



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: August 18, 2016
Time: After 8:30 a.m.
Place: Los Angeles City Hall
Public Works Board Room
3rd floor- Room 340
Los Angeles, CA 90012

Public Hearing: July 7, 2016
Appeal Status: Not Applicable
Expiration Date: None
Multiple Approval: No

Case No.: CPC-2016-1332-GPA
CEQA No.: SCH NO: 2007091148
Incidental Cases: None
Related Cases: None
Council No.: 11-Bonin
Plan Area: Westchester-Playa del Rey
Specific Plan: None
Certified NC: Westchester-Playa del Rey
Street Designation: Collector Street (Current)
Local Street (Proposed)
Applicant: Charles Beavoir, Metro
Representative: Llovd Boucher, Metro
Eric Banghart, Mott
McDonald

PROJECT LOCATION: Public right-of-way along Bellanca Avenue bounded by Arbor Vitae Street to the north and a cul-de-sac to the south. Bellanca Avenue is immediately abutting Metro owned parcels on the west, south, and east.

PROPOSED PROJECT: A General Plan Amendment to redesignate Bellanca Avenue from Collector to Local Street, incidental to a future vacation of Bellanca Avenue.

REQUESTED ACTION: Pursuant to the Los Angeles Municipal Code Section 11.5.6-B, a General Plan Amendment to the Westchester-Playa del Rey Community Plan and to the Mobility Element of the City's General Plan for the proposed redesignation of Bellanca Avenue from Collector to Local Street.

RECOMMENDED ACTIONS:

1. **Approve and Recommend Council Adopt** the proposed General Plan Amendment to the Westchester-Playa del Rey Community Plan and to the Mobility Element of the City's General Plan for the proposed redesignation of a portion of Bellanca Avenue from Collector to Local Street.
2. Pursuant to the California Public Resources Code, **Find** that the previously adopted Metro Crenshaw/LAX Light Rail Final Environmental Impact report, Case no. SCH No. 200709114, certified by Metro as the lead agency on September 22, 2011, adequately serves as the environmental clearance for the proposed General Plan Amendment and that no subsequent supplemental EIR is required.

VINCENT P. BERTONI, AICP
Director of Planning


Faisal Robie, Principal Planner


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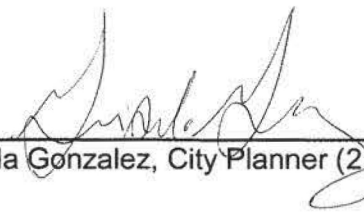

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TABLE OF CONTENTS

Project Analysis	P-2
Project Summary	
Background	
Issues	
Public Hearing	
Conclusion	
Findings	P-5
General Plan/Charter Findings	
CEQA Findings	
Exhibits:	
A – Maps	
A -1 -Site Plan	
A -2 -Crenshaw/LAX Transit Project map	
A -3 -Radius Map	
A -4 - Land Use Map	
A -5 -General Plan Amendment Map	
B- -Bureau of Engineering memo (dated April 28, 2016)	
C- -Environmental Document (SCH No. 2007091148)	

PROJECT ANALYSIS

Project Summary

Pursuant to LAMC Section 11.5.6-B, the proposed project is a request to redesignate Bellanca Avenue from a Collector to a Local Street for the public right-of-way portion of Bellanca Avenue, measuring approximately 850 feet in length and bounded by Arbor Vitae Street to the north and ending at the southern terminus at a cul-de-sac to the south. The request requires a General Plan Amendment to the Westchester-Playa del Rey Community Plan and to the Mobility Element of the City's General Plan.

The applicant, the Los Angeles County Metropolitan Transportation Authority (Metro), is requesting the redesignation of Bellanca Avenue to Local Street to allow for a future street vacation of this portion of Bellanca Avenue. Pursuant to Bureau of Engineering (BOE) requirements, a street vacation approval can only be granted for streets that are designated with a Local Street designation. A street vacation is being requested by Metro in order to expand Metro owned parcel and accommodate the construction of a new maintenance yard facility needed to serve the Crenshaw/LAX Transit Project (Crenshaw Line). The vacation proceedings and the construction of new maintenance facility are not a part of the proposed project under this application.

