

**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)
<b>Total Residential Properties (Single-Family + Multi-Family)</b>	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
<b>Total Number of Properties</b>	<b>71</b>	<b>61</b>	<b>88</b>	<b>83</b>	<b>53</b>	<b>51</b>	<b>82</b>	<b>77</b>	<b>122</b>	<b>117</b>	<b>88</b>	<b>86</b>
<b>Total Number of Parcels</b>	<b>212</b>	<b>181</b>	<b>358</b>	<b>258</b>	<b>153</b>	<b>144</b>	<b>235</b>	<b>209</b>	<b>453</b>	<b>353</b>	<b>232</b>	<b>223</b>

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

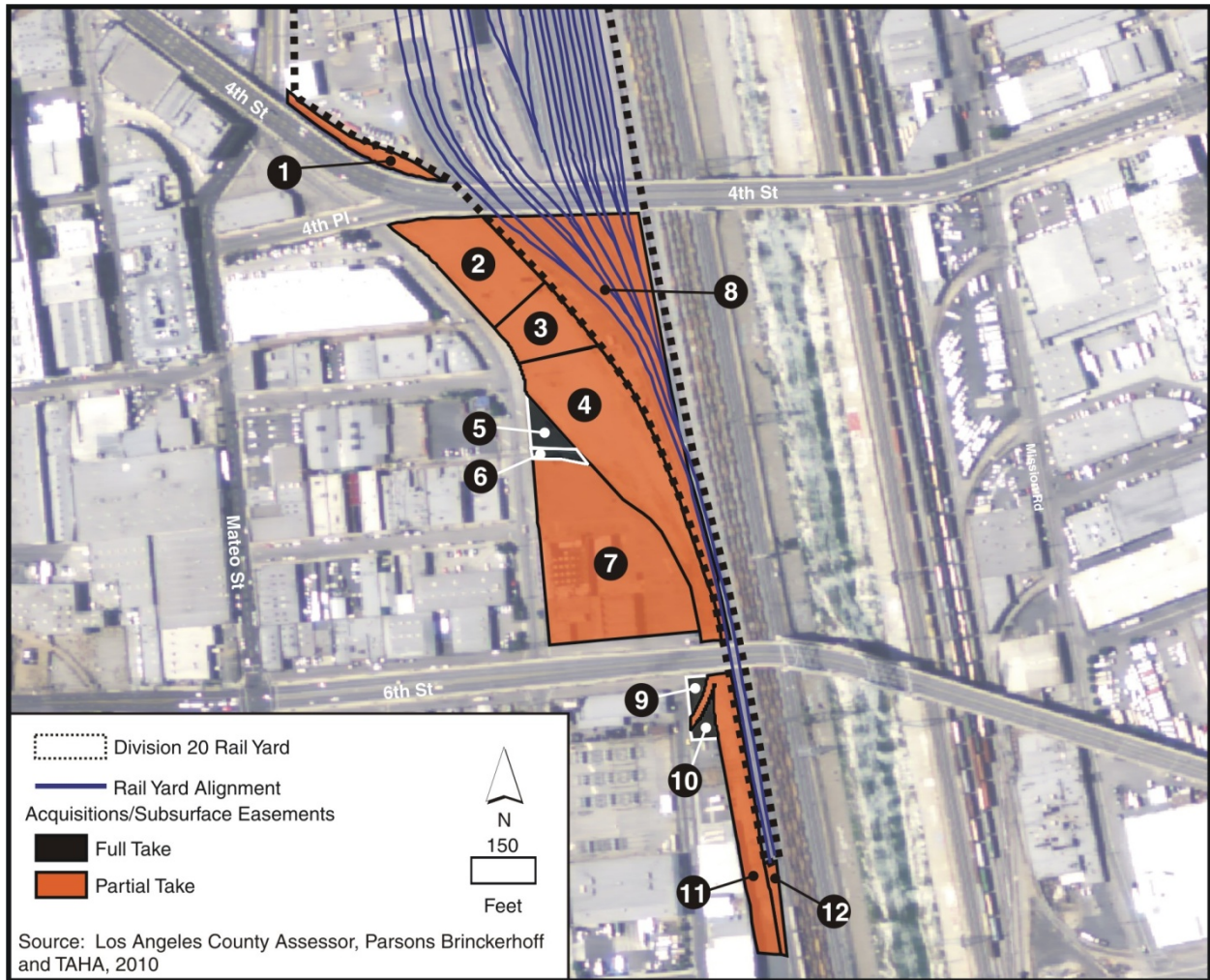


Figure 5-30: Expansion of Metro Division 20 Rail Yard – Potentially Displaced Parcels



