



Appendix A



Detail for Station and Alignment Options



WESTSIDE SUBWAY EXTENSION

Technical Appendix to the Real-Estate Acquisitions Technical Report



August 2010



Table of Contents

- 1.0 INTRODUCTION 1-1
- 2.0 SUMMARY OF OPTIONS 2-1
- 3.0 STATION OPTIONS 3-1
 - 3.1 Option 1: Wilshire/Crenshaw Station Option 3-1
 - 3.2 Option 2: Wilshire/Fairfax East Station Option..... 3-4
 - 3.3 Option 3: Wilshire/La Cienega Station Option..... 3-8
 - 3.3.1 Option 3 – Station Area 3-8
 - 3.3.2 Option 3– Alignment Portion 3-10
 - 3.4 Option 4: Century City Station and Segment Options: Century City Station
Option..... 3-22
 - 3.5 Option 5: Wilshire/UCLA Station Option..... 3-26
 - 3.6 Option 6: Westwood/VA Hospital Station Option..... 3-31
- 4.0 BEVERLY HILLS TO CENTURY CITY SEGMENT OPTIONS 4-1
 - 4.1 Segment Option 4I: Beverly Hills to Century City (Santa Monica) via Santa
Monica Boulevard 4-2
 - 4.2 Segment Option 4G: Beverly Hills to Century City (Constellation) via
Constellation South 4-0
 - 4.3 Segment Option 4H: Beverly Hills to Century City (Constellation) via
Constellation North 4-11
- 5.0 CENTURY CITY TO WESTWOOD ALIGNMENT OPTIONS 5-1
 - 5.1 East Alignment Options (Segment Options 4J, 4K, 4P, and 4Q)..... 5-3
 - 5.1.1 Segment Option 4J: Century City (Santa Monica Blvd) to
Westwood/UCLA Off-Street (Base) 5-3
 - 5.1.2 Segment Option 4K: Century City (Santa Monica Blvd) to
Westwood/UCLA On-Street..... 5-20
 - 5.1.3 Segment Option 4P: Century City (Constellation) Station to
Wilshire/UCLA Off-Street via East Route 5-33
 - 5.1.4 Segment Option 4Q: Century City (Constellation) Station to
Wilshire/UCLA On-Street via East Route 5-48
 - 5.2 Central Alignment Options (Segment Options 4L, 4M, 4R, and 4S) 5-62
 - 5.2.1 Segment Option 4L: Century City (Santa Monica) Station to
Wilshire/UCLA Off-Street Station via Central Route..... 5-62
 - 5.2.2 Segment Option 4M: Century City (Santa Monica) Station to
Wilshire/UCLA On-Street Station via Central Route 5-82
 - 5.2.3 Segment Option 4R: Century City (Constellation) Station to
Wilshire/UCLA Off-Street Station via Central Route..... 5-97
 - 5.2.4 Segment Option 4S: Century City (Constellation) Station to
Wilshire/UCLA On-Street Station via Central Route 5-121
 - 5.3 West Alignment Options (Segment Options 4N, 4O, 4T, and 4U) 5-142
 - 5.3.1 Segment Option 4N: Century City (Santa Monica) Station to
Wilshire/UCLA Off-Street Station via West Route..... 5-142
 - 5.3.2 Segment Option 4O: Century City (Santa Monica) Station to
Wilshire/UCLA On-Street Station via West Route..... 5-152



5.3.3 Segment Option 4T: Century City (Constellation) Station to
Wilshire/UCLA Off-Street Station via West Route..... 5-162

5.3.4 Segment Option 4U: Century City (Constellation) Station to
Wilshire/UCLA On-Street Station via West Route..... 5-177

List of Tables

Table 2-1: Build Options Applicability to Alternatives 2-1

Table 2-2: Station Options (1 through 6) – Change in Number of Affected Parcels Compared to Base
Station Location 2-3

Table 2-3: Option4 Segment Options from Wilshire/Rodeo Station to Century City Station – Total
Number of Permanent Underground Easements..... 2-3

Table 2-4: Option 4 Segment Options from Century City Station to Westwood/UCLA Station – Total
Number of Permanent Underground Easements..... 2-4

Table 3-1: Base (With Wilshire/Crenshaw Station) – Potentially Displaced Parcels..... 3-1

Table 3-2: Option 1 (Without Wilshire/Crenshaw Station) –Potentially Displaced Parcels 3-2

Table 3-3: Option 1 - Change in Number of Affected Parcels Compared to Base Station Location.... 3-2

Table 3-4: Base Wilshire/Fairfax Station Area – Potentially Displaced Parcels..... 3-4

Table 3-5: Option 2 (Wilshire/Fairfax Station East) – Potentially Displaced Parcels 3-5

Table 3-6: Option 2 - Change in Number of Affected Parcels Compared to Base Station Location.... 3-6

Table 3-7: Base Wilshire/La Cienega Station Area and Wilshire/Robertson Connection – Potentially
Displaced Parcels..... 3-9

Table 3-8: Option 3 Station Area – Potentially Displaced Parcels 3-9

Table 3-9: Option 3 – Change in Number of Affected Parcels Compared to Base Station Location. 3-10

Table 3-10: Base Alignment (from Beverly Center Area Station to Wilshire/La Cienega Station) –
Potentially Displaced Parcels 3-11

Table 3-11: Option 3 Alignment Portion – Potentially Displaced Parcels..... 3-15

Table 3-12: Option 3 Alignment Portion – Change in Number of Affected Parcels Compared to Base
Alignment West Hollywood Extension 3-19

Table 3-13: Base (Santa Monica Boulevard Century City Station) – Potentially Displaced Parcels... 3-22

Table 3-15: Option 4 Station Location - Change in Number of Affected Parcels Compared to Base
Station Location 3-24

Table 3-16: Base (Westwood/UCLA Off-Street Station) – Potentially Displaced Parcels..... 3-26

Table 3-17: Option 5 – Potentially Displaced Parcels 3-29

Table 3-18: Option 5 Station Location - Change in Number of Affected Parcels Compared to Base
Station Location 3-29

Table 3-19: Base (Westwood/VA Hospital Station South of Wilshire Boulevard) – Potentially
Displaced Parcels..... 3-31

Table 3-20: Option 6 – Potentially Displaced Parcels 3-32

Table 3-21: Option 6 Station Location - Change in Number of Affected Parcels Compared to Base
Station Location 3-33



Table 4-1: Permanent Underground Easements for Wilshire/Rodeo Station to Century City Station
Alignment Options 4-2

Table 4-8: Segment Option 4I – Permanent Underground Easements 4-3

Table 4-9: Segment Option 4I – Permanent Underground Easements by Type of Land Use..... 4-3

Table 4-2: Segment Option 4G – Permanent Underground Easements 4-1

Table 4-3: Segment Option 4G – Permanent Underground Easements by Type of Land Use 4-8

Table 4-4: Segment Option 4G –Permanent Underground Easements By Type of Residential Use . 4-9

Table 4-5: Segment Option 4H – Permanent Underground Easements 4-12

Table 4-6: Segment Option 4H – Permanent Underground Easements by Type of Land Use..... 4-14

Table 4-7: Segment Option 4H – Permanent Underground Easements by Type of Residential Use .. 4-14

Table 5-1: Permanent Underground Easements for Century City Station to Westwood/UCLA Station
Alignment Options 5-2

Table 5-2: Segment Option 4J – Permanent Underground Easements 5-4

Table 5-3: Segment Option 4J – Permanent Underground Easements by Type of Land Use..... 5-16

Table 5-4: Segment Option 4J – Permanent Underground Easements By Type of Residential Use 5-16

