



# LOS ANGELES CITY PLANNING COMMISSION

200 N. Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300  
<http://planning.lacity.org/>

**Determination Mailing Date:** APR 30 2015

**CASE NO.:** CPC-2014-2768-GPA-PUB  
**CEQA:** WO-E1904503-REC2

**Location:** 454-462, 506 Commercial Street,  
459-461, 503-511 E. Ducommun Street  
**Council Districts:** 14 – Huizar  
**Plan Area:** Central City North  
**Requests:** General Plan Amendment, Public  
Benefit

**Applicant:** City of Los Angeles – Bureau of Engineering  
**Representative:** Tricia Robbins Kasson, Brad Rosenheim & Associates

**At its meeting of April 9, 2015, the Los Angeles City Planning Commission took the following action:**

1. **Approved a General Plan Amendment** to the Transportation Element and the Central City North Community Plan to permit the re-designation of Hewitt Street between Commercial Street and Ducommun Street from a Collector Street to a Local Street, pursuant to Section 11.5.6 of the LAMC.
2. **Approved a Public Benefit Project** approval for the proposed project of an LADOT Bus Maintenance and Compressed Natural Gas (CNG) Fueling Facility (Governmental Enterprise) in the CM-1 zone pursuant to Section 14.00 A.3 of the LAMC.
3. **Approved an Alternative Compliance Approval for Public Benefit Project** to permit the proposed project with the following alternatives from the performance standards of Section 14.00 A.3 of the LAMC: (a) to permit proposed structures to be higher than any structures on adjacent property; (b) to permit a project without the required 10-foot landscape buffer; (c) to not provide parking area landscaping pursuant to the requirements of Section 12.21 A.6 of the LAMC; (d) to provide more than 1 identification sign; (e) to permit a project with a majority of frontage on a Collector Street in lieu of the required frontage on a Major or Secondary Highway; and (f) the adjacent streets, alleys and sidewalks will not meet standard dimensions as required, pursuant to Section 14.00 B.
4. **Adopted** the attached modified **Conditions of Approval**.
5. **Adopted** the attached amended **Findings**.
6. **Found** pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162 and 15164 that the previously adopted Mitigated Negative Declaration, adopted on September 20, 2006 by City Council, and Addenda dated October 27, 2011 and January 29, 2015 adequately serve as the environmental clearance for the project. **Adopted** the proposed Mitigation Monitoring Program.

#### **Recommendations to City Council:**

1. **Recommend** the City Council **adopt** a **General Plan Amendment** to the Transportation Element and the Central City North Community Plan to permit the re-designation of Hewitt Street between Commercial Street and Ducommun Street from a Collector Street to a Local Street, pursuant to Section 11.5.6 of the LAMC.
2. **Recommend** the City Council **Find** pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162 and 15164 that the previously adopted Mitigated Negative Declaration, adopted on September 20, 2006 by City Council, and Addenda

dated October 27, 2011 and January 29, 2015 adequately serve as the environmental clearance for the project. **Adopt** the proposed Mitigation Monitoring Program.

**This action was taken by the following vote:**

**Moved:** Katz  
**Seconded:** Choe  
**Ayes:** Mack, Segura, Dake-Wilson  
**Absent:** Ahn, Ambroz, Perlman  
  
**Vote:** 6 - 0



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**James K. Williams, Commission Executive Assistant II**  
**Los Angeles City Planning Commission**

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Ordinance, Map, Modified Conditions of Approval, Amended Findings, Resolution  
City Planner: Blake Lamb

## CONDITIONS OF APPROVAL

### A. Entitlement Conditions

1. **Site Plan.** The use and development of the property shall be in substantial conformance with the Plot Plan and Landscape Plans marked **Exhibit A**, and attached to the administrative file. Prior to the issuance of building permits, revised, detailed development plans that show compliance with all conditions of approval, including complete landscape and irrigation plans, shall be submitted to the Department of City Planning Department for review.
  - a. The Los Angeles Police Department shall approve vehicular access to and from the site.
  - b. Electric Vehicle parking. Thirty-five percent of the total parking spaces shall be pre-wired for electric vehicles. Five percent of the total parking spaces shall be equipped with Electric Vehicle Charging Stations.
2. **Lighting.** Final plans shall show the location and type of all lighting. Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above. Additional pedestrian oriented lighting shall be added to illuminate all adjacent public rights-of-way. Lighting shall comply with the River Improvement Overlay Design Guidelines and shall be designed to produce a maximum initial luminance value no greater than 0.20 horizontal and vertical foot candles at the site boundary, and no greater than 0.01 horizontal foot candles 15 feet beyond the site. No more than 5.0 percent of the total initial designed lumens shall be emitted at an angle of 90 degrees or higher from nadir. Should lighting need to vary from these conditions as required by a Federal Agency, the project shall be referred back to the Director of Planning for review and approval.
3. **Landscape Plan.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Department of City Planning Department. The Project shall demonstrate compliance with Los Angeles Municipal Code Section 12.42 B.2 and associated Guidelines as well as the River Improvement Overlay Design Guidelines. A minimum of 75% of all landscaped areas shall be planted with any combination of native trees, plants and shrubs, or species defined as WatershedWise or species listed in the Los Angeles county River Master Plan Landscaping Guidelines and Plant Palettes.
  - a. All landscaped areas shall be designed to accommodate the future use of recycled water for irrigation purposes, including the installation of "purple pipes" or other necessary infrastructure as determined by the Bureau of Sanitation.
4. **Street Trees.** As specified in Exhibit A, the project shall provide 24 Crape Myrtle trees within the sidewalk parkway along Commercial Street and six Crape Myrtle trees on Garey Street.
5. **Signage.** Detailed sign drawings shall be submitted to the Planning Department prior to final sign off to ensure the signs comply with LAMC Section 14.4.