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

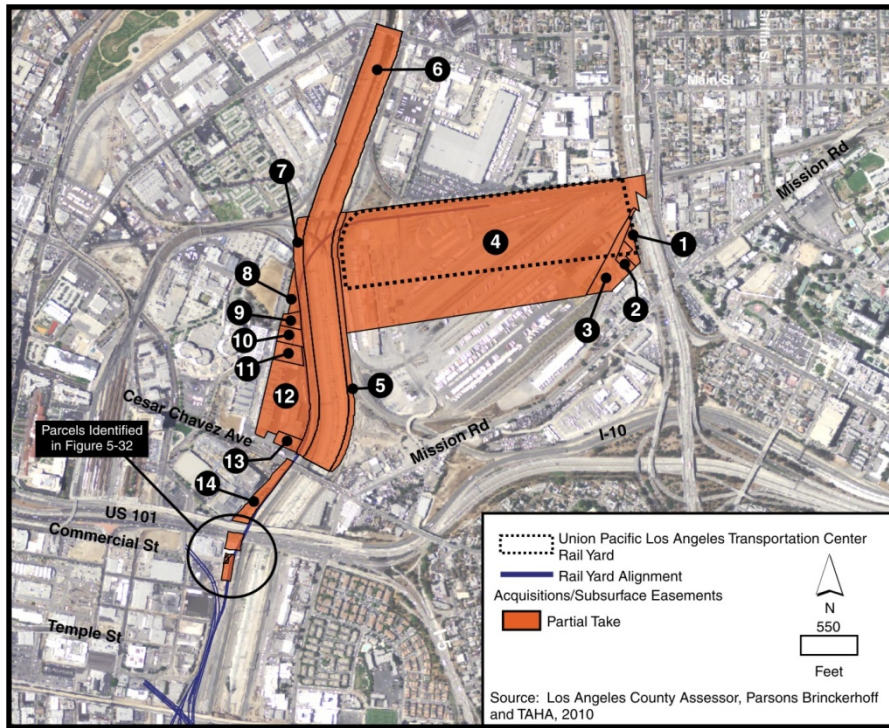


Figure 5-31: Union Pacific Railroad Transportation Center North of Cesar Chavez Avenue – Potentially Displaced Parcels

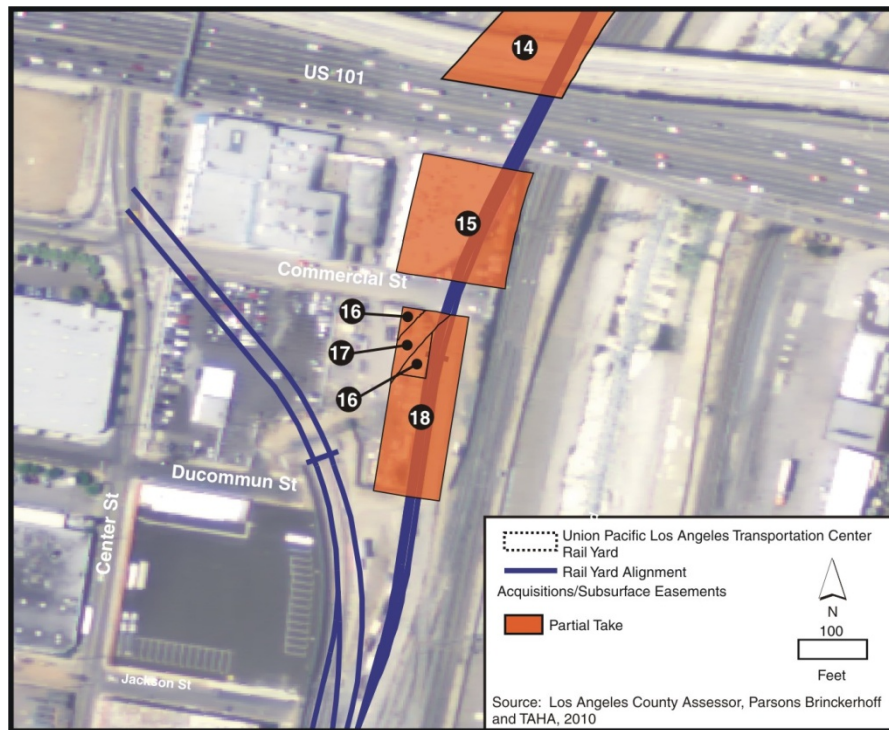


Figure 5-32: Union Pacific Railroad Transportation Center South of Cesar Chavez Avenue – Potentially Displaced Parcels



### **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

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<http://maps.assessor.lacounty.gov>, February 2010.

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