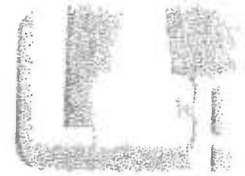




DEPARTMENT OF CITY PLANNING
RECOMMENDATION REPORT



ITEM 6

City Planning Commission

Date: April 9, 2015
Time: After 8:30 A.M.
Place: City Hall, 3rd Floor
Board of Public Works Hearing Room
200 North Spring Street, Room 350
Los Angeles, CA 90012

Public Hearing: February 26, 2015
Appeal Status: Public Benefits Approval
appealable to City Council
Expiration Date: April 11, 2015

Case No.: CPC-2014-2768-GPA-PUB
CEQA No.: WO-E1904503-REC2
Related Cases: AA-2014-2769-PMLA
Council No.: 14 – Huizar
Plan Area: Central City North
Specific Plan: None
Certified NC: Historic Cultural
GPLU: Commercial Manufacturing
Zone: CM-1-RIO

Applicant: City of Los Angeles, Bureau
of Engineering

Representative: Tricia Robbins Kasson /
Brad Rosenheim,
Rosenheim and Associates

PROJECT LOCATION: 454-462 and 506 Commercial Street, 459-461 and 503-511 E. Ducommun Street

PROPOSED PROJECT: The demolition of an existing manufacturing warehouse, a storage building, and surface parking area and the construction of an Los Angeles Department of Transportation (LADOT) Bus Maintenance and Compressed Natural Gas (CNG) Fueling Facility. The project will consist of 30'8" tall, 21,867 square foot maintenance and operations building; a 15'6" tall, 100 space parking structure; a compressed natural gas fueling facility; and a surface parking area for approximately 70 DASH buses that includes a 6,829 square foot Service Building, service area, fueling station, and bus-washing bay. The project site is approximately 3 acres. The project also includes a General Plan Amendment for the re-designation of Hewitt Street between Commercial Street and Ducommun Street from a Collector Street to a Local Street to accommodate a future street merger.

- REQUESTED ACTION:**
1. Pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162 and 15164, find that the previously adopted **Mitigated Negative Declaration**, adopted on September 20, 2006 by City Council, and Addendum dated October 27, 2011, together with the proposed Addendum (WO-E1904503-REC2) adequately serve as the environmental clearance for the project. **Adopt** the proposed Mitigation Monitoring Program.
 2. Pursuant to Section 11.5.6 of the LAMC 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.
 3. Pursuant to Section 14.00 A.3 of the LAMC 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.

4. Pursuant to Section 14.00 B an **Alternative Compliance Approval for a 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 the 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.


RECOMMENDED ACTIONS:

1. Pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162 and 15164, **Find** 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.
2. **Approve and Recommend** the City Council Approve 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.
3. **Approve 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.
4. **Approve 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.


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PROJECT ANALYSIS

Project Summary

The proposed project is the construction of a Los Angeles Department of Transportation (LADOT) DASH Bus Maintenance and Compressed Natural Gas (CNG) Facility that will function as a maintenance and operations building, a fueling facility, parking structure, and surface parking for approximately 70 DASH buses. The proposed maintenance and operations building will contain 21,867 square feet of floor area and will be approximately 30'8" tall. The parking structure will accommodate 100 cars and will be approximately 15'6" tall. The Service Island will include a 6,829 square foot Service Building with storage areas and restroom facilities for staff. The project will demolish an existing manufacturing warehouse, a storage building, and surface parking area for the construction of the project.

In order to create a contiguous property large enough to accommodate the requirements of the facility, the 500 North block of Hewitt Street is proposed to 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. However, Hewitt Street is currently identified as a Collector Street in the Central City North Community Plan and the Transportation Element of City's General Plan, and therefore a General Plan Amendment is required in order to re-designate Hewitt Street to a Local Street to accommodate the proposed merger.

Maintenance and Operations Building

The 21,867 square-foot Maintenance and Operations Building (M&O Building) will provide facilities for DASH vehicle maintenance, operator facilities, and administrative spaces for operations and management. The ground floor will house six service bays, a fueling station and a bus-washing bay. The second floor will provide administrative offices, conference rooms, a dispatch room, and a breakroom for administrative staff. Driver facilities will include restrooms, showers, a dayroom/breakroom, an exercise room, and training room.

