

**5.10.2.1 Option 2: Full Takes**

To construct Option 2, fourteen parcels would be fully acquired (Table 5-20). All of these parcels were identified as full takes under Alternative 1 – Westwood/ UCLA Extension in section 5.3.1.

5.10.2.2 Option 2: Permanent Easements

To construct Option 2, two permanent easements would be required (Table 5-20). Two of these parcels (5508017007 and 5510027035) were already identified as permanent easements under Alternative 1 – Westwood/ UCLA Extension in section 5.3. 3.

5.10.3 Build Option 3: Wilshire/La Cienega Station-West of La Cienega with Transfer

Option 3 involves constructing the Wilshire/La Cienega Station such that it would serve as a transfer station for a line running along Wilshire and a line that runs to the Hollywood/Highland Station through West Hollywood. For better ease of comparison between respective base alignments and station areas, Option 3 is divided into two sections: the Option 3 Wilshire/La Cienega Station with Transfer Area, which is applicable to Alternatives 1-5, and the Option 3 Alignment for the West Hollywood Extension, which is applicable to Alternatives 4 & 5 only.

5.10.3.1 Option 3 Wilshire/La Cienega Station with Transfer Location Area

Option 3 would locate the Wilshire/La Cienega Station slightly to the west of the base location (Figure 5-5) and includes a transfer station design (which in the base would occur at the Wilshire/Robertson Connection and not at the base Wilshire/La Cienega Station, Figures 5-5 and 5-6). In addition to shifting the station location, this transfer station would eliminate the need for the connection structure in the base alignment (at Robertson Boulevard, Figure 5-6). This optional station location is applicable to Alternatives 1-5 and MOS-2.

For the purposes of the displacement and relocation analysis, the right-of-way for Option 3 station location is defined as the portion of the alignment along Wilshire Boulevard from La Cienega Blvd on the east to Willaman Drive on the west.

The base station location and connection structure (Figures 5-5 and 5-6) would result in the following displacements (Table 5-18):

- 7 Full Takes
- 2 Permanent Easements



Table 5-18: Base Wilshire/La Cienega Station Area and Wilshire/Robertson Connection – Potentially Displaced Parcels

Figure #	#	APN	Address	Jurisdiction	Type	Current Use	Intended Use
5-5	31	4333029015	8400 Wilshire Blvd	Beverly Hills	FT	Restaurant	Construction Staging/generator
5-5	32	4333029016	8412 Wilshire Blvd	Beverly Hills	FT	Parking lot for Medical Group company	Construction Staging/generator
5-5	33	4333029017	8420 Wilshire Blvd	Beverly Hills	FT	Medical Bldg	Construction Staging
5-5	34	4333029014	N/A	Beverly Hills	FT	Parking lot for businesses	Construction Staging/generator
5-5	37	4334021059	8471 Wilshire Blvd	Beverly Hills	FT	Citibank	Potential Entrance/ Construction Staging
5-6	38	4334008021	8755 Wilshire Blvd	Beverly Hills	FT	Parking Lot	Construction Staging
5-6	39	4334008020	8767 Wilshire Blvd	Beverly Hills	FT	Parking Lot	Construction Staging
5-5	35	4334021060	8447 Wilshire Blvd	Beverly Hills	PE	Offices	Potential Entrance
5-5	36	4333028015	8484 Wilshire Blvd	Beverly Hills	PE	Flynt Publications	Potential Entrance

Note: Type: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement; MFR=Multi-Family Residence

Source: TAHA, 2010

Although Option 3 would attempt to maximize the public ROW for the station footprint, the following types and amounts of displacements are anticipated (Table 5-19 and Figure 5-26):

- 3 Full Takes
- 1 Partial Take
- 1 Permanent Underground Easements

Therefore, the Option 3 station location would result in four fewer full takes, one additional partial take and one fewer permanent easement. In total, four fewer parcels would be affected by the Option 3 station location (Table 5-20).



Table 5-19: Option 3 (Wilshire/La Cienega Station with Transfer Location Station Area) – Potentially Displaced Parcels

Figure 5-26 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
27	4334017046	8537 Wilshire Blvd	Beverly Hills	FT	Midas Automotive	Potential Entrance/ Construction Staging	0
28	4334017045	8545 Wilshire Blvd	Beverly Hills	FT	John Keefe Plumbing	Potential Entrance/ Construction Staging	0
29	4334017044	8555 Wilshire Blvd	Beverly Hills	FT	Mobil Gas Station/Repair /Snack Shop	Potential Entrance/ Construction Staging	0
30	4333030130	N/A	Beverly Hills	PT	Commercial	Cross Passage	0
26	4334018072	8501 Wilshire Blvd	Beverly Hills	PE	Medical Office Bldg	Potential Entrance/ Alignment	0

Note: Type: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement; MFR=Multi-Family Residence

Source: TAHA, 2010

Table 5-20: Option 3 – Station Area Change in the Number of Affected Parcels Compared to Base Station Area

Build Option	Affected Parcels						Residences			
	FT	PT	PE	TCE	PUE	Total	SFR	CO	MFR	Total
Wilshire/La Cienega Station - Base	7		2			9				0
Wilshire/La Cienega Station – Option C	3	1	1			5				0
Change in Number of Affected Parcels with Option C Station Location	-4	+1	-1			-4				0

Note: Type: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement; MFR=Multi-Family Residence

Source: TAHA, 2010

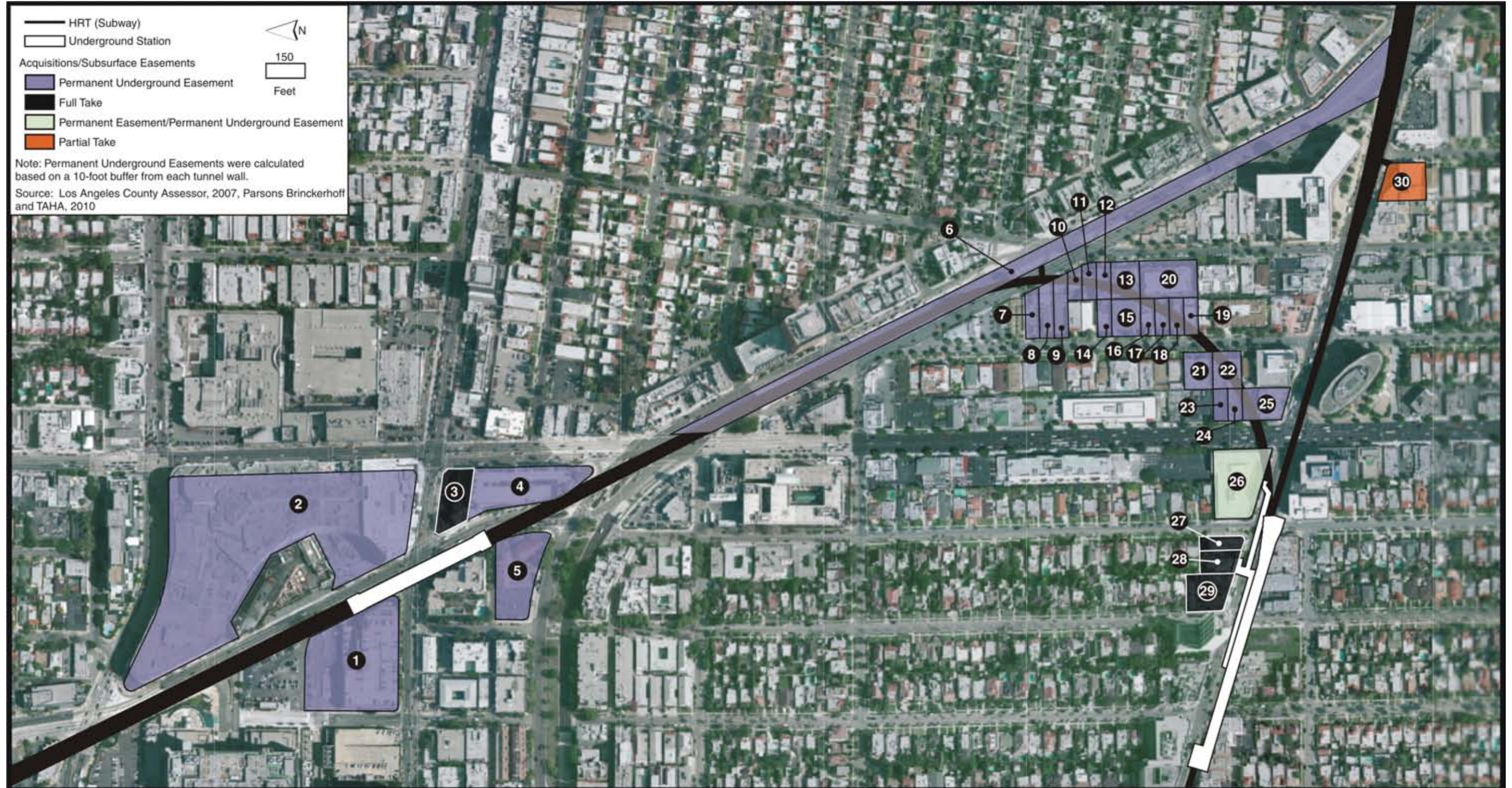


Figure 5-26: Option 3 - Parcels Potentially Affected by Displacement by Type of Displacement—Beverly Station Area



5.10.3.1.1 Option 3 Station Area: Full Takes

To construct Option 3 Station Area, three parcels would be fully acquired. These three parcels were not identified in other alternatives.

- APN 4334017044 (8555 Wilshire Boulevard, Beverly Hills, Figure 5-26 # 29)
- APN 4334017045 (8545 Wilshire Boulevard, Beverly Hills, Figure 5-26 # 28)
- APN 4334017046 (8537 Wilshire Boulevard, Beverly Hills, Figure 5-26 # 27)

Under Option 3, these full takes would be required to accommodate a station entrance. Compensation would be given according to the Uniform Relocation Act. No adverse impacts are anticipated due to these full takes.

5.10.3.1.2 Option 3 Station Area: Partial Takes

To construct Option 3, one parcel would be partially acquired. This parcel was not identified in other alternatives

- APN 4333030130 (No Address, Beverly Hills, Figure 5-26 # 30)

Under Option 3, this partial take would be required to accommodate a station accessory structure. Compensation would be given according to the Uniform Relocation Act. No adverse impacts are anticipated due to this partial take.

5.10.3.1.3 Option 3 Station Area: Permanent Easements

To construct Option 3, one parcel would require permanent easement:

- APN 4334018072 (8501 Wilshire Boulevard, Beverly Hills; Figure 5-26 # 26)

Under Option 3, this permanent easement would be required to accommodate a station entrance. No properties on these parcels would be displaced, and compensation would be given according to the Uniform Relocation Act. No adverse impacts are anticipated due to these permanent easements.