Table 5-5: Segment Option 4K – Permanent Underground Easements 5-21

Table 5-6: Segment Option 4K – Permanent Underground Easements by Type of Land Use..... 5-28

Table 5-7: Segment Option 4K – Permanent Underground Easements By Type of Residential Use... 5-28

Table 5-8: Segment Option 4P – Permanent Underground Easements 5-34

Table 5-9: Segment Option 4P – Permanent Underground Easements by Type of Land Use..... 5-44

Table 5-10: Segment Option 4P – Permanent Underground Easements By Type of Residential Use . 5-44

Table 5-11: Segment Option 4Q – Permanent Underground Easements 5-49

Table 5-12: Segment Option 4Q – Permanent Underground Easements by Type of Land Use 5-58

Table 5-13: Segment Option 4Q – Permanent Underground Easements By Type of Residential Use 5-58

Table 5-14: Segment Option 4L – Permanent Underground Easements 5-63

Table 5-15: Segment Option 4L – Permanent Underground Easements by Type of Land Use 5-78

Table 5-16: Segment Option 4L – Permanent Underground Easements By Type of Residential Use . 5-78

Table 5-17: Segment Option 4M – Permanent Underground Easements 5-83

Table 5-18: Segment Option 4M – Permanent Underground Easements by Type of Land Use..... 5-93

Table 5-19: Segment Option 4M – Permanent Underground Easements By Type of Residential Use 5-93

Table 5-20: Segment Option 4R – Permanent Underground Easements 5-98

Table 5-21: Segment Option 4R – Permanent Underground Easements by Type of Land Use..... 5-116

Table 5-22: Segment Option 4R – Permanent Underground Easements By Type of Residential Use . 5-116

Table 5-23: Segment Option 4S – Permanent Underground Easements 5-122

Table 5-24: Segment Option 4S – Permanent Underground Easements by Type of Land Use 5-137

Table 5-25: Segment Option 4S – Permanent Underground Easements By Type of Residential Use .5-137

Table 5-26: Segment Option 4N – Permanent Underground Easements 5-143

Table 5-27: Segment Option 4N – Permanent Underground Easements by Type of Land Use 5-149

Table 5-28: Segment Option 4N – Permanent Underground Easements By Type of Residential Use 5-149

Table 5-29: Segment Option 4O – Permanent Underground Easements 5-153

Table 5-30: Segment Option 4O – Permanent Underground Easements by Type of Land Use 5-159

Table 5-31: Segment Option 4O – Permanent Underground Easements for Number of Residential Units 5-159

Table 5-32: Segment Option 4T – Permanent Underground Easements 5-163

Table 5-33: Segment Option 4T – Permanent Underground Easements by Type of Land Use 5-173

Table 5-34: Segment Option 4T – Permanent Underground Easements for Number of Residential Units 5-173

Table 5-35: Segment Option 4U – Permanent Underground Easements 5-178

Table 5-36: Segment Option 4U – Permanent Underground Easements by Type of Land Use 5-187

Table 5-37: Segment Option 4U – Permanent Underground Easements by Type of Residential Use .5-187

List of Figures

Figure 3-1: Option 1 – Potentially Displaced Parcels 3-3

Figure 3-2: Option 2– Potentially Displaced Parcels 3-7

Figure 3-3 Option 3 – Potentially Displaced Parcels 3-21

Figure 3-4: Option 4 (Century City Station Option) – Potentially Displaced Parcels 3-25

Figure 3-5: Option 5 – Potentially Displaced Parcels 3-30

Figure 3-6: Option 6 – Potentially Displaced Parcels 3-34

Figure 4-3: Segment Option 4I: Permanent Underground Easements 4-4

Figure 4-1: Segment Option 4G: Permanent Underground Easements 4-10

Figure 4-2: Segment Option 4H: Permanent Underground Easements 4-15

Figure 5-1: Segment Option 4J: Permanent Underground Easements 5-19

Figure 5-2: Segment Option 4K: Permanent Underground Easements 5-32

Figure 5-3: Segment Option 4P: Permanent Underground Easements 5-47

Figure 5-4: Segment Option 4Q: Permanent Underground Easements 5-61

Figure 5-5: Segment Option 4L: Permanent Underground Easements 5-81

Figure 5-6: Segment Option 4M: Permanent Underground Easements 5-96

Figure 5-7: Segment Option 4R: Permanent Underground Easements 5-120

Figure 5-8: Segment Option 4S: Permanent Underground Easements 5-141



Figure 5-9: Segment Option 4N: Permanent Underground Easements..... 5-151
Figure 5-10: Segment Option 4O: Permanent Underground Easements..... 5-161
Figure 5-11: Segment Option 4T: Permanent Underground Easements 5-176
Figure 5-12: Segment Option 4U: Permanent Underground Easements 5-188

Acronyms and Abbreviations

<u>Acronym</u>	<u>Definition</u>
AIN	Assessor's Identification Number (County of Los Angeles Assessor's Office)
Ave	Avenue
Blvd	Boulevard
California Act	California Relocation Act
CEQA	California Environmental Quality Act
LACMA	Los Angeles County Museum of Art
Metro	Los Angeles County Metropolitan Transportation Authority
NEPA	National Environmental Policy Act
PE	Permanent Easement
PUE	Permanent Underground Easement
ROW	Right-of-way
St	Street
SW	Southwest
TCE	Temporary Construction Easement
UCLA	University of California Los Angeles
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
VA	Veterans Affairs



1.0 INTRODUCTION

This Technical Appendix includes technical data related to acquisitions, permanent easements, and permanent underground easements that would be required if the proposed project were to be implemented. This section supplements the analysis presented in the Displacement and Relocation Technical report and provides a level of detail regarding acquisitions, easements, and permanent underground easements (PUEs) associated with the project that may not be of interest to the average reader.

For the six station location options (Options 1 through 6), this technical appendix addresses the acquisitions, easements and permanent underground easement that would be required for station boxes, station entrances, construction staging, and the alignment.

Option 4 also includes fifteen segment options. This Technical Appendix addresses the PUEs that would be required for segments under consideration. For these segment options, only the PUEs are discussed because the acquisitions and easements that may be required at the terminus stations are covered in previous analysis. Impact analysis is not presented in this document, but is included in the Displacement and Relocation Technical Report.



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2.0 SUMMARY OF OPTIONS

The Westside Extension Corridor Project includes six station options and fifteen segment options. Table 2-1 indicates the alternatives and MOS for which build options could be utilized. The following discussion is organized by type of build option. First all six station options are discussed. Then all fifteen segment options that are part of Option 4 are discussed.

