



5.10 Build Options

The Westside Subway Extension includes 6 Build Options currently under consideration. The following discussion is organized by build option. The discussion is presented in numerical order for Build Options 1 through 6. Build Options 1 through 6 are alternate station location options. Build Options 4G through 4I are alignment options connecting the Wilshire/Rodeo Station and the Century City Station associated with the alternate station location in Century City. Build Options 4J through 4U are alignment options connecting the Century City Station and the Westwood/UCLA Station associated with the alternate station locations in Century City and at Westwood/UCLA. Three clusters of build options utilize similar routes from the Century City station to the Westwood/UCLA station: Build Options 4J, 4K, 4P, and 4Q (East Route); Build Options 4L, 4M, 4R, and 4S (Central Route); and Build Options 4N, 4O, 4T, and 4U (West Route). These three clusters are discussed together and, therefore, not in alphabetical sequence.

Additional information regarding alignment options is provided in the Technical Appendix to this document. Specifically, while the number of permanent underground easements is provided with each option, the list of parcels and/or properties for which the easements would be required was moved to the Appendix for readability purposes.

5.10.1 Option 1: Remove Wilshire/Crenshaw Station

Option 1 involves removing the Wilshire/Crenshaw Station, which is included in the base alignment. In place of the station, a vent shaft would be constructed in the same location. The vent shaft would be located midway between Crenshaw Boulevard and Lorraine Boulevard. Option 1 is applicable to all build alternatives.

For the purposes of the displacement and relocation analysis, the right-of-way for Option 1 is defined as the portion of the alignment along Wilshire Boulevard from Norton Avenue on the east to Plymouth Boulevard on the west.

In the base right-of-way, the acquisition of two properties would be required for an entrance and construction staging (Table 5-12 and Alternative 1 Figure 5-2).

Table 5-12: Base (With Wilshire/Crenshaw Station) –Potentially Displaced Parcels

Figure 5-2 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use
9	5090032900	N/A	Los Angeles	FT	Vacant Lot/Parking	Construction Staging
10	5090032005	675 Crenshaw Blvd	Los Angeles	FT	Single-family residence	Construction Staging

Note: Type: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement

Source: TAHA, 2010

Although Option 1 would attempt to maximize the public ROW, the following displacements are anticipated (Table 5-13 and Figure 5-24):

- 2 Full Takes



Option 1 would require the acquisition of these two properties for construction staging and placement of the vent shaft. The implementation of Option 1 would result in no difference in the number of affected parcels compared to the Wilshire/Crenshaw Base Station (Table 5-14).

Table 5-13: Option 1 (Without Wilshire/Crenshaw Station) –Potentially Displaced Parcels

Figure 5-24 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use
1	5090032900	N/A	Los Angeles	FT	Vacant Lot/Parking	Construction Staging
2	5090032005	675 Crenshaw Blvd	Los Angeles	FT	Single-family residence	Construction Staging

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

Table 5-14: Option 1 – Change in the Number of Affected Parcels Compared to Base

Build Option	Affected Parcels						Residences			
	FT	PT	PE	TCE	PUE	Total	SFR	CO	MFR	Total
Wilshire/Crenshaw Station - Base	2					2	1			1
Wilshire/Crenshaw Station – Option A	2					2	1			1
Change in Number of Affected Parcels with Option A	0					0	0			0

Note: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement; SFR=Single-Family Residence; CO – Multi-Family-Condominium Units; MFR=Multi-Family Residential Units (Apartments).
 Source: TAHA, 2010



Figure 5-24: Option 1 (Optional Crenshaw Station) – Potentially Displaced Parcels



5.10.2 Option 2: Wilshire/Fairfax Station East

Option 2 would locate the Wilshire/Fairfax Station east of Fairfax Avenue, relative to the base station location (Refer to Figure 5-4). The east end of the station box would be east of Orange Grove Avenue and in front of LACMA; and the west end would be west of Fairfax Avenue. There are three potential station entrances: on the northeast corner of the Wilshire/Fairfax intersection on the LACMA property, on the northwest corner of the Wilshire/Fairfax intersection, west of Johnie’s Coffee Shop/Restaurant, and on the southeast corner of Wilshire Boulevard and Orange Grove Avenue, across from LACMA. Option 2 is applicable to all build alternatives.

For the purposes of the displacement and relocation analysis, the right-of-way for Option 2 is defined as the portion of the alignment along Wilshire Boulevard from Ogden Drive on the east to Crescent Heights Blvd on the west.