- ~~6. Exhibit A shall be revised to include a minimum 18-inch wide landscape buffer on both sides of the proposed property line fencing / walls where no landscaping currently exists. This will serve to accomplish the intent of this Performance Standard which is to reduce noise impacts and to enhance the aesthetic quality of the site.~~
7. The project shall not utilize barbed, razor, or concertina wire. Should barbed, razor or concertina wire be required by a Federal Agency in the future, the project will be referred back to the Director of Planning for review and approval.
8. All graffiti on the site shall be removed or painted over in the same color as the surface to which it is applied within 24 hours of its occurrence.

## B. Environmental Conditions

9. Archeological resources may be present onsite. The Zanja Madre is an early water conveyance system dating back to the founding of the City of Los Angeles in 1781 which, if present beneath the asphalt pavement on the project site, is a significant cultural resource. In order to assess the presence of the Zanja Madre and other cultural resources, the project site needs to be free of construction materials which are currently onsite. The property is currently owned by the MTA and those materials include large steel girders and materials that are not readily movable. The presence of those materials onsite would preclude any meaningful assessment of the underlying resources, if conducted at this time. After MTA has removed such materials from the property and before any new construction begins, mechanical trenching by an archeologist will take place prior to the start of construction. If significant cultural resources are encountered, the City will prepare a treatment plan prior to any earth moving activities onsite. This plan may include avoidance, recordation, excavation, or other professionally accepted methods of mitigating the effect on the resource. The City Engineer will have approval authority of the plan.

## C. Administrative Conditions of Approval

10. **Final Plans.** Prior to the issuance of any building permits for the Project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
11. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
12. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
13. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

14. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the Project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
15. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
16. ~~**Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all of the information contained in these conditions shall be recorded by the property owner in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heir, or assigns. Further, the agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a Certified Copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject file.~~
17. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees relating to or to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

## FINDINGS

### General Plan/Charter Findings

#### 1. General Plan Land Use Designation.

The proposed project site is located within the Central City North Plan Area, which was adopted by the City Council on December 15, 2000. The General Plan Amendment to the Central City North Community Plan and the Transportation Element of the City's General Plan will re-designate Hewitt Street between Commercial Street and Ducommun Street from a Collector to a Local Street.

On February 25, 2014, the Los Angeles City Council adopted Motion No. CF-14-0106, instructing LADOT and the Department of City Planning to begin the redesignation of Hewitt Street from a Collector to a Local Street. Pursuant to City Planning Case No. AA-2014-2769-PMLA, approved by the Deputy Advisory Agency on March 9, 2015, the merger of Hewitt Street was approved subject to two conditions. One Condition of Approval was that Hewitt Street be downgraded to a Local Street Classification. The importance of Hewitt Street for providing local access has been reduced as a result of changes to surrounding streets. Hewitt Street does not continue beyond Commercial Street and Ducommun Street. The reduced and modified traffic patterns in the area have arisen from the construction of the Gold Line, and the resulting cul-de-sac of Ducommun at Alameda Street as well as the changes to the 101 Freeway on and off-ramps, which were relocated to Garey and Commercial Streets from Hewitt and Commercial Streets. The second Condition of Approval for the merger of Hewitt Street required the LADOT to review and approve the merger. Per correspondence dated March 17, 2015, the LADOT does support the merger of Hewitt Street. The proposed General Plan Street Designation is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Community Plan.

#### 2. General Plan Text.

##### **Framework Element**

The Citywide General Plan Framework Element is a guide for communities to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. The Element establishes categories of land use -- Neighborhood District, Community Center, Regional Center, Downtown Center, and Mixed-Use Boulevard -- that are broadly described by ranges of intensity/density, heights, and lists of typical uses. The definitions reflect a range of land use possibilities found in the City's already diverse urban, suburban, and rural land use patterns.

The Citywide General Plan Framework text defines policies related to growth and includes policies for land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services. The proposed project would be in conformance with several goals of the Framework as described below.

*A. Transportation Chapter, Framework Element: Issue One: The Quality of life for every citizen of Los Angeles is affected by the ability to access work opportunities and essential services. It affects the City's economy as well as the living environment of its citizens. This is as true for people who must rely on travel options other than the automobile as it is for those who drive. Transportation policy needs to ensure that basic accessibility needs are met.*

*Transportation Chapter, Framework Element: Issue Two: Analysis indicate that rail and bus*

*transit improvement, transportation system management, and behavioral change (trip reduction and mode shift) strategies will all be needed to fulfill the transportation vision of the General Plan Framework Element. These strategies require significant investments in rail and bus transit, as well as public policies to encourage shifts away from the single-occupant automobile to other choices.*

In response to the growing demand for its DASH services within the Downtown area and the need to establish greater control of the operations, LADOT wishes to develop the subject property into a DASH Bus Maintenance and Compressed Natural Gas (CNG) Facility. The LADOT has the second largest fleet of buses in Los Angeles County, second only to the Los Angeles County Metropolitan Transportation Authority (Metro). Traditionally, LADOT has contracted with private operators to not only operate the buses but also to maintain, inspect and store them. As a result, and due to the length of operator contracts (typically five-years), transit facilities are Operator leased or owned and often operate in excess of individual facility design capacities. The proposed LADOT Downtown DASH Facility is the first property LADOT will develop for fleet inspection, maintenance, and bus layover, and will allow LADOT to exercise greater control over the location, design, capacity, and security of the facility. The proposed project will meet the agency's growing need for additional capacity and operational control.