Service Island

The Service Island will provide fueling, general vehicle maintenance and fluid top-off, tire inflation, and data download from onboard computer systems, inspection, and interior and exterior cleaning. Two service lanes will be provided, one with an automatic drive-through wash rack. The service lanes are designed to accommodate DASH buses (35 feet in length) and also the potential fueling of the larger/longer Commuter Express buses (45 feet in length) without any queuing onto public streets. The Service Island will also include a 6,829 square foot Service Building with storage areas and restroom facilities for staff. A Southern California Gas Company natural gas line presently runs under Garey Street and will provide Natural Gas service to the site via an underground extension to on-site CNG compressors. From there, CNG piping will extend to the fueling stations at the Service Island and four CNG storage/process vessels will be installed to facilitate the fueling process.

Parking

On-site parking will be provided for up to 70 DASH buses and 64 Commuter Express buses when the DASH buses are in use and the parking spaces are available. Buses will be queued in a stacked arrangement with bypass lanes to ensure maneuvering flexibility. Buses will enter and exit the site via Ducommun Street.

A two-story, 100-space employee parking structure will be developed on the north-western portion of the project site, adjacent to the M&O Building. The parking structure has in and out access via Commercial Street.

Operations

The DASH Facility will operate 24-hours a day, seven days a week. It is anticipated that 110 Operators will be dispatched from this facility daily. A total of approximately 150-155 full-time staff will be located at the LADOT Downtown DASH Facility over the course of a normal 24-hour day including approximately 110 coach operators and 40-45 administrative and support personnel, including mechanics, dispatchers, road supervisors, service attendants, inventory control personnel and managers. Commuter Express operators may be on site during the midday layover, from 10:00 AM to 3:00 PM, Monday through Friday. Operator, Dispatch, and supervising staff will work at the facility during staggered shifts from 4:30 am to 9:00 pm daily, with staggered Operator sign-ins from 5:27 am through 7:00 am. The morning Crew Dispatch and Road Supervisor shift is from 4:30 am through 1:30 pm and the evening Crew Dispatch and Road Supervisor shift is from 12:00 pm through 9:00 pm, with a 1.5-hour shift overlap to ensure a complete shift change. Maintenance, Utility/Fueling Crews, and Security employees work several shifts during a 24-hour period, seven days a week. All buses will roll out in the early morning hours, from 5:45 am – 7:15 am, prior to morning peak traffic.

Requested Actions*General Plan Amendment*

The applicant is requesting a General Plan Amendment to the Central City North Community Plan and the Transportation Element of the City's General Plan to re-designate Hewitt Street between Commercial Street and Ducommun Street from a Collector to a Local Street. On March 9, 2015 City Planning Case No. AA-2014-2769-PMLA approved the merger of approximately 25 existing lots and Hewitt Street in order to create one (1) contiguous parcel for the subject property. However, in order to merge Hewitt Street into one (1) contiguous parcel with the other 25 lots, Hewitt Street must be downgraded to a local street as only local streets can be merged with other lots.

Public Benefit Project

Governmental Enterprises are a Public Benefit in any zone, per the LAMC Section 14.00 provided they comply with certain performance standards or seek an Alternative Compliance. While the proposed use, a "bus storage and maintenance facility" is normally not permitted in the CM zone, it may be classified as a Public Benefit if operated by a Governmental Enterprise. The project applicant is the Los Angeles Department of Transportation, which is considered a Governmental Enterprise and therefore is able to take advantage of the Public Benefits provision of the LAMC.

Alternative Compliance – Public Benefit Project

Public Benefit projects must meet certain performance standards, per the LAMC. If those performance standards are not met, then the project must meet alternative compliance measures. The proposed project is asking for the following deviations: (a) to permit proposed structures to be higher than any structures on the 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.

Background

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 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 Mens 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.

The subject property is currently improved with two surface parking lots 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. Pursuant to City Planning Case No. AA-2014-2769-PMLA, approved on March 9, 2015, the merger of approximately 25 existing lots and Hewitt Street has been approved in order to create one (1) contiguous parcel for the subject project. However, in order to merge Hewitt Street into one (1) contiguous parcel with the other 25 lots, Hewitt Street must be downgraded to a local street as only local streets can be merged with other lots.

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.

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 prepared a Feasibility Study for the proposed project in 2006. Subsequently, the Los Angeles Bureau of Engineering prepared and certified a Mitigated Negative Declaration (MND - dated March 9, 2006) for an earlier iteration of the proposed project. After that, the proposed project was listed within the Regional Transportation Plan (RTP) and LADOT obtained a \$33 million grant from the Federal Transit Administration's (FTA) Section 5307 program for the purchase of land, and design and construction of the LADOT Downtown DASH Facility. Due to the receipt of FTA Section 5307 Grant funds, the design of the facility is required to "increase the ability of the transportation system to support homeland security" and to incorporate United States Department of Transportation / FTA Transit Security Design Consideration requirements.