The following types and amounts of acquisition are anticipated for the base station location (Table 5-15 and Alternative 1 Figure 5-4):

- 14 Full Takes
- 2 Permanent Easements

Under Option 2, the following displacements are anticipated (Table 5-16 and Figure 5-25):

- 14 Full Takes
- 2 Permanent Easements

The implementation of Option 2 would result in no difference in the number of acquisitions and easements compared to the base Wilshire/Fairfax Station (although the intended use of some of the parcels does differ slightly with the addition of an entrance on the south side of Wilshire Boulevard) (Table 5-17). These parcels include 1 residential property, comprised of 32 units in a multi-family apartment building, which would also be acquired with the base station location.

Table 5-15: Base Wilshire/Fairfax Station Area – Potentially Displaced Parcels

Figure 5-4 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use
20	5086010004	6000 Wilshire Blvd	Los Angeles	FT	Parking lot for retail space	Construction Staging
21	5086010003	6010 Wilshire Blvd	Los Angeles	FT	Retail space	Construction Staging
22	5086010002	6018 Wilshire Blvd	Los Angeles	FT	Retail space art gallery	Construction Staging
23	5086010001	6030 Wilshire Blvd	Los Angeles	FT	Retail space art gallery	Construction Staging
26	5510027003	6111 Wilshire Blvd	Los Angeles	FT	Marinello's Beauty School	Potential Entrance



Table 5-15: Base Wilshire/Fairfax Station Area – Potentially Displaced Parcels

Figure 5-4 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use
27	5510027040	6121 Wilshire Blvd	Los Angeles	FT	99 Cent Store	Construction Staging
28	5510027005	6133 Wilshire Blvd	Los Angeles	FT	Offices	Construction Staging
29	5510027006	6139 Wilshire Blvd	Los Angeles	FT	Parking for Offices	Construction Staging
30	5510027038	6155 Wilshire Blvd	Los Angeles	FT	Commercial	Generator & Construction Staging
31	5088002034	6120 Wilshire Blvd	Los Angeles	FT	Commercial	Entrance & Staging
32	5088002035	6122 Wilshire Blvd	Los Angeles	FT	Residential/Commercial	Entrance & Staging
33	5088002036	N/A	Los Angeles	FT	Commercial	Entrance & Staging
34	5088002037	6130 Wilshire Blvd	Los Angeles	FT	Commercial	Entrance & Staging
35	5088002038	6146 Wilshire Blvd	Los Angeles	FT	Commercial	Entrance & Staging
24	5508017007	6067 Wilshire Blvd	Los Angeles	PE	LACMA	Potential Entrance
25	5510027035	6101 Wilshire Blvd	Los Angeles	PE	Johnie's Restaurant Parking Lot	Potential Entrance

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

Table 5-16: Option 2 (Wilshire/Fairfax Station East) – Potentially Displaced Parcels

Figure 5-25 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use
5	5508017007	6067 Wilshire Blvd	Los Angeles	PE	LACMA	Potential Entrance
6	5510027035	6101 Wilshire Blvd	Los Angeles	PE	Johnie's Restaurant Parking Lot	Potential Entrance
1	5086010004	6000 Wilshire Blvd	Los Angeles	FT	Parking lot for retail space	Construction Staging
2	5086010003	6010 Wilshire Blvd	Los Angeles	FT	Retail space	Construction Staging
4	5086010001	6030 Wilshire Blvd	Los Angeles	FT	Acupuncture/ Gallery Space	Potential Entrance/Construction



Figure 5-25 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use
						Staging
3	5086010002	6018 Wilshire Blvd	Los Angeles	FT	Offices/Creative Space	Potential Entrance/Construction Staging
7	5510027003	6111 Wilshire Blvd	Los Angeles	FT	Marinello School of Beauty	Potential Entrance/Construction Staging
8	5510027040	6121 Wilshire Blvd	Los Angeles	FT	99 Cent Store	Construction Staging
9	5510027005	6133 Wilshire Blvd	Los Angeles	FT	Offices	Construction Staging
10	5510027006	6139 Wilshire Blvd	Los Angeles	FT	Offices	Construction Staging
11	5510027038	6155 Wilshire Blvd	Los Angeles	FT	Sizzler/Vacant Bldg	Generator & Construction Staging
12	5088002034	6120 Wilshire Blvd	Los Angeles	FT	Commercial	Entrance & Staging
13	5088002035	6122 Wilshire Blvd	Los Angeles	FT	Residential/Commercial	Entrance & Staging
14	5088002036	N/A	Los Angeles	FT	Commercial	Entrance & Staging
15	5088002037	6130 Wilshire Blvd	Los Angeles	FT	Commercial	Entrance & Staging
16	5088002038	6146 Wilshire Blvd	Los Angeles	FT	Commercial	Entrance & Staging