5.10.3.2 Option 3 Alignment for the West Hollywood Extension

In order to connect to the transfer station instead of the connection structure, Option 3 also contains an alignment option that would provide an alternate connection to the West Hollywood Extension. This alignment portion of Option 3 is only applicable to Alternatives 4 and 5.

The base alignment for the West Hollywood Extension (see descriptions below for the alignment in this area) extends southeasterly from the Beverly Center Area Station under San Vicente Boulevard. Near 4th Street, the alignment begins to curve under Burton Way, under the properties along the western edge of La Cienega Boulevard. At Colgate Avenue, the alignment turns southwesterly, crossing under Clifton Way, Le Doux Road, and Stanley Drive. West of Stanley Drive, the alignment curves westerly under Carson Road, Hamel Drive, and Arnaz Drive, and then connects into the alignment of Alternative 1 to the west of the Wilshire/La Cienega Station.

The Option 3 alignment for the West Hollywood Extension extends southeasterly from the Beverly Center Area Station along San Vicente Boulevard and extends across La



Cienega Boulevard. After crossing Hamilton Drive, the alignment begins to curve south under the properties on the eastern side of San Vicente Boulevard. The alignment then curves southwesterly, re-crossing Hamilton Drive and La Cienega Boulevard and merges with the Wilshire alignment at the Wilshire/La Cienega transfer station at the intersection of Wilshire Blvd and Le Doux Road.

For the purposes of the displacement and relocation analysis, the right-of-way for Option 3 alignment for the West Hollywood Extension is defined as the portion of the West Hollywood Extension alignment from the Beverly Center Area Station to the Wilshire/La Cienega Station with Transfer.

The alignment for the base West Hollywood Extension would require (Tables 5-9 through 5-11 and Figures 5-22 and 5-23):

- 1 Full Take
- 2 Permanent Easement
- 1 Temporary Construction Easement
- 50 Permanent Underground Easement (including 35 single family residences)

Although the alignment for the Option 3 West Hollywood Extension would attempt to maximize the public ROW for the station footprint, the following displacements are anticipated (Appendix Table 3-11 and Figure 5-26):

- 1 Full Take
- 1 Partial Take
- 2 Permanent Easement
- 1 Temporary Construction Easement
- 70 Permanent Underground Easement (including 62 residential easements – 49 condominium units and 13 multi-family apartment buildings with a total of 91 residential units.)

Therefore, in comparison to the base alignment, the Option 3 alignment would require no difference in the number of full takes, one additional partial take, no difference in the number of permanent easements and twenty additional permanent underground easements (Table 5-21). The additional partial take is APN 5510006900, which is required for the construction of a cross-passage.

A complete list of the permanent underground easements required in Option 3 is provided in Appendix A. These parcels include 62 residences – including 49 residential condominium units and 13 multi-family apartment buildings. No structures on these parcels would be displaced or relocated as a result of the permanent underground easements.



Table 5-21: Option 3 Alignment West Hollywood Extension - Change in Number of Affected Parcels Compared to Base Alignment West Hollywood Extension

Build Option	Affected Parcels						Residences			
	FT	PT	PE	TCE	PUE	Total	SFR	CO	MFR	Total
West Hollywood Extension Alignment - Base	1		2	1	50	54	35			35
West Hollywood Extension Alignment - Option C	1	1	2	1	70	75		49	91	140
Change in Number of Affected Parcels with Option C Alignment	0	+1	0	0	+20	+21	-35	+49	+91	+105

Note: Type: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement; MFR=Multi-Family Residence
 Source: TAHA, 2010

5.10.4 Option 4: Century City –Constellation Station

With Option 4, the Century City Station on Santa Monica Boulevard would be replaced with a station on Constellation Boulevard. This station is under the center of Constellation Boulevard, straddling Avenue of the Stars and extending westward to east of MGM Drive. There are four potential station entrances: on the northeast, southeast, and southwest corners of Constellation Boulevard and Avenue of the Stars; and on the north side of Constellation Boulevard, mid-block between Avenue of the Stars and Century Park West. Option 4 would require four permanent underground easements.

For the purposes of the displacement and relocation analysis, the right-of-way for the Century City Station – base location is the portion of the alignment along Santa Monica Blvd from Century Park East on the east and Century Park West on the west. The right-of-way for the Century City Constellation Blvd - Option 4 location is defined as the portion of the alignment near the Century City Station between Century Park East on the east and Century Park West on the west.

The base Santa Monica Boulevard station location would result in the following displacements (Table 5-22 and Alternative 1 Figure 5-8):

- 2 Permanent Easements



Table 5-22: Base (Santa Monica Boulevard Century City Station) – Potentially Displaced Parcels

Figure 5-8 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use
48	4319002046	1800 Avenue Of The Stars	Los Angeles	PE	Offices	Potential Entrance
49	4319003061	1801 Avenue Of The Stars	Los Angeles	PE	Offices	Potential Entrance

Note: Type: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement; MFR=Multi-Family Residence

Source: TAHA, 2010

Although Option 4 would attempt to maximize the public ROW for the station footprint, the following displacements are anticipated (Table 5-23 and Figure 5-27):

- 1 Full Take
- 5 Permanent Easements
- 4 Temporary Construction Easement
- 5 Permanent Underground Easements

None of the permanent underground easements affect residential structures. Therefore, Option 4 would result in 1 additional take, 3 additional permanent easements, 4 additional temporary construction easements and 5 additional permanent subsurface easements than the base Santa Monica Boulevard Century City Station option (Table 5-24).

Table 5-23: Option 4 (Constellation Century City Station) – Potentially Displaced Parcels

Figure 5-27 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
1	4319001008	1950 Century park East	Los Angeles	FT	Commercial	Construction Staging	0
3	4319016032	2020 Avenue Of The Stars	Los Angeles	PE	Offices	Potential Entrance	0
5	4319002055	1950 Ave Of The Stars	Los Angeles	PE	Offices	Potential Entrance	0
7	4319003065	1999 Avenue Of The Stars	Los Angeles	PE	Offices	Potential Entrance	0
6	4319004109	2025 Avenue Of The Stars	Los Angeles	PE	Century Plaza Hotel	Potential Entrance	0
8	4319003064	10250 Santa Monica Blvd	Los Angeles	PE	Westfield Shopping Ctr	Potential Entrance/Alignment	0
2	4319016029	2029 Century Park E	Los Angeles	TCE	Offices	Cut and Cover Construction	0



Table 5-23: Option 4 (Constellation Century City Station) – Potentially Displaced Parcels

Figure 5-27 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
4	4319002054	10131 Constellation Blvd	Los Angeles	TCE	Parking	Cut and Cover Construction	0
3	4319016032	2020 Avenue Of The Stars	Los Angeles	TCE	Offices	Cut and Cover Construction	0
10	4319004142	N/A	Los Angeles	TCE	Parking	Construction Staging	0
2	4319016029	2029 Century Park E	Los Angeles	PUE	Offices	Station Entrance/Alignment	0
4	4319002054	10131 Constellation Blvd	Los Angeles	PUE	Parking	Station Envelope	0
3	4319016032	2020 Avenue Of The Stars	Los Angeles	PUE	Offices	Station Envelope	0
8	4319003064	10250 Santa Monica Blvd	Los Angeles	PUE	Westfield Shopping Ctr	Potential Entrance/Alignment	0
9	4319003063	1930 Century Park W	Los Angeles	PUE	Offices	Alignment	0

Note: Type: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement; MFR=Multi-Family Residence
Source: TAHA, 2010

Table 5-24: Option 4 Station Location - Change in Number of Affected Parcels Compared to Base Station Location

Build Option	Affected Parcels						Residences			
	FT	PT	PE	TCE	PUE	Total	SFR	CO	MFR	Total
Century City Station – Santa Monica Blvd - Base			2			2				0
Century City Station – Constellation Blvd – Option 4	1		5	4	5	15				0
Change in Number of Affected Parcels with Option 3 Station Location	+1	0	+3	+4	+5	+13				0

Note: Type: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement; MFR=Multi-Family Residence
Source: TAHA, 2010

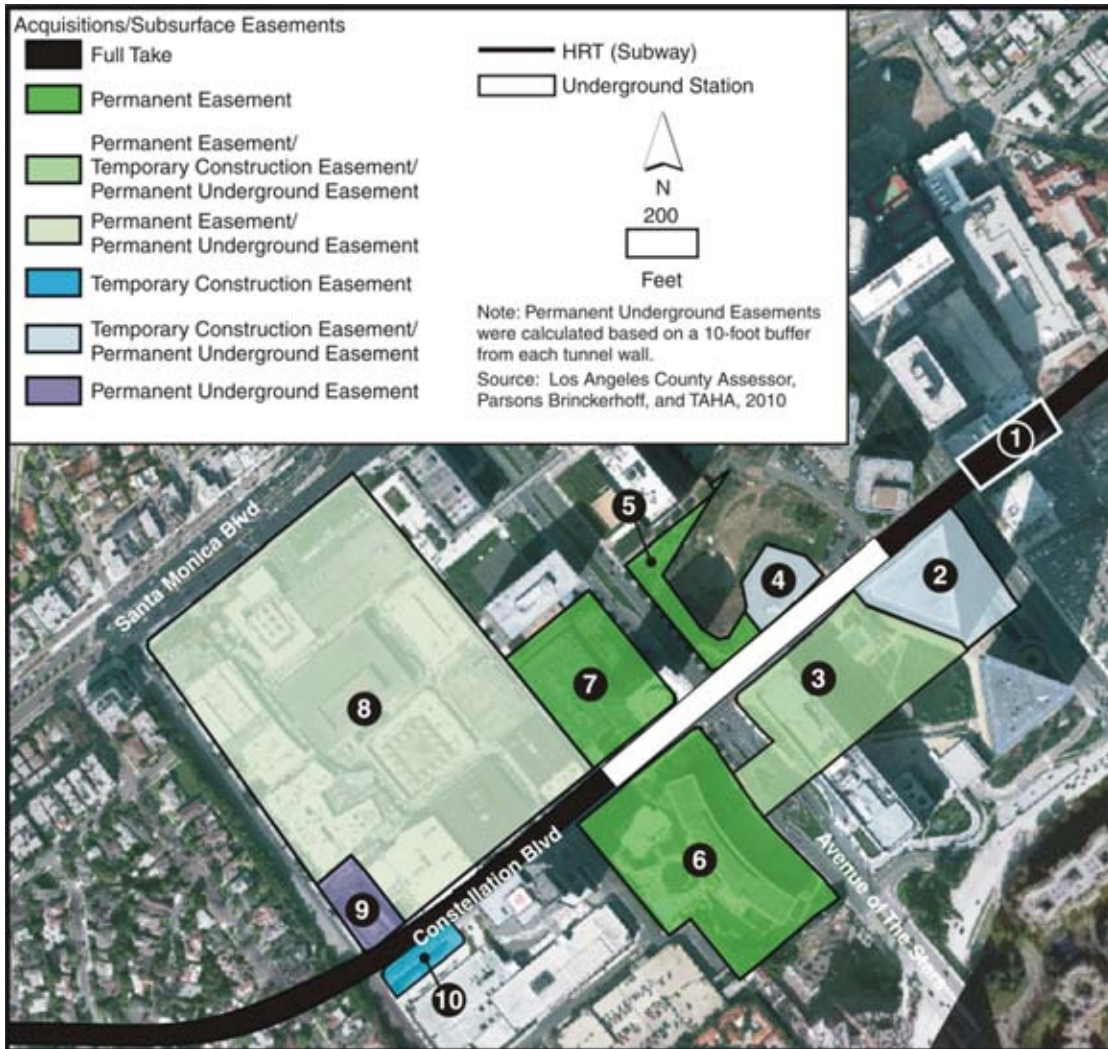


Figure 5-27: Option 4 (Century City –Constellation Station) – Potentially Displaced Parcels



5.10.4.1 Option 4: Full Acquisitions

One parcel would be fully acquired under Option 4 that was not identified under other options or alternatives (Table 5-23).