Table 2-1: Build Options Applicability to Alternatives

Station/Segment Option		Applicable to Alternative/MOS						
		1	2	3	4	5	MOS 1	MOS 2
Station Options								
1	Wilshire/Crenshaw Station Option	✓	✓	✓	✓	✓	✓	✓
2	Wilshire/Fairfax Station East Option	✓	✓	✓	✓	✓	✓	✓
3	Wilshire/La Cienega Station Option	✓	✓	✓	✓	✓		✓
4	Century City Station and Segment Options: Century City Station Option	✓	✓	✓	✓	✓		✓
5	Westwood/UCLA Station Option	✓	✓	✓	✓	✓		
6	Westwood/VA Hospital Station Option		✓	✓	✓	✓		
Option 4 Segment Options								
4I	Century City Station and Segment Options: Beverly Hills to Century City(Santa Monica) via Santa Monica Boulevard Base	✓	✓	✓	✓	✓		✓
4G	Century City Station and Segment Options: Beverly Hills to Century City (Constellation) via Constellation South	✓	✓	✓	✓	✓		✓
4H	Century City Station and Segment Options: Beverly Hills to Century City (Constellation) via Constellation North	✓	✓	✓	✓	✓		✓
4J	Century City Station and Segment Options: Century City (Santa Monica) to Westwood (Off-Street) via East Segment	✓	✓	✓	✓	✓		
4K	Century City Station and Segment Options: Century City (Santa Monica) to Westwood (On-Street) via East Segment	✓	✓	✓	✓	✓		
4P	Century City Station and Segment Options: Century City (Constellation) to Westwood (Off-Street) via East Segment	✓	✓	✓	✓	✓		
4Q	Century City Station and Segment Options: Century City (Constellation) to Westwood (On-Street) via East Segment	✓	✓	✓	✓	✓		

WESTSIDE SUBWAY EXTENSION

Table 2-1: Build Options Applicability to Alternatives

Station/Segment Option		Applicable to Alternative/MOS						
		1	2	3	4	5	MOS 1	MOS 2
4L	Century City Station and Segment Options: Century City (Santa Monica) to Westwood (Off-Street) via Central Segment	✓	✓	✓	✓	✓		
4M	Century City Station and Segment Options: : Century City (Santa Monica) to Westwood (On-Street) via Central Segment	✓	✓	✓	✓	✓		
4R	Century City Station and Segment Options: Century City (Constellation) to Westwood (Off-Street) via Central Segment	✓	✓	✓	✓	✓		
4S	Century City Station and Segment Options: Century City (Constellation) to Westwood (On-Street) via Central Segment	✓	✓	✓	✓	✓		
4N	Century City Station and Segment Options: Century City (Santa Monica) to Westwood (Off-Street) via West Segment	✓	✓	✓	✓	✓		
4O	Century City Station and Segment Options: Century City (Santa Monica) to Westwood (On-Street) via West Segment	✓	✓	✓	✓	✓		
4T	Century City Station and Segment Options: Century City (Constellation) to Westwood (Off-Street) via West Segment	✓	✓	✓	✓	✓		
4U	Century City Station and Segment Options: Century City (Constellation) to Westwood (On-Street) via West Segment	✓	✓	✓	✓	✓		

Source: TAHA, 2010

Table 2-2 indicates the number of full takes (FT), partial takes (PT), permanent easements (PE), temporary construction easements (TCE), and permanent underground easements (PUE) that would occur under each of the station options compared to the base station location. Each option is presented in detail below.

Table 2-3 indicates the number subsurface easements that would occur under each of the alignment options. The full takes, partial takes, permanent easement and temporary construction easements associated with each alignment option are included in the analysis of the associated station options and are not included in the alignment analysis.



Table 2-2: Station Options (1 through 6) – Change in Number of Affected Parcels Compared to Base Station Location

Station Option		Affected Parcels					Residences				
		FT	PT	PE	TCE	PUE	Total	SFR	CO	MFR	Total
1	Wilshire/Crenshaw Station Option										
2	Wilshire/Fairfax Station East Option										
3	Wilshire/La Cienega Station Option – Station Area	-4	+1	-1			-4				
3	Wilshire/La Cienega Station Option – Alignment Portion		+1			+20	+21	-35	+49	+91	+105
4	Century City Station and Segment Options: Century City Station Option	+1		+3	+4	+5	+13				
5	Westwood/UCLA Station Option		-1	+4		-29	-26		-20	-273	-293
6	Westwood/VA Hospital Station Option				-1		-1				

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=Units in Multi-Family Residences (Apartments);

Source: TAHA, 2010

Table 2-3: Option 4 Segment Options from Wilshire/Rodeo Station to Century City Station – Total Number of Permanent Underground Easements

Segment Options		Total Number of PUEs	Difference from Base Alignment (Option 4I)	Residences			
				SFR	CO	MFR	Total
4I	Century City Station and Segment Options: Beverly Hills to Century City(Santa Monica) via Santa Monica Boulevard Base	4					0
4G	Century City Station and Segment Options: Beverly Hills to Century City (Constellation) via Constellation South	156	+152	2	4 buildings (124 units)	17 buildings (108 units)	23 buildings (234 units)



4H	Century City Station and Segment Options: Beverly Hills to Century City (Constellation) via Constellation North	27	+23		1 building (6 units)	3 buildings (23 units)	4 buildings (29 units)
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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=Units in Multi-Family Residences (Apartments);

Source: TAHA, 2010

Table 2-4: Option 4 Segment Options from Century City Station to Westwood/UCLA Station – Total Number of Permanent Underground Easements

Build Options	Total Number of PUEs	Difference from Base Alignment (Option 4J)	Residences				
			SFR	CO	MFR	Total	
4J	Century City Station and Segment Options: Century City (Santa Monica) to Westwood (Off-Street) via East Segment	211		49	5 buildings (146 units)	5 buildings (477 units)	59 buildings (672 units)
4K	Century City Station and Segment Options: Century City (Santa Monica) to Westwood (On-Street) via East Segment	181	-31	49	4 buildings (124 units)	3 buildings (204 units)	56 buildings (377 units)
4P	Century City Station and Segment Options: Century City (Constellation) to Westwood (Off-Street) via East Segment	234	+22	52	7 buildings (160 units)	10 buildings (489 units)	69 buildings (701 units)
4Q	Century City Station and Segment Options: Century City (Constellation) to Westwood (On-Street) via East Segment	204	-9	52	6 buildings (138 units)	8 buildings (216 units)	66 buildings (406 units)
4L	Century City Station and Segment Options: Century City (Santa Monica) to Westwood (Off-Street) via Central Segment	357	+146	64	5 buildings (275 units)	7 buildings (322 units)	76 buildings (661 units)
4M	Century City Station and Segment Options: Century City (Santa Monica) to Westwood (On-Street) via Central Segment	257	+46	65	3 buildings (178 units)	7 buildings (57 units)	75 buildings (300 units)
4R	Century City Station and Segment Options: Century City (Constellation) to Westwood (Off-Street) via Central Segment	451	+239	81	9 buildings (340 units)	20 buildings (389 units)	110 buildings (810 units)

Table 2-4: Option 4 Segment Options from Century City Station to Westwood/UCLA Station – Total Number of Permanent Underground Easements

Build Options		Total Number of PUEs	Difference from Base Alignment (Option 4)	Residences			
				SFR	CO	MFR	Total
4S	Century City Station and Segment Options: Century City (Constellation) to Westwood (On-Street) via Central Segment	351	+139	82	7 buildings (243 units)	20 buildings (124 units)	109 buildings (449 units)
4N	Century City Station and Segment Options: Century City (Santa Monica) to Westwood (Off-Street) via West Segment	149	-60	26	2 buildings (102 units)	2 buildings (251 units)	30 buildings (379 units)
4O	Century City Station and Segment Options: Century City (Santa Monica) to Westwood (On-Street) via West Segment	140	-69	27	2 buildings (95 units)	4 buildings (75 units)	33 buildings (197 units)
4T	Century City Station and Segment Options: Century City (Constellation) to Westwood (Off-Street) via West Segment	227	+17	44	5 buildings (149 units)	13 buildings (313 units)	62 buildings (506 units)
4U	Century City Station and Segment Options: Century City (Constellation) to Westwood (On-Street) via West Segment	218	+8	45	5 buildings (142 units)	15 buildings (137 units)	65 buildings (324 units)

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=Units in Multi-Family Residences (Apartments);

Source: TAHA, 2010



3.0 STATION OPTIONS

3.1 Option 1: Wilshire/Crenshaw Station Option

Option 1 would remove the Wilshire/Crenshaw Station from the alignment. However, a vent shaft would be constructed in this location even without the station. The vent shaft would be located midway between Crenshaw Boulevard and Lorraine Boulevard. Option 1 is applicable to all build alternatives (Table 2-1)

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 Wilshire/Crenshaw Station right-of-way, the acquisition of two properties would be required for an entrance and construction staging (Table 3-1).