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

Table 5-17: Option 2 - 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
Wilshire/Fairfax Station - Base	14		2			16			32	32
Wilshire/Fairfax Station – Option B	14		2			16			32	32
Change in Number of Affected Parcels with Option B	0		0			0			0	0

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



Figure 5-25: Option 2 (Wilshire/Fairfax Station East) – Potentially Displaced Parcels

**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

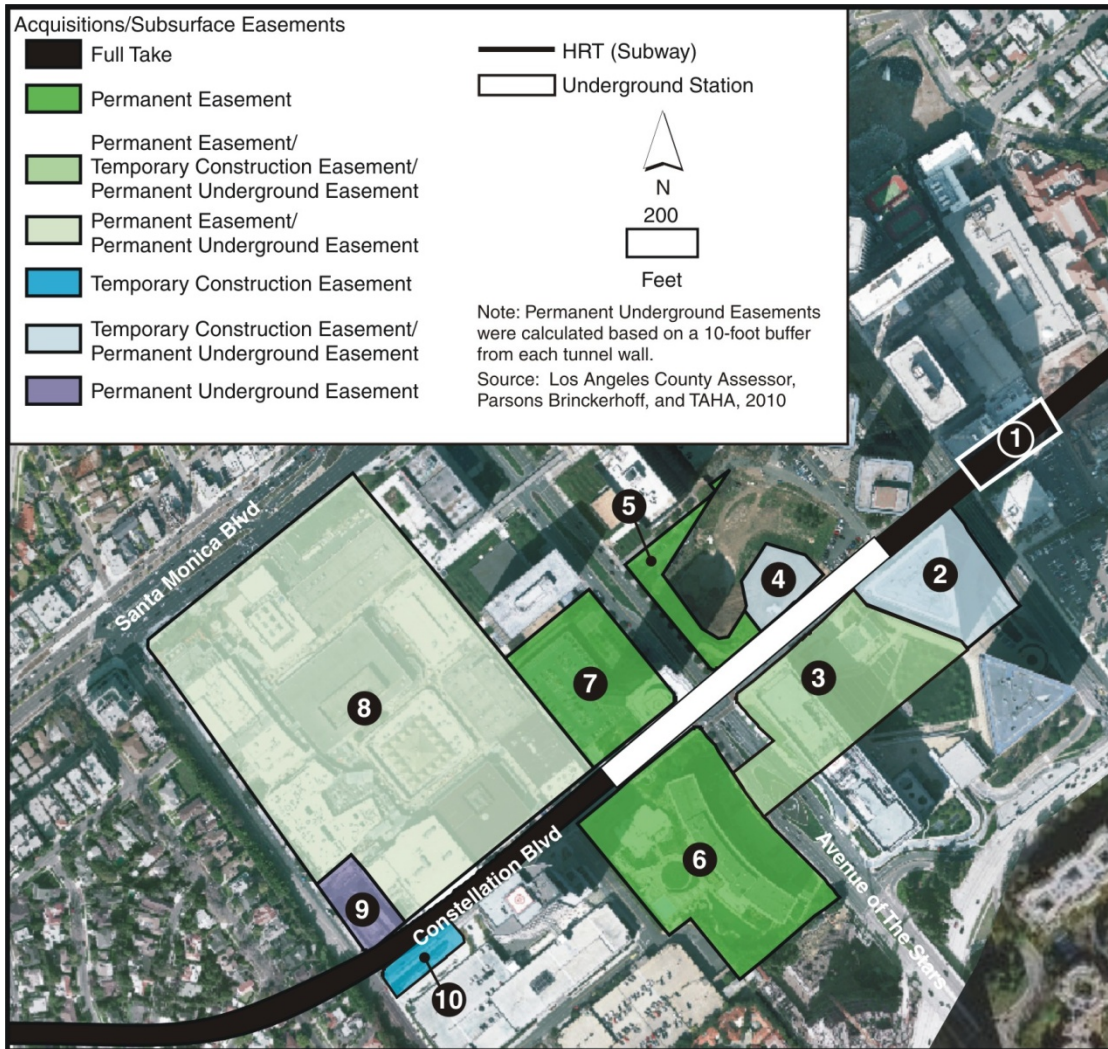


Figure 5-27: Option 4 (Century City –Constellation Station) – Potentially Displaced Parcels



