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Could the project cumulatively exceed official regional or local population projections? <i>The proposed project will add 393 residential units to the area; proposed project density exceeds General Plan and SCAG population projections</i>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project induce substantial direct or indirect growth in an area (e.g., through projects in an undeveloped area or extension of major infrastructure)?
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project displace existing housing, especially affordable housing?
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project result in substantial job/housing imbalance or substantial increase in Vehicle Miles Traveled (VMT)?
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Could the project require new or expanded recreational facilities for future residents? <i>Project will create new demand for recreational facilities</i>
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
g.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

MITIGATION MEASURES

OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **population, housing, employment, or recreational** factors?

- Potentially significant
 Less than significant with project mitigation
 Less than significant/No impact

MANDATORY FINDINGS OF SIGNIFICANCE

Based on this Initial Study, the following findings are made:

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?
b.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Does the project have possible environmental effects that are individually limited but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. <i>Air Quality, traffic, water quality and supply, fire/sheriff services, sewage disposal, education, and utilities</i>
c.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Will the environmental effects of the project cause substantial adverse effects on human beings, either directly or indirectly? <i>Geotechnical, flood, land use, visual, fire hazard, and noise.</i>

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the environment?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

ATTACHMENT B

500-Foot Radius Land Use Map

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900
CITY
621.53±Ac.

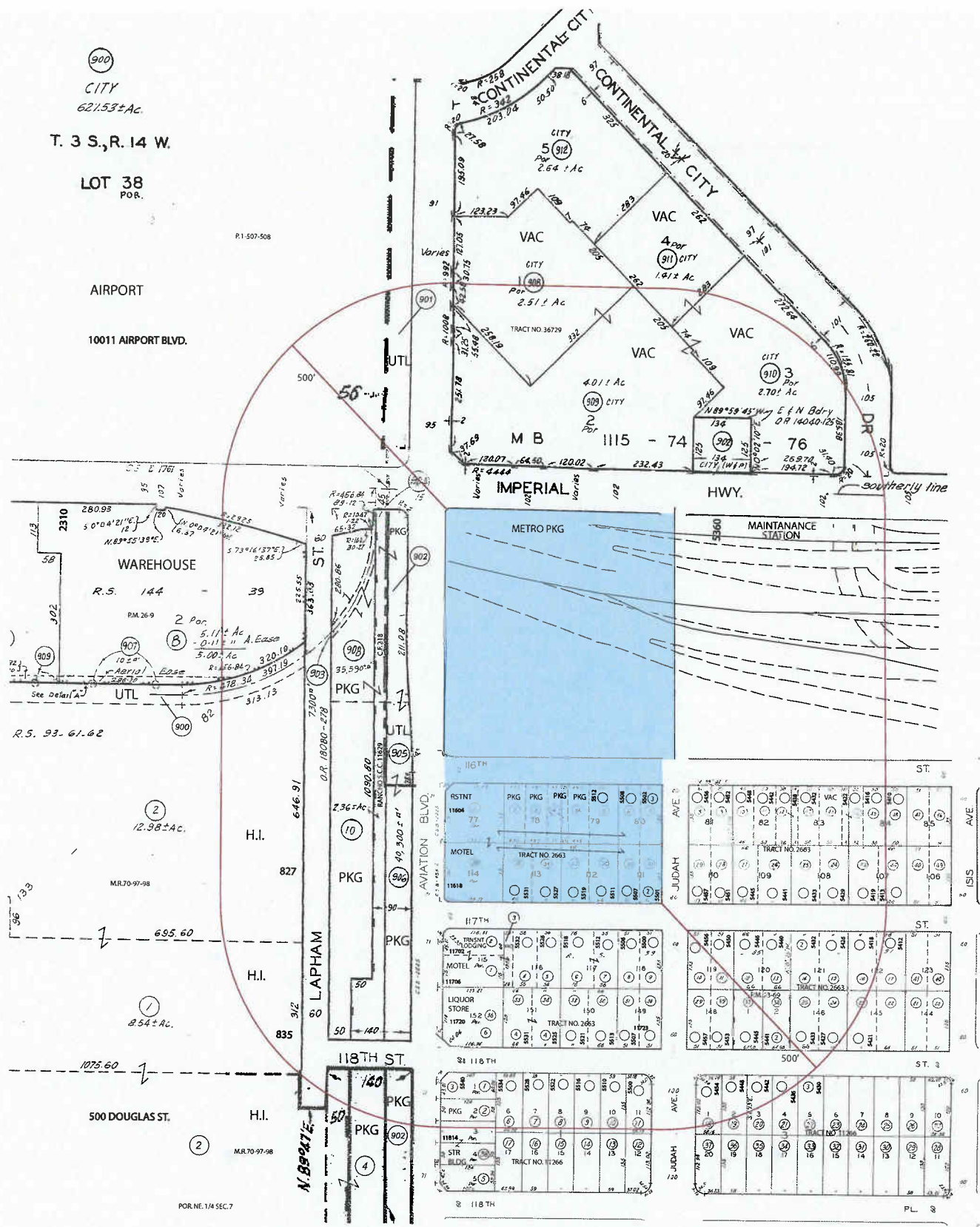
T. 3 S., R. 14 W.

LOT 38
POR.

P.1-507-508

AIRPORT

10011 AIRPORT BLVD.



POR. NE. 1/4 SEC. 7

SITE ADDRESS : 11604 AVIATION BLVD. LOS ANGELES CA 90304 APN : 4140-002-1-7,30-35,38,39		500' LANDUSE MAP  JPL ZONING SERVICES, INC 6263 VAN NUYS BLVD (818) - 781 - 0016	CASE # DATE: 3/03/09 SCALE: 1" = 100' USES: FIELD CONTACT PERSON : PETER HERSH PHONE : (949)-260-4635	 N
LEGEND : 5419 ADDRESS SINGLE FAMILY RESIDENCE ALL OTHER LANDUSE AS INDICATED				