Table 3-1: Base (With Wilshire/Crenshaw Station) – Potentially Displaced Parcels

Report Figure ¹ 5-2 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
9	5090032900	N/A	Los Angeles	FT	Vacant Lot/ Parking	Construction Staging	0
10	5090032005	675 Crenshaw Blvd	Los Angeles	FT	Single-family residence	Construction Staging	1

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 3-2 and Figure 3-1):

- 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 3-3).

¹ In this Appendix, some tables will reference a figure in the Draft Real Estate-Acquisitions Technical Report and some will reference figures in this Draft Real Estate-Acquisitions Technical Report Appendix. To differentiate between the two types of figures, the figures from the Draft Real Estate-Acquisitions Technical Report are called “Report Figures” and the figures from this Draft Real Estate-Acquisitions Technical Report Appendix are called “Appendix Figures.”



Table 3-2: Option 1 (Without Wilshire/Crenshaw Station) –Potentially Displaced Parcels

Appendix Figure ² 3-1#	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
1	5090032900	N/A	Los Angeles	FT	Vacant Lot/ Parking	Construction Staging	0
2	5090032005	675 Crenshaw Blvd	Los Angeles	FT	Single-family Residence	Construction Staging	1

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

Source: TAHA, 2010

Table 3-3: Option 1 - Change in Number of Affected Parcels Compared to Base Station Location

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

Note: Type: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement; SFR=Single-Family Residence; CO=Condominiums; MFR=Multi-Family Residences other than Condominiums; Total Residences=SFR+CO+MFR.

Source: TAHA, 2010

² Ibid.



Figure 3-1: Option 1 – Potentially Displaced Parcels



3.2 Option 2: Wilshire/Fairfax East Station Option

Option 2 would locate the Wilshire/Fairfax Station east of Fairfax Avenue, with the station underneath the Wilshire/Fairfax intersection. 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 (Table 2-1).

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 Boulevard on the west.

The following types and amounts of acquisition are anticipated for the base station location (Table 3-4):

- 14 Full Takes
- 2 Permanent Easements

Table 3-4: Base Wilshire/Fairfax Station Area – Potentially Displaced Parcels

Report Figure 5-4 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
20	5086010004	6000 Wilshire Blvd	Los Angeles	FT	Parking lot for retail space	Staging	0
21	5086010003	6010 Wilshire Blvd	Los Angeles	FT	Retail space	Staging	0
22	5086010002	6018 Wilshire Blvd	Los Angeles	FT	Retail space art gallery	Staging	0
23	5086010001	6030 Wilshire Blvd	Los Angeles	FT	Retail space art gallery	Staging	0
26	5510027003	6111 Wilshire Blvd	Los Angeles	FT	Marinello's Beauty School	Potential Entrance	0
27	5510027040	6121 Wilshire Blvd	Los Angeles	FT	99 Cent Store	Staging	0
28	5510027005	6133 Wilshire Blvd	Los Angeles	FT	Offices	Staging	0
29	5510027006	6139 Wilshire Blvd	Los Angeles	FT	Parking for Offices	Staging	0
30	5510027038	6155 Wilshire Blvd	Los Angeles	FT	Commercial	Generator & Staging	0
31	5088002034	6120 Wilshire Blvd	Los Angeles	FT	Commercial	Entrance & Staging	0
32	5088002035	6128 Wilshire Blvd	Los Angeles	FT	Residential/Commercial	Entrance & Staging	32
33	5088002036	N/A	Los Angeles	FT	Commercial	Entrance &	0



Table 3-4: Base Wilshire/Fairfax Station Area – Potentially Displaced Parcels

Report Figure 5-4 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
						Staging	
34	5088002037	6130 Wilshire Blvd	Los Angeles	FT	Commercial	Entrance & Staging	0
35	5088002038	6143 Wilshire Blvd	Los Angeles	FT	Commercial	Entrance & Staging	0
24	5508017007	6067 Wilshire Blvd	Los Angeles	PE	LACMA	Potential Entrance	0
25	5510027035	6101 Wilshire Blvd	Los Angeles	PE	Johnie's Restaurant Parking Lot	Potential Entrance	0

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

Source: TAHA, 2010

Under Option 2, the following displacements are anticipated (Table 3-5, Figure 3-2):

- 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 3-6). These parcels include 1 residential property, comprised of 32 units in a multi-family apartment building.

Table 3-5: Option 2 (Wilshire/Fairfax Station East) – Potentially Displaced Parcels

Appendix Figure 3-2 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
5	5508017007	6067 Wilshire Blvd	Los Angeles	PE	LACMA	Potential Entrance	0
6	5510027035	6101 Wilshire Blvd	Los Angeles	PE	Johnie's Restaurant Parking Lot	Potential Entrance	0
1	5086010004	6000 Wilshire Blvd	Los Angeles	FT	Parking lot for retail space	Staging	0
2	5086010003	6010 Wilshire Blvd	Los Angeles	FT	Retail space	Staging	0
4	5086010001	6030 Wilshire Blvd	Los Angeles	FT	Acupuncture/ Gallery Space	Potential Entrance/ Staging	0
3	5086010002	6018 Wilshire Blvd	Los Angeles	FT	Offices/Creative Space	Potential Entrance/ Staging	0

WESTSIDE SUBWAY EXTENSION



Table 3-5: Option 2 (Wilshire/Fairfax Station East) – Potentially Displaced Parcels

Appendix Figure 3-2 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
7	5510027003	6111 Wilshire Blvd	Los Angeles	FT	Marinello School of Beauty	Potential Entrance/ Staging	0
8	5510027040	6121 Wilshire Blvd	Los Angeles	FT	99 Cent Store	Staging	0
9	5510027005	6133 Wilshire Blvd	Los Angeles	FT	Offices	Staging	0
10	5510027006	6139 Wilshire Blvd	Los Angeles	FT	Offices	Staging	0
11	5510027038	6155 Wilshire Blvd	Los Angeles	FT	Sizzler/Vacant Bldg	Generator & Staging	0
12	5088002034	6120 Wilshire Blvd	Los Angeles	FT	Commercial	Entrance & Staging	0
13	5088002035	6128 Wilshire Blvd	Los Angeles	FT	Residential/Commercial	Entrance & Staging	32
14	5088002036	N/A	Los Angeles	FT	Commercial	Entrance & Staging	0
15	5088002037	6130 Wilshire Blvd	Los Angeles	FT	Commercial	Entrance & Staging	0
16	5088002038	6143 Wilshire Blvd	Los Angeles	FT	Commercial	Entrance & Staging	0

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

Table 3-6: Option 2 - Change in Number of Affected Parcels Compared to Base Station Location

Build Option	Affected Parcels						Residential Units			
	FT	PT	PE	TCE	PUE	Total	SFR	CO	MFR	Total
Wilshire/Fairfax Station - Base	14		2			16			32	32
Wilshire/Fairfax Station – Option 2	14		2			16			32	32
Change in Number of Affected Parcels with Option 2	0		0			0			0	0

Note: Type: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement; SFR=Single-Family Residence; CO=Condominiums; MFR=Multi-Family Residences other than Condominiums; Total Residences=SFR+CO+MFR.

Source: TAHA, 2010



Figure 3-2: Option 2– Potentially Displaced Parcels



3.3 Option 3: Wilshire/La Cienega Station Option

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 Station Area, which is applicable to Alternatives 1-5, and the Option 3 Alignment Portion, which is applicable to Alternatives 4 & 5 only.

