



**Metro**

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**OPERATIONS COMMITTEE  
MARCH 17, 2005**

**SUBJECT: WEST LOS ANGELES TRANSPORTATION FACILITY  
ENVIRONMENTAL CLEARANCE**

**ACTION: CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT  
(FEIR) AND APPROVE THE WEST LOS ANGELES  
TRANSPORTATION FACILITY PROJECT**

**RECOMMENDATION**

- A. Certify that:
1. The Final Environmental Impact Report (FEIR) (distributed to the Board on CD in Board Packets) for the West Los Angeles Transportation Facility and Sunset Avenue Project, including the Comments, Responses to Comments, and Corrections and Additions to the Draft EIR are in compliance with the California Environmental Quality Act (CEQA);
  2. The FEIR was presented to the Board of Directors;
  3. The Board reviewed and considered the information contained therein; and
  4. The Board's decision based on the FEIR, the staff report, and public testimony reflects the Board's independent judgment and analysis;
- B. Adopt the West Los Angeles Transportation Facility as the Project;
- C. Adopt the Statement of Findings that the West Los Angeles Transportation Facility is the Environmentally Preferred Alternative (Attachment A);
- D. Adopt the Mitigation Monitoring and Reporting Plan (MMRP) for the Project, and pursuant to Section 21081.6 of the California Public Resources Code, find that the MMRP is adequately designed to ensure compliance with the mitigation measures during project implementation (Attachment B);
- E. Certify, in its role as a Co-Lead Agency with respect to the Sunset Avenue Project, that it has independently considered and reached its own conclusions regarding the environmental effects of the proposed Sunset Avenue Project, and has determined that the document adequately addresses the environmental impacts of the proposed project and finds that the FEIR has complied with the requirements of CEQA; and
- F. Authorize the Chief Executive Officer to file a Notice of Determination (Attachment C).

## RATIONALE

In September 2003, the Board authorized staff to execute the Land Exchange Agreement and the Jefferson Development Agreement, each dated as of October 30, 2003 (collectively, the "Agreements"), and each between Metro and RAD Jefferson, LLC (the Developer). The Agreements provide for the exchange of Metro's current Division 6 property on Sunset Avenue in Venice (the "Sunset Property") for a new replacement property to be developed as a bus operating facility in the west Los Angeles area. The proposed replacement site is located south of the Santa Monica Freeway (I-10), in an industrial area on Jefferson Boulevard between National and Rodeo.

The proposed West Los Angeles Transportation Facility is a new, larger, state-of-the-art facility capable of operating a mixed fleet of 60-foot articulated and 40-foot standard compressed natural gas (CNG) buses. The facility will be constructed using modern and environmentally sustainable construction techniques and will achieve, at minimum, a "Certified" Leadership in Energy & Environmental Design (LEED) rating. Metro will relocate all service and administrative functions currently located at the antiquated Division 6 facility on the Sunset Property, plus additional service currently operated out of Metro Divisions located farther from the central service area. Completion of the West Los Angeles Transportation Facility and relocation to the newly constructed facility would then result in the reasonably foreseeable residential/commercial development of the Sunset Property by the Developer.

Further details regarding the terms and conditions of the Agreements, project need, design of the proposed facility, environmental studies, and community outreach conducted to date are included as Attachment D. Renderings of the new facility, as currently designed, are included as Attachment E.

CEQA requires public agencies to prepare the appropriate documentation to inform the public and decision-makers of the effects a discretionary project would have on the environment. In compliance with CEQA, an EIR was prepared to address the potential individual and combined environmental impacts of both the West Los Angeles Transportation Facility and potential Sunset Property projects because the proposed development of each site is related to the other site. Specifically, while approval decisions regarding the two projects are not necessarily tied together, both projects are related to a relocation of the existing Division 6 transportation facility currently located at the Sunset Property and the transfer of the Sunset Property to the Developer.

With respect to the proposed development of the Sunset Property (referred to in the FEIR as the "Sunset Avenue Project"), Metro will take no additional action. The Sunset Avenue Project is subject to further action by the City of Los Angeles, including issuance of necessary land use approvals for such development, adoption of the mitigation monitoring plan and findings relating to such project, including any statements of overriding consideration.

## DISCUSSION

The existing Division 6 bus operations and maintenance facility on the Sunset Property has long been recognized as a land use that is increasingly incompatible with the historic as well as the emerging land use fabric of the surrounding Venice community. Its removal from the Venice community is made possible by the development of the new West Los Angeles Transportation Facility Project as contemplated by the Agreements.

The existing Division 6 facility on the Sunset Property is Metro's smallest and oldest operating division and has not met the agency's needs for many years. The facility is too small, cannot be expanded, cannot accommodate CNG fueling systems, is poorly located outside of the central service area, and has severe and costly operating restrictions. These issues result in operating inefficiencies costing the agency approximately \$4.2 million per year in deadhead hours. Numerous attempts over the past 25 years to locate and develop a replacement facility have not been successful, primarily due to the inability of Metro to acquire a suitable site in the densely developed West Los Angeles area.

The proposed West Los Angeles Transportation Facility Project consists of a state-of-the-art transportation center from which to maintain and operate a fleet of up to 175 CNG-powered buses and provide improved public transit service in the Central/Westside Sector service area incorporating large portions of the core of the City of Los Angeles and the incorporated cities of Beverly Hills, Culver City, Malibu, Santa Monica, and West Hollywood. Relocation of existing operations from the Sunset Property in Venice to this new location would allow Metro to improve service from a more centralized location in response to growing ridership, and to alleviate costly operating restrictions and inefficiencies at the current Venice facility.

Development of the transportation facility on the 4.66-acre site would provide new administration and maintenance facilities. These facilities would include approximately 53,120 square feet in a primary Administration/Maintenance building with up to 14 bays for maintenance, repair and inspection, as well as office, storage, shop and staff support uses. In addition, there would be several auxiliary facilities including a bus washing and fueling area (approximately 10,400 square feet), inspection bay (approximately 4,900 square feet), chassis wash area (approximately 1,700 square feet), facilities maintenance area (approximately 700 square feet) and trash/recycling area (approximately 1,100 square feet). The facility would also provide up to 240 employee parking spaces on a grade separated parking deck. All ingress and egress from the Project site would be from Jefferson Boulevard, and the highest volumes of traffic in and out of the proposed facility will occur during off-peak traffic hours.

The Developer's proposed Sunset Avenue Project would be developed after the existing Division 6 facility is vacated by Metro. The existing structures, consisting of approximately 15,300 square feet of floor area, would be removed and any potential

contamination associated with the site's previous use remediated and legally disposed. The proposed Sunset Avenue Project is a mixed-use development that would consist of a maximum of 225 residential condominiums in addition to approximately 10,000 square feet of retail space in a ground floor setting. Included in the project are two levels of subterranean parking that would provide approximately 676 parking spaces.

## **POLICY IMPLICATIONS**

Metro is required to comply with CEQA in order to proceed with the development of the West Los Angeles Transportation Facility and the exchange of the Sunset Property for the new property. The certification of the FEIR, ratification of the Agreements, and approval of the West Los Angeles Transportation Facility as the Project are consistent with previously adopted Board policies to improve bus service within Los Angeles County, increase agency accessibility and responsiveness, improve operating efficiency, and operate a clean fuel fleet. The West Los Angeles Transportation Facility would:

- Expand service from a more centralized location in response to growing Westside and Central ridership, in order to respond more efficiently to service requests in the service area regarding routing, scheduling, refueling, etc.
- Improve transit service in all Central and Westside communities by increasing operating capacity system-wide through the addition of maintenance and operation capacity at an operating base within the service area, and by relieving overcrowding at other overburdened Metro divisions serving these areas. The project also reduces the inefficient operation of Central and Westside routes from other sectors by consolidating these lines into an operating facility within the central service area.
- Support conversion to a 100 percent CNG fleet (new clean-fuel buses replacing older diesel buses) by approximately 2013. Provide facilities where utility infrastructure exists to support a CNG fueling station.
- Provide a modern maintenance and operation facility with state-of-the-art equipment that efficiently delivers maintenance, fueling, cleaning and operation on a 24-hour/seven-day-a-week basis to support bus cleanliness and maintenance program and ensure clean and reliable transit service throughout the Central and Western Los Angeles areas.