Crenshaw/LAX Transit Project Timeline:

Below is the overall timeline for the Crenshaw/LAX Transit Project:

- Metro Board of Directors certified the FEIR on September 22, 2011.
- Public outreach was conducted in 2010 through 2016.
- Construction of the Crenshaw Line started on January 2014.
- Construction of the stations and **maintenance yard** is expected to continue through 2019.
- The testing and running of the Light Rail Vehicles is expected as early as 2018
- The Line is estimated to be fully operating by the end of 2019.

Background:

On June 12, 2015, Metro submitted a written request to the Department of City Planning (DCP) requesting that the Director of Planning initiate a General Plan Amendment for the street redesignation of Bellanca Avenue from Collector to Local Street. Although the overall intent of the project is to vacate Bellanca Avenue in order to incorporate it as a part of the proposed maintenance yard it is important to clarify that the subject request is limited to the street redesignation. A separate filing is being submitted for the street vacation.

Pursuant to LAMC Section 11.5.6-B, General Plan Amendment requests, including those limited to a specific property or properties, and street redesignations must be initiated by the City of Los Angeles. Under Section 11.5.6-B of the LAMC. Plan Amendments can only be initiated by the City Council, the City Planning Commission or the Director of Planning. On July 20, 2015 the Director of City Planning granted the applicant's request to initiate a general plan amendments. Subsequently, a general plan amendment case was filed on April 14, 2016. A Hearing Officer public hearing was held on July 7, 2016.

Street Classifications and Descriptions:

Bellanca Avenue (from Arbor Vitae Street to its southern terminus) is classified as a Collector Street and is designated with a 66 foot right-of-way width and a 40 foot roadway width.

Arbor Vitae Street (from Aviation Street to the eastern City Limit) is classified as a Boulevard II, and is designated with a 110 foot right-of-way width and an 80 foot roadway width.

Surrounding Land Use and Zoning:

The segment of Bellanca Avenue bounded by Arbor Vitae Street and its southern terminus, ending in a cul-de-sac is surrounded primarily with industrial uses. The parcels fronting Bellanca Avenue on the west, south and east are zoned M2-1, and is designated with Light Manufacturing Land use designations. The parcels surrounding this segment of Bellanca Avenue are under Metro ownership. The Metro parcels are abutting the Crenshaw Light Rail right-of-way on the east. Existing uses located further south and north of the subject site are also zoned M2-1, and are designated Limited Manufacturing. These parcels are developed with industrial uses, including warehouses, and parking garages. The nearest residential uses are located 600 feet northwest from the project site, and are developed with multi-family developments ranging from 4 to 8 units. Bellanca Avenue is located north of Los Angeles International Airport (LAX).

Discussion:

The proposed project involves a general plan amendment for the redesignation of Bellanca Avenue from Collector to Local Street. Bellanca Avenue is located within the Metro's Crenshaw/LAX Transit Project area. The Crenshaw/LAX Transit Project consists of eight Crenshaw Line stations, and the construction of a new maintenance yard, the Southwestern Yard. The proposed general plan amendment of Bellanca Avenue is located within the site where Metro plans to locate the Southwestern Yard. The Crenshaw Line is an 8.5 mile light rail line that would connect the Metro Expo Line to the Metro Green Line and to LAX. Once completed, the Crenshaw Line would serve the cities of Los Angeles, Inglewood and El Segundo, and portions of unincorporated Los Angeles County. There are 8 Crenshaw Line stations proposed including; 1. Expo/Crenshaw; 2. Martin Luther King Jr.; 3. Leimert Park; 4. Hyde Park; 5. Fairview Heights; 6. Downtown Inglewood; 7. Westchester/Veterans; 8. Aviation/Century.