3.3.1 Option 3 – Station 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 (Table 2-1).

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

The Wilshire/La Cienega base station and connection structure would result in the following displacements (Table 3-7):

- 7 Full Takes
- 2 Permanent Easements

Although Option 3 station area would attempt to maximize the public ROW for the station footprint, the following displacements are anticipated (Table 3-8 and Figure 3-3):

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

Therefore, the Option 3 station area would result in four fewer full takes, one additional partial take and one less permanent easement. In total, four fewer parcels would be affected by the Option 3 station location (Table 3-9).



Table 3-7: Base Wilshire/La Cienega Station Area and Wilshire/Robertson Connection – Potentially Displaced Parcels

Report Figure #	#	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
5-5	31	4333029015	8400 Wilshire Blvd	Beverly Hills	FT	Restaurant	Staging/Generator	0
5-5	32	4333029016	8412 Wilshire Blvd	Beverly Hills	FT	Parking lot for Medical Group company	Staging/Generator	0
5-5	33	4333029017	8420 Wilshire Blvd	Beverly Hills	FT	Medical Bldg	Staging	0
5-5	34	4333029014	N/A	Beverly Hills	FT	Parking lot for businesses	Staging/Generator	0
5-5	37	4334021059	8471 Wilshire Blvd	Beverly Hills	FT	Citibank	Potential Entrance/ Staging	0
5-6	38	4334008021	8755 Wilshire Blvd	Beverly Hills	FT	Parking Lot	Staging	0
5-6	39	4334008020	8767 Wilshire Blvd	Beverly Hills	FT	Parking Lot	Staging	0
5-5	35	4334021060	8447 Wilshire Blvd	Beverly Hills	PE	Offices	Potential Entrance	0
5-5	36	4333028015	8484 Wilshire Blvd	Beverly Hills	PE	Flynt Publications	Potential Entrance	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 3-8: Option 3 Station Area – Potentially Displaced Parcels

Appendix Figure 3-3#	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
27	4334017046	8537 Wilshire Blvd	Beverly Hills	FT	Midas Automotive	Potential Entrance/ Staging	0
28	4334017045	8545 Wilshire Blvd	Beverly Hills	FT	John Keefe Plumbing	Potential Entrance/ Staging	0
29	4334017044	8555 Wilshire Blvd	Beverly Hills	FT	Mobil Gas Station/Repair/Snack Shop	Potential Entrance/ 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

WESTSIDE SUBWAY EXTENSION



Table 3-8: Option 3 Station Area – Potentially Displaced Parcels

Appendix Figure 3-3#	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
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Source: TAHA, 2010

Table 3-9: Option 3 – 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/La Cienega Station - Base	7		2			9				0
Option 3 Station Area	3	1	1			5				0
Change in Number of Affected Parcels with Option 3 Station Area	-4	+1	-1			-4				0

Note: Type: FT=Full Take; PT=Partial Take; PE=Permanent Easement; TCE=Temporary Construction Easement; PUE=Permanent Underground Easement; ; SFR=Single-Family Residence; CO=Condominiums; MFR=Multi-Family Residences other than Condominiums; Total Residences=SFR+CO+MFR.

Source: TAHA, 2010

3.3.2 Option 3– Alignment Portion

In order to connect to the Wilshire/La Cienega transfer station instead of the Robertson 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 (Table 2-1).

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 portion 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 portion is defined as the portion of the West Hollywood Extension alignment from the Beverly Center Area Station to the Option 3 Station Area.

The base alignment from the Beverly Center Area to the Wilshire/La Cienega Station would require the following displacements (Table 3-10):

- 1 Full Take
- 2 Permanent Easements
- 1 Temporary Construction Easement
- 50 Permanent Underground Easements (including a total of 35 residences, which are all single family residences)

Table 3-10: Base Alignment (from Beverly Center Area Station to Wilshire/La Cienega Station) – Potentially Displaced Parcels

Report Figure #	#	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
5-22	87	4334009158	301 S La Cienega Blvd	Los Angeles	FT	Strip Mall	Potential Entrance/ Staging	0
5-22	86	4334006019	8575 W 3rd St	Los Angeles	PE	Parking	Potential Entrance	0
5-22	85	4334007008	121 N La Cienega Blvd	Los Angeles	PE	Commercial	Potential Entrance	0
5-22	86	4334006019	8575 W 3rd St	Los Angeles	TCE	Parking	Cut & Cover Construction	0
5-22	86	4334006019	8575 W 3rd St	Los Angeles	PUE	Parking	Station Envelope	0
5-22	88	4334009160	333 S La Cienega Blvd	Los Angeles	PUE	Commercial	Alignment	0
5-22	89	4334009161	8560 Burton Way	Los Angeles	PUE	Institutional	Alignment	0
5-23	90	4334016086	8500 Burton Way	Los Angeles	PUE	Commercial	Alignment	0
5-23	91	4334016087	N/A	Los Angeles	PUE	Parking Lot	Alignment	0
5-23	92	4334019063	435 S La Cienega Blvd	Los Angeles	PUE	Commercial	Alignment	0
5-23	93	4334019064	N/A	Los Angeles	PUE	Commercial	Alignment	0
5-23	94	4334018031	166 N Le Doux Rd	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	95	4334018032	164 N Le Doux Rd	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	96	4334018033	162 N Le Doux Rd	Beverly Hills	PUE	Single-Family Residence	Alignment	1

WESTSIDE SUBWAY EXTENSION



Table 3-10: Base Alignment (from Beverly Center Area Station to Wilshire/La Cienega Station) – Potentially Displaced Parcels

Report Figure #	#	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
5-23	97	4334018034	160 N Le Doux Rd	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	98	4334017067	161 N Le Doux Rd	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	99	4334017066	159 N Le Doux Rd	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	100	4334017065	157 N Le Doux Rd	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	101	4334017064	155 N Le Doux Rd	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	102	4334017063	153 N Le Doux Rd	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	103	4334017062	151 N Le Doux Rd	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	104	4334017027	156 N Stanley Dr	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	105	4334017028	154 N Stanley Dr	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	106	4334017029	152 N Stanley Dr	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	107	4334017030	150 N Stanley Dr	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	108	4334017031	148 N Stanley Dr	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	109	4334017032	146 N Stanley Dr	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	110	4334014057	147 N Stanley Dr	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	111	4334014056	145 N Stanley Dr	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	112	4334014055	143 N Stanley Dr	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	113	4334014054	141 N Stanley Dr	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	114	4334014032	146 N Carson Rd	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	115	4334014033	144 N Carson Rd	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	116	4334014034	142 N Carson Rd	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	117	4334014035	140 N Carson Rd	Beverly Hills	PUE	Single-Family Residence	Alignment	1

WESTSIDE SUBWAY EXTENSION



Table 3-10: Base Alignment (from Beverly Center Area Station to Wilshire/La Cienega Station) – Potentially Displaced Parcels

Report Figure #	#	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
5-23	118	4334013027	141 N Carson Rd	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	119	4334013026	139 N Carson Rd	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	120	4334013025	137 N Carson Rd	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	121	4334013014	140 N Willaman Dr	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	122	4334013015	138 N Willaman Dr	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	123	4334013016	136 N Willaman Dr	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	124	4334012058	137 N Willaman Dr	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	125	4334012057	135 N Willaman Dr	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	126	4334012048	138 N Hamel Dr	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	127	4334012049	136 N Hamel Dr	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	128	4334010059	137 N Hamel Dr	Beverly Hills	PUE	Single-Family Residence	Alignment	1
5-23	129	4334010058	8701 Wilshire Blvd	Beverly Hills	PUE	Offices	Alignment	0
5-23	130	4334010057	8707 Wilshire Blvd	Beverly Hills	PUE	Parking Lot	Alignment	0
5-23	131	4334010041	8713 Wilshire Blvd	Beverly Hills	PUE	Commercial	Alignment	0
5-23	132	4334010056	8725 Wilshire Blvd	Beverly Hills	PUE	Commercial	Alignment	0
5-23	133	4334008023	8737 Wilshire Blvd	Beverly Hills	PUE	Commercial	Alignment	0
5-23	134	4334008022	8733 Wilshire Blvd	Beverly Hills	PUE	Commercial	Alignment	0
5-23	135	4334008021	8755 Wilshire Blvd	Beverly Hills	PUE	Parking Lot	Alignment	0
5-23	136	4334008020	8767 Wilshire Blvd	Beverly Hills	PUE	Parking Lot	Alignment	0

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

Source: TAHA, 2010



Under the Option 3 alignment portion, the following displacements are anticipated (Table 3-11 and Figure 3-3):

- 1 Full Take
- 1 Partial Take
- 2 Permanent Easements
- 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 portion 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 3-12).