- APN 4319001008 (1950 Century Park East, Los Angeles, Figure 5-27 # 1)

Under Option 4, this full take would be required to accommodate construction staging. Compensation would be given according to the Uniform Relocation Act. No adverse impacts are anticipated due to this full take.

5.10.4.2 Option 4: Permanent Easements

Five parcels would be affected by permanent easements under Option 4 that were not identified under other alternatives or options (Table 5-23).

- APN 4319016032 (2020 Avenue of the Stars, Los Angeles; Figure 5-27 # 3)
- APN 4319002055 (1950 Avenue of the Stars, Los Angeles; Figure 5-27 # 5)
- APN 4319004109 (2025 Avenue of the Stars, Los Angeles; Figure 5-27 # 6)
- APN 4319003065 (1999 Avenue of the Stars, Los Angeles; Figure 5-27 # 7)
- APN 4319003064 (10250 Santa Monica Boulevard, Los Angeles; Figure 5-27 # 8)

Under Option 4, permanent easements would be required due to the potential location of a station entrances on these parcels. The exact locations of the station entrances have not been determined, but they would not disrupt operations of the businesses or uses in these parcels. The owners and tenants of the parcels would be given advance written notice and would be informed of their eligibility for payments for use of their space for the station entrances. No adverse impacts are anticipated due to these permanent easements.

5.10.4.3 Option 4: Temporary Construction Easements

To construct Option 4, four temporary construction easements would be required that would affect four parcels (Table 5-23).

- APN 4319002054 (10131 Constellation Boulevard, Los Angeles; Figure 5-27 # 4)
- APN 4319016029 (2029 Century Park East, Los Angeles; Figure 5-27 # 2)
- APN 4319004142(No Address, Los Angeles; Figure 5-27 # 10)
- APN 4319016032(2020 Avenue of the Stars, Los Angeles; Figure 5-27 # 3)

Under Option 4, temporary construction easements would be required for construction staging. The use of these parcels would be temporary and they would be returned to pre-construction conditions after the project is completed. No adverse impacts are anticipated due to these temporary construction easements.

5.10.4.4 Option 4: Permanent Underground Easements

To construct Option 4, permanent easements underneath five parcels would be required for the station footprint (Table 5-23). These parcels do not contain residential units. No



structures located on these parcels would be displaced or relocated as a result of these permanent underground easements.

5.10.5 Option 5: Westwood/UCLA Station- On Street

The Option 5 Westwood/UCLA On-Street Station would be located under the center of Wilshire Boulevard, immediately west of Westwood Boulevard. The station box would extend westward past Gayley Avenue, midway between Gayley and Veteran Avenues. There are five potential station entrances: on the northwest corner of the Wilshire/Gayley intersection near Lot 36 and the proposed hotel development; on the sidewalks on the northwest, southwest, and southeast corners of the Wilshire/Westwood intersection; and on the southeast corner of the Wilshire/Midvale intersection. For this option, the double crossover proposed for this area is at a different location than that for the Westwood/UCLA Station—Off Street: this double crossover would be located west of the station west of Gayley Avenue and under Wilshire Boulevard.

For the purposes of the displacement and relocation analysis, the right-of-way for the Westwood/UCLA Station Off-Street – Base Location is the portion of the alignment from the Wilshire Blvd/Malcolm Avenue intersection on the east to the Wilshire Blvd/Veteran Ave intersection on the west. The right-of-way for the Westwood/UCLA Station – On Street Station Option – Option 5 is defined as the portion of the alignment from the Wilshire Blvd/Malcolm Avenue intersection on the east to the Wilshire Blvd/Veteran Ave intersection on the west.

The base station location and connection structure would result in the following displacements (Table 5-25 and Alternative 1 Figure 5-10):

- 2 Partial Takes
- 30 Permanent Underground Easements

Of the 23 permanent underground easements that would be required for the Westwood/UCLA Off-Street Station, 22 would affect residential property (20 condominium units and 2 multi-family apartment buildings).

Table 5-25: Base (Westwood/UCLA Off-Street Station) – Potentially Displaced Parcels

Figure 5-10 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
124	4363026905	1100 Veteran Ave	Los Angeles	PT	UCLA Property	Potential Entrance/ Staging/ Generator	0
125	4324002027	10990 Wilshire Blvd	Los Angeles	PT	Offices	Potential Entrance	0
115	4360003014	10801 Wilshire Blvd	Los Angeles	PUE	Institutional	Alignment	0
116	4360003023	10833 Wilshire Blvd	Los Angeles	PUE	Multi-Family Residences	Alignment	187



Table 5-25: Base (Westwood/UCLA Off-Street Station) – Potentially Displaced Parcels

Figure 5-10 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
117	4360003003	10824 Lindbrook Dr	Los Angeles	PUE	Multi-Family Residences	Alignment	86
118	4360003037	10830 Lindbrook Dr Unit7	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003047	10840 Lindbrook Dr Unit4	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003046	10840 Lindbrook Dr Unit3	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003044	10840 Lindbrook Dr Unit1	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003042	10836 Lindbrook Dr Unit2	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003041	10836 Lindbrook Dr Unit1	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003040	10830 Lindbrook Dr Unit10	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003048	10840 Lindbrook Dr Unit5	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003038	10830 Lindbrook Dr Unit8	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003045	10840 Lindbrook Dr Unit2	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003036	10830 Lindbrook Dr Unit6	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003035	10830 Lindbrook Dr Unit5	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003034	10830 Lindbrook Dr Unit4	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003033	10830 Lindbrook Dr Unit3	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003032	10830 Lindbrook Dr Unit2	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003031	10830 Lindbrook Dr Unit1	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003039	10830 Lindbrook Dr Unit9	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003052	10840 Lindbrook Dr Unit9	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003043	10836 Lindbrook Dr Unit3	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003049	10840 Lindbrook Dr Unit6	Los Angeles	PUE	MFR-Condominium	Alignment	1



Table 5-25: Base (Westwood/UCLA Off-Street Station) – Potentially Displaced Parcels

Figure 5-10 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
118	4360003051	10840 Lindbrook Dr Unit8	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003050	10840 Lindbrook Dr Unit7	Los Angeles	PUE	MFR- Condominium	Alignment	1
119	4360003028	N/A	Los Angeles	PUE	Under Construction	Alignment	0
120	4363021018	1100 Glendon Ave	Los Angeles	PUE	Offices	Alignment	0
121	4363022010	1139 Glendon Ave	Los Angeles	PUE	Commercial	Alignment	0
122	4363022009	1142 Westwood Blvd	Los Angeles	PUE	Commercial	Alignment	0
123	4363023037	N/A	Los Angeles	PUE	Vacant	Alignment	0

Note: Type: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement; MFR=Multi-Family Residence
 Source: TAHA, 2010

Although Option 5 would attempt to maximize the public ROW for the station footprint, the following displacements are anticipated (Table 5-26 and Figure 5-28):

- 1 Partial Take
- 4 Permanent Easements
- 1 Permanent Underground Easement (non-residential)

Therefore, Option 5 would result in 1 fewer partial takes, 4 additional permanent easements, and 29 fewer permanent subsurface easements than the base Westwood/UCLA Off-Street Station option (Table 5-27).



Table 5-26: Option 5 (Westwood/UCLA On-Street Station) – Potentially Displaced Parcels

Figure 5-28#	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
6	4363026905	1100 Veteran Ave	Los Angeles	PT	Parking lot/UC Regents Building	Entrance	0
1	4325005083	10880 Wilshire Blvd	Los Angeles	PE	Office	Potential Entrance	0
2	4324001031	10900 Wilshire Blvd	Los Angeles	PE	Office	Potential Entrance	0
4	4324001032	10940 Wilshire Blvd	Los Angeles	PE	Office	Potential Entrance	0
5	4363023032	10921 Wilshire Blvd	Los Angeles	PE	Commercial	Potential Entrance	0
3	4324001900	10920 Wilshire Blvd	Los Angeles	PUE	Office	Station Footprint	0

Note: Type: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement; MFR=Multi-Family Residence

Source: TAHA, 2010

Table 5-27: Option 5 - Change in Number of Affected Parcels Compared to Base Station Location

Build Option	Affected Parcels						Residences			
	FT	PT	PE	TCE	PUE	Total	SFR	CO	MFR	Total
Westwood/UCLA Station – Off-Street – Base		2			30	32		20	273	293
Westwood/UCLA Station – On-Street – Option E		1	4		1	6				
Change in Number of Affected Parcels with Option C Station Location		-1	+4		-29	-26		-20	-273	-293

Note: Type: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement; MFR=Multi-Family Residence

Source: TAHA, 2010



Figure 5-28: Option 5 (Westwood/UCLA On-Street Station) – Potentially Displaced Parcels



5.10.5.1 Option 5: Partial Takes

To construct Option 5, one partial take is required (Table 5-26). This parcel (APN 4363026905) was already identified under Alternative 1. Refer to section 5.3.2 for analysis.

5.10.5.2 Option 5: Permanent Easements

The four parcels where permanent easements would be required under Option 5 are listed in Table 5-26.