In December 2010, Metro adopted a consolidated development strategy for maintenance facilities associated with existing Metro Rail Lines and for the expansion of three new transit stations, including the Crenshaw Line, the South Bay Metro Green Line Extension, and the Metro Green Line Extension to LAX. Under this development strategy, and as a part of the Crenshaw /LAX Transit Project, the Southwestern Yard would service cars for the Crenshaw Line. The Arbor Vitae/Bellanca site was ultimately selected for the construction of the maintenance yard (Southwestern Yard). Metro plans to vacate this portion of Bellanca Avenue, and incorporate it under Metro ownership. However, approval of a street vacation is required in order to merge the right-of-way portion of Bellanca Avenue into the adjacent Metro owned parcels to for the 18 acre site, and to complete construction of the Southwestern Yard. The applicant has submitted a request to the Bureau of Engineering under case number VAC-E1401255, (Council File No.15-0884). Metro is currently in the process of a street vacation review and approval. In a memo dated April 28, 2016, BOE, recommended that Public Works and Gang Reduction Committee of the City Council, imposed several conditions of approval, upon final approval of the street vacation. Condition 13 listed in the recommendation memo, states "*That the petitioner make arrangement with the Department of City Planning to have Bellanca Avenue from Arbor Vitae to its southerly terminus reclassified from Collector Street to Local Street*".

A Final Environmental Impact Report (FEIR) case number SCH No. 2007091148, for the Crenshaw/LAX Transit Project was certified by Metro, the lead agency on the project, on September 22, 2011. Construction of the Crenshaw Line began on January 2014. Construction of the Crenshaw Line stations and maintenance yard is ongoing. The Crenshaw Line is anticipated to be completed by Spring of 2019, and expected to be in full operation by the end of 2019. Currently Metro operates maintenance facilities that are operating near or beyond their planned

capacity. Therefore, additional capacity is required to operate the Crenshaw/LAX Transit Corridor Project.

Public Hearing

A Public Hearing was conducted on July 7, 2016. Pursuant to LAMC 11.5.6-C, a Hearing officer held the public hearing on behalf of the City Planning Commission. The applicant made presentation before the Hearing Officer. No members of the public were present and no other public testimony or comments were submitted at or following the public hearing.

Conclusion:

The redesignation of Bellanca Avenue is a key component needed to allow for the street vacation which ultimately would allow for the assembling of an 18 acre site needed to accommodate the Southwestern Yard. Once constructed, the Southwestern Yard would have the capacity to service up to 70 Light Rail Vehicles. The location of the site is immediately adjacent to the Crenshaw Light Rail right-of-way. As such, the maintenance yard would facilitate the transport of the LRVS onto the yard without disruption to the surrounding community. The Bureau of Engineering will not approve a street vacation, unless the subject street is classified as a Local Street in the General Plan. This portion of Bellanca Avenue is located wholly within the future site of the Southwestern Yard, and the street designation and vacation is anticipated to yield public benefit by allowing for the development of a critical maintenance yard for the expanded Metro Rail system. The Southwestern Yard is key to maintaining and servicing Metro's Light Rail Lines. Therefore, staff recommends that the City Planning Commission **approve and recommend that Council** adopt the general plan amendment to redesignate Bellanca Avenue from Collector to Local Street and find that the adopted Final Environmental Impact report (Case Number SCH No. 200709114) adequately provides environmental clearance for the street redesignation of Bellanca Avenue and that no subsequent or supplemental EIR is required.

FINDINGS

General Plan/Charter Findings

1. **General Plan.** The subject street is located within Westchester-Playa del Rey Community Plan, adopted by the City Council on April 13, 2004, Case No. CPC-1998-0010-CPU. The Community Plan designates Bellanca Avenue as Collector Street. The proposed re-designation of Bellanca Avenue to Local Street is consistent with the land use objectives, policies and programs listed in the Westchester-Playa del Rey Community Plan and the Mobility Element of the General Plan.

The Mobility Element of the General Plan designates Bellanca Avenue between Arbor Vitae Street and its southern terminus as Collector Street., with a 66 foot right-of-way and a 40 foot roadway width. The recommended General Plan Amendment would designate this portion of Bellanca Avenue as a Local Street in order to allow the applicant to seek a street vacation with the Bureau of Engineering. The applicant, Metro plans to build a maintenance yard, once this portion of Bellanca Avenue is vacated and merged into the adjacent industrial zoned parcels. Nevertheless, the redesignation of Bellanca Avenue to Local Street, would be consistent with the Mobility Plan, as the existing roadway of Bellanca Avenue is consistent with the 60 foot right-of-way width required for Local Street designations.

2. **General Plan Text.**

Mobility Element.

