

Entitlements for Transit Oriented Development at the Aviation Green Line Station

The Los Angeles County Metropolitan Transportation Authority and the owner of private property adjacent to the Metro Green Line Aviation Station propose to redevelop the Aviation Station and the adjacent underutilized private property with a mixed use development consisting of 390 residential units and approximately 29,500 square feet of commercial/retail space that would benefit surrounding residents and transit users.

This type of transit oriented development helps build livable, walkable and sustainable communities. By siting housing near the light rail station, individuals and families will reduce their household expenses, specifically on transportation-related costs. Given the location, this development will also provide a quality housing option for the large workforce located in Hawthorne, El Segundo and around the Los Angeles International Airport. Moreover, this type of transit oriented development is critical for achieving Los Angeles County's and the State of California's vehicle emission reduction targets in order to mitigate the effects of global warming.

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MOTION

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RIDLEY-THOMAS	_____
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ANTONOVICH	_____

MOTION BY SUPERVISOR MARK RIDLEY-THOMAS

October 25, 2011

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During the entitlement process, the applicants and staff from the Departments of Regional Planning and Public Works worked closely with the surrounding residential community and other interested parties. An ongoing and significant concern raised by surrounding residents related to the proposed vehicular ingress and egress from 117th Street in the unincorporated community of Del Aire. The applicant has since proposed modifications to the project including the elimination of the driveway on 117th Street to protect the Del Aire community from any increases in traffic.

The applicant has also subsequently proposed a reduction in the number of unites from 390 to 376, a restriction of the retail uses to the public lot that interfaces with the transit station; an elimination of underground parking on the private lot; and the option to establish a parking district to protect the existing residents from overflow parking from the adjacent Park and Ride lot. These positive design changes are reflected in the subdivision map that was reviewed by the Subdivision Committee on September 29, 2011 and merit consideration by the Board of Supervisors.

I THEREFORE MOVE THAT THE BOARD OF SUPERVISORS:

1. Direct the Director of the Department of Regional Planning to review and process appropriate revisions to the project, which conform to the design changes considered by the Subdivision Committee on September 29, 2011;
2. Direct the Director of the Department of Regional Planning to prepare any necessary revisions to the Final Environmental Impact Report and the project environmental findings, to reflect the project revisions and other appropriate changes; and
3. Continue the public hearing to November 8, 2011.