LADOT chose this site for several reasons. The site is located over an existing CNG transmission line, which eliminates the need to truck in CNG to the facility or to maintain large storage tanks. Because the site is within the Central City North Plan Area's Government Support subarea, 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.

Two forthcoming regional transportation projects are expected to impact the Subject property. To the extent that the Southern California Regional Interconnector Project (SCRIP) (intended to

connect Union Station's current 'stub-end' tracks directly to the south of the station to create a continuous Metro route) and the Los Angeles County segment of the California High-Speed Rail (CHSR) system (which is expected to connect to Union Station with the CHSR terminal proposed near the intersection of Vignes Street and Ramirez Street to the north of the 101 Freeway) are both currently designed to cross over the proposed LADOT Downtown DASH Facility. The facility, therefore, has been designed to accommodate these important regional transportation infrastructure projects.

Description of the Property

The proposed project site is located within the Government Support subarea of the Central City North Community Plan. The site is zoned CM-1-RIO. The "RIO" or River Improvement Overlay District is an ordinance which became effective on August 20, 2014. It is a special use district along the Los Angeles River corridor that requires projects to comply with certain guidelines. The subject property is located within the "Outer Corridor" of the RIO which addresses issues such as landscaping, lighting, and location of mechanical equipment. The Commercial Manufacturing Zone (CM Zone) permits uses allowed in the C2 zone (with restrictions on residential uses), certain lighter manufacturing and industrial uses which are limited mainly to uses that process, fabricate, or assemble finished parts or products and which have limited impacts to adjacent properties. While the proposed use, a "bus storage and maintenance facility" is normally not permitted in the CM zone, it may be classified as a Public Benefit if operated by a Governmental Enterprise. The project applicant is the Los Angeles Department of Transportation, which is considered a Governmental Enterprise and therefore is able to take advantage of the Public Benefits provision of the LAMC.

The project site consists of 25 parcels currently improved with two surface parking lots and one warehouse. It is bounded by Commercial Street to the north, Ducommun Street to the south, an existing LADOT equipment repair facility to the west, and Garey Street to the east. The north 500 block of Hewitt runs through the property from north to south. Hewitt Street is a designated Collector Street. The east portion of the project site is lined by an approximately 6-foot tall chain link fence and consists of a paved surface parking lot and unpaved areas. The west portion of the project site, across Hewitt Street, is lined with a combination of a 6-foot tall chain link fence and concrete walls. This portion of the site also contains the 1-story warehouse building.

The site is immediately south of the 101 Freeway and immediately south and east of the elevated Gold Line light-rail tracks (which cross over the 101 Freeway).

Access to the site is achieved via Commercial Street or Garey Street. 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. Garey 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. Commercial Street is classified as an improved Collector Street. Ducommun Street is classified as an improved Collector Street. Garey Street is an improved Collector Street. Hewitt Street is classified as an improved Collector Street; however the applicant has requested a General Plan Amendment to downgrade Hewitt Street from a Collector Street to a Local Street.

Surrounding Properties

To the east of the project site are commercial manufacturing buildings zoned CM-1 (across Garey Street) which includes an LAPD vehicle storage facility. To the west of the project site is an existing LADOT equipment repair facility. To the north of the project site is the 101 Freeway

and elevated Gold Line light-rail tracks. To the south of the site is a large City of Los Angeles Department of Water and Power Central District Headquarters.

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.

The subject property is immediately to the south (and across the 101 Freeway) of Los Angeles Union Station, which is the terminus for the Metro Red and Purple heavy rail lines and a central stop on the Metro Gold and Silver lines and for Metrolink and Amtrak trains, the Metro Bus Terminal currently being constructed at Vignes Street and Cesar E Chavez Avenue, and Patasouras Transit Plaza, which is a central transfer location for the transit lines for multiple cities, Metro, and Flyaway service to the three area airports, other area and school shuttles, and DASH Route D, which provides service from Union Station to South Park and connects with Downtown DASH routes B (servicing Chinatown to the Financial District), A (servicing Little Tokyo to City West), and E (servicing City West to the Fashion District).

Streets and Circulation

Commercial Street: Adjoining the property to the north is currently a Collector Street required to have a right-of-way width of 64 feet and a half width of 32 feet (24-foot roadbed and 8-foot sidewalks). As currently configured, Commercial Street has a right-of-way width of 50 feet and an 8-foot wide sidewalk adjacent to the project site. However, 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.

Garey Street: Adjoining the property to the east is currently a Collector Street required to have a right-of-way width of 64 feet and a half width of 32 feet (24-foot roadbed and 8-foot sidewalks). As currently configured, Garey Street has a right-of-way width of 50 feet and a seven (7) foot sidewalk adjacent to the project site.