## **OPTIONS**

- The Board has the option of disapproving the FEIR. This alternative would have the effect of rejecting the West Los Angeles Transportation Facility Project and terminating the Agreements, since the State's requirement to comply with CEQA would not have been met. This alternative is not recommended since expanding service from a more centralized location is necessary to accommodate the current

size of the bus fleet as well as forecasted growth of the fleet operating within the Westside and Central service areas. Further, costly operating restrictions and inefficiencies would continue to occur indefinitely, or until the Venice Division 6 facility is rendered obsolete in 2013 by total fleet conversion to CNG.

- The Board has the option of requiring additional environmental review. Concern from the community was expressed at the public scoping meeting in December 2003 that the West Los Angeles Transportation Facility Project may be inappropriate at the project site and may adversely affect residential uses in the surrounding area as a result of bus traffic and associated air pollution emissions and noise. This option is not recommended because these issues were thoroughly investigated and the EIR found that the West Los Angeles Transportation Facility did not create any significant environmental impacts and that none of the project alternatives analyzed in the EIR were environmentally superior in that they eliminated a significant impact. Further, additional environmental review would delay construction of the project proposed to commence in Summer 2005. The Project site is fully surrounded by other industrial and commercial uses, and is over 750 feet from the nearest residential neighborhood.
- The Board has the option of adding new mitigation measures, removing or modifying any of the recommended mitigations discussed in this report and substituting measures which are equally or more effective. This alternative is neither supported nor opposed by staff and is subject to the Board's discretionary action on the proposed project. However, in Metro's Environmental Compliance & Services staff's opinion, the proposed mitigation measures are adequate to reduce all environmental impacts to less than significant levels and fully satisfy the requirements of CEQA. The West Los Angeles Transportation Facility has no significant impacts after mitigation.

### **FINANCIAL IMPACT**

This action will not change the currently approved life of project (LOP) budget of \$12.4 million. After final design has been completed and all additional project scope items have been identified and negotiated, Staff will return to the Board with a detailed expenditure and funding plan and LOP proposal for Board approval.

### **CEQA COMPLIANCE AND MANDATORY FINDINGS**

As Lead Agency for the West Los Angeles Transportation Facility project, Metro determined that an EIR would be required to evaluate the potential impacts of the project. A Notice of Preparation (the "NOP") of an EIR was distributed for the West Los Angeles Transportation Facility in December 2003. A Notice of a Public Scoping Meeting was included as part of the NOP. This scoping meeting was held on December 16, 2003. With public and agency input received in response to the NOP and during the scoping meeting, an Initial Study was prepared for the West Los Angeles Transportation Facility.

The City of Los Angeles, as Lead Agency for the Sunset Avenue Project, also determined that an EIR should be prepared and distributed an NOP and Notice of Public Scoping Meeting in March 2004. The scoping meeting for the Sunset Avenue Project was held by the City of Los Angeles on April 7, 2004. As with the Transportation Facility, with public and agency input received in response to the NOP and during the scoping meeting, an Initial Study was completed for the Sunset Avenue Project.

While the various steps within the CEQA process leading to preparation of the Draft EIR were completed separately for the West Los Angeles Transportation Facility and Sunset Avenue Projects, a single Draft EIR was prepared to address the environmental impacts of both projects. For both the Transportation Facility and Sunset Avenue sites, the EIR included an analysis of the following environmental issue areas: Aesthetics; Air Quality; Geology/Seismic Hazards; Hazardous Materials; Water Quality; Land Use; Noise; Transportation and Circulation; Parking; and Utilities, including Water and Wastewater. In addition, the EIR included an analysis of Historic Resources with regard to the Sunset Avenue Project and Water Quality with regard to the West Los Angeles Transportation Facility.

On October 21, 2004, the Draft EIR was circulated for a 45-day public review period, as required by CEQA. However, in response to requests received by the City, as co-Lead Agency, the public review period was extended to 60 days, ending on December 21, 2004. Copies of the original written comments received during this extended 60-day public review period are provided in Appendix A of the FEIR. Pursuant to Section 15088 of the CEQA Guidelines, Metro and the City of Los Angeles, as co-lead agencies, have reviewed all comments received during the review period for the Draft EIR. Each of these written comments has been responded to within Section III, Responses to Written Comments, of the FEIR. Metro, in compliance with CEQA, will distribute copies of the responses to the public agencies and neighborhood groups that commented, at least 10 days prior to the certification of the FEIR. Concurrently, a postcard will be sent to all other commenters indicating where they may review responses to their comments. Staff will attempt to resolve any potential issues prior to the Board meeting.

On the basis of the data and analyses contained in the FEIR, no potential adverse environmental effects from the proposed West Los Angeles Transportation Facility were identified. For each of the environmental categories identified above, the FEIR shows that either the impacts would not be potentially significant or the mitigation measures incorporated in the FEIR would reduce impacts to less than significant.

Statements of CEQA compliance and findings are included as Attachment A.

### **NEXT STEPS**

Metro will file a Notice of Determination with the Los Angeles County Clerk. After approval by both the Board and the City of Los Angeles City Council, construction of

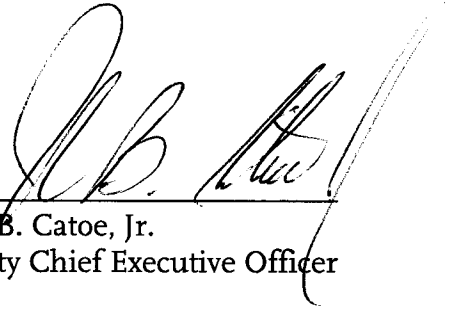
the West Los Angeles Transportation Facility is anticipated to begin in Summer 2005, with an anticipated scheduled completion date in Summer 2006.

**ATTACHMENTS**

- Attachment A: Statement of Findings
- Attachment B: Mitigation Monitoring and Reporting Plan
- Attachment C: Notice of Determination
- Attachment D: West Los Angeles Transportation Facility: Project Summary as of March 2005
- Attachment E: Site Rendering

Note: A copy of the FEIR is available upon request. Please contact the Board Secretary's Office.

Prepared by: Manuel Gurrola, Environmental Specialist III  
Timothy Lindholm, Project Manager, Facilities-Operations



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John B. Catoe, Jr.  
Deputy Chief Executive Officer



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Roger Snoble  
Chief Executive Officer



## ATTACHMENT A

### STATEMENT OF FINDINGS

Based on the FEIR, staff made the following findings:

