



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



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