The development of this project will greatly enhance LADOT's ability to provide public transportation services in the community by providing a permanent, City-owned facility specifically designed to accommodate all necessary facility functions. The site itself sits within the extensive DASH route network. This will ensure that the accessibility needs of residents, employees, and visitors to downtown Los Angeles and the Central City North Community Plan are met.

The General Plan Amendment to downgrade Hewitt Street into a local street will enable the project to create a contiguous property large enough to accommodate the requirements of the facility and will directly benefit the provision of DASH bus and Commuter Express bus service to tens of thousands of Los Angeles area commuters each day. With the downgrade of Hewitt Street, the 500 North block of Hewitt Street will be merged into a single parcel as part of City Planning Case No. AA-2014-2769-PMLA. With the merger of Hewitt Street into the subject property, the project site would be approximately 3 acres in size and can accommodate the proposed project. The importance of Hewitt Street for providing local access has been reduced as a result of changes to surrounding streets. The reduced and modified traffic patterns in the area have arisen from the construction of the Gold Line, and the resulting cul-de-sac of Ducommun at Alameda Street as well as the changes to the 101 Freeway on and off-ramps, which were relocated to Garey and Commercial Streets from Hewitt and Commercial Streets. As a result of these past and future alterations to area circulation patterns, the need to maintain Hewitt Street as a collector street is no longer applicable.

*Transportation Chapter, Framework Element: Issue Four: The Framework Element vision also promotes conserving the existing character of its residential neighborhoods (see Chapter 3: Land Use). To help achieve this goal, actions are needed to minimize or prevent the intrusion of additional traffic into the neighborhoods.*

The project site is located within the Government Support subarea of the Central City North Community Plan. The Government Support subarea is bounded by Ducommun Street, the Los Angeles River, N. Main Street, and Alameda Street. City and County uses dominate this neighborhood. The Men's Central Jail, Piper Technical Center, DWP yards and the Alameda District Specific Plan (including Union Station) are all a part of this area. The William Mead Housing complex is located off Main Street and is the only housing component in this area.

One reason that LADOT chose this site within the Central City North Plan Area's Government Support subarea, is that there is a dense network of transportation services and infrastructure surrounding the property including Los Angeles Union Station (terminus of the Metro Red and Purple lines and a central stop on the Metro Gold and Silver lines and for Metrolink and Amtrak trains), the Metro Bus Terminal (currently under construction), and Patsouras Transit Plaza, a central transfer location for the transit lines for multiple cities, Metro, and Flyaway service to three area airports. The Subject property's proximity to this dense transit network is convenient, and by locating the LADOT Downtown DASH Facility adjacent to the downtown routes its buses serve, the distance DASH Buses must travel before beginning their routes is lessened, emissions are minimized, and impacts to residential neighborhoods are eliminated.

The General Plan Amendment to downgrade Hewitt Street into a local street will enable the project to create a contiguous property large enough to accommodate the requirements of the facility and will directly benefit the provision of DASH bus and Commuter Express bus service to tens of thousands of Los Angeles area commuters each day.

### **Transportation Element**

The Transportation Element of the General Plan guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods. The Transportation Element recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focused growth in proximity to public transit.

The Project will advance numerous policies contained in the Transportation Element. Chief among them are:

#### *Street Designations:*

*Collector Streets: Collector streets are intended to assist local traffic flow to major and secondary highways. They should be located at no greater than one quarter mile intervals between parallel major or secondary highways in a grid system whenever practicable.*

The Transportation Element of the General Plan defines Collector streets as those that assist local traffic flow to major and secondary highways. Hewitt Street between Commercial Street and Ducommun Street does not currently act as a Collector street. Hewitt Street is one block long at this location and does not continue to the north or south. This section of Hewitt Street does not service any appreciable "through traffic". The majority of vehicles that utilize this section of Hewitt Street do so to gain access to the subject property and there is no logical pathway that would utilize Hewitt Street as a through-route to another destination.

The importance of Hewitt Street for providing local access has also been reduced as a result of changes to surrounding streets. Hewitt Street does not continue beyond Commercial Street and Ducommun Street. The reduced and modified traffic patterns in the area have arisen from the construction of the Gold Line, and the resulting cul-de-sac of Ducommun at Alameda Street as well as the changes to the 101 Freeway on and off-ramps, which were relocated to Garey and Commercial Streets from Hewitt and Commercial Streets. The proposed General Plan Street Designation is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Community Plan.