Mobility Plan 2035 was adopted by City Council on January 20, 2016 (Council File No. 15-07-0719-S15), CPC-2013-0910-GPA-SPCA-MS-C-M1. In response to the State's Complete Street mandate, the City's Mobility Plan 2035 established new street redesignations, re-classified each of the City's arterial streets and laid out a "complete street" policy framework. Whereas previous street designations and their corresponding dimension, approved as part of the City's 1999 Transportation Element, reflected the former primary focus on moving automobiles, the new expanded list of classifications now acknowledges the multimodal role of objectives of complete streets. The new street standards are intended to reflect the variety of street dimensions that exist today's actual physical street cross-sections. Revised standards are intended to lead to an overall preservation of existing roadway widths and widening of sidewalk widths.

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. Each of the goals contains objectives and policies and policies that guide the City's Mobility goals. The proposed General Plan Amendment is in conformance with the following Mobility policies:

1.2 Complete Streets- Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.

Goals 3.1 Access for All- Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes-including goods movement- as integral components of the City's transportation system.

An amendment to the Mobility Plan would be required in order to update the designation of Bellanca Avenue as Local Street. The Mobility Plan 2035, designates Bellanca Avenue as a Collector Street. Under the Mobility Plan a Collector Street is designated with a 66 foot right-of-way width and a 40 foot roadway, while a Local Street is designated with a 60 foot right-of-way with 36 foot roadway. The existing right-of-way width for Bellanca Avenue is 60 feet. Therefore, as it exists Bellanca Avenue is consistent with Local Street right-of-way width standards established by Mobility Plan 2035. Metro requested a general plan amendment to redesignate Bellanca Avenue to Local Street for the purposes of obtaining a street vacation approval, in order to merge the right-of-way portion into the surrounding industrial zoned parcels. Pursuant to the Mobility Plan the preparation and revisions to the General Plan are required to include an analysis of the extent to which the general plan's policies, standards and proposals are consistent with regional plans. Metro's 2009 Long Range Transportation Plan provides a 30-year vision for Los Angeles County's transportation system to the year 2040. The Plan identifies public transportation and highway projects, funding forecasts over a 30-year timeframe, multi-modal funding availability, sub-regional needs, and project performance measures. The Crenshaw/LAX Transit Project Line is a key component of Metro's Long Range Transportation Plan. While the redesignation of Bellanca Avenue requires general plan amendment to the Mobility Plan 2035, it is important to note the main purpose of plan amendment is to set a parameters in which BOE can approve street vacation. BOE can only approve street vacation for streets designated with a 'Local Street' designation. The applicant is currently undergoing a separate vacation application process which can only finalized once Bellanca is designated a Local Street. The approval of a street vacation will allow for the merging of the public right-of-way to merge into an 18 acre site, to be used to construct a maintenance yard to serve the Crenshaw Line as well as the Exposition and Green Lines. As such, the general plan amendment is consistent with the Mobility Plan 2035, as it is a key component which will support Metro's Long Range Transportation Plan.

Land Use Element-Westchester Playa Del Rey Community Plan

The proposed general plan amendment of Bellanca Avenue from Collector to Local Street is consistent with Goal 3 (Industrial) in that the redesignation would set the parameters, which would allow for a future approval of street vacation. A street vacation is needed to merge the right-of-way portion of Bellanca Avenue into the adjacent industrial zoned parcels. This would create an opportunity to create the 18 acre industrial site, which would then allow for the expansion and the preservation industrial uses in the area. This site is located in an area that is primarily developed with industrial uses and parcels zoned M2-1 and designated Light Manufacturing. The subject site is located just north of LAX. Metro plans to build the Southwestern Yard at this site. The Southwestern Yard is a 150,000 square-foot facility which will service up to 70 Light Rail Vehicles for the Crenshaw Metro Line. Additionally, the Southwestern Yard will provide approximately 200 new jobs onsite, thus serving as a new employment center within the Westchester-Playa del Rey Community Plan. Furthermore, employees and visitors to the site will have easy access from public transit, since the maintenance yard is conveniently located within close proximity to the Crenshaw Line's Aviation/Century station stop. Therefore, for the redesignation of Bellanca Avenue is consistent with the following goals and objectives of the Westchester Playa Del Rey Community Plan.