- APN 4324001031 (10900 Wilshire Boulevard, Los Angeles; Figure 5-28 # 2)
- APN 4324001032 (10940 Wilshire Boulevard, Los Angeles; Figure 5-28 # 4)
- APN 4363023032 (10921 Wilshire Boulevard, Los Angeles; Figure 5-28 #5)
- APN 4325005083 (10880 Wilshire Boulevard, Los Angeles; Figure 5-28 #1)

Under Option 5, permanent easements would be required due to the potential location of a station entrances on these parcels. The exact locations of the station entrances have not been determined, but they would not disrupt operations of the businesses or uses in these parcels. The owners and tenants of the parcels would be given advance written notice and would be informed of their eligibility for payments for use of their space for the station entrances. No adverse impacts are anticipated due to these permanent easements.

5.10.5.3 Option 5: Permanent Underground Easements

To construct Option 5, a permanent easement underneath one parcel would be required for the station footprint (Table 5-26). This parcel does not contain residential units. No structures on this parcel would be displaced or relocated as a result of the permanent underground easement.

5.10.6 Option 6: Westwood/VA Hospital-North of Wilshire

Option 6 would locate the Westwood/VA Hospital Station on the north side of Wilshire Boulevard. The end of the station box would be just west of the I-405 Freeway, and the western end would be west of Bonsall Avenue. Option 6 is applicable to Alternatives 2 through 5 only.

For the purposes of the displacement and relocation analysis, the right-of-way for the Westwood/VA Hospital Station – South of Wilshire – Base Location is the portion of the alignment from the Wilshire Blvd/Veteran Ave intersection on the east to the Wilshire Blvd/Barrington Ave intersection on the west. The right-of-way for the Westwood/VA Hospital Station – North of Wilshire – Option 6 is defined as the portion of the alignment from the Wilshire Blvd/Veteran Ave intersection on the east to the Wilshire Blvd/Barrington Ave intersection on the west.

The base station location and connection structure would result in the following displacements (Table 5-28 and Alternative 2 Figure 5-11):

- 1 Partial Take



- 2 Temporary Construction Easements
- 3 Permanent Underground Easements

Of the three permanent underground easements that would be required for the Westwood/VA Hospital – South of Wilshire location, none would affect residential properties.

Table 5-28: Base (Westwood/VA Hospital Station South of Wilshire Boulevard) – Potentially Displaced Parcels

Figure 5-11 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
128	4365008904	11301 Wilshire Blvd	Los Angeles	PT	VA Hospital	Potential Station Entrance & Vent Shaft	0
126	4324017903	N/A	Los Angeles	TCE	Federal Building	Cut & Cover for Crossover Tracks	0
128	4365008904	11301 Wilshire Blvd	Los Angeles	TCE	VA Hospital	Construction Staging & Cut & Cover for Station	0
127	4363027901	N/A	Los Angeles	PUE	National Cemetery	Alignment	0
126	4324017903	N/A	Los Angeles	PUE	Federal Building	Alignment	0
128	4365008904	11301 Wilshire Blvd	Los Angeles	PUE	VA Hospital	Station Envelope & Alignment	0

Note: Type: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement; MFR=Multi-Family Residence
Source: TAHA, 2010

Although Option 6 would attempt to maximize the public ROW for the station footprint, the following displacements are anticipated (Table 5-29 and Figure 5-29):

- 1 Partial Take
- 1 Temporary Construction Easement
- 3 Permanent Underground Easements

These permanent underground easements would not affect residences. Therefore, Option 6 would result in the same number of partial takes and permanent underground easements, and one fewer temporary construction easement than the base Westwood/VA Hospital South of Wilshire Boulevard option (Table 5-27).



Table 5-29: Option 6 (Westwood/VA Hospital Station North of Wilshire Boulevard) – Potentially Displaced Parcels

Figure 5-29#	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
2	4365008904	11301 Wilshire Blvd	County	PT	VA Hospital	Potential Station Entrance	0
2	4365008904	11301 Wilshire Blvd	County	TCE	VA Hospital	Cut & Cover for Station	0
1	4363027901	N/A	Los Angeles	PUE	National Cemetery	Alignment	0
2	4365008904	11301 Wilshire Blvd	County	PUE	VA Hospital	Alignment	0
3	4265001038	11601 Wilshire Blvd	Los Angeles	PUE	Wachovia Bank	Alignment	0

Note: Type: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement; MFR=Multi-Family Residence

Source: TAHA, 2010

Table 5-30: Option 6 - Change in Number of Affected Parcels Compared to Base Station Location

Build Option	Affected Parcels						Residences			
	FT	PT	PE	TCE	PUE	Total	SFR	CO	MFR	Total
Westwood/VA Hospital Station – South of Wilshire - Base		1		2	3	6				
Westwood/VA Hospital Station – North of Wilshire – Option F		1		1	3	5				
Change in Number of Affected Parcels with Option C Station Location		0		-1	0	-1				

Note: Type: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement; MFR=Multi-Family Residence

Source: TAHA, 2010

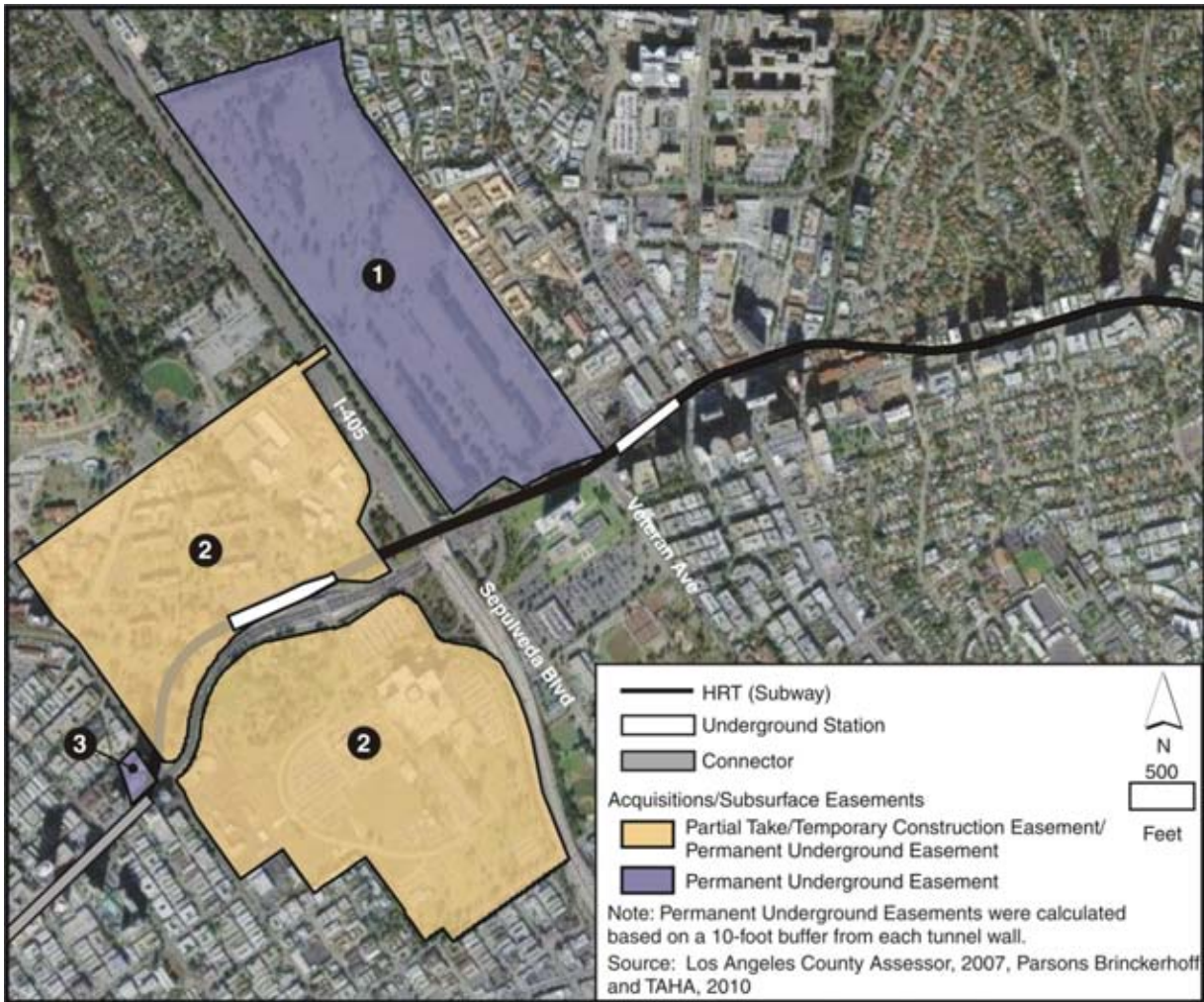


Figure 5-29: Option 6 (Westwood/VA Hospital North of Wilshire Boulevard) – Potentially Displaced Parcels

**5.10.6.1 Option 6: Partial Takes**

To construct Option 6, one partial take is required (Table 5-29). This parcel (APN 4365008904) was already identified under Alternative 2. Refer to section 5.4.2 for analysis.

5.10.6.2 Option 6: Temporary Construction Easements

To construct Option 6, one temporary construction easement is required (Table 5-29). This parcel (APN 4365008904) was already identified under Alternative 2. Refer to section 5.4.2 for analysis.

5.10.6.3 Option 6: Permanent Underground Easements

To construct Option 6, permanent easements underneath three parcels would be required for tunneling of the alignment and station footprint (Table 5-29). These parcels do not contain residences. No structures on these parcels would be displaced or relocated as a result of these permanent underground easements.

**5.10.7 Routes from Wilshire/Rodeo Station to Century City Stations (Segment Options 4I, 4G, and 4H)**

Segment Options 4I, 4G, and 4H involve three different routes for the underground alignment between the Wilshire/Rodeo Station and the Century City Station at Constellation Boulevard (Segment Options 4G and 4H) or Santa Monica Boulevard (Segment Option 4I). Segment Options 4I, 4G, and 4H are applicable to Alternatives 1 through 5 and MOS 2. Segment Options 4I, 4G, and 4H share the same parcels at the respective station areas that have been described under other alternatives or options. Specifically, Segment Options 4G and 4H have the same station area parcels as Option 4, and Segment Option 4I has the same station area parcels as Alternative 1. Therefore, none of these parcels will be discussed in these sections.

5.10.7.1 Segment Option 4I: Wilshire/Rodeo to Santa Monica (Alternative 1)

Segment Option 4I is the base alignment and is the same route as described above for Alternative 1 from the Wilshire/Rodeo Station to the Century City Station on Santa Monica Boulevard. Segment Option 4I is applicable to Alternatives 1 through 5 and MOS 2.

To construct Segment Option 4I, permanent easements underneath four parcels would be required for tunneling of the alignment (Appendix Table 4-8; Appendix Figure 4-3). These parcels do not contain residences. No structures on these parcels would be displaced or relocated as a result of these permanent underground easements.