*Goal A: Adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles.*

In response to the growing demand for its DASH services within the Downtown area and the



need to establish greater control of the operations, LADOT wishes to develop the subject property into a DASH Bus Maintenance and Compressed Natural Gas (CNG) Facility. The LADOT has the second largest fleet of buses in Los Angeles County, second only to the Los Angeles County Metropolitan Transportation Authority (Metro). Traditionally, LADOT has contracted with private operators to not only operate the buses but also to maintain, inspect and store them. As a result, and due to the length of operator contracts (typically five-years), transit facilities are Operator leased or owned and often operate in excess of individual facility design capacities. The proposed LADOT Downtown DASH Facility is the first property LADOT will develop for fleet inspection, maintenance, and bus layover, and will allow LADOT to exercise greater control over the location, design, capacity, and security of the facility. The proposed project will meet the agency's growing need for additional capacity and operational control.

The development of this project will greatly enhance LADOT's ability to provide public transportation services in the community by providing a permanent, City-owned facility specifically designed to accommodate all necessary facility functions. The site itself sits within the extensive DASH route network. This will ensure that the accessibility needs of residents, employees, and visitors to downtown Los Angeles and the Central City North Community Plan are met.

One reason that LADOT chose this site within the Central City North Plan Area's Government Support subarea, is that there is a dense network of transportation services and infrastructure surrounding the property including Los Angeles Union Station (terminus of the Metro Red and Purple lines and a central stop on the Metro Gold and Silver lines and for Metrolink and Amtrak trains), the Metro Bus Terminal (currently under construction), and Patsouras Transit Plaza, a central transfer location for the transit lines for multiple cities, Metro, and Flyaway service to three area airports. The Subject property's proximity to this dense transit network is convenient, and by locating the LADOT Downtown DASH Facility adjacent to the downtown routes its buses serve, the distance DASH buses must travel before beginning their routes is lessened and emissions are minimized.

The General Plan Amendment to downgrade Hewitt Street into a local street will enable the project to create a contiguous property large enough to accommodate the requirements of the facility and will directly benefit the provision of DASH bus and Commuter Express bus service to tens of thousands of Los Angeles area commuters each day.

#### **Central City North Community Plan**

The Central City North Community Plan was adopted by City Council on September 16, 1997 and includes the following relevant land use objectives and policies:

*Transportation, Objective 10-1: To encourage improved local and express bus service through the Central City North community and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities and rail facilities.*

The proposed LADOT DASH facility will provide a vital service to residents, employees, and visitors of the City of Los Angeles. The development of this project will greatly enhance LADOT's ability to provide public transportation services in the community by providing a permanent, City-owned facility specifically designed to accommodate all necessary facility functions. The site itself sits within the extensive DASH route network. This will ensure that the accessibility needs of residents, employees, and visitors to downtown Los Angeles and the Central City North Community Plan are met.

One reason that LADOT chose this site within the Central City North Plan Area's Government Support subarea, is that there is a dense network of transportation services

and infrastructure surrounding the property including Los Angeles Union Station (terminus of the Metro Red and Purple lines and a central stop on the Metro Gold and Silver lines and for Metrolink and Amtrak trains), the Metro Bus Terminal (currently under construction), and Patsouras Transit Plaza, a central transfer location for the transit lines for multiple cities, Metro, and Flyaway service to three area airports. The Subject property's proximity to this dense transit network is convenient, and by locating the LADOT Downtown DASH Facility adjacent to the downtown routes its buses serve, the distance DASH Buses must travel before beginning their routes is lessened and emissions are minimized.

*Coordination Opportunities for Public Agencies: Industrial*

- 1. Encourage economic revitalization and reuse of older industrial properties for industrial uses and assist through City, State, and Federal programs.*
- 2. Assist in the aggregation of smaller, older sites to facilitate revitalization or reuse, where appropriate.*

The subject property is currently improved with two surface parking lots, unpaved areas, and a warehouse building and is comprised of approximately 25 individual lots, and the site is bisected by the 500 north block of Hewitt Street, from Commercial Street to Ducommun Street. It is in a unique area, in that it is located immediately to the south of the 101 Freeway but is impacted by an awkward local street network. Ducommun Street is a cul-de-sac to the west of the property and is closed off at Alameda Street so does not provide through access. Gary Street provides access from the south although it ends approximately 720 feet to the south at Temple Street, which provides access to points west. Temple Street dead-ends just to the east at train tracks that run parallel to the Los Angeles River. Commercial Street to the north provides access to the 101 Freeway with the on and off-ramps located at the terminus of Gary Street. Commercial Street also provides access to points west including Alameda Street, but dead-ends approximately 1,400 feet to the east of the property at train tracks that run parallel to the Los Angeles River. The adjacent street circulation network, including elevated Gold Line light-rail tracks that presently run along Commercial Street, forthcoming SCRIP and High Speed Rail projects, have diminished the importance of these streets.

With the downgrade of Hewitt Street, the 25 existing parcels would be aggregated into one (1) parcel and the 500 North block of Hewitt Street will be merged to create one (1) unique development site. With the merger of Hewitt Street into the subject property, the project site would be approximately 3 acres in size and can accommodate the proposed project. Additionally the development of the project will greatly enhance the existing site with new landscaping, new buildings, and security and lighting. The construction of the DASH facility will result in the retention of 150-155 employment positions within the Central City North area.