Goal 3.1: To provide locations for future industrial development and employment which are convenient to transportation facilities and compatible with surrounding land use.

Policies 3-1.1: Designate lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing, and similar uses which provide employment opportunities.

Objective 3-2: To retain industrial lands for industrial use to maintain and expand the industrial employment base for the community residents.

3-2.1 Protect areas designated for Industry on the Plan map from unrelated commercial and other non-industrial uses, and upgrade such areas with high quality industrial development that is compatible with adjacent land use.

The proposed General Plan Amendment is in conformance with Goal 14 (Transit Improvements) of the Community Plan, in that the redesignation of Bellanca Avenue would set the stage for the future development of a maintenance yard facility, which is needed to support the Crenshaw/LAX Transit Light Rail. The maintenance yard will provide storage and maintenance to Light Rail Vehicles, used for Metro's Light Rail system. The Crenshaw Line, once completed, will provide public transportation, and will connect several cities including Los Angeles, Inglewood and El Segundo; and portions of unincorporated Los Angeles County. The Crenshaw line is an 8.5 mile light rail line that would also connect the Metro Expo line to the Metro Green Line and to the Los Angeles International Airport (LAX). Chapter 5 of the Westchester-Playa Del Rey Community Plan, calls for the coordination with Metro, and other local agencies to improve the expansion of public and rapid transit programs, including bus, rail, and to encourage the LAWA, Metro, and LADOT, to coordinate transit services to connect airport facilities with destinations in the Community Plan. The General Plan Amendment, redesignating Bellanca Avenue, is a key component needed for the Crenshaw/LAX Transit Project. The Crenshaw/LAX Transit Project would result in a coordinated public transportation system, providing linkages to Metro Lines, bus transit, throughout Los Angeles County, thus providing the public access to employment centers. Therefore, for the redesignation of Bellanca Avenue is consistent with the following goals and objectives of the Westchester Playa Del Rey Community Plan.

Goal 14 Develop additional public transit services which improve mobility with efficient reliable, safe, convenient alternatives to automobile travel.

Objective 14-2 Increase work trips and non-work trips made on public transit.

Policy 14-2.1 Develop coordinated intermodal public transit plans to implement linkages to future public transit services.

3. **City Charter Sections 555 'General Plan – 'Procedures for Adoption'** states *procedures pertaining to the preparation, consideration, adoption and amendment of the General Plan, or any of its elements or parts, shall be prescribed by ordinance, subject to the requirements of this section including Section 555 (a) Amendment in Whole or in Part. The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity.*

The redesignation of Bellanca Avenue from Collector to Local Street is a component of the Crenshaw/LAX Transit Project Line, needed for the approval of Bellanca Avenue street vacation. The street vacation would allow for Metro to assemble an 18 acre industrial parcel. This site is the location of the Southwestern Yard which will service the Light Rail Vehicles for the Crenshaw, Exposition and Green Line Light Rails. The maintenance yard will be composed of several new buildings, totaling approximately 150,000 square-feet, and will consist of a main shop, a car wash facility, a cleaning platform, a material storage building, a wheel turning shop, and blow-down facility. The main shop will provide administrative office and support areas. Once in full operation the maintenance yard would provide the community with approximately 200 jobs. Additionally, the Community Plan calls for the need to retain industrial lands for industrial use to maintain and expand the industrial employment base for the community residents. The street redesignation and vacation and the development of the site as an industrial use would be in compliance with the Community Plan's goals and with Charter 555, because the proposed project would promote employment opportunities, and increase the area's physical identity as a predominantly industrial sector of the Westchester-Playa del Rey community. Additionally, the construction of the maintenance yard and the eight Crenshaw Line stations will increase employment opportunities. The Crenshaw/LAX project is following the Local Hire Project Labor Agreement (PLA) which requires 40% participation of construction workers residing in economically disadvantaged areas, 10% participation of disadvantaged workers, and a 20% participation of apprentices. The site is located an area with is identified as one of the main industrial areas of the community. It is located within close vicinity to the Los Angeles World Airport. The site location in this key industrial area, in *close proximity to the airport further creates significant employment and business* opportunities for the community. Furthermore, the Crenshaw Line, once completed will facilitate accessibility to the LAX, the Green Line, and the Exposition Line.