5.10.7.2 Segment Option 4G: Wilshire/Rodeo to Constellation via Constellation South

Segment Option 4G begins at the Wilshire/Rodeo Station and travels west to Bedford Drive. At this juncture, Segment Option 4G curves to the southwest and travels directly southwest to Constellation Boulevard and into the optional station (described in Option 4). Segment Option 4G is applicable to Alternatives 1 through 5 and MOS 2.

To construct Segment Option 4G, permanent easements underneath 156 parcels would be required for tunneling of the alignment (Appendix Table 4-2; Appendix Figure 4-1). These parcels include 234 residences, specifically two single-family residences, four residential condominium buildings with a total of 124 residential units and seventeen multi-family apartment building with a total of 108 units. No structures on these parcels would be displaced or relocated as a result of the permanent underground easements.

5.10.7.3 Segment Option 4H: Wilshire/Rodeo to Constellation via Constellation North

Segment Option 4H begins at the Wilshire/Rodeo Station and travels west to near Linden Drive. At this juncture, Segment Option 4H curves southwesterly at Linden Drive, traversing under Spalding Drive, then southerly under Lasky Drive at Charleville Boulevard, and centered under Lasky Drive to just north of Young Drive. At this location, the alignment turns southwesterly under Young Drive, travels under Moreno Drive and Century Park East, and then under the center of Constellation Boulevard to the station on Constellation Boulevard at Avenue of the Stars (described in Option 4). Segment Option 4H is applicable to Alternatives 1 through 5 and MOS 2.



To construct Segment Option 4H, permanent easements underneath 27 parcels would be required for tunneling of the alignment (Appendix Table 4-5; Appendix Figure 4-2). These parcels include 29 residences, specifically one residential condominium building with six residential units and three multi-family apartment buildings with a total of 23 units. No structures on these parcels would be displaced or relocated as a result of these permanent underground easements.

5.10.8 Routes from Century City to Westwood/UCLA Stations (Segment Options 4J to 4U)

There are a total of 12 alignment options from the Century City Station to the Westwood/UCLA Station. The alignments are categorized into three groups based on the connecting route: the East Route; the Central Route; and the West Route. Table 5-31 summarizes the permanent easements that would be necessary for each of the 12 alignment options for this portion of the alignment.

Table 5-31: Permanent Underground Easements for Century City Station to Westwood/UCLA Station Alignment Options

Property Use	Segment Option 4J Century City (Santa Monica Station) to Westwood/UCLA Off-Street via East Route)	Segment Option 4K Century City (Santa Monica Station) to Westwood/UCLA On-Street via East Route)	Segment Option 4L Century City (Santa Monica Station) to Westwood/UCLA Off-Street via Central Route)	Segment Option 4M Century City (Santa Monica Station) to Westwood/UCLA On-Street via Central Route)	Segment Option 4N Century City (Santa Monica Station) to Westwood/UCLA Off-Street via West Route)	Segment Option 4O Century City (Santa Monica Station) to Westwood/UCLA On-Street via West Route)	Segment Option 4P Century City (Constellation Station) to Westwood/UCLA Off-Street via East Route)	Segment Option 4Q Century City (Constellation Station) to Westwood/UCLA On-Street East Route)	Segment Option 4R Century City (Constellation Station) to Westwood/UCLA Off-Street Central Route)	Segment Option 4S Century City (Constellation Station) to Westwood/UCLA On-Street Central Route)	Segment Option 4T Century City (Constellation Station) to Westwood/UCLA Off-Street West Route)	Segment Option 4U Century City (Constellation Station) to Westwood/UCLA On-Street West Route)
Total Residential Properties (Single-Family + Multi-Family)	59 (672 units)	56 (377 units)	76 (661 units)	75 (300 units)	30 (379 units)	33 (197 units)	69 (701 units)	66 (406 units)	110 (810 units)	109 (449 units)	62 (506 units)	65 (324 units)
Single-Family Residential	49	49	64	65	26	27	52	52	81	82	44	45
Multi-Family Residential (Apartments + Condominiums)	10	7	12	10	4	6	17	14	29	27	18	20
<i>Apartments</i>	5 (477 units)	3 (204 units)	7 (322 units)	7 (57 units)	2 (251 units)	4 (75 units)	10 (489 units)	8 (216 units)	20 (389 units)	20 (124 units)	13 (313 units)	15 (137 units)
<i>Condominiums</i>	5 (146 units)	4 (124 units)	5 (275 units)	3 (178 units)	2 (102 units)	2 (95 units)	7 (160 units)	6 (138 units)	9 (340 units)	7 (243 units)	5 (149 units)	5 (142 units)
Commercial/Office	7	3	7	5	15	12	7	8	8	6	19	16
Government/Institutional	1	0	1	1	2	2	2	1	1	1	2	2
Vacant	3	1	3	1	6	4	4	2	3	1	5	3
Parking Lot	1	1	1	1	0	0	0	0	0	0	0	0
Total Number of Properties	71	61	88	83	53	51	82	77	122	117	88	86
Total Number of Parcels	212	181	358	258	153	144	235	209	453	353	232	223

Source: TAHA, 2010



5.10.8.1 East Alignment Options (Segment Options 4J, 4K, 4P, and 4Q)

Segment Options 4J, 4K, 4P, and 4Q involve two different routes for the underground alignment between either the Century City Station at Santa Monica Boulevard (Segment Options 4J and 4K) or at Constellation Boulevard (Segment Options 4P and 4Q) and Wilshire/UCLA Station. Segment Options 4J, 4K, 4P, and 4Q are applicable to Alternatives 1 through 5 only. Segment Options 4J, 4K, 4P, and 4Q share the same parcels at the respective station areas that have been described under other alternatives or options. Specifically, Segment Options 4J and 4P have the same Wilshire/UCLA Off-Street station area parcels as Alternative 1, and Segment Options 4K and 4Q have the same On-Street station area parcels as Option 5. In addition, Segment Options 4J and 4K have the same Century City Santa Monica Station area parcels as Alternative 1 and Segment Options 4P and 4Q have the same Century City Constellation Station area parcels as Option 4. Therefore, none of these parcels will be discussed in this section.

Segment Option 4J: Century City (Santa Monica) Station to Wilshire/UCLA Off-Street Station via East Route

Segment Option 4J follows the alignment of Alternative 1 and is the base route. From the Century City Station on Santa Monica Boulevard, the alignment continues west crossing under Century Park West and begins to turn northwesterly toward Warnall Avenue, crossing under Comstock and Eastborne Avenues and Beverly Glen Boulevard, then turning more northerly and crossing under Pandora, Kinnard, Warner, Thayer, Rochester, Wellworth, Ashton, and Westholme Avenues, before turning west under Wilshire Boulevard at Westholme Avenue. The alignment continues westerly under Wilshire Boulevard, turns northerly at Malcolm Avenue, then westerly under Lindbrook Drive, and continues centered under Lindbrook Drive, crossing under Glendon Avenue, Westwood Boulevard, and Gayley Avenue to the base Westwood/UCLA Off-Street Station Option. Segment Option 4J is applicable to Alternatives 1 through 5 only.

To construct Segment Option 4J, permanent easements underneath 212 parcels would be required for tunneling of the alignment (Appendix Table 5-2; Appendix Figure 5-1). These parcels include 672 residences (49 single-family residences, five condominium buildings with a total of 146 units and five multi-family apartment buildings with a total of 477 residential units). No structures on these parcels would be displaced or relocated as a result of these permanent underground easements.

Segment Option 4K: Century City (Santa Monica) Station to Wilshire/UCLA On-Street Station via East Route

Segment Option 4K is similar to the alignment of Segment Option 4J as it leaves the Century City Station on Santa Monica Boulevard and heads toward Westwood/UCLA. The difference between the options is that Segment Option 4K ends at the Westwood On-Street Station. To arrive at this station, after turning west under Wilshire Boulevard, this option continues westward under Wilshire Boulevard and rather than turning at Malcolm Avenue and heading west into the Off-Street Station, Segment Option 4K then continues westward under Wilshire Boulevard, crossing under Selby, Malcolm, and Glendon Avenues and Westwood Boulevard, and then continuing on to the Westwood/UCLA On-Street Station Option (Option 5).



To construct Segment Option 4K, permanent easements underneath 181 parcels would be required for tunneling of the alignment (Appendix Table 5-5; Appendix Figure 5-2). These parcels include 377 residences (7 single-family residences, four condominium buildings with a total of 124 units and three multi-family apartment buildings with a total of 204 residential units). No structures on these parcels would be displaced or relocated as a result of these permanent underground easements.

Segment Option 4P: Century City (Constellation) Station to Wilshire/UCLA Off-Street Station via East Route

Segment Option 4P begins at the Century City Constellation Station and travel west to the Wilshire/UCLA Station. From the Century City Station, the alignment travels west under Constellation Boulevard and turns almost immediately northwesterly under the Westfield Mall toward Century Park West. The option travels under Century Park West, under Fox Hills Drive at Missouri Avenue, then under Santa Monica Boulevard at Comstock Avenue, to Eastborne Avenue just east of Beverly Glen Boulevard. At this juncture, Segment Options 4P follows the same alignment as Segment Options 4J and 4K. Segment Option 4P then heads across Wilshire Boulevard to the base Westwood/UCLA Off-Street Station Option. Segment Option 4P is applicable to Alternatives 1 through 5 only.

To construct Segment Option 4P, permanent easements underneath 235 parcels would be required for tunneling of the alignment (Appendix Table 5-8; Appendix Figure 5-3). These parcels include 701 residential properties, including, 52 single-family residences, seven condominium building with a total of 160 units and ten multi-family apartment buildings with a total of 489 residential units. No structures on these parcels would be displaced or relocated as a result of these permanent underground easements.

Segment Option 4Q: Century City (Constellation) Station to Wilshire/UCLA On-Street Station via East Route

Segment Option 4Q follows a similar alignment as Segment Option 4P, beginning at the Century City Constellation Station and traveling west to the Wilshire/UCLA Station. From the Century City Station, the alignment travels west under Constellation Boulevard and turns almost immediately northwesterly under the Westfield Mall toward Century Park West. The option travels under Century Park West, under Fox Hills Drive at Missouri Avenue, then under Santa Monica Boulevard at Comstock Avenue, to Eastborne Avenue just east of Beverly Glen Boulevard. At this juncture, Segment Option 4Q follows the same alignment as Segment Options 4J and 4K. Segment Option 4Q stays beneath Wilshire for the Westwood/UCLA On-Street Station Option (Option 5). Segment Option 4Q is applicable to Alternatives 1 through 5 only.

To construct Segment Option 4Q, permanent easements underneath 209 parcels would be required for tunneling of the alignment (Appendix Table 5-11; Appendix Figure 5-4). These parcels include 406 residential properties, including, 52 single-family residences, six condominium buildings with a total of 138 units, and eight multi-family apartment buildings with a total of 216 residential units. No structures on these parcels would be displaced or relocated as a result of these permanent underground easements.