- The FEIR was prepared in compliance with CEQA;
- The Draft EIR and the FEIR were reviewed and edited to reflect Metro's own independent judgment. Staff made changes or alterations (i.e., mitigation measures), to be required in, or incorporated into, the West Los Angeles Transportation Facility Project that avoided or substantially lessened the significant environmental effects as identified in the EIR. With respect to the West Los Angeles Transportation Facility, Metro is adopting the proposed Mitigation Monitoring and Reporting Plan;
- Metro has independently considered and reached its own conclusions regarding the environmental effects of the proposed Sunset Avenue Project and has determined that the FEIR adequately addresses the environmental impacts of the proposed Sunset Avenue Project.
- Metro has reviewed the whole of the administrative record in this matter and has considered all the evidence presented in this matter prior to making these findings.
- With respect to the environmental impact categories analyzed in the FEIR for the West Los Angeles Transportation Facility Project, the following categories will not result in any significant impacts, and no mitigation measures are needed:
  - Aesthetics:** The analysis supporting the determination that the West Los Angeles Transportation Facility Project would not result in significant impacts, including cumulative impacts, on aesthetics and the evidence supporting it are set forth in Section IV.A of the FEIR and in the Responses to Comments.
  - Water Quality:** The analysis supporting the determination that the West Los Angeles Transportation Facility Project would not result in significant impacts, including cumulative impacts, on water quality and the evidence supporting it are set forth in Section IV.F of the FEIR and in the Responses to Comments.
  - Land Use:** The analysis supporting the determination that the West Los Angeles Transportation Facility Project would not result in significant impacts, including cumulative impacts, on land use and the evidence supporting it are set forth in Section IV.G of the FEIR and in the Responses to Comments.
  - Parking:** The analysis supporting the determination that the West Los Angeles Transportation Facility Project would not result in significant impacts, including cumulative impacts, on parking and the evidence supporting it are set forth in Section IV.J of the FEIR and in the Responses to Comments.
  - Water:** The analysis supporting the determination that the West Los Angeles Transportation Facility Project would not result in significant impacts, including cumulative impacts, on water and the evidence supporting it are set forth in Section IV.K.1 of the FEIR and in the Responses to Comments.
  - Wastewater:** The analysis supporting the determination that the West Los Angeles Transportation Facility Project would not result in significant impacts,

including cumulative impacts, on wastewater and the evidence supporting it are set forth in Section IV.K.2 of the FEIR.

- With respect to the following environmental impact categories analyzed in the FEIR for the West Los Angeles Transportation Facility Project, the mitigation measures recommended in the FEIR will reduce potentially significant impacts to below the level of significance:

**Air Quality:** With implementation of the mitigation measures recommended in the FEIR, impacts, including cumulative impacts, on local air quality associated with construction activities and Project operations for the West Los Angeles Transportation Facility Project will be less than significant. The rationale for the determination and the evidence supporting it are set forth in Section IV.B of the FEIR and in the Responses to Comments.

**Historic Resources:** With implementation of the mitigation measures recommended in the FEIR, impacts, including cumulative impacts, on historic resources associated with the West Los Angeles Transportation Facility Project will be less than significant. The rationale for the determination and the evidence supporting it are set forth in Section IV.C of the FEIR and in the Responses to Comments.

**Geology/Seismic Hazards:** With implementation of the mitigation measures recommended in the FEIR, impacts, including cumulative impacts, associated with the West Los Angeles Transportation Facility Project due to geology and seismic hazards will be less than significant. The rationale for the determination and the evidence supporting it are set forth in Section IV.D of the FEIR and in the Responses to Comments.

**Hazardous Materials:** With implementation of the mitigation measures recommended in the FEIR, impacts, including cumulative impacts, associated with the West Los Angeles Transportation Facility Project due to hazardous materials will be less than significant. The rationale for the determination and the evidence supporting it are set forth in Section IV.E of the FEIR and in the Responses to Comments.

**Noise and Vibration:** With implementation of the mitigation measures recommended in the FEIR, impacts, including cumulative impacts, associated with the West Los Angeles Transportation Facility Project due to noise and vibration will be less than significant. The rationale for the determination and the evidence supporting it are set forth in Section IV.H of the FEIR and in the Responses to Comments.

**Transportation and Circulation:** With implementation of the mitigation measures recommended in the FEIR, impacts, including cumulative impacts, on transportation and circulation associated with the West Los Angeles Transportation Facility Project will be less than significant. The rationale for the determination and the evidence supporting it are set forth in Section IV.I of the FEIR and in the Responses to Comments.

- **Alternatives:** Four alternatives were considered and evaluated in the FEIR for the West Los Angeles Transportation Facility Project. The alternatives are:
  - No Project/No Build Alternative.
  - No Project/Community Plan Alternative.

Reduced Project Alternative.  
Alternative Site.

The No Project/No Build and Reduced Project Alternatives are environmentally superior to the proposed West Los Angeles Transportation Facility Project. The No Project/Community Plan and Alternative Site would result in a level of environmental impact equivalent to the West Los Angeles Transportation Facility Project. The alternatives were rejected because:

**No Project/No Build Alternative:** As set forth in Section V.B of the FEIR, this alternative would not meet the primary objectives of the West Los Angeles Transportation Facility Project to provide a modern facility and to expand service from a more centralized location in response to growing Westside and Central ridership. Moreover, loss of this site to a No Project/No Build alternative would impede the objective to improve the efficiency of the transportation service delivery through state-of-the-art facilities.

**No Project/Community Plan Alternative:** As set forth in Section V.C of the FEIR, this alternative would prevent the development of the West Los Angeles Transportation Facility Project at this location and, as such, the No Project/Community Plan Alternative would not meet the primary objectives of the West Los Angeles Transportation Facility Project to provide a modern facility that would enhance bus maintenance, servicing and hours of operation. Without the use of the West Los Angeles Transportation Facility Project site, the objective of the West Los Angeles Transportation Facility Project to expand service from a more centralized location in response to growing Westside and Central ridership would not be realized. Under the No Project/Community Plan Alternative, Metro would need to initiate a new search for another site which would meet the criteria for a district-wide transportation center. Because the search for the West Los Angeles Transportation Facility Project site is the culmination of several years of unsuccessful attempts to acquire another site, the implementation of the No Project/Community Plan alternative would possibly delay the West Los Angeles Transportation Facility Project's objectives by several years.

**Reduced Project Alternative:** As set forth in Section V.D of the FEIR, the Reduced Project Alternative would not meet the West Los Angeles Transportation Facility Project's explicit objective to improve the efficiency of transportation service delivery from a more centralized facility within which buses would be housed and maintained close to their routes to the same extent as the proposed West Los Angeles Transportation Facility Project. Because the Reduced Project Alternative would be less than the West Los Angeles Transportation Facility Project's required design capacity, it would not meet the West Los Angeles Transportation Facility Project's objective to construct a new facility intended to relieve existing crowding and pressures on other Metro districts so nearly as the proposed project. With the reduced capacity of the Reduced Project Alternative, the inefficiency of the West Los Angeles Transportation Facility Project would be accelerated over time as demand for public transportation increases, leading possibly to the untimely obsolescence of the new West Los Angeles Transportation Facility Project. Moreover, the Reduced Project alternative is shown through the above analysis to not avoid or substantially lessen any of the significant effects of the project.

**Alternative Site:** As set forth in Section V.E of the FEIR, this alternative would considerably delay Metro's ability to achieve its intended objectives to increase bus operating facility capacity system-wide, to relieve overcrowding at Metro's divisions serving the Westside and Central areas, and to provide facilities capable of operating and maintaining CNG-fueled buses. With delay caused by the re-initiation of a search for another development site, the West Los Angeles Transportation Facility Project's objectives to improve transit service in all Westside communities, reduce pressures at other already overburdened facilities, and reduce the need to operate Westside routes out of other sectors would be impeded. The West Los Angeles Transportation Facility Project's objective to make the Westside and Central district more responsive to routing, scheduling, and refueling service requests would not be met. Operating costs would increase due to buses needing to travel from farther, distant locations.

- **Significant Irreversible Environmental Changes:** Section 15126.2(c) of the State CEQA Guidelines requires consideration of the uses of non-renewable resources during the initial and continued phases of the West Los Angeles Transportation Facility Project that may be irreversible since a large commitment of such resources makes removal or non-use thereafter unlikely.

As set forth in section VI.C of the FEIR, construction and operation of the West Los Angeles Transportation Facility Project would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these particular resource quantities for future generations or for other uses during the life of the West Los Angeles Transportation Facility Project. However, continued use of such resources would be of a relatively small scale and would be consistent with regional and local growth forecasts in the area. Moreover, the loss of such resources would not be highly accelerated as compared to historical site uses. As such, although irreversible environmental changes would result from the West Los Angeles Transportation Facility Project, such changes would not be considered significant.

