

## MOTION

## TRANSPORTATION

Beginning in 2010 and over the past decade, the City has approved land use entitlements for the development of apartments on property located at 10951-10955 Wilshire Boulevard and 1151-1157 Gayley Avenue in the Westwood community, known as the Wilshire Gayley project, with strong support from residents and businesses. The project has been pursuing building, grading, shoring, and other permits from LADBS since 2018, and has nearly completed clearances required to pull permits and begin construction.

The Los Angeles County Metropolitan Transportation Authority (Metro) is currently building the Purple (D Line) Extension Transit Project, including construction in Council District 5, along Wilshire Boulevard in Westwood. The construction involves lane closures and other traffic control measures, and is impacting and will continue to impact residents and businesses in Council District 5 for many years. Metro has requested cooperation and priority processing from the City for its project requests.

The Purple Line Extension project includes the proposed Westwood/UCLA station, with a station portal structure located on UCLA-owned property directly adjacent to the Wilshire Gayley property. Because funding for Metro projects comes from public sources, Metro's consideration of the impacts of the Purple Line Extension project on communities, businesses, and other stakeholders, including previously approved projects in the City of Los Angeles, is critically important.

The Wilshire Gayley project was initially approved before the Purple Line Extension project, as set forth in Vesting Tentative Map No. 70935 and the vesting zone change adopted in 2010 as Ordinance No. 181487. Metro recognized the existence of the Wilshire Gayley project in the EIR/EIS for the Purple Line Extension project, which Metro certified in 2012.

Wilshire Gayley and Metro have been working cooperatively on traffic control and construction management to ensure that disruption to residents and businesses in the Westwood area is minimized. However, even though the Wilshire Gayley project was approved first, Metro has asserted that the City must not issue Wilshire Gayley's construction permits until the project conducts certain technical analysis due to its adjacency to Metro's planned Westwood/UCLA station.

As a result of disputes over the extent of Metro's authority to compel the City not to approve permits for a project on private property, and Metro's continued position that LADBS should not issue permits, Metro and Wilshire Gayley agreed to hire a third-party consultant to conduct the technical analysis requested by Metro.

In early 2022, after obtaining information and plans for the Wilshire Gayley project and the Westwood/UCLA station, a third-party consultant conducted the analysis. During this time, Wilshire Gayley determined that Metro may have designed the structure of the Westwood/UCLA station without taking the future Wilshire Gayley project into account.

Now that an additional year of delay has occurred to complete the third-party analysis, Metro now claims that the analysis is insufficient and still insists that the City should not issue permits for the Wilshire Gayley project. In addition, Metro has asserted that the developer must sue the City and Metro to resolve the matter; when the developer sought judicial relief against Metro, Metro filed a motion insisting that the City must be brought into the case because the permits Metro has refused to clear are City permits.

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Metro has the capability and responsibility to conduct its own analysis and make any necessary refinements to its Westwood/UCLA station design to ensure its construction and operation meets all public safety requirements. As the Wilshire Gayley project was approved first, this analysis and any appropriate design responses should be the responsibility of Metro as a public agency using public funds, and not of a private project, and Metro should conduct such analysis without asking the City to further delay the completion of the permitting process for the Wilshire Gayley project.

Metro's continued refusal to allow the Wilshire Gayley project to proceed threatens this important, long-planned and approved project, which has a Vesting Tentative Map that is set to expire in July 2023. This would result in a substantial loss to the City, including additional tax revenues, job and housing opportunities for residents, and the support of a future economic resurgence in Westwood Village.

**I THEREFORE MOVE** that the City Council instruct the Department of Building and Safety to remove the requirement that Metro issue clearances for the Wilshire Gayley project's construction permits because the project was approved prior to the Purple Line Extension, and has conducted technical analysis and provided plans and other project information to Metro to enable Metro to assess and determine whether any modifications to the design of the Westwood/UCLA station are necessary to account for the project.

**I FURTHER MOVE** that the City refrain from imposing any additional permitting requirements on the Wilshire Gayley project related to the presence of the Metro station adjacent to the Wilshire Gayley property.

PRESENTED BY:   
PAUL KORETZ  
Councilmember, 5<sup>th</sup> District

SECONDED BY: 

**ORIGINAL**