**5.10.8.2 Central Alignment Options (Segment Options 4L, 4M, 4R, and 4S)**

Segment Options 4L, 4M, 4R, and 4S have underground alignments that travel between either the Century City Station at Santa Monica Boulevard (Segment Options 4L and 4M) or at Constellation Boulevard (Segment Options 4R and 4S) and Wilshire/UCLA Station via the Central Route. Segment Options 4L, 4M, 4R, and 4S are applicable to Alternatives 1 through 5 only (Table 5-12). Segment Options 4L, 4M, 4R, and 4S share the same parcels at the respective station areas that have been described under other alternatives or options. Specifically, Segment Options 4L and 4R have the same Wilshire/UCLA Off-Street station area parcels as Alternative 1, and Segment Options 4M and 4S have the same station area parcels as Option 5. In addition, Segment Options 4L and 4M have the same Century City Santa Monica Station area parcels as Alternative 1 and Segment Options 4R and 4S have the same Century City Constellation Station area parcels as Option 4. Therefore, none of these parcels will be discussed in this section.

Segment Option 4L: Century City (Santa Monica Boulevard) to Westwood/UCLA Off-Street via Central Route

Segment Option 4L leaves the Century City Station on Santa Monica Boulevard and heads west, continuing west past where Segment Options 4J and 4K turn north near Century Park West, crosses under Beverly Glen Boulevard, then turns northwesterly at Pandora Avenue toward Thayer and Eastborne Avenues, and traverses under the properties at a northwest angle and under Holman, Fairburn, Kinnard, Wilkins, Westholme, Ohio, Rochester, Manning, Wellworth, Selby, and Ashton Avenues, until Malcolm Avenue, where it turns more westerly and crosses under Wilshire Boulevard to Lindbrook Drive. At Lindbrook Drive, the alignment continues westerly along Glendon Avenue, Westwood Boulevard, and Gayley Avenue and terminates at the base Westwood/UCLA Off-Street Station Option. Segment Option 4L is applicable to Alternatives 1 through 5 only.

To construct Segment Option 4L, permanent easements underneath 358 parcels would be required for tunneling of the alignment (Appendix Table 5-14; Appendix Figure 5-5). These parcels include 661 residential properties, including 64 single-family residences, five condominium building with a total of 275 units and seven multi-family apartment buildings with a total of 322 residential units. No structures on these parcels would be displaced or relocated as a result of these permanent underground easements.

Segment Option 4M: Century City (Santa Monica Boulevard) to Westwood/UCLA On-Street via Central Route

Segment Option 4M crosses under many of the same streets as Segment Option 4L, but at a slightly different angle so that it can connect to the on-street Westwood/UCLA Station. The alignment is basically the same as Segment Option 4L as it leaves the Century City Station on Santa Monica Boulevard, and turns at Pandora Avenue in a northwesterly angle. At approximately Manning and Wellworth Avenues, Segment Option 4M turns slightly more northwesterly to begin the curve under Wilshire Boulevard, and rather than crossing under Wilshire Boulevard at Malcolm Avenue, Segment Option 4M turns westerly and is centered under Wilshire Boulevard at Glendon Avenue, continuing westward to the Westwood/UCLA On-Street Station Option (Option 5). Segment Option 4M is applicable to Alternatives 1 through 5 only.



To construct Segment Option 4M, permanent easements underneath 258 parcels would be required for tunneling of the alignment (Appendix Table 5-17; Appendix Figure 5-6). These parcels include 300 residences, including 65 single-family residences, three condominium buildings with a total of 178 units, and seven multi-family apartment buildings with a total of 57 residential units. No structures on these parcels would be displaced or relocated as a result of these permanent underground easements.

Segment Option 4R: Century City (Constellation Boulevard) Westwood/UCLA Off-Street via Central Route

Segment Option 4R follows a similar alignment to Segment Option 4L (described above); however, this option leaves from the Century City Station on Constellation Boulevard rather than on Santa Monica Boulevard. Segment Option 4R travels farther west on Constellation Boulevard from the Century City Station than Segment Options 4P and 4Q, and travels under Century Park West, curving slightly northwesterly at Dunkirk Avenue, traveling under Comstock Avenue and the center of La Grange Avenue, Benecia Avenue, Beverly Glen Boulevard, Pandora Avenue, and Holmby Avenue at Santa Monica Boulevard. The alignment then crosses under Santa Monica Boulevard and connects into the alignment for Segment Option 4L at Thayer and Eastborne Avenues. Segment Option 4R (and Segment Option 4L) traverses under the properties at a northwest angle and under Holman, Fairburn, Kinnard, Wilkins, Westholme, Ohio, Rochester, Manning, Wellworth, Selby, and Ashton Avenues, until Malcolm Avenue, where it turns more westerly and crosses under Wilshire Boulevard to Lindbrook Drive. At Lindbrook Drive, the alignment continues westerly along Glendon Avenue, Westwood Boulevard, and Gayley Avenue and terminates at the base Westwood/UCLA Off-Street Station Option. Segment Option 4R is applicable to Alternatives 1 through 5 only.

To construct Segment Option 4R, permanent easements underneath 453 parcels would be required for tunneling of the alignment (Appendix Table 5-20; Appendix Figure 5-7). These parcels include 810 residences, including 81 single-family residences, nine condominium buildings with a total of 340 condominium units and twenty multi-family apartment buildings with a total of 389 units. No structures on these parcels would be displaced or relocated as a result of these permanent underground easements.

Segment Option 4S: Century City (Constellation Boulevard) to Westwood/UCLA On-Street via Central Route

Segment Option 4S follows the same alignment as Segment Option 4R except when it splits off at Wilshire Boulevard to turn west and continue under Wilshire Boulevard to the Westwood/UCLA On-Street Station. At approximately Selby and Ashton Avenues, Segment Option 4S turns more westerly than Segment Option 4R (which turns more northwesterly to cross under Wilshire Boulevard and then Lindbrook Drive), turning under Malcolm Avenue, and then under the center of Wilshire Boulevard to the Westwood/UCLA On-Street Station Option (Option 5). Segment Option 4S is applicable to Alternatives 1 through 5 only.

To construct Segment Option 4S, permanent easements underneath 353 parcels would be required for tunneling of the alignment (Appendix Table 5-23; Appendix Figure 5-8). These parcels include 449 residences, including 82 single-family residences, seven



condominium buildings with a total of 243 condominium units and twenty multi-family apartment buildings with a total of 124 residential units. No structures on these parcels would be displaced or relocated as a result of these permanent underground easements.

**5.10.8.3 West Alignment Options (Segment Options 4N, 4O, 4T, and 4U)**

Segment Options 4N, 4O, 4T, and 4U have underground alignments that travel between either the Century City Station at Santa Monica Boulevard (Segment Options 4N and 4O) or at Constellation Boulevard (Segment Options 4T and 4U) and Wilshire/UCLA Station via the West Route. Segment Options 4N, 4O, 4T, and 4U are applicable to Alternatives 1 through 5 only (Table 5-12). Segment Options 4N, 4O, 4T, and 4U share the same parcels at the respective station areas that have been described under other alternatives or options. Specifically, Segment Options 4N and 4T have the same Wilshire/UCLA Off-Street station area parcels as Alternative 1, and Segment Options 4O and 4U have the same station area parcels as Option 5. In addition, Segment Options 4N and 4O have the same Century City Santa Monica Station area parcels as Alternative 1 and Segment Options 4T and 4U have the same Century City Constellation Station area parcels as Option 4. Therefore, none of these parcels will be discussed in this section.

Segment Option 4N: Century City (Santa Monica Boulevard) to Westwood/UCLA Off-Street via West Route

Segment Option 4N leaves the Century City Station on Santa Monica Boulevard and travels westerly, beyond the turning points for the options described above, turning north at Glendon Avenue, centered under Westwood Boulevard, turning northeast at Holman Avenue and angling to the northeast under Glendon, Ohio, and Wilkins Avenue to Malcolm and Rochester Avenues. At this juncture, the alignment turns northward and travels under Wellworth and Ashton Avenues, under Wilshire Boulevard, curving westerly to travel under Lindbrook Drive, and terminates at the base Westwood/UCLA Off-Street Station Option. Segment Option 4N is applicable to Alternatives 1 through 5 only.

To construct Segment Option 4N, permanent easements underneath 153 parcels would be required for tunneling of the alignment (Appendix Table 5-26; Appendix Figure 5-9). These parcels include 379 residences, including 26 single-family residences, two condominium buildings with a total of 102 condominium units, and two multi-family apartment buildings with a total of 251 residential units. No structures on these parcels would be displaced or relocated as a result of these permanent underground easements.

Segment Option 4O: Century City (Santa Monica Boulevard) Westwood/UCLA On-Street Station via West Route

Segment Option 4O follows a similar route to that of Segment Option 4N except that rather than continuing almost due north to cross under Wilshire Boulevard and then under Lindbrook Drive, Segment Option 4O continues from the northeast diagonal a bit more northerly to the intersection of Malcolm and Wellworth Avenues, and then begins a sharper turn to the northwest and then west to turn under the center of Wilshire Boulevard at Glendon Avenue, and then continues under Wilshire Boulevard to the Westwood/UCLA On-Street Station Option (Option 5). Segment Option 4O is applicable to Alternatives 1 through 5 only.

To construct Segment Option 4O, permanent easements underneath 144 parcels would be required for tunneling of the alignment (Appendix Table 5-29; Appendix Figure 5-10). These parcels include 197 residences, including 27 single-family residences, two



condominium buildings with a total of 95 condominium units and four multi-family apartment buildings with a total of 75 residential units. No structures on these parcels would be displaced or relocated as a result of these permanent underground easements.

Segment Option 4T: Century City (Constellation Boulevard) to Westwood/UCLA Off-Street via West Route

Segment Option 4T follows a combination of routes that are similar to Segment Options 4N and 4R, described above (Segment Option 4R where it leaves the same Century City Station and travels west under the properties west of the Westfield Mall, and Segment Option 4N where it travels along the West Route). Specifically, this option leaves the Century City Station on Constellation Boulevard, travels farther west on Constellation Boulevard, curving slightly less than Segment Option 4R, to travel under Century Park West, Dunkirk, La Grange, Comstock, and Benecia Avenues, then Beverly Glen Boulevard, and Pandora Avenue to Holmby Avenue. At Holmby Avenue, rather than continuing northwesterly along the Segment Option 4R route, Segment Option 4T turns westerly to travel under Santa Monica Boulevard at Thayer Avenue. At this point, the route connects into the Segment Option 4N route, traveling west under Santa Monica Boulevard, turning north at Glendon Avenue, centered under Westwood Boulevard, turning northeast at Holman Avenue, and angling to the northeast under Glendon, Ohio, and Wilkins Avenue to Malcolm and Rochester Avenues. At this juncture, the alignment turns northward and travels under Wellworth and Ashton Avenues, under Wilshire Boulevard, curving westerly to travel under Lindbrook Drive, terminating at the base Westwood/UCLA Off-Street Station Option. Segment Option 4T is applicable to Alternatives 1 through 5 only.