- **Growth Inducing Impacts:** Section 15126.2(d) of the State CEQA Guidelines requires consideration of the ways that a proposed project could be considered growth inducing.

A project is considered growth inducing if it fosters economic or population growth, or the construction of additional housing in the surrounding environment. As set forth in Section VI.D of the FEIR, the West Los Angeles Transportation Facility Project site is located in an urbanized area and has been previously developed as an industrial use. Operation of the West Los Angeles Transportation Facility Project would not require the extension of infrastructure, such as roads or utilities that would be expected to accommodate substantive growth beyond the West Los Angeles Transportation Facility Project. Implementation of the West Los Angeles Transportation Facility Project would also not open up undeveloped areas to new development or induce growth that was previously restricted due to inadequate access or infrastructure capacity.

- **Potential Secondary Effects:** Section 15126.4(a)(1)(D) of the State CEQA Guidelines requires consideration of the ways in which implementation of a mitigation measure would cause one or more significant effects in addition to

those that would be caused by the West Los Angeles Transportation Facility Project as proposed.

As set forth in Section VI.E of the FEIR, the implementation of mitigation measures for the West Los Angeles Transportation Facility Project associated with effects of the West Los Angeles Transportation Facility Project on air quality and historic resources will not result in physical changes in the environment and, as such, will not result in secondary effects.

The implementation of mitigation measures for the West Los Angeles Transportation Facility Project associated with effects of the West Los Angeles Transportation Facility Project on geology/seismic hazards will not result in secondary effects because the mitigation measures are designed to ensure that no impacts, including secondary effects, on geology/seismic hazards relating to grading or construction activities associated with the West Los Angeles Transportation Facility Project will occur.

The implementation of mitigation measures for the West Los Angeles Transportation Facility Project associated with effects of the West Los Angeles Transportation Facility Project on hazardous materials will not result in secondary effects because implementation of such mitigation measures in conjunction with DTSC, OSHA, and CAL-OSHA regulatory requirements will ensure that no secondary effects occur.

The implementation of mitigation measures for the West Los Angeles Transportation Facility Project associated with effects of the West Los Angeles Transportation Facility Project on noise will not result in secondary effects because such mitigation measures limit the amount of noise that would be generated by the West Los Angeles Transportation Facility Project, and, as such, would have no secondary effects.

The implementation of mitigation measures for the West Los Angeles Transportation Facility Project associated with effects of the West Los Angeles Transportation Facility Project on transportation and circulation would not result in additional construction impacts and would implement appropriate construction practices intended to minimize impacts such that secondary effects would be less than significant.

- **Mitigation Monitoring Program:** Section 21081.6 of the Public Resources Code and Section 15091(d) of the State CEQA Guidelines require that when a public agency is making findings required by Section 21081 of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the public agency shall adopt a reporting or monitoring program for the mitigation measures which have been made part of the West Los Angeles Transportation Facility Project.

The Mitigation Monitoring Program for the West Los Angeles Transportation Facility Project is attached hereto as Attachment "B."

The Mitigation Monitoring Program provides for the implementation and monitoring of the West Los Angeles Transportation Facility Project mitigation measures intended to mitigate potential environmental impacts.

The adoption of the Mitigation Monitoring Program for the West Los Angeles Transportation Facility Project meets the mitigation monitoring program requirement of Section 21081.6 of the Public Resources Code.

## ATTACHMENT B

### MITIGATION MONITORING AND REPORTING PLAN

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires adoption of a MMRP for projects in which the Lead Agency has required changes or adopted mitigation measures to avoid significant environmental effects. The Lead Agency for the West Los Angeles Transportation Facility is the Los Angeles County Metropolitan Transportation Authority (Metro), whereas, the City of Los Angeles Department of City Planning (City) and Metro are the Co-Lead Agencies for the proposed Sunset Avenue Project. The Lead and Co-Lead Agencies are responsible for administering and implementing the MMRP. The decision-makers must define specific reporting and/or monitoring requirements to be enforced during project implementation prior to final approval of the proposed project. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the EIR are implemented thereby minimizing identified environmental effects.

The MMRP for the proposed project will be in place through all phases of the project, including design (pre-construction), construction, and operation (post-construction both prior to and post-occupancy). Metro will be responsible for implementing the mitigation measures which are applicable to the West Los Angeles Transportation Facility (i.e., noise mitigation measures) during post-occupancy. Otherwise, implementation of the mitigation program will be performed by the City of Los Angeles. The City shall be responsible for administering the MMRP activities to staff, other City departments (e.g., Department of Building and Safety, Department of Public Works, etc.), consultants, or contractors. The City will also ensure that monitoring is documented through reports and that deficiencies are promptly corrected. The designated environmental monitor (e.g., City building inspector, project contractor, certified professionals, etc., depending on the provisions specified below) will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to remedy problems.

Each mitigation measure is categorized by impact area, with an accompanying identification of:

The enforcement agency;

The monitoring agency;

The monitoring phase (i.e., the phase of the project during which the measure should be monitored);

Pre-construction

Construction

Post-construction (prior to and post-occupancy)

The monitoring frequency; and

The action indicating compliance with the mitigation measure(s).

**A. AESTHETICS**

This project has no significant adverse aesthetic impacts; therefore, no mitigation is required.

**B. AIR QUALITY**

**Mitigation Measure WLA-B.1:** All equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Throughout construction during field inspection

**Action Indicating Compliance with Mitigation Measure(s):** Quarterly compliance report submitted by project contractor.

**Mitigation Measure WLA-B.2:** General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would have their engines turned off when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

**Enforcement Agency:** South Coast Air Quality Management District

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Throughout construction during field inspection

**Action Indicating Compliance with Mitigation Measure(s):**  
Quarterly compliance report submitted by project contractor.

**Mitigation Measure WLA-B.3:** Use electricity from power poles, rather than temporary diesel or gasoline powered generators if or where feasible.

**Enforcement Agency:** South Coast Air Quality Management District

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Throughout construction during field inspection

**Action Indicating Compliance with Mitigation Measure(s):**  
Quarterly compliance report submitted by project contractor.

**Mitigation Measure WLA-B.4:** Use on-site mobile equipment powered by alternative fuel sources (i.e., methanol, natural gas, propane or butane) as feasible.

**Enforcement Agency:** South Coast Air Quality Management District

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Throughout construction during field inspection

**Action Indicating Compliance with Mitigation Measure(s):**  
Quarterly compliance report submitted by project contractor.

## **C. HISTORIC RESOURCES**



## Accidental Discovery of Human Remains or Vertebrate Fossil Resources

**Mitigation Measure WLA-C.1:** Should vertebrate fossil resources be encountered during construction of the proposed project, construction in the immediate area of the resource shall be suspended until the resource can be evaluated by a qualified paleontologist and recovery, if appropriate, can be completed. This measure shall include steps for appropriate conservation as may be merited by the resource. With implementation of this measure, potential impacts associated with encountering significant vertebrate fossil resources would be reduced to less-than-significant levels.

**Enforcement Agency:** Los Angeles Department of City Planning

**Monitoring Agency:** Los Angeles Department of City Planning

**Monitoring Phase:** Construction

**Monitoring Frequency:** As needed during construction

**Action Indicating Compliance with Mitigation Measure(s):** If no vertebrate fossil resources are found, compliance certification report from the project contractor; if vertebrate fossil resources are found, mitigation plan(s) by a qualified paleontologist.

**Mitigation Measure WLA-C.2:** Within the project site, any traditional burial resources, which include archaeological sites, burial sites, ceremonial areas, gathering areas, or any other natural area important to a culture for religious or heritage reasons, would likely be associated with the Native American group known as the Gabrielino. No known traditional burial sites have been identified within the project site or in the vicinity. Nonetheless, any discovery of such resources would be treated in accordance with federal, state, and local regulations, including those outlined in the CEQA Guidelines Section 15064.5 (e). With implementation of this measure, potential project impacts in this category would be reduced to less-than-significant levels.