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

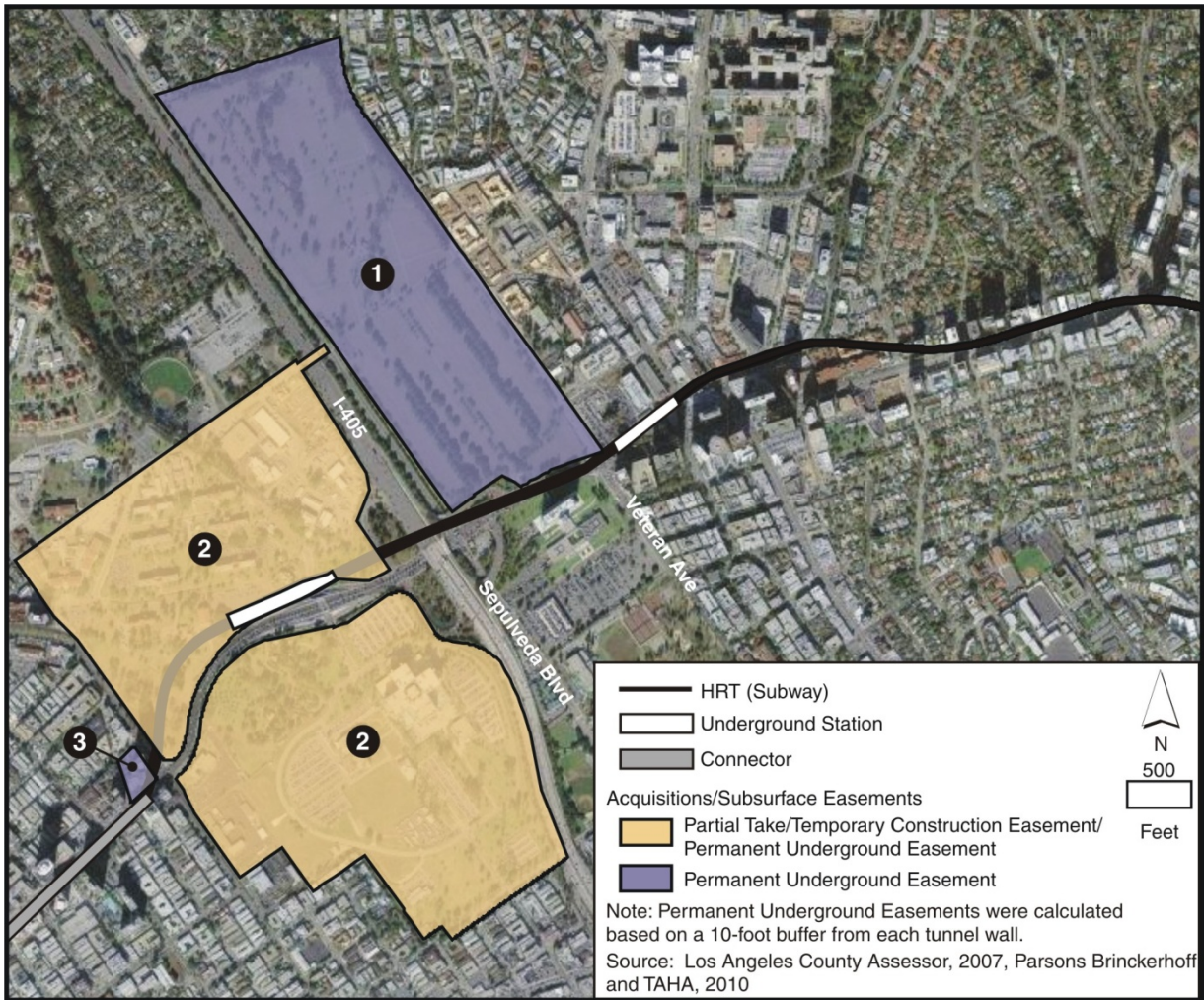


Figure 5-29: Option 6 (Westwood/VA Hospital North of Wilshire Boulevard) – Potentially Displaced Parcels

**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.