To construct Segment Option 4T, permanent easements underneath 232 parcels would be required for tunneling of the alignment (Appendix Table 5-32; Appendix Figure 5-11). These parcels include 506 residences, specifically 44 single-family residences, five condominium buildings with a total of 149 condominium units and thirteen multi-family apartment buildings with a total of 313 residential units. No structures on these parcels would be displaced or relocated as a result of these permanent underground easements.

Segment Option 4U: Century City (Constellation Boulevard) to Westwood/UCLA On-Street via West Route

Segment Option 4U follows the same route as Segment Option 4T except when it splits off at Wilshire Boulevard to turn west and continue under Wilshire Boulevard to the on-street Westwood/UCLA Station. This option also follows a combination of routes similar to those for Segment Options 4O and 4S (Segment Option 4S where it leaves the same Century City Station and travels west under the properties west of the Westfield Mall, and Segment Option 4O where it travels along the West Route). Specifically, this option follows the route for Segment Option 4T, except that rather than continue almost due north to cross under Wilshire Boulevard and then under Lindbrook Drive, Segment Option 4U continues from the northeast diagonal a bit more northerly to the intersection of Malcolm and Wellworth Avenues, and then begins a sharper turn to the northwest and then west to turn under the center of Wilshire Boulevard at Glendon Avenue, and then continues under Wilshire Boulevard to the Westwood/UCLA On-Street Station Option (Option 5). Segment Option 4U is applicable to Alternatives 1 through 5 only.



To construct Segment Option 4U, permanent easements underneath 223 parcels would be required for tunneling of the alignment (Appendix Table 5-35; Appendix Figure 5-12). These parcels include 324 residences, including 45 single-family residences, five condominium buildings with a total of 142 condominium units and fifteen multi-family apartment buildings with a total of 137 residential units. No structures on these parcels would be displaced or relocated as a result of these permanent underground easements.

5.10.9 Options: Mitigation

Metro would provide relocation assistance and compensation for all displaced businesses as required by both the Uniform Act and the California Act. The details of these laws regarding relocation assistance and compensation for property acquisitions are described in Sections 3.1 and 3.2. Where acquisitions and relocations are unavoidable, FTA and Metro would follow the provisions of both Acts and their Amendments. All real property acquired by Metro would be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal would be made to each property owner. Each business displaced as a result of the project would be given advance written notice and would be informed of their eligibility for relocation assistance and payments. It is anticipated that where relocation would be required, it would result in the relocation of most of the jobs that would be potentially displaced. Therefore, there would be no net loss of jobs overall. This would result in no adverse impacts related to job loss.

5.11 Maintenance Yards

The Westside Extension project would require either the expansion of Metro Division 20 Rail Yard or the construction of a new rail yard to house and maintain the rail cars. In either case, parcels would be displaced and/or uses on the site would be required to relocate.

5.11.1 Expansion of Metro Division 20 Rail Yard

The expansion of Metro Division 20 Rail Yard would involve four full takes of vacant land and eight partial acquisitions in the rail yard area (Table 5-32 and Figure 5-30). No residences would be impacted.



Table 5-32 : Expansion of Metro Division 20 Rail Yard Displacement and Relocation

Figure 5-30 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
5	5164005001	N/A	Los Angeles	FT	Not Available	Rail Yard	o
6	5164005800	N/A	Los Angeles	FT	Not Available	Rail Yard	o
9	5164016903	N/A	Los Angeles	FT	Not Available	Rail Yard	o
10	5164016902	N/A	Los Angeles	FT	Not Available	Rail Yard	o
1	5163017001	N/A	Los Angeles	PT	Not Available	Rail Yard	o
2	5164004002	N/A	Los Angeles	PT	Vacant	Rail Yard	o
3	5164004007	N/A	Los Angeles	PT	Vacant	Rail Yard	o
4	5164004008	N/A	Los Angeles	PT	Vacant	Rail Yard	o
7	5164005002	N/A	Los Angeles	PT	Not Available	Rail Yard	o
8	5164004902	N/A	Los Angeles	PT	Not Available	Rail Yard	o
11	5164016803	N/A	Los Angeles	PT	Not Available	Rail Yard	o
12	5164016908	N/A	Los Angeles	PT	Not Available	Rail Yard	o

Note: Type: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement; MFR=Multi-Family Residence
Source: TAHA, 2010

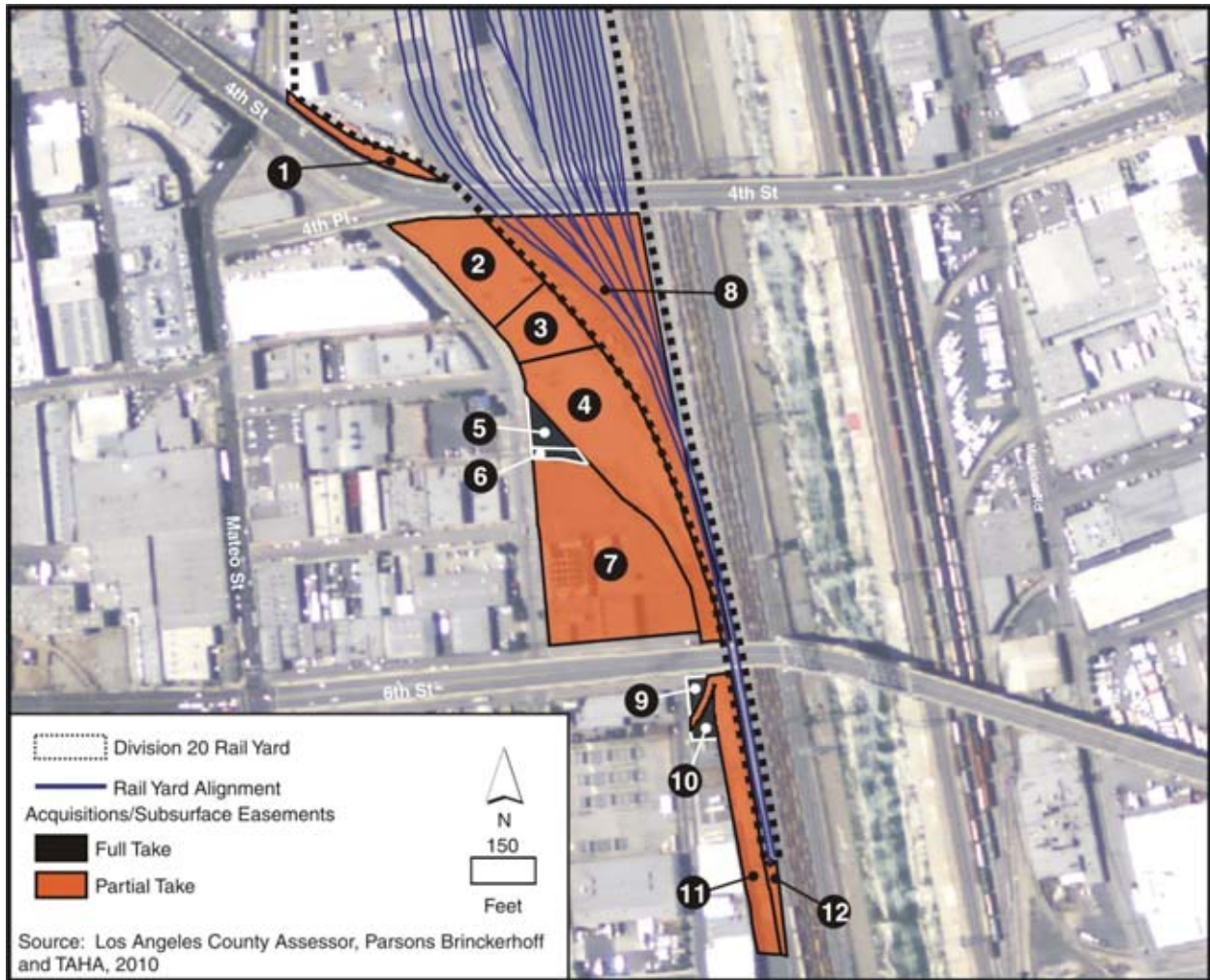


Figure 5-30: Expansion of Metro Division 20 Rail Yard – Potentially Displaced Parcels



5.11.2 Union Pacific Los Angeles Transportation Center Rail Yard

An alternative to expanding the Metro Division 20 Rail Yard would require the acquisition or permanent easement of a parcel that is currently owned by Union Pacific Railroad. In addition, permanent and temporary construction easements would be required for the bridge structure over the Los Angeles River (Table 5-33, Figures 5-31 and 5-32). In summary, two full takes, three partial takes, 13 permanent easements, and three temporary construction easements would be required for this rail yard option. No residences would be affected by these acquisitions.