*Coordination Opportunities for Public Agencies: Public Transportation*

- 2. Encourage the expansion of transit programs, wherever feasible, aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.*

The construction and operation of the LADOT Downtown DASH Facility will directly support and benefit the provision of DASH Bus and Commuter Express Bus Service to tens of thousands of Los Angeles area commuters each day. This service is essential to the mobility needs of thousands of residents, employees and visitors to the area, and the development of the LADOT Downtown DASH Facility will secure LADOT's ability to serve the downtown community. DASH buses are frequented by downtown workers, residents and visitors for short day time trips. DASH is among the lowest cost options for transit users. With the downgrade of Hewitt Street, the 25 existing parcels would be aggregated into one (1) parcel and the 500 North block of Hewitt Street will be merged to create one (1) unique

development site. With the merger of Hewitt Street into the subject property, the project site would be approximately 3 acres in size and can accommodate the proposed project.

*Community Plan Design and Landscaping Requirements*

*Entryway Improvements: Provide improvements along principal streets, at major identified intersections and edges which clearly distinguish these as major entries to the City. Such improvements may include elements such as signage, landscaping, vertical pylons and/or distinctive treatments.*

Although within an industrial corner of Los Angeles, the proposed project will be viewed by the public from the 101 Freeway, Union Station, Patsaouras Plaza, Metro headquarters and aboard the Metro Gold Line Eastside Extension. Recognizing a unique opportunity to further the city's collection of well designed, inspiring, Civic architecture, the City has commissioned the development of a highly sustainable facility with iconic design to be enjoyed by the thousands of people who will view it daily.

3. **City Charter Sections 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. Section 558 of the City Charter establishes the 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 the Findings delineated below the City Planning Commission finds that the requested General Plan Amendment from the Collector Street Designation to the Local Street Designation is in substantial conformance with the purposes, intent and provisions of the General Plan.
4. The **Transportation Element** of the General Plan will be not be adversely affected by the recommended action herein.
5. The **Sewerage Facilities Element** of the General Plan will not be affected by the recommended action.
6. **Street Lights.** Any City required installation or upgrading of street lights is necessary to complete the City street improvement system to as to increase night safety along the streets which adjoins the subject property.

**Entitlement Findings**

7. **Public Benefit and Alternative Compliance Findings.** Pursuant to Section 14.00 A.3 of the LAMC, Governmental Enterprises are a public benefit use permitted in any zone. They must meet the performance standards established by LAMC Section 14.00 A.3., or alternative compliance measures approved pursuant to LAMC Section 14.00 B. The proposed project does not meet all of the performance standards and therefore must comply with LAMC Section 14.00 B and findings are required to show how the project substantially meets the goals of the performance standards established in Section 14.00 A.31. These findings are listed below:

- a. *The use is conducted in conformance with the City's noise regulations pursuant to Chapter 11 of this Code.*

Compliant. The proposed LADOT DASH Facility will be located within the Central City North Community Plan area designated with a Commercial Manufacturing

Land Use Designation. The area is developed with primarily industrial and government support services such as an LAPD vehicle storage facility, the DWP Central District Headquarters, and an LADOT equipment repair facility. The site is immediately adjacent to the 101 Freeway and just east of the elevated Gold Line light-rail tracks. Due to the proximity to significant transportation infrastructure as well as the industrial uses in the immediate area, noise from the operation of the LADOT DASH Facility will not create a substantial permanent, temporary, or periodic increase in ambient noise levels in the project vicinity.

Additionally, all equipment installed in association with the project, including bus washers, vacuum systems, CNG plants, and emergency generators will adhere to the City of Los Angeles' Noise Ordinance.

The project also includes several design solutions on site which further reduce any potential noise impacts. The project includes a 3' – 5' wide landscape buffer around the majority of the site to include trees, hedges and shrubs. The project site will also be surrounded by 12-foot tall fences and walls.

- b. *There are no outdoor public telephones on the site.*

Compliant. No outdoor public telephones will be located on the site.

- c. *No buildings are higher than any structure on adjoining property.*

Alternative Compliance Measure. The purpose of this requirement, as explained in LAMC Section 14.00 A.3(b), is to ensure that the height of new structures are similar to existing adjacent structures in the neighborhood. The proposed project will consist of a 2-story, 30'8" tall Maintenance and Operations building, a 1-story, 17-foot tall service building, pump farm and bus wash, and a 15'6" tall, 100 space parking structure.

The immediate neighborhood contains buildings at a variety of heights. Adjacent to the project site is a one-story warehouse building (owned by LADOT) to the west. To the south is a three-to-four-story LADWP building, and there are two-story warehouse buildings to the east. To the north is the 101 Freeway which does not contain any structures. Further west, but on the same block is a 7-story parking building. Therefore, the proposed project will include buildings that are higher than some adjacent structures. Yet the proposed project will be lower than other nearby structures. Given the diverse building heights in the area, the project as proposed is of a height and scale that is appropriate for the urban context of the site and is compatible with existing structures.

In addition, by building the Maintenance and Operations building at 30'8" in height, internal efficiencies are realized that enable the project to incorporate a significant amount of open space and landscaping on the ground level of the site, which provides visual relief to employees and visitors as well as noise mitigation. The two-story design also enables the design of a landmark building and a canvas for a piece of public art which will enhance the aesthetics of the project site.

As the maximum height of the proposed project is compatible with the varied heights of adjacent buildings, which range from 1-story to 7-stories, the project meets the purpose of this Performance Standard, and the requested Alternative Compliance measure is appropriate.

- d. *No guard dogs are used to patrol at night.*

Compliant. The project does not propose to utilize guard dogs.

- e. *There is no use of barbed, razor, or concertina wire.*

Compliant. As proposed and conditioned, the project will not utilize barbed, razor, or concertina wire. Should barbed, razor or concertina wire be required by a Federal Agency in the future, the project will be referred back to the Director of Planning for review and approval.