Table 3-11: Option 3 Alignment Portion – Potentially Displaced Parcels

Appendix Figure 3-3 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
3	4334009158	301 S La Cienega Blvd	Los Angeles	FT	Strip Mall	Potential Entrance/ Staging	0
1	4334006019	8575 W 3rd St	Los Angeles	PE/ TCE/ PUE	Cedar Sinai	Potential Entrance/ Cut & Cover / Station Envelope	0
2	4334007008	121 N La Cienega Blvd	Los Angeles	PE	Beverly Center	Potential Entrance	0
14	4334022049	134 N Hamilton Dr	Beverly Hills	PUE	Multi-Family Residential	Alignment	3
13	4334022184	131 N Gale Dr PH	Beverly Hills	PUE	MFR - Condominium	Alignment	1
4	4334009160	333 S La Cienega Blvd	Los Angeles	PUE	Commercial	Alignment	0
5	4334009161	8560 Burton Way	Los Angeles	PUE	Our Lady of Mt Lebanon Church	Alignment	0
6	5510006900	N/A	Los Angeles	PT/ PUE	Vacant	Cross Passage/ Alignment	0
7	4334022109	144 N Hamilton Dr #1	Beverly Hills	PUE	MFR - Condominium	Alignment	1
7	4334022110	144 N Hamilton Dr #2	Beverly Hills	PUE	MFR - Condominium	Alignment	1
7	4334022111	144 N Hamilton Dr #3	Beverly Hills	PUE	MFR - Condominium	Alignment	1
7	4334022112	144 N Hamilton Dr #4	Beverly Hills	PUE	MFR - Condominium	Alignment	1
7	4334022113	144 N Hamilton Dr #5	Beverly Hills	PUE	MFR - Condominium	Alignment	1
7	4334022114	144 N Hamilton Dr #6	Beverly Hills	PUE	MFR - Condominium	Alignment	1
8	4334022045	142 N Hamilton Dr	Beverly Hills	PUE	Multi-Family Residential	Alignment	4
9	4334022046	140 N Hamilton Dr	Beverly Hills	PUE	Multi-Family Residential	Alignment	8
10	4334022075	137 N Gale Dr	Beverly Hills	PUE	Multi-Family Residential	Alignment	2
11	4334022074	135 N Gale Dr	Beverly Hills	PUE	Multi-Family Residential	Alignment	2

WESTSIDE SUBWAY EXTENSION



Table 3-11: Option 3 Alignment Portion – Potentially Displaced Parcels

Appendix Figure 3-3 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
12	4334022073	133 N Gale Dr	Beverly Hills	PUE	Multi-Family Residential	Alignment	12
13	4334022166	131 N Gale Dr # 1a	Beverly Hills	PUE	MFR - Condominium	Alignment	1
13	4334022167	131 N Gale Dr #1b	Beverly Hills	PUE	MFR - Condominium	Alignment	1
13	4334022168	131 N Gale Dr #1c	Beverly Hills	PUE	MFR - Condominium	Alignment	1
13	4334022169	131 N Gale Dr #1d	Beverly Hills	PUE	MFR - Condominium	Alignment	1
13	4334022170	131 N Gale Dr #1e	Beverly Hills	PUE	MFR - Condominium	Alignment	1
13	4334022171	131 N Gale Dr #1f	Beverly Hills	PUE	MFR - Condominium	Alignment	1
13	4334022172	131 N Gale Dr #2a	Beverly Hills	PUE	MFR - Condominium	Alignment	1
13	4334022173	131 N Gale Dr #2b	Beverly Hills	PUE	MFR - Condominium	Alignment	1
13	4334022174	131 N Gale Dr #2c	Beverly Hills	PUE	MFR - Condominium	Alignment	1
13	4334022175	131 N Gale Dr #2d	Beverly Hills	PUE	MFR - Condominium	Alignment	1
13	4334022176	131 N Gale Dr #2e	Beverly Hills	PUE	MFR - Condominium	Alignment	1
13	4334022177	131 N Gale Dr #2f	Beverly Hills	PUE	MFR - Condominium	Alignment	1
13	4334022178	131 N Gale Dr #3a	Beverly Hills	PUE	MFR - Condominium	Alignment	1
13	4334022179	131 N Gale Dr #3b	Beverly Hills	PUE	MFR - Condominium	Alignment	1
13	4334022180	131 N Gale Dr #3c	Beverly Hills	PUE	MFR - Condominium	Alignment	1
13	4334022181	131 N Gale Dr #3d	Beverly Hills	PUE	MFR - Condominium	Alignment	1
13	4334022182	131 N Gale Dr #3e	Beverly Hills	PUE	MFR - Condominium	Alignment	1
13	4334022183	131 N Gale Dr #3f	Beverly Hills	PUE	MFR - Condominium	Alignment	1
15	4334022050	130 N Hamilton Dr	Beverly Hills	PUE	Multi-Family Residential	Alignment	12



Table 3-11: Option 3 Alignment Portion – Potentially Displaced Parcels

Appendix Figure 3-3 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
16	4334022051	128 N Hamilton Dr	Beverly Hills	PUE	Multi-Family Residential	Alignment	2
17	4334022052	126 N Hamilton Dr	Beverly Hills	PUE	Multi-Family Residential	Alignment	2
18	4334022053	124 N Hamilton Dr	Beverly Hills	PUE	Multi-Family Residential	Alignment	2
19	4334022054	122 N Hamilton Dr	Beverly Hills	PUE	Multi-Family Residential	Alignment	3
20	4334022084	125 N Gale Dr #101	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022085	125 N Gale Dr #102	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022086	125 N Gale Dr #103	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022087	125 N Gale Dr #104	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022088	125 N Gale Dr #105	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022089	125 N Gale Dr #106	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022090	125 N Gale Dr #201	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022091	125 N Gale Dr #202	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022092	125 N Gale Dr #203	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022093	125 N Gale Dr #204	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022094	125 N Gale Dr #205	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022095	125 N Gale Dr #206	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022096	125 N Gale Dr #207	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022097	125 N Gale Dr #301	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022098	125 N Gale Dr #302	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022099	125 N Gale Dr #303	Beverly Hills	PUE	MFR - Condominium	Alignment	1