**Enforcement Agency:** Los Angeles Department of City Planning

**Monitoring Agency:** Los Angeles Department of City Planning

**Monitoring Phase:** Construction

**Monitoring Frequency:** As needed during construction

**Action Indicating Compliance with Mitigation Measure(s):** If no unanticipated archaeological discoveries are found, compliance certification report from the project contractor; if unanticipated archaeological discoveries are found, mitigation plan(s) by a qualified archaeologist.

**D. GEOLOGY/SEISMIC HAZARDS**

**Mitigation Measure WLA-D.1:** Remove all loose soil and other deleterious materials, including old foundations, prior to fill placement.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance with Mitigation Measure(s):**  
Periodic field inspection sign off and quarterly compliance certification report by project contractor.

**Mitigation Measure WLA-D.2:** A minimum of three feet of soil should be removed and recompacted as structural fill before support footings and slab-on-grade construction begins.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance with Mitigation Measure(s):**  
Periodic field inspection sign off and quarterly compliance certification report by project contractor.

**Mitigation Measure WLA-D.3:** The exposed bottom of removal areas should be scarified, mixed, and moisture conditioned to a minimum depth of eight inches.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance with Mitigation Measure(s):**  
Periodic field inspection sign off and quarterly compliance certification report by project contractor.

**Mitigation Measure WLA-D.4:** To reduce risk of foundation movement, it is recommended that footings be supported on structural fill or on deepened piles embedded into competent alluvium, not both.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance with Mitigation Measure(s):**  
Periodic field inspection sign off and quarterly compliance certification report by project contractor.

**Mitigation Measure WLA-D.5:** If the excavation to remove existing subsurface structures, pipelines, and loose fill soils extends below the minimum depth of over-excavation, it is recommended that all subsurface structures, utility lines, and uncontrolled fill extending below the over-excavation depth be removed to expose undisturbed, native soils across the entire building pad.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance with Mitigation Measure(s):**  
Periodic field inspection sign off and quarterly compliance certification report by project contractor.

**Mitigation Measure WLA-D.6:** All fill material should be placed in controlled, horizontal layers with optimum depth and moisture.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance with Mitigation Measure(s):**  
Periodic field inspection sign off and quarterly compliance certification report by project contractor.

**Mitigation Measure WLA-D.7:** Excavated soils, cleaned of deleterious materials (including rocks), can be re-used for fill.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance with Mitigation Measure(s):**  
Periodic field inspection sign off and quarterly compliance certification report by project contractor.

**Mitigation Measure WLA-D.8:** Each layer of fill under the building area within the upper 48 inches of the finished pad grade should be of similar composition to provide a relatively uniform expansion index beneath the building.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance with Mitigation Measure(s):**  
Periodic field inspection sign off and quarterly compliance certification report by project contractor.

**Mitigation Measure WLA-D.9:** Materials to be used as compacted fill should be analyzed by the Geotechnical Engineer to determine the physical properties of the materials.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance with Mitigation Measure(s):**  
Periodic field inspection sign off and quarterly compliance certification report by project contractor.

**Mitigation Measure WLA-D.10:** An evaluation of the consequences related to lateral settlement of the project's proposed structure is recommended.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance with Mitigation Measure(s):**  
Periodic field inspection sign off and quarterly compliance certification report by project contractor.

**Mitigation Measure WLA-D.11:** Prior to the start of the site preparation and/or construction. It is recommended that there be a meeting with the selected contractor and Advanced Geotechnical Services, Inc., to further discuss tasks related to the backfill of utility trenches, temporary excavations, foundation types and their installation, slab-on-grade, retaining wall design, drainage, structural pavement sections, and corrosive protection.<sup>1</sup>

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction

**Monitoring Frequency:** Once prior to the start of the site preparation and/or construction

**Action Indicating Compliance with Mitigation Measure(s):**  
Meeting with the selected contractor and Advanced Geotechnical Services, Inc.

## **E. HAZARDOUS MATERIALS**

**Mitigation Measure WLA-E.1:** Soils impacted with total recoverable petroleum hydrocarbon (TRPH) concentrations of 1,000 mg/Kg or greater shall be excavated during the grading for the proposed project.

**Enforcement Agency:** Los Angeles Department of Public Works

**Monitoring Agency:** Los Angeles Department of Public Works

**Monitoring Phase:** Pre-construction; construction

**Monitoring Frequency:** Once at issuance of grading permit; monthly

**Action Indicating Compliance with Mitigation Measure(s):**  
Issuance of grading permit, Monthly Statements of Compliance.

## **F. WATER QUALITY**

The proposed project would comply with all standards, guidelines, and requirements of the State NPDES Construction Activities and Industrial Permits, and

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<sup>1</sup> *Advanced Geotechnical Services, Inc., Geotechnical Engineering Study Proposed MTA Transportation Center, October 23, 2003.*

City of Los Angeles requirements as part of these regulations. The SWPPP and a SUSMP would be developed specifically for the project site to address the individual characteristics of the site's needs to treat potential storm water contamination. Compliance with these requirements is mandated by law to ensure that impacts to surface and groundwater quality are reduced to less than significant levels. As such, these permits, plans, and BMPs are not considered to be mitigation measures, but integral parts of the project design and operation. Therefore, no mitigation measures are required.

## **G. LAND USE**

With implementation of the West Los Angeles Transportation Facility, land use impacts would be less than significant and no mitigation measures would be required.

## **H. NOISE**

**Mitigation Measure WLA-H.1:** The composite noise level emanating from the Transit Facility shall not exceed 84 dBA when measured at a distance of 25 feet from the site perimeter between the hours of 9:00 P.M. and 7:00 A.M.

**Enforcement Agency:** Metro

**Monitoring Agency:** Metro

**Monitoring Phase:** Post-Occupancy

**Monitoring Frequency:** Annually

**Action Indicating Compliance with Mitigation Measure(s):** Annual report on noise levels.

**Mitigation Measure WLA-H.2:** Employees shall not congregate in the roof-top parking area between the hours of 9:00 P.M. and 7:00 A.M. Signs stating such a message shall be posted conspicuously throughout the roof-top parking deck area.

**Enforcement Agency:** Metro

**Monitoring Agency:** Metro

**Monitoring Phase:** Post-Occupancy

**Monitoring Frequency:** Daily

**Action Indicating Compliance with Mitigation Measure(s):**  
Response to incidents, employee notification.

**Mitigation Measure WLA-H.3:** Employees shall not activate car alarms in the roof-top parking area between the hours of 9:00 P.M. and 7:00 A.M. Signs stating such a message shall be posted conspicuously throughout the roof-top parking facility area.

**Enforcement Agency:** Metro

**Monitoring Agency:** Metro

**Monitoring Phase:** Post-Occupancy

**Monitoring Frequency:** Daily

**Action Indicating Compliance with Mitigation Measure(s):**  
Response to incidents, daily notification.

## I. TRANSPORTATION AND CIRCULATION

### Construction Mitigation

**Mitigation Measure WLA-I.1:** Prior to the issuance of construction permits the developer shall prepare Work Area Traffic Control Plans that at a minimum should include:

Identification of a designated haul route to be used by construction trucks;

Provide an estimate of the number of trucks trips and anticipated trips;

Identification of traffic control procedures, emergency access provisions, and construction alternative crew parking locations;

Identification of the on-site location of vehicle and equipment staging;

Provide a schedule of construction activities;

Limitations on any potential lane closures to off-peak travel periods;

Scheduling the delivery of construction materials during non-peak travel periods, to the extent possible;

Coordinating deliveries to reduce the potential of trucks waiting to unload building materials;



Prohibiting parking by construction workers on neighborhood streets as determined in conjunction with City Staff.