- f. *Security lighting is provided in parking areas.*

Compliant. The project proposes security lighting in parking areas. As conditioned, all light fixtures will be installed with shielding so the light source achieves the RIO Guidelines, properly illuminates public rights-of-way, and cannot be seen from the public right-of-way nor from above. Should lighting need to vary from these conditions as required by a Federal Agency, the project will be referred back to the Director of Planning for review and approval.

- g. *Setbacks are at least as deep as required for institutions by Section 12.21 C3.*

Compliant. Section 12.21 C.3 of the LAMC, "Yards for Institutions, Churches, etc." requires that in the RA and R zones, buildings must adhere to certain yard requirements. As this site is located in the CM zone it is not subject to these requirements. The CM zone does not require yards.

- h. *The property is improved with a ten foot landscaped buffer along the periphery of the property which is maintained and is equipped with an automatic irrigation system.*

Alternative Compliance Measure. The purpose of this requirement, as explained in LAMC Section 14.00 A.3(b), is to ensure that the landscaping for new structures are similar to existing adjacent properties in the neighborhood. However, none of the adjacent properties in the neighborhood to the north, south, east or west are developed with a ten-foot landscape buffer. Additionally, none of the adjacent properties provide significant on-site landscaping.

The proposed project is a LADOT Transit facility that has received funds from the United States Department of Transportation (USDOT) and the Federal Transit Administration (FTA), and as such, the Applicant is required to follow the USDOT/FTA Transit Security Design Considerations which discourage landscape areas around the facility that may create hiding spaces. The project requests an Alternative Compliance measure to permit a reduced landscape buffer. The project requests to provide a maximum 3-foot landscape buffer along Commercial Street, a maximum 5-foot landscape buffer along Garey Street, and a maximum 5-foot landscape area within the property line along portions of Ducommun Street.

The proposed project does accommodate a maximum 3-foot landscape buffer along Commercial Street, a maximum 5-foot landscape buffer along Garey Street, and a maximum 5-foot landscape area within the property line along portions of Ducommun Street (these landscape buffers/areas include the

required perimeter security fence). While adhering to the USDOT/FTA Transit Security Design Considerations, the project design has also incorporated the following features: a variable (maximum 15-foot) landscape area within the Subject Property adjacent to the corner of Garey Street and Ducommun Street, a variable (maximum 30-foot) landscape area leading up to the main entrance of the Maintenance and Operations building on the Commercial Street frontage; and incorporation of an approximately 915 square-foot, lushly landscaped interior garden space that is both accessible to employees from the lunch room and visible to riders on the Metro Gold Line.

The project does propose a variety of trees both on-site and within the public right of way. As an Alternative Compliance Measure the project proposes, and is thus conditioned to provide, 24 Crape Myrtle trees within the sidewalk parkway along Commercial Street. Within the site, the project proposes to provide seven (7) Lombardy Poplar trees, 11 Strawberry trees, one (1) Coast Live Oak tree, and 23 Brisbane Box trees.

This will serve to accomplish the intent of this Performance Standard which is to ensure that landscaping for new projects is similar to adjacent properties and to improve the aesthetic quality of the site.

Since no adjacent properties contain the required 10-foot landscape buffer, the project exceeds the landscaping standards of adjacent properties. Accordingly, the project meets the purpose of this Performance Standard, and the requested Alternative Compliance measure is appropriate.

- i. *Parking areas are landscaped pursuant to the requirements of Section 12.21 A.6.*

Alternative Compliance Measure. The purpose of this requirement, as explained in LAMC Section 14.00 A.3(b), is to ensure that the landscaping for new parking areas is similar to existing adjacent properties in the neighborhood. There are surface parking areas adjacent to the subject property. However, none of these surface parking areas meet the landscape requirements contained in Section 12.21 A.6 of the LAMC. In fact, adjacent surface parking areas contain extremely minimal landscaping.

Similarly, the parking areas for the proposed project are not landscaped pursuant to the requirements of Section 12.21 A.6. The parking areas for the proposed project are constrained by their planned function as well as security issues. In addition to the solar shade structures that are part of the proposed project design, the parking areas include landscaping where appropriate and in accordance with the USDOT/FTA Transit Security Design Considerations. Solar panels will be incorporated down the center of DASH bus parking, and along the Service Building to cantilever over a portion of the bus parking. Additionally, solar panels are planned over the auto parking on the top level of the employee Parking Structure. However, as described above, the project does provide and is conditioned to provide landscaping around the perimeter of the surface parking area.

Although the proposed project will not be landscaped in full compliance with LAMC 12.21 A.6, the landscaping provided will be a significant improvement over adjacent sites which contain minimal landscaping. Accordingly, the project meets the purpose of this Performance Standard, and the requested Alternative Compliance measure is appropriate.