WESTSIDE SUBWAY EXTENSION



Table 3-11: Option 3 Alignment Portion – Potentially Displaced Parcels

Appendix Figure 3-3 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
20	4334022100	125 N Gale Dr #304	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022101	125 N Gale Dr #305	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022102	125 N Gale Dr #306	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022103	125 N Gale Dr #307	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022104	125 N Gale Dr #401	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022105	125 N Gale Dr #402	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022106	125 N Gale Dr #403	Beverly Hills	PUE	MFR - Condominium	Alignment	1
20	4334022107	125 N Gale Dr #404	Beverly Hills	PUE	MFR - Condominium	Alignment	1
21	4334021063	121 N Hamilton Dr	Beverly Hills	PUE	Multi-Family Residential	Alignment	18
22	4334021062	117 N Hamilton Dr	Beverly Hills	PUE	Multi-Family Residential	Alignment	21
23	4334021057	N/A	Beverly Hills	PUE	Parking Lot	Alignment	0
24	4334021058	14 N La Cienega Blvd	Beverly Hills	PUE	Commercial	Alignment	0
25	4334021059	8471 Wilshire Blvd	Beverly Hills	PUE	Commercial	Alignment	0
26	4334018072	8501 Wilshire Blvd	Beverly Hills	PUE	Medical Office Bldg	Potential Entrance/Alignment	0

Note: Type: PUE=Permanent Underground Easement; MFR=Multi-Family Residence
Source: TAHA, 2010



Table 3-12: Option 3 Alignment Portion – Change in Number of Affected Parcels Compared to Base Alignment West Hollywood Extension

Build Option	Affected Parcels						Residential Units			
	FT	PT	PE	TCE	PUE	Total	SFR	CO	MFR	Total
West Hollywood Extension Alignment - Base	1		2	1	50	54	35			35
Option 3 Alignment Portion	1	1	2	1	70	75		49	91	140
Change in Number of Affected Parcels with Option 3 Alignment Portion	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; ; SFR=Single-Family Residence; CO=Condominiums; MFR=Multi-Family Residences other than Condominiums; Total Residences=SFR+CO+MFR.

Source: TAHA, 2010



Figure 3-3 Option 3 – Potentially Displaced Parcels

WESTSIDE SUBWAY EXTENSION



3.4 Option 4: Century City Station and Segment Options: Century City Station Option

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. This station option would be applicable to Alternatives 1 through 5 and MOS 2 (Table 2-1)

For the purposes of the displacement and relocation analysis, the right-of-way for the Century City Station base station 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 station and connection structure would result in the following displacement (Table 3-13):

- 2 Permanent Easements

Table 3-13: Base (Santa Monica Boulevard Century City Station) – Potentially Displaced Parcels

Report Figure 5-8 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
52	4319002046	1800 Avenue of the Stars	Los Angeles	PE	Offices	Potential Entrance	0
53	4319003061	1801 Avenue of the Stars	Los Angeles	PE	Offices	Potential Entrance	0

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

Source: TAHA, 2010

Although Option 4 would attempt to maximize the public ROW for the station footprint, the following types and amounts of displacements are anticipated (Table 3-14 and Figure 3-4):

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

None of the permanent underground easements would be for 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 (Table 3-15).

Table 3-14: Option 4 (Century City Station Option) – Potentially Displaced Parcels

Appendix Figure 3-3 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
1	4319001008	1950 Century Park E	Los Angeles	FT	Commercial	Staging	0
3	4319016032	2020 Ave 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 Ave Of The Stars	Los Angeles	PE	Offices	Potential Entrance	0
6	4319004109	2025 Ave 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
4	4319002054	10131 Constellation Blvd	Los Angeles	TCE	Parking	Cut and Cover Construction	0
3	4319016032	2020 Ave 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 Ave 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 3-15: Option 4 Station Location - Change in Number of Affected Parcels Compared to Base Station Location

Build Option	Affected Parcels						Residential Units			
	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 4 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; ; SFR=Single-Family Residence; CO=Condominiums; MFR=Multi-Family Residences other than Condominiums; Total Residences=SFR+CO+MFR.

Source: TAHA, 2010

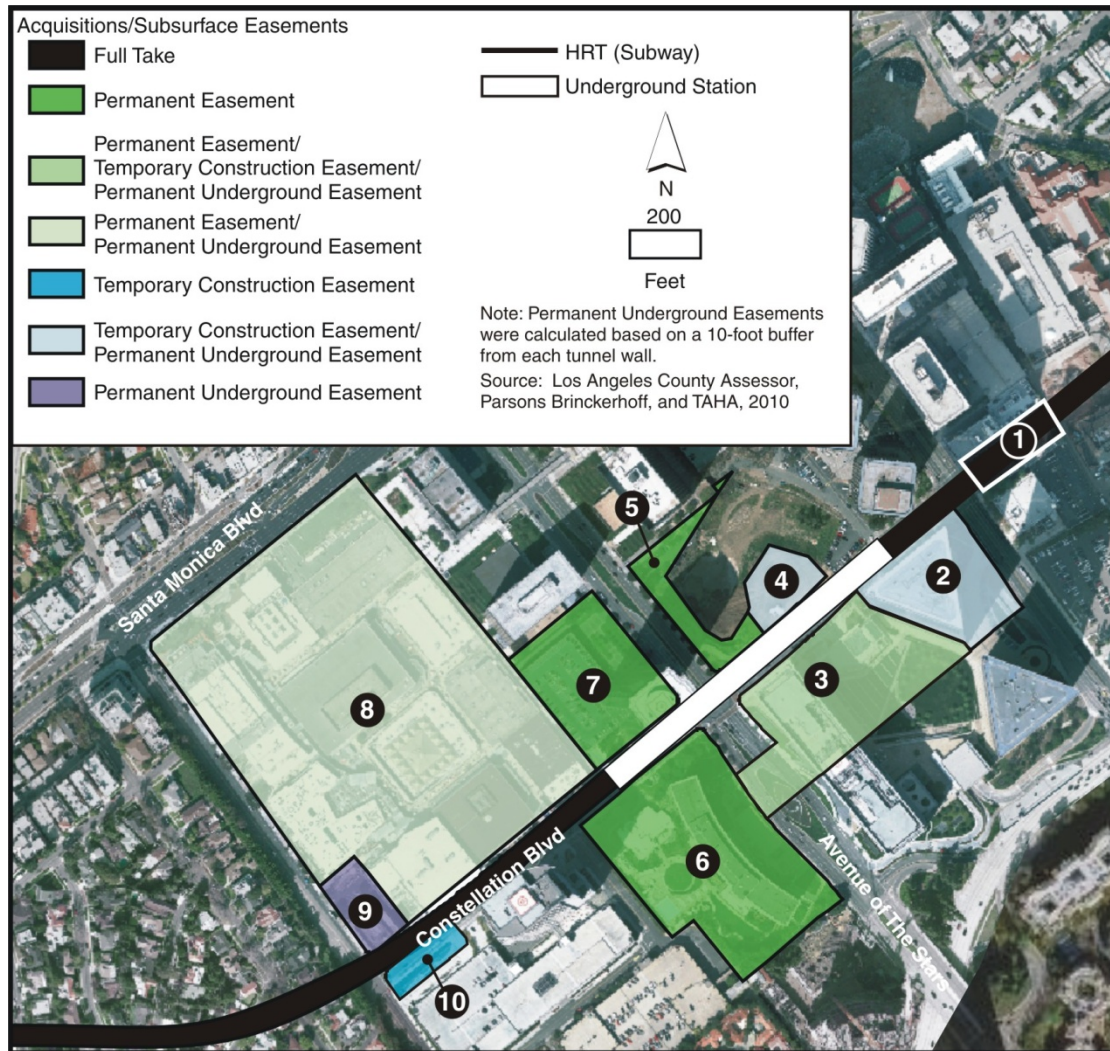


Figure 3-4: Option 4 (Century City Station Option) – Potentially Displaced Parcels



3.5 Option 5: Wilshire/UCLA Station Option

The Option 5 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 Boulevard/Gayley Avenue 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 optional station, the double crossover proposed for this area is at a different location than that for the Westwood/UCLA Station—Off Street (base station): this double crossover would be located west of the station west of Gayley Avenue and under Wilshire Boulevard. This station option is applicable to Alternative 1 through 5 (Table 2-1).