Table 5-33: New Rail Yard Displacement and Relocation

Figure #	#	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
5-31	1	5410001800	N/A	Los Angeles	FT	Railroad ROW	Rail Yard Alignment	0
5-31	2	5410001801	N/A	Los Angeles	FT	Railroad ROW	Rail Yard Alignment	0
5-31	3	5410001809	N/A	Los Angeles	PT	Railroad ROW	Rail Yard Alignment	0
5-31	4	5410002817	N/A	Los Angeles	PT	Rail Yards	Rail Yard	0
5-31	5	5410002901	N/A	Los Angeles	PE/TCE	Railway	Bridge	0
5-31	6	5410002900	N/A	Los Angeles	PE	Los Angeles River	Rail Yard Alignment	0
5-31	7	5409020910	N/A	Los Angeles	PE/TCE	Railroad ROW	Rail Yard Alignment	0
5-31	8	5409020902	N/A	Los Angeles	PE/TCE	Parking Lot	Bridge	0
5-31	9	5409020904	N/A	Los Angeles	PE	Railroad ROW	Rail Yard Alignment	0
5-31	10	5409020905	N/A	Los Angeles	PE	Railroad ROW	Rail Yard Alignment	0
5-31	11	5409020906	N/A	Los Angeles	PT	Not Available	Rail Yard	0
5-31	12	5409020907	N/A	Los Angeles	PE	Railroad ROW	Rail Yard Alignment	0
5-31	13	5409020909	N/A	Los Angeles	PE	Railroad ROW	Rail Yard Alignment	0
5-31	14	5409021902	N/A	Los Angeles	PE	Railroad ROW	Rail Yard Alignment	0
5-31	15	5173019011	N/A	Los Angeles	PE	Railroad ROW	Rail Yard Alignment	0
5-32	16	5173020901	N/A	Los Angeles	PE	Railroad ROW	Rail Yard Alignment	0
5-32	17	5173020908	N/A	Los Angeles	PE	Railroad ROW	Rail Yard Alignment	0
5-32	18	5173020902	N/A	Los Angeles	PE	Railroad ROW	Rail Yard Alignment	0

Note: Type: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement; MFR=Multi-Family Residence
Source: TAHA, 2010

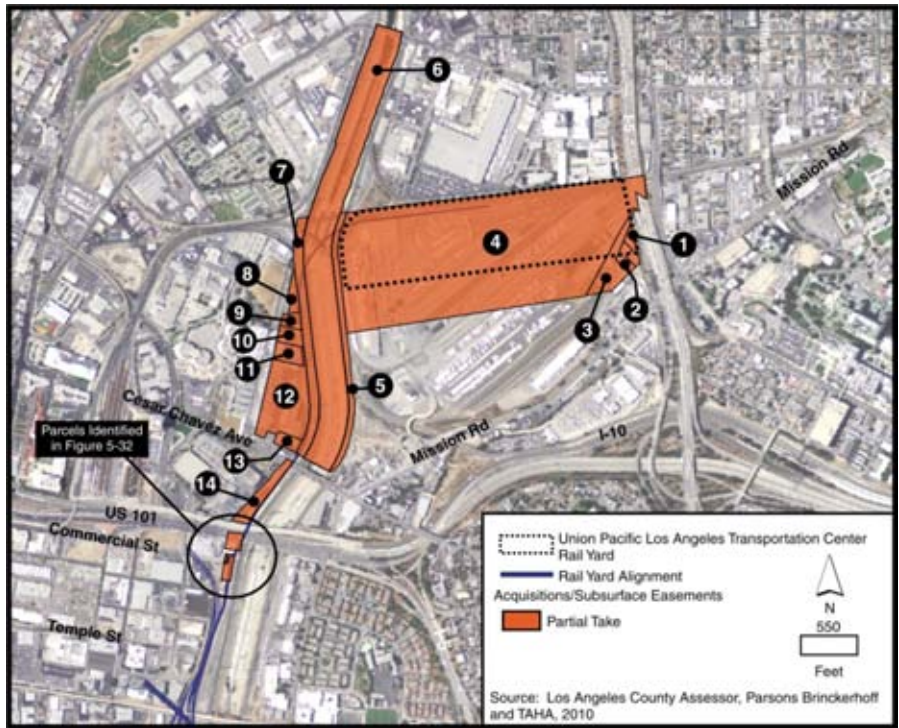


Figure 5-31: Union Pacific Railroad Transportation Center North of Cesar Chavez Avenue – Potentially Displaced Parcels



Figure 5-32: Union Pacific Railroad Transportation Center South of Cesar Chavez Avenue – Potentially Displaced Parcels



5.12 Cumulative Impacts

Displacement of property is site-specific in nature and would not contribute cumulatively to other property acquisition in the project area. Therefore, no adverse cumulative impacts associated with displacement and relocation are anticipated.

5.13 Relationship Between Local Short-Term Use of Resources and Maintenance and Enhancement of Long-Term Productivity

Construction of the project would result in the temporary and permanent commitment of resources in the form of land. Metro would acquire several parcels during construction of the proposed project for the storage of equipment and materials and other construction-related activities. It is assumed that these parcels would be left vacant after the construction process is complete. These short-term impacts are described in the *Westside Subway Extension Project Land Use and Development Report*. No additional short term uses related to displacement would occur. These parcels would affect the inventory of existing vacant land and parking areas, land uses which can be characterized as developable at some future date. The only station area that would be substantially altered from the existing inventories of vacant land or parking areas would be the Wilshire/Fairfax Station, where an additional nine parcels would be added to the existing inventory. However, most of the land that would be acquired for construction staging would be for temporary use and could be developed into another use at some later date. The proposed project would also require the use of land for station portals, these would be long-term commitments. Local short-term impacts in use of resources resulting from the proposed project alternatives would be consistent with the maintenance and enhancement of long-term productivity for the local area, region and state.

5.14 Irreversible and Irretrievable Commitment of Resources

Potential displacement and relocation effects are site specific in nature, and do not require the commitment of resources other than the commitment of land as described above. No additional impacts would occur.



6.0 CEQA ANALYSIS

According to the CEQA Guidelines, a project would have a significant impact if it would:

- Displace substantial numbers of existing housing units, particularly affordable housing units, necessitating the construction of replacement housing elsewhere; and/or
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

CEQA does not have specific thresholds for displacement impacts on employment. However, given the character of the project area, it is anticipated that the proposed project could impact businesses. Therefore, a similar threshold for employment displacement will be utilized in this analysis as for population and housing.

6.1 Alternatives

6.1.1 No Build

This Draft EIS/EIR considers a No Build Alternative that includes all existing highway and transit services and facilities, and the committed highway and transit projects in the 2009 Metro LRTP and the 2008 Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP). Under the No Build Alternative, no new infrastructure would be built within the study area, aside from projects currently under construction, or funded for construction, environmentally cleared and in operation by 2035 and identified in the Metro LRTP. Therefore, no significant impacts to displacement and relocation would occur.

6.1.2 Transportation System (TSM) Alternative

The TSM Alternative enhances the No Build Alternative by expanding the Metro Rapid bus services operating in the Westside Transit Corridor. This alternative emphasizes more frequent service to reduce delay and enhance mobility. Service frequency is proposed to be improved between 2 and 12 minutes on selected routes. Under the TSM Alternative, no new infrastructure would be built within the study area, aside from projects currently under construction, or funded for construction, environmentally cleared and in operation by 2035 and identified in the Metro LRTP. Therefore, no housing units or people would be displaced or relocated under the TSM Alternative and no significant impacts would occur.

6.1.3 Alternative 1: Westwood/UCLA Extension

Alternative 1 is the base alternative which extends via subway from the existing Metro Purple Line Wilshire/Western Station to Wilshire/UCLA Station. Alternative 1 would displace one single-family residence and one multi-family residence with 32 units. Although the residents would be displaced and relocated, due to the size and scope of the project, this impact would not be considered substantial. In addition, the residents would be compensated under the Uniform Relocation Act. Furthermore, the acquisitions will provide future opportunities for housing, should Metro decide to develop them. No



substantial displacement of housing or people are anticipated, therefore, less-than-significant impacts are anticipated.

Alternative 1 would result in the permanent loss of 302 jobs due to full takes and partial takes. With mitigation, impacts would be less-than-significant.

6.1.4 Alternative 2 Westwood/VA Hospital Extension

The same single-family residence and multi-family residence with 32 units that would be displaced under Alternative 1 would be displaced under Alternative 2. No additional residential displacement is anticipated. Less-than-significant impacts are anticipated.

Alternative 2 would result in the permanent loss of 302 jobs due to full takes and partial takes. With mitigation, impacts would be less-than-significant.

6.1.5 Alternative 3 Santa Monica Extension

The same single-family residence and multi-family residence with 32 units that would be displaced under Alternative 1 would be displaced under Alternative 3. No additional residential displacement is anticipated. Less-than-significant impacts are anticipated.

Alternative 3 would result in the permanent loss of 413 jobs due to full takes and partial takes. With mitigation, impacts would be less-than-significant.

6.1.6 Alternative 4 – Westwood/VA Hospital Extension Plus West Hollywood Extension

The same single-family residence and multi-family residence with 32 units that would be displaced under Alternative 1 would be displaced under Alternative 4. No additional residential displacement is anticipated. Less-than-significant impacts are anticipated.

Alternative 4 would result in the permanent loss of 363 jobs due to full takes and partial takes. With mitigation, impacts would be less-than-significant.

6.1.7 Alternative 5 – Santa Monica Extension Plus West Hollywood Extension

The same single-family residence and multi-family residence with 32 units that would be displaced under Alternative 1 would be displaced under Alternative 5. No additional residential displacement is anticipated. Less-than-significant impacts are anticipated.

Alternative 5 would result in the permanent loss of 474 jobs due to full takes and partial takes. With mitigation, impacts would be less-than-significant.

6.1.8 MOS 1– Wilshire/Fairfax Extension

The same single-family residence and multi-family residence with 32 units that would be displaced under Alternative 1 would be displaced under MOS 1. No additional residential displacement is anticipated. Less-than-significant impacts are anticipated.

**6.1.9 MOS 2 – Century City Extension**

The same single-family residence and multi-family residence with 32 units that would be displaced under Alternative 1 would be displaced under MOS 2. No additional residential displacement is anticipated. Less-than-significant impacts are anticipated.

6.1.10 Options 1-6 and Segment Options 4G-4U

Options 1-6 and Segment Options 4G-4U would not involve any displacements that differ from the base alternatives and, therefore, no significant impacts are anticipated.

6.1.11 Maintenance and Operation Facility Sites**6.1.11.1 Division 20 Maintenance Yard**

The expansion of Division 20 Maintenance yard would not displace any homes, people, or jobs. Therefore, no significant impacts are anticipated.

6.1.11.2 Union Pacific Railroad – Los Angeles Transportation Center Railyard

The creation of a new maintenance yard in the Union Pacific Railroad property would not displace any homes or people. Therefore, no significant impacts are anticipated.

6.1.12 Mitigation Measures

Metro would provide relocation assistance and compensation for all displaced businesses as required by both the Uniform Act and the California Act. The details of these laws regarding relocation assistance and compensation for property acquisitions are described in Sections 3.1 and 3.2. Where acquisitions and relocations are unavoidable, FTA and Metro would follow the provisions of both Acts and their Amendments. All real property acquired by Metro would be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal would be made to each property owner. Each business displaced as a result of the project would be given advance written notice and would be informed of their eligibility for relocation assistance and payments. It is anticipated that where relocation would be required, it would result in the relocation of most of the jobs that would be potentially displaced. Therefore, there would be no net loss of jobs overall. This would result in no adverse impacts related to job loss.

6.1.13 Impacts Remaining After Mitigation

Upon implementation of mitigation measures, impacts would be less-than-significant.

6.2 Cumulative Impacts

Displacement of property is site-specific in nature and would not contribute cumulatively to other property acquisition in the project area. Therefore, no significant cumulative impacts associated with displacement and relocation are anticipated.



References

LA County
Assessor's Office

Los Angeles County Assessor's Office website,
<http://maps.assessor.lacounty.gov>, February 2010.

LA County
Assessor's Office

Los Angeles County Assessor's Office website, 2009 Local Roll, February
2010.



Appendix A



Detail for Station and Alignment Options