4. ***City Charter Section 556 and 558.*** *Section 556 of the City Charter requires that the City Planning Commission make findings that determine whether the requested General Plan Amendment is either in substantial conformance or is not in substantial conformance with the purposes, intent and provisions of the General Plan. City Charter Section 558. Establishes procedures for the adoption, amendment or repeal of ordinances, orders or resolutions proposed by the City Council, City Planning Commission, or Director of Planning or by application of the owner of the affected property if authorized by ordinance. Based on Findings delineated, the City Planning Commission finds that the requested General Plan Amendment is in substantial conformance with the purposes, intent and provisions of the General Plan.*

The recommended General Plan Amendment to Bellanca Avenue between Arbor Vitae Street and its southern terminus, from Collector to Local Street, complies with Charter Sections 556 and 558 in that the recommended amendment conforms to the General Plan because it supports existing and planned land use patterns and furthers the intent, purposes and objectives of the Westchester-Playa del Rey Community Plan. That portion of Bellanca Avenue, proposed to be redesignated under a General Plan Amendment, is located within a predominantly industrial areas of the Community Plan. All parcels surrounding Bellanca Avenue are zoned M2-1, and are designated Light Manufacturing. The redesignation of Bellanca Avenue to Local Street, would allow for the future street vacation to occur. The street vacation once approved would result in the public right-of-way portion of Bellanca Avenue being merged into the adjacent industrial parcels. The zoning and land use designations would be allocated to this newly vacated area. Thus the zoning in the area will remain consistent, will avoid spot zoning and thus good zoning practice will be observed. The proposed General Plan Amendment is a component of the Crenshaw/LAX Transit Project which will result in the construction eight Crenshaw Line

stations, and a maintenance yard, to be built once Bellanca Avenue is vacated. The project would serve the public necessity, convenience and general welfare of the community in that, once built the Crenshaw line would provide much needed public transportation throughout Los Angeles County making connections to the Metro Expo Line, Metro Green Line and to LAX.

CEQA Findings

The Final Environmental Impact Report (FEIR) case number SCH No. 2007091148, for the Crenshaw/LAX Transit Project was certified by the Metro Board of Directors on September 22, 2011. A Notice of Intent to prepare an alternatives analysis (AA)/Environmental Impact Statement (EIS) and Environmental Impact Report was issued on September 28, 2007. As part of this Notice of Intent Metro initiated the preparation of an AA/EIS/EIR for the Crenshaw-Prairie Transit Corridor Project. Metro served as the lead agency for purposes of California Environmental Quality Act (CEQA) environmental clearance, and the Federal Transit Administration (FTA) is served as lead agency for purposes of National Environmental Policy Act (NEPA) environmental clearance. The proposed project provides for transit improvements within the Crenshaw Corridor, which extends approximately 10 miles from Wilshire Boulevard on the north to El Segundo Boulevard on the south. A Scoping meeting was held on October 15, 2007. The Draft EIR was circulated I between September 11 and October 25, 2009, and was recirculated on September 23, 2011 after evaluated maintenance facility sites. Construction of the Crenshaw Line began on January 2014. As part of the Crenshaw Line construction phase, Metro is currently constructing eight station lines and a maintenance yard. The anticipated completion date for the Crenshaw Line is Spring of 2019, and is expected to be in full operation by the end of 2019. The General Plan Amendment involving the redesignation of Bellanca Avenue from Collector to Local Street is a component of the Crenshaw/LAX Transit Project. The General Plan Amendment is required to allow for the street vacation of Bellanca Avenue. Once vacated the public right-of-way of this portion of Bellanca Avenue will be merged into the adjacent Metro owned parcels. This site, and the construction of the Southwestern Yard on this site was analyzed as part of the Crenshaw/LAX Transit Project EIR. Therefore, pursuant to the California Public Resource Code, the environmental clearance for the proposed General Plan Amendment along Bellanca Avenue, Final Environmental Impact Report, and Case number SCH No. 2007091148 and certified on September 20, 2016 adequately addresses the proposed Bellanca Avenue Street Redesignation. Furthermore, no subsequent or supplemental EIR is required.