- j. *Only one identification sign is displayed on the site and it is on the building face. The sign does not exceed 20 square feet, and does not extend more than two feet beyond the wall of the building, and does not project above the roof ridge or parapet wall (whichever is higher) of the building.*

Alternative Compliance Measure. The purpose of this requirement, as explained in LAMC Section 14.00 A.3(b), is to ensure that proposed signs do not exceed the size or number of those located on the same block or across the street from the site. The adjacent properties contain a wide variety of sign quantities and sizes. Across the street from the site to the south is the DWP Central District Headquarters. Along the Ducommun Street frontage, this site contains two (2) signs ranging from two (2) to five (5) square feet as well as directional signage into the parking garage. Along the Temple Street frontage this site contains five (5) signs which range in size from approximately two (2) square feet to eight (8) square feet. The site to the east of the proposed project does not contain any signs. In the same block of the proposed project there are additional signs. There are two (2) signs along the Ducommun Street frontage that total approximately six (6) square feet and ten (10) signs on Commercial Street including a double-sided pole sign advertising public parking and a wall sign. These signs range in size from approximately three (3) square feet to the wall sign which is approximately 250 square feet.

Because of the large project site with frontages on three Collector Streets, the project proposes more than one (1) sign. There will be four (4) signs for the LADOT Downtown DASH Facility. A 25' x 10', illuminated, LADOT Identification Sign is proposed, at the eastern end of the M & O building, as indicated in the project elevations. This sign will be designed with vertical slates that create an artistic design feature that contributes to the total square footage. An approximately 4' x 6', double-sided, Monument Sign is proposed to be located on the project site, between the M & O building and the parking garage, along Commercial Street. The proposed sign is 24 SF on each sign face. Finally, two 3' x 3' Informational Signs, indicating Bus Entry Only, Bus Exit, and Deliveries are proposed to be located at the Ducommun Street ingress and egress points. The signs are nine (9) square feet in size.

As conditioned, wall signs will comply with the projection limitations contained within this Performance Standard. Additionally as conditioned detailed drawings will be submitted to the Planning Department prior to final sign off to ensure the signs comply with the LAMC Section 14.4. Elevations of all proposed signs will be provided to ensure compliance.

Given the broad range of sign quantities and sign sizes on adjacent properties, the proposed signs will be compatible with and will not exceed the size or number of adjacent signs. Accordingly, the project substantially meets the purpose of this Performance Standard, and the requested Alternative Compliance measure is appropriate.

- k. *Security night lighting is shielded so that the light source cannot be seen from adjacent residential properties.*

Compliant. There are no adjacent residential properties. As conditioned, all lighting will meet the guidelines contained in the RIO Specific Plan and will be

designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

- i. *All graffiti on the site is removed or painted over in the same color as the surface to which it is applied within 24 hours of its occurrence.*

Compliant. As conditioned, all graffiti on the site will be removed or painted over in the same color as the surface to which it is applied within 24 hours of its occurrence.

- m. *The use meets the parking requirements of Section 12.21 A.*

Compliant. Section 12.21 A.4 of the LAMC provides the off-street automobile parking requirements for various land uses. The M&O Building and Service Island Building are characterized as a "commercial and industrial building" per the LAMC and thus requires one (1) parking space for each 500 square feet of floor area. The M&O Building is approximately 21,867 square feet in size which requires 44 parking spaces. The Service Island Area contains buildings of approximately 6,829 square feet and requires 14 parking spaces. The project is proposing a 100 vehicle parking garage which exceeds the 58 (44 + 14) parking space requirement.

LAMC Section 12.21.A.16(a)(2) requires bicycle parking for industrial uses. Industrial uses are required to provide one (1) short-term and one (1) long-term bicycle parking space per each 10,000 square feet of floor area with a minimum of two each. The M&O Building is approximately 21,867 square feet in size which requires two (2) long-term and two (2) short term bicycle parking spaces. The Service Island Area contains buildings of approximately 6,829 square feet and requires 1 long-term and 1-short term bicycle parking space. The total project therefore requires three (3) short-term and three (3) long-term bicycle parking spaces. The project is providing (4) short-term and four (4) long-term bicycle parking spaces.

Therefore the project complies with this Performance Standard.

- n. *The site is a corner site.*

Compliant. The project site has frontages on three (3) streets – Commercial Street, Garey Street, and Ducommun Street and therefore is a two-corner lot. The project complies with this Performance Standard.

- o. *The majority of the frontage is on a major or secondary highway.*

Alternative Compliance Measure. The purpose of this Performance Measure is to ensure safe vehicular ingress and egress to the site and to ensure that traffic does not exceed the current level of service. Ingress and egress to the main buildings on the site must be sufficient to accommodate expected usage by the occupants of the facility. Access to and from the site should be sufficient to meet police and fire safety needs beyond the explicit requirements of City codes as determined by the Police, Fire, and Building and Safety Departments.

Commercial Street, Ducommun Street and Garey Street are all designated as "Collector Streets" and are not major or secondary highways. However, the site is uniquely located in that is located immediately to the south of the 101 Freeway.



The project trip generation estimates indicated there would be a net increase of 30 a.m. peak hour trips and 10 p.m. peak hour trips, which were below the LADOT threshold (43) trips requiring a full traffic impact study. The intersections nearest to the project site are now and are projected to continue operating acceptably with the construction of the proposed project. Pursuant to Planning Case No. AA-2014-2769-PMLA the Advisory Agency approved the proposed project as conditioned by the Department of Building and Safety, the Department of Transportation, and the Fire Department. As conditioned in this report, approval of access to and from the site will be approved by the Los Angeles Police Department as required pursuant to LAMC Section 14.00 A.3(b). Therefore, the proposed project will not create a significant impact to the surrounding street system.