**Enforcement Agency:** Los Angeles Department of Transportation

**Monitoring Agency:** Los Angeles Department of Transportation

**Monitoring Phase:** Construction

**Monitoring Frequency:** Once at execution of construction contract; monthly during construction.

**Action Indicating Compliance with Mitigation Measure(s):**  
Issuance of any permit for the project;  
Monthly Statements of Compliance.

### Operational Mitigation

**Mitigation Measure WLA-I.2:** Provide intersection modifications, such as street widening and restriping at the intersection of Jefferson and La Cienega Boulevards to alleviate the tight right-turn. Widen Jefferson Boulevard along the south side west of La Cienega Boulevard and shift the traffic lanes southerly providing a wider westbound curb lane for buses to turn into. This mitigation measure is shown in Figure IV.I-6 (showing bus turning with a standard bus) and Figure IV.I-7 (showing bus turning with an articulated bus) on pages 355 and 356 of the Draft EIR, respectively. This street widening is within the proposed Exposition Light Rail Transit Project right-of-way and must be done in conjunction with any future Exposition transit project. The design of both projects shall be coordinated for compatibility.<sup>2</sup> Further, the improvements at this intersection shall include restriping of the left-turn queuing lane on Jefferson Boulevard to northbound La Cienega Boulevard to increase the storage capacity, pursuant to discussions with LADOT.

**Enforcement Agency:** Los Angeles Department of Transportation;  
Los Angeles Department of Public Works

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<sup>2</sup> *This traffic analysis identified an alternative mitigation measure for this intersection. This measure would reroute the inbound buses to continue southbound on La Cienega Boulevard to Rodeo Road and make the southbound right-turn at that intersection with another right turn from westbound Rodeo Road to northbound Jefferson Boulevard. The revised inbound route provides right-turn capacity that can accommodate the bus maneuvers but may create noise impact to nearby residential units. Supervisor Yvonne B. Burke's motion of September 25, 2003, Agenda Item No. 26, calls for avoiding this routing during peak periods, and the hours of 9:00 P.M. to 7:00 A.M. to avoid noise impact. Therefore, this alternative routing is not currently proposed. (The motion is included in the Draft EIR as Appendix H-1.)*

**Monitoring Agency:** Los Angeles Department of Transportation;  
Los Angeles Department of Public Works

**Monitoring Phase:** Construction

**Monitoring Frequency:** Plan check review and final inspection

**Action Indicating Compliance with Mitigation Measure(s):**  
Issuance of building permits and a  
Certificate of Occupancy.

## **J. PARKING**

The Transportation Facility would have no adverse impacts on existing local parking resources and no mitigation measures are required.

## **K. UTILITIES**

### **1. Water**

Since this project would not result in significant adverse impacts to the City's water supply or conveyance systems as confirmed by the service provider, mitigation measures are not required.

### **2. Wastewater**

Since the West Los Angeles Transportation Facility would not result in any significant environmental impacts upon the City's wastewater collection and treatment infrastructure, mitigation measures are not required.



**Metro**

One Gateway Plaza  
Los Angeles, CA 90012-2952



City of Los Angeles

DEPARTMENT OF  
**CITY PLANNING**  
200 N. SPRING STREET, ROOM 525  
LOS ANGELES, CA. 90012-4801

DATE

**Final Environmental Impact Report (EIR) No.:** ENV-2004-1407-EIR

**State Clearinghouse Nos.:** 2004031136 and 2004031139

**Project Name:** Metropolitan Transportation Authority West Los Angeles  
Transportation Facility and the Sunset Avenue Project, Venice

**Project Locations:**

West Los Angeles Transportation Facility - 3475 South La Cienega Boulevard. The project site is located in the West Adams-Baldwin Hills-Leimert Community of the City of Los Angeles on the east side of Jefferson Boulevard between Rodeo Boulevard and National Boulevard, just east of the City of Culver City.

Sunset Avenue Project - 100 East Sunset Avenue. The project site is located in the Venice Community of the City of Los Angeles and comprising an entire city block, bounded by Sunset Avenue to the north, Thornton Place to the south, Main Street to the east, and Pacific Avenue to the west.

The Final Environmental Impact Report on the above-referenced case has been completed and is enclosed for your information.

You will be notified by mail of the date of the hearings for this project by separate notice. If you have any questions about the hearing, please contact Timothy Lindholm of Metro at (213) 922-7297 or Jimmy Liao of the City of Los Angeles at (213) 978-1331.

**Metropolitan Transportation Authority**

\_\_\_\_\_  
TIMOTHY LINDHOLM  
Project Manager - Facilities/Operations  
Metropolitan Transportation Authority

**City of Los Angeles**

\_\_\_\_\_  
EMILY GABLE-LUDDY  
Associate Zoning Administrator  
Environmental Review Section

\_\_\_\_\_  
JIMMY LIAO  
Project Coordinator  
Supervising City Planner  
Environmental Review Section

\_\_\_\_\_  
SUE CHANG  
Senior City Planner  
Environmental Review Section

Enclosure: Final EIR

## ATTACHMENT D

### WEST LOS ANGELES TRANSPORTATION FACILITY PROJECT SUMMARY AS OF MARCH 2005

#### PROJECT NEED

- Metro's Division 6 facility in Venice is over 100 years old and has a maximum capacity of only 79 40-foot diesel buses.
- The facility is located on the far western edge of the Westside/Central service area and does not have good street access to routes within the service area.
- The current site results in a high-level of operating inefficiencies due to severe operating restrictions and limited service hours including no operation of late night or weekend service, no nighttime maintenance activities, limited use of compressed air tools, and restricted times for pull-outs and pull-ins.
- These restrictions cost Metro approximately \$4.2 million annually in deadhead hours.
- Metro will complete conversion of the fleet to all CNG by approximately 2013, and it is not feasible to expand or bring CNG fueling to the Venice site.
- Once diesel buses are phased out of the fleet, operating costs of fueling CNG buses off site for Division 6 are expected to increase by \$2.5 million annually.
- Relocation to a new, larger, better-situated site, capable of 24-hour operation and CNG fueling, is the most effective and efficient use of resources to reduce the deadhead costs and inefficiencies.
- Over the last approximately 25 years, Metro has made numerous attempts to locate alternative sites to replace the current Venice division. Several dozen locations were investigated and, for numerous reasons, were not further evaluated.
- The proposed replacement site is in the City of Los Angeles and is located south of the Santa Monica Freeway (I-10), in an industrial area on Jefferson Boulevard between National And Rodeo. The site has been sitting vacant for several years, and neighboring businesses are primarily industrial and commercial, including the See's Candy manufacturing facility, industrial paint manufacturing, and a Target store. The nearest residential area, Cameo Woods, is located over 700 feet from the property's southern edge. The site is

of sufficient size, shape, and location to meet Metro's criteria for development as a bus operating facility.