Ducommun Street: Adjoining the property to the south is currently a Collector Street required to have a right-of-way width of 64 feet and a half width of 32 feet (24-foot roadbed and 8-foot sidewalks). As currently configured, Ducommun Street has a right-of-way width of 57 feet and a six (6) foot sidewalk adjacent to the project site.

Hewitt Street: Running north south through the site, Hewitt is currently a Collector Street required to have a right-of-way width of 64 feet and a half width of 32 feet (24-foot roadbed and 8-foot sidewalks). As currently configured, Hewitt Street has a right-of-way width of 62 feet with and a five (5) foot sidewalk. This application includes a request for a General Plan Amendment to re-designate this section of Hewitt Street from a Collector to a Local Street in order to accommodate the merger of Hewitt Street into adjacent lots.

Relevant Cases

Ordinance No. 183145 – On July 2, 2014, the Los Angeles City Council adopted an Ordinance to authorize the establishment of the River Improvement Overlay Districts (RIO) and River Design Guidelines for designated areas adjacent to the City's waterways. The Subject property is within the boundaries of the RIO District.

Ordinance No. 183144 – On July 2, 2014, the Los Angeles City Council adopted an Ordinance to establish the River Improvement Overlay District (RIO) and amend the zoning map accordingly. The Subject property is within the boundaries of the RIO District.

CF-14-0106 - 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 and the Bureau of Engineering and the Department of City Planning to seek no further dedication of land on Commercial, Garey, or Ducommun Streets abutting the Subject property.

CPC 1995-0352-CPU - On December 15, 2000, the Los Angeles City Council approved the Central City North Community Plan Update Program and adopted Ordinance No. 174327, which became effective on January 5, 2002.

Issues

PVP Comments

On March 3, 2015 the Planning Department's Professional Volunteer Program (PVP) reviewed the design of the project. The PVP had some design concerns about landscaping, lighting and bus movements and also had broader questions about the project's relationship with regional transportation projects and why the particular site was chosen in the context of existing and future plans for the area.

Regarding landscaping and lighting, the PVP recommended that site landscaping be provided around the entirety of the site and should be both inside and outside of any fence or wall in order to reduce noise impacts to adjacent properties and users of the subject project. The PVP also recommended that additional pedestrian level lighting be added to illuminate the public right of way. This could be accomplished by placing lighting on the proposed fence or as standalone lighting.

In addition to the PVP comments regarding landscaping and lighting, the RIO limits the maximum amount of lighting, requires lights be shielded, and requires certain types of landscape materials.

One constraint to the additional lighting and landscaping is that due to receipt of Federal Transit Administration (FTA) 5307 Grant funds, the design of the facility is required to incorporate United States Department of Transportation / FTA Transit Security Design Consideration requirements. Therefore, conditions of approval are included that require the additional lighting and landscaping be in conformance with RIO and Alternative Compliance for Public Benefits unless otherwise required by the FTA.

The PVP questioned how the site was chosen and requested information about the regional transportation projects Southern California Regional Interconnector Project (SCRIP) and High Speed Rail. There was concern that the area is in transition and that the proposed use was not the best use for the site. As described above, the site was designed to accommodate the SCRIP and High Speed Rail projects. LADOT chose this site because of existing roadway and CNG infrastructure and adjacency to the DASH routes.

All comments were relayed to the Project Team.

Public rights of way

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.

On February 25, 2014, the Los Angeles City Council adopted Council 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. 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 other Condition of Approval required for the merger of Hewitt Street was that the Department of Transportation was in support of the merger. Per correspondence dated March 17, 2015, the Department of Transportation does support the merger of Hewitt Street.

Conclusion

Based on the information submitted, public input including the public hearing, the project's compliance with the Central City North Community Plan, and mandatory findings for the requested entitlements, the Department of City Planning recommends that the City Planning Commission approve the project as recommended. Not only is the project consistent with the Central City North Community Plan, it fulfills several of the Community Plan's Goals and objectives. The Project will also be consistent with all Elements of the General Plan. The project will improve a site containing surface parking, unpaved areas, and a defunct warehouse with LADOT's first facility for fleet inspection, maintenance and bus layover. The proposed project is an attractively designed piece of civic architecture, with landscaping and amenities that will be viewed by passersby (including Gold Line passengers) as well as utilized by employees. It will serve an important function, is well located and sited, and well designed. The re-designation of Hewitt Street more accurately reflects its function as it does not continue in either direction and primarily serves the adjacent parcels. Additionally, the re-designation will enable the merger of Hewitt Street and the site will be developed as efficiently as possible.