- p. *All streets, alleys and sidewalks adjoining the property meet standard street dimensions.*

Alternative Compliance Measure. The purpose of this Performance Measure is to ensure safe vehicular ingress and egress to the site and to ensure that traffic does not exceed the current level of service. Ingress and egress to the main buildings on the site must be sufficient to accommodate expected usage by the occupants of the facility. Access to and from the site should be sufficient to meet police and fire safety needs beyond the explicit requirements of City codes as determined by the Police, Fire, and Building and Safety Departments. Currently, as shown on the chart below, none of the adjacent streets meet standard dimensions.

	Right-of-Way Width (feet)		Sidewalk Width (feet)	
	Required	Current Dimension	Required	Current Dimension
Commercial Street	64	50	8	8
Garey Street	64	50	8	7
Ducommun Street	64	57	8	6
Hewitt Street	64	62	8	5

However, as directed by a Council Motion and as approved by the Deputy Advisory Agency, no additional dedications to surrounding streets are required. On February 25, 2014 the City Council Transportation Committee adopted Council Motion No. 14-0106 directing the Department of Public Works to impose no setback, street dedications, widening, or landscaping requirements on Commercial, Garey, or Ducommun Streets, in order to meet the needs and requirements of the proposed project. The memo issued by the Department of Public Works, Bureau of Engineering did not list any required street dedications or widening requirements. Per the City Council Motion and the Bureau of Engineering memo, the proposed project would be required to improve Commercial Street, Ducommun Street, and Garey Streets by repairing curb, gutter, sidewalk, and roadway pavement. Pursuant to City Planning Case No. AA-2014-2769-PMLA, approved by the Deputy Advisory Agency on March 9, 2015, no additional dedications are required. Additionally, per this action no new street trees are required. However, as shown on Exhibit A, Landscape Plans there will be 24 new street trees within the sidewalk parkway on Commercial Street. The applicant must improve Commercial, Garey and Ducommun Streets by repairing and replacing any damaged curb, gutter, sidewalk and roadway pavement. The applicant must also construct five (5) new street lights on Commercial Street and two (2) new street lights on Garey Street. There are four

(4) existing street lights on Ducommun Street.

As previously discussed, the site is uniquely located in that it is immediately to the south of the 101 Freeway. Additionally, changes to the adjacent street circulation including elevated Gold Line light-rail tracks that presently run along Commercial Street, forthcoming SCRIP and High Speed Rail projects, and the creation of a cul-de-sac on Ducommun which eliminates through traffic have diminished the importance of these streets. As a result of these past and future alterations to area circulation patterns, the need to bring Commercial Street, Ducommun Street, and Garey Street up to standard street dimensions is no longer applicable.

The project trip generation estimates indicated there would be a net increase of 30 a.m. peak hour trips and 10 p.m. peak hour trips, which were below the LADOT threshold (43) trips requiring a full traffic impact study. The intersections nearest to the project site are now and are projected to continue operating acceptably with the construction of the proposed project. Pursuant to Planning Case No. AA-2014-2769-PMLA the Advisory Agency approved the proposed project as conditioned by the Department of Building and Safety, the Department of Transportation, and the Fire Department. As conditioned in this report, approval of access to and from the site will be approved by the Los Angeles Police Department as required by LAMC Section 14.00 A.3(b). Therefore, the proposed project will not create a significant impact to the surrounding street system. Accordingly, the project substantially meets the purpose of this Performance Standard, and the requested Alternative Compliance measure is appropriate.

### **CEQA Findings**

8. Pursuant to Public Resources Code Section 21166, and CEQA Guidelines Section 15162, the project changes as set forth in the July 30, 2014 application do not trigger the need for an Environmental Impact Report or a subsequent Negative Declaration. Pursuant to CEQA Guidelines Section 15164(b), none of the conditions described in Guidelines Section 15162 calling for the preparation of an EIR or subsequent negative declaration have occurred, and thus, the City has prepared an addendum pursuant to Guidelines Section 15164(a). Prior to making its determination on the project and pursuant to CEQA Guidelines Section 15164(d), the City has considered the January 29, 2015 addendum. The previously adopted Mitigated Negative Declaration, adopted on September 20, 2006 by City Council, and Addenda dated October 27, 2011 and January 29, 2015 adequately serve as the environmental clearance for the project.

The Mitigation Monitoring Plan (MMP) has been prepared in accordance with Section 21081.6 of Public Resources Code and Section 15097 of the CEQA Guidelines, which requires a Lead or Responsible Agency that approves or carries out a project where an MND has identified significant environmental effects to adopt a "reporting or monitoring program for the changes to project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." The City is the Lead Agency for the proposed project.

The MMP, attached as Exhibit C-1, is designed to monitor implementation of all feasible mitigation measures as identified in the MND for the proposed project. The Project applicant shall be obligated to provide certification prior to the issuance of site or building

plans that compliance with the required mitigation measures has been achieved. All departments listed are within the City unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project applicant unless otherwise noted.

**DETERMINATION LETTER**  
**CPC-2014-2768-GPA-PUB**  
**MAILING DATE: 04/30/15**

Brad Rosenheim  
Rosenheim & Assoc., Inc.  
21600 Oxnard Street #460  
Woodland Hills, CA 91367

Kevin Ocubillo  
Council District 14  
City Hall, Room 465  
**Mail Stop #223**

Blake Lamb  
City Planner  
City Hall, Room 621  
**Mail Stop #395**

GIS/Fae Tsukamoto  
City Hall, Room 825  
**Mail Stop #395**