## DEAL POINTS

The following presents a summary of the basic framework of the land exchange agreement between RAD Jefferson LLC and Metro:

- Metro is not liable for payment of any funds to the Developer until acceptance of the new facility by Metro.
- The Developer has acquired a 4.66-acre site in West Los Angeles and will design and construct a new and larger maintenance facility to accommodate a mixed fleet of 40-foot standard and 60-foot articulated transit vehicles. The facility will be exchanged with Metro's Venice Division 6 and an "equalizing payment" upon completion and acceptance by Metro.
- The total project value is \$20.9 million, which includes an "equalizing payment" of \$8 million plus Metro's Venice property that is valued at \$12.9 million. This value does not include costs associated with CNG installation and Metro requested change orders.
- The CNG system will be provided by the Developer at a cost not to exceed \$6,450,000 for capital equipment and \$1,860,000 for a two-year service contract (to be negotiated). As with the equalizing payment, no payment on the CNG system will be made until closing.
- The Venice property value is \$12.9 million based on two appraisals. \$8 million is the difference between the Venice Site and new facility.
- The transaction is contingent on CEQA environmental clearance, and the Developer's successful completion of milestones such as start and end of the CEQA process, and start and end of construction. The agreement also contains provisions for damages and recovery of staff expense if developer defaults on agreements.
- Metro may request change orders during construction at its discretion.
- The risk of changes and unforeseen costs lies with the Developer, as Metro's contribution amount is "capped."
- Metro is responsible for the cost of remediating any potentially contaminated soil on the Venice site, which will be conducted by Developer concurrent with site demolition activities. These Metro expenditures, if required at all, will be funded through a separate Capital Program designated specifically for environmental remediation

- Metro obtained two independent cost estimates for the new facility, both of which confirm fair value for the Metro site and its payment.
- This deal structure allows Metro to maximize the value of our asset in Venice while also maintaining operations for our customers until the new facility is operational.

### CURRENT PROJECT STATUS

The following presents a discussion of current project status as of February 2005.

#### Environmental Studies (CEQA)

- In December 2003, a public scoping session prior to preparation of the Draft Environmental Impact Report (DEIR) was held in the WLATC community. The session was well publicized and well attended.
- As required by the California Environmental Quality Act (CEQA), the Developer prepared a DEIR for the Project and released the DEIR to the public on October 21, 2004. Per CEQA guidelines, the DEIR was circulated for public comment for a period of 45 days. Due to public requests from Venice-area residents, the public comment period was extended by 15 days and expired on December 21, 2004. Information about publication and availability of the Draft EIR was widely circulated throughout the community including information about where to view the report and how to provide comments. Copies of the Draft EIR were made available on the internet and in numerous area libraries. Information about extension of the public comment deadline was also widely circulated.
- Metro, as co-Lead Agency for the WLATC, and the City of Los Angeles, as co-Lead agency for the Venice project, received a total of 35 comment letters during the 60-day public comment period. Six additional letters were received after the close of the comment period. Of these 41 letters, 14 of the comment letters were written regarding the WLATC project.
- Since expiration of the public comment period on December 21, 2004, staff and the Developer's environmental consultants have developed responses to the comments received, and have incorporated the comments into the Final EIR document.
- In general, the majority of comments received regarding the proposed WLATC have focused on three primary issues: (1) noise, (2) air quality, and (3) potential impacts to street traffic flow near the facility. With regard to noise and air quality, studies performed as part of the EIR indicate that noise levels and air quality impacts during the construction period and long-term

facility operation will be less than significant and in compliance with City of Los Angeles noise regulations. However, Metro is also proposing noise mitigations to ensure that ambient noise levels in residential neighborhoods are not adversely affected per the motion made by Supervisor Burke and adopted by the Board in September 2003. These measures include administrative noise controls during facility operation and construction of perimeter walls around the proposed facility.

- The environmental consultant also conducted a detailed traffic analysis as part of the EIR. The results of the investigation indicate that traffic impacts related to the bus facility operation are expected to be less than significant. However, the right turn from southbound La Cienega to westbound Jefferson has been determined to be restrictive to bus turning, and modifications to the lane width have been proposed as a mitigation measure. Specific information regarding the traffic analysis and determination follows:
  - a) The traffic study used the following bus routing proposed by Metro: North on Jefferson to eastbound Jefferson or northbound La Cienega (and the reverse).
  - b) Based on ingress/egress studies of other Metro facilities, all traffic increases are off-peak (i.e. occur prior to and after rush hour periods) and will not adversely impact traffic within the site vicinity.
  - c) Detailed traffic analyses were conducted at three major intersections, Jefferson & La Cienega, Jefferson & National, and Jefferson & Rodeo/Higuera. The analyses included physical counts of intersection traffic and comparison to Level of Service (LOS) criteria.
  - d) None of the study intersections were determined to be impacted by project traffic volume using significant impact criteria established by the LADOT.
  - e) With the exception of the Jefferson & La Cienega lane widening mentioned above, traffic related to operation of the new facility will not be adversely impacted. No other mitigation measures would be required.

### **Environmental Studies (Hazardous Materials)**

- A Phase II environmental investigation was conducted in February 2004 to assess the nature and extent of possible soil and groundwater contamination at the current Division 6 site in Venice. Based on the results of the Phase II testing, a Human Health Risk Assessment was also completed. The results of the investigations are favorable and it appears there are no severe environmental impacts on the Division 6 site that would impede the proposed development. Metro submitted all reports for consideration by the Los Angeles Regional Water Quality Control Board (LARWQCB), and upon review the LARWQCB issued a “no further action” letter to Metro in August 2004.

- If previously unknown contaminated soil or groundwater is discovered during construction of the Venice project, Metro will be responsible for removal and disposal of the materials as per State and Federal regulations.

### Facility Design

- As required by the Development Agreement, the Developer has submitted Schematic, 30%, and 60% Progress Design Submittals which were subsequently approved by Metro. As of this date, the Developer is preparing the 90% Progress Design Submittal for Metro review and approval. When the 90% drawings are approved, the Developer will prepare 100% drawings and construction documents.
- Although the EIR has studied a maximum fleet capacity of 175 buses, the facility is currently designed to maintain and operate between 133 and 150 CNG-fueled buses, dependent on the fleet mix of 60-foot articulated and 40-foot standard transit vehicles. A second level parking deck will be constructed to accommodate 240 employee and non-revenue vehicles. Diesel buses will not be operated out of the facility, and the facility will only be outfitted with CNG fueling facilities.
- Per Supervisor Burke's motion prior to approval of the Development Agreement, staff assembled and convened the Community Design Review Committee to provide input as to the external appearance of the facility. As required, the Committee is comprised of a representative from each of the four closest residential areas, and two business representatives. The Committee has convened five times and the Committee's suggestions determined to be feasible are being incorporated into the facility design.
- Per Mayor Hahn and former Director Villaraigosa's motion, the new facility will be designed and constructed utilizing sustainable construction technologies such as solar panels, energy efficient materials, daylighting, recycled materials, storm water retention, and numerous other technologies. In compliance with the motion, this is intended to achieve United States Green Building Council (USGBC) Leadership in Environmental & Energy Design (LEED) certification for the facility.
- Providing that the Developer continues to stay on schedule with the remaining design milestones, and that the Board approves the Final EIR, construction is scheduled to begin in Summer 2005 and be complete by Summer 2006.

### COMMUNITY OUTREACH

- Community outreach activities began in Spring 2003 and have continued throughout the development process. Initially, one-on-one meetings took

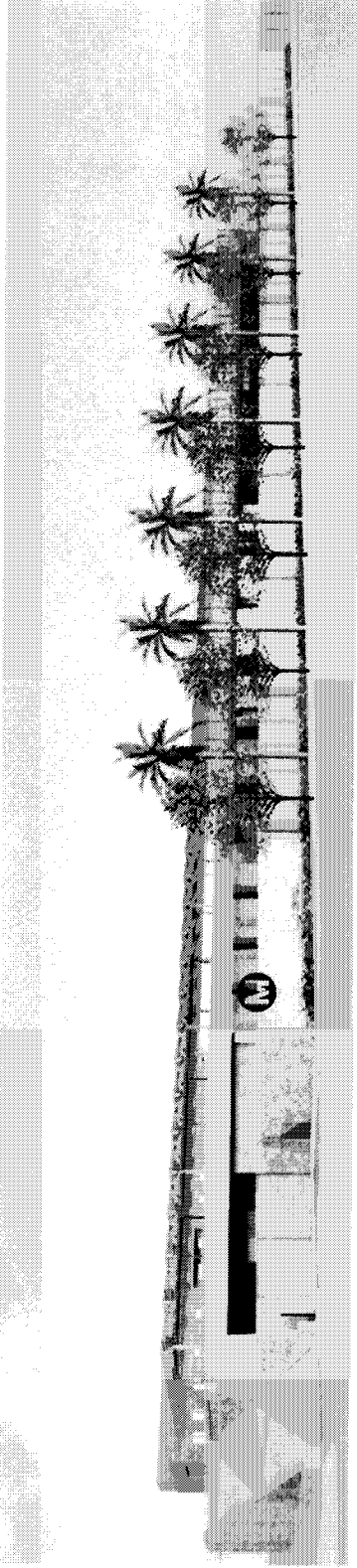


place with key individuals from the closest residential areas and with nearby businesses. As this number grew, it also expanded over time to include meetings or briefings for residential/homeowner associations, neighborhood councils, and business associations.