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.
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.
4. **Street Trees.** As specified in Exhibit A, the project shall provide 24 Crape Myrtle trees within the sidewalk parkway along Commercial 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. Garey 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 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 an area of Central City North 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, which as conditioned will have a minimum 18-inch landscape buffer to reduce noise impacts and improve aesthetics.

- 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 structures. The proposed project will consist of a 30'8" tall maintenance and operations building and a 15'6" tall, 100 space parking structure. Adjacent to the project site is a one-story warehouse building (owned by LADOT) to the west, a three-to-four-story LADWP building to the south, and two-story warehouse buildings to the east. To the north is the 101 Freeway which does not contain any structures. Therefore, the proposed project will include buildings that are higher than adjacent structures.

However, 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.

- 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 proposed project is an 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 for 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' landscape buffer along Commercial Street, a maximum 5' landscape buffer along Garey Street, and a maximum 5' 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 a variable (maximum 15') landscape area within the Subject Property adjacent to the corner of Garey Street and Ducommun Street, a variable (maximum 30') landscape area leading up to the main entrance of the Maintenance and Operations building on the Commercial Street frontage, and the project design calls for the incorporation of an approximately 915 square-foot, lushly landscaped interior garden space that is both accessible to employees from the employee 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.

Additionally, as conditioned, the project plans will 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.

Accordingly, the project substantially 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 parking areas are not landscaped pursuant to the requirements of Section 21.12 A.6, which specifies trees, lighting, and other improvements in order to enhance aesthetics as well as environmental mitigation. The parking areas 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.

- 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. There will be three signs for the LADOT Downtown DASH Facility. Signs for the LADOT Downtown DASH Facility will include a monument sign on Commercial Street between the Parking Structure and the Maintenance and Operations building, and wall-mounted signs on Ducommun for bus entry and bus exit, and delivery. Additionally, the LADOT Logo will be incorporated, as a Public Art component, on the northern side of the project.

Because of the large project site with frontages on three Collector Streets, the project requires more than one (1) wall sign and thus proposes two (2) wall signs and one monument sign.

As conditioned, 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.

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 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.

- l. *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 Building is 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 Building is 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 that the surrounding street system is not negatively impacted by the construction of the proposed project. 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 it 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. 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 that the surrounding street system is not negatively impacted by the construction of the proposed project, to ensure accessibility, and to bring the adjacent streets up to current standards. 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.

Finally, the project does not create any significant traffic impacts. 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 in an acceptable fashion with the construction of the proposed project. 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.

PUBLIC HEARING AND COMMUNICATIONS

Summary of Public Hearing Testimony and Communications Received

The Public Hearing on this matter was held at Los Angeles City Hall, 200 North Spring Street, 10th Floor Hearing Room 1050, Los Angeles, CA 90012 on Thursday, February 26, 2015, at 10:00 AM.

A total of three (3) speakers provided testimony and one of the speakers has also submitted two written comment letters.

Public Comments

Commenter #1

At the public hearing, a neighboring property owner expressed concerns regarding the project. The property owner's business is housed in a nearby building. His business involves research and development. The proposed project will exacerbate current issues regarding noise. In particular, current development patterns create a "sound tunnel" and the construction of the bus maintenance facility will make it worse with the introduction of buses traveling nearby roads, and the noise of the new facility. LADOT should be required to comply with the landscaping rules. There should be a 15' sound wall around the entire site.

This neighboring property owner has also submitted two written comment letters which describe, in further detail, concerns regarding the proposed project. The issues include (1) that the area is not zoned for the use and is not in conformance with the arts district redevelopment goals; (2) that the noise will negatively affect the individual's business; (3) being downwind from this facility will cause dangerous odors to come into the building; (4) the current number of buses will grow to hundreds of buses causing noise and congestion.

The individual also provided photos demonstrating that the Arts District BID is active in the area, and therefore the neighborhood should be considered the Arts District.

Commenter #2

At the public hearing, a neighboring business owner expressed concerns about the closure of Hewitt Street. In particular, the individual's baking business must accommodate large trucks that utilize Hewitt Street in order to exit the area. Closing Hewitt Street will negatively impact this truck traffic. Additionally, the individual wanted to ensure that future employees would be required to park on site so they would not utilize street parking. Finally, the use should not be permitted as it is in the CM zone and is therefore not an allowed use. The City is taking this large site and making it difficult for other businesses to find manufacturing space.

Representative from Council District 14

A representative from Council District 14 spoke at the public hearing in support of the project. The proposed project has a good design and this is a good location for it. The area has long supported public facilities and it's appropriate to build this facility here.