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

The base station location and connection structure would result in the following types and amounts of displacement (Table 3-16):

- 2 Partial Takes
- 30 Permanent Underground Easements

Of the 30 permanent underground easements that would be required for the Westwood/UCLA Off-Street Station, 22 would affect residential properties (20 condominium units and 2 multi-family apartment buildings with a total of 273 units).

Table 3-16: Base (Westwood/UCLA Off-Street Station) – Potentially Displaced Parcels

Report 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
117	4360003003	10824 Lindbrook Dr	Los Angeles	PUE	Multi-Family Residences	Alignment	86
118	4360003037	10830 Lindbrook Dr #7	Los Angeles	PUE	MFR-Condominium	Alignment	1
118	4360003047	10840 Lindbrook Dr #4	Los Angeles	PUE	MFR-Condominium	Alignment	1



Table 3-16: Base (Westwood/UCLA Off-Street Station) – Potentially Displaced Parcels

Report Figure 5-10 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
118	4360003046	10840 Lindbrook Dr #3	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003044	10840 Lindbrook Dr #1	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003042	10836 Lindbrook Dr #2	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003041	10836 Lindbrook Dr #1	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003040	10830 Lindbrook Dr #10	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003048	10840 Lindbrook Dr #5	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003038	10830 Lindbrook Dr #8	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003045	10840 Lindbrook Dr #2	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003036	10830 Lindbrook Dr #6	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003035	10830 Lindbrook Dr #5	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003034	10830 Lindbrook Dr #4	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003033	10830 Lindbrook Dr #3	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003032	10830 Lindbrook Dr #2	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003031	10830 Lindbrook Dr #1	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003039	10830 Lindbrook Dr #9	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003052	10840 Lindbrook Dr #9	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003043	10836 Lindbrook Dr #3	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003049	10840 Lindbrook Dr #6	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003051	10840 Lindbrook Dr #8	Los Angeles	PUE	MFR- Condominium	Alignment	1
118	4360003050	10840 Lindbrook Dr #7	Los Angeles	PUE	MFR- Condominium	Alignment	1



Table 3-16: Base (Westwood/UCLA Off-Street Station) – Potentially Displaced Parcels

Report Figure 5-10 #	APN	Address	Jurisdiction	Type	Current Use	Intended Use	Residential Units
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 types and amounts of displacements are anticipated (Table 3-17 and Figure 3-5):

- 1 Partial Take
- 4 Permanent Easements
- 1 Permanent Underground Easement

One permanent underground easement would be required with Option 5. However, this permanent underground easement would not be for a residential property.

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 3-18).



Table 3-17: Option 5 – Potentially Displaced Parcels

Appendix Figure 3-4 #	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 3-18: Option 5 Station Location - Change in Number of Affected Parcels Compared to Base Station Location

Build Option	Affected Parcels						Residential Units			
	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 5		1	4		1	6				
Change in Number of Affected Parcels with Option 5 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; ; SFR=Single-Family Residence; CO=Condominiums; MFR=Multi-Family Residences other than Condominiums; Total Residences=SFR+CO+MFR.

Source: TAHA, 2010

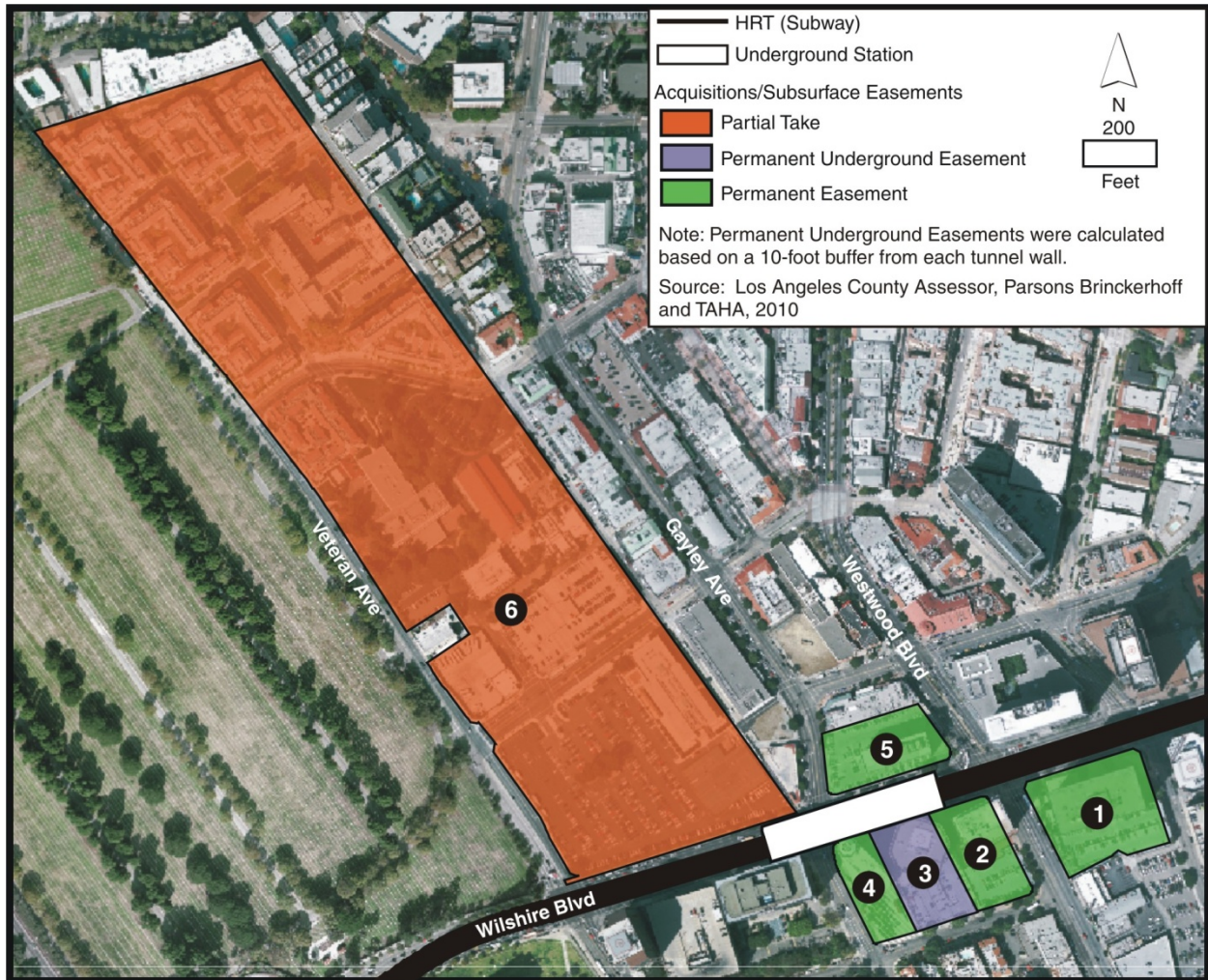


Figure 3-5: Option 5 – Potentially Displaced Parcels



3.6 Option 6: Westwood/VA Hospital Station Option

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 (Table 5-12).

For the purposes of the displacement and relocation analysis, the right-of-way for the Westwood/VA Hospital Station – South of Wilshire – base station 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 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 displacement (Table 3-19):

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

Of the 4 permanent underground easements that would be required for the Westwood/VA Hospital – South of Wilshire location, none would affect residential properties.

Table 3-19: Base (Westwood/VA Hospital Station South of