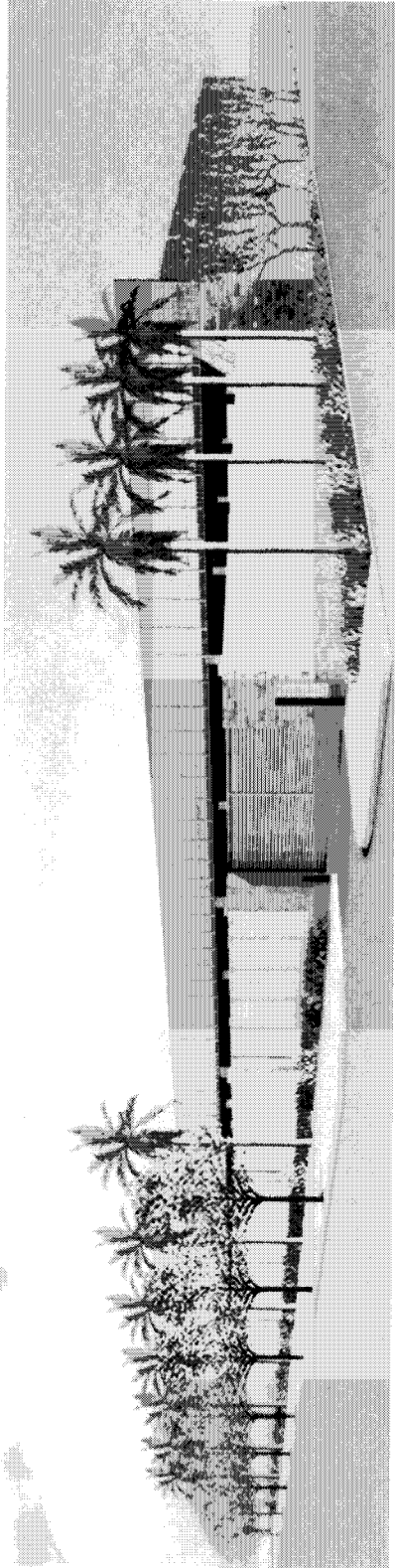
- Since approval of the development agreement, staff has returned to formally brief homeowners associations in Cameo Woods, Blair Hills, Baldwin Hills Gardens and East Culver City. Presentations or briefings have also been provided to a variety of other groups including the Baldwin Hills Village Community Action Group, West Adams Neighborhood Council, 100 Black Men of Los Angeles, Los Angeles Urban League, and Greater Los Angeles African American Chamber of Commerce, NAACP, Empowerment Congress West Neighborhood Council, and the Culver City Council.
- In addition to area businesses, staff made early and special efforts to meet with representatives from businesses adjacent to the Jefferson site including See's Candy, Target, Klabin Properties, and Samitaur. As with all area contacts, these businesses have been kept informed of the project as it has progressed.
- Staff has also produced four fact sheets to keep the community informed of progress on the proposed project. These fact sheets are widely distributed to the growing database that staff maintains.
- In Spring 2004, Metro also sponsored a community fair that was held in the parking lot of the adjacent Target Store. New and vintage Metro buses and service vehicles were available for the public to see, as well as information about this project, the Exposition LRT, Metro job and contracting opportunities, and other information. The Los Angeles Urban League also participated with a booth and the LAUSD's bicycle safety program ran a bike safety clinic throughout the day. Target and McDonalds donated prizes that were given away.
- Informal contact has taken place on an ongoing basis to keep community leaders informed of specific issues of interest to them.
- In the Fall of 2004, Metro took several area representatives on a tour of a facility operated by Long Beach Transit. The purpose of this field trip was to show the appearance of a newer, modern operating division. Representatives from each of the closest residential associations were invited, along with members of the Community Design Review Committee, leaders of neighborhood councils, and members of the Westside/Central Governance Council.
- Residents and businesses have expressed their appreciation of Metro's outreach efforts beginning at such an early stage, even prior to an EIR, and

continuing on an ongoing basis. Questions and concerns have typically related to potential traffic and noise impacts from the new facility.

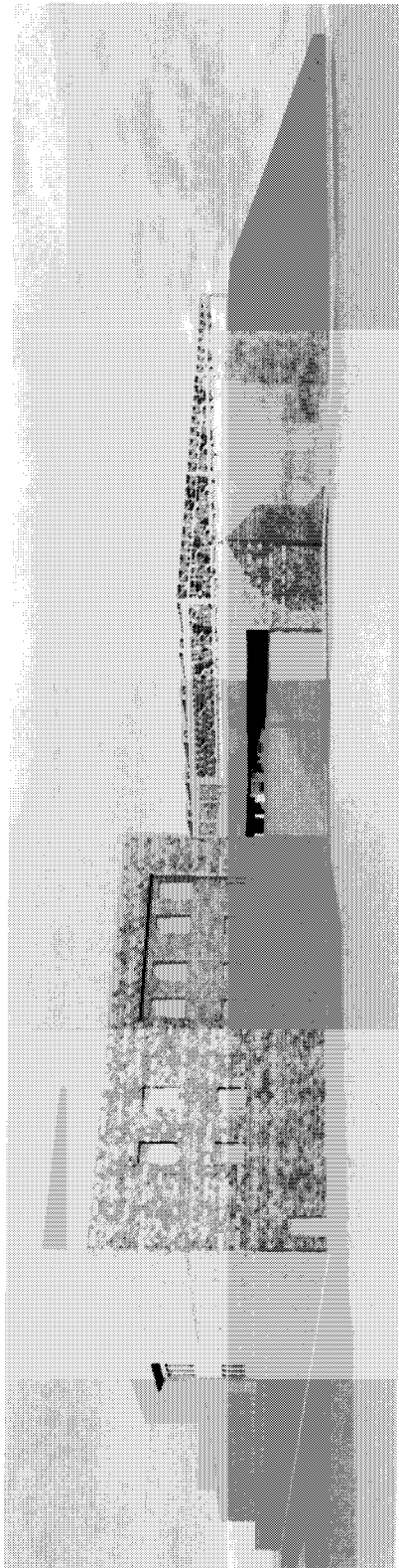
- Communications with the public have stressed the following key messages:
  - a) Ingress/egress from Jefferson avoiding La Cienega;
  - b) Less traffic during peak periods compared to other types of development since most buses leave the facility well before rush hour to be in service and return after the peak period ends;
  - c) Buses will not use portions of La Cienega and Rodeo at peak periods unless they are in service;
  - d) Ambient noise levels in the overnight hours will be maintained;
  - e) The facility will fuel 100% CNG buses;
  - f) The facility will provide an economic boost to the area as Metro employees will patronize retail establishments;
  - g) The facility will be modern, state-of-the-art and designed to fit in with the newer, industrial projects in the area;
  - h) The facility will be designed with the input of a community design review committee comprised of representatives from area residents and businesses; and
  - i) The facility will be designed to achieve LEED certification.



VIEW FROM THE NORTHWEST



VIEW FROM THE SOUTHWEST



VIEW FROM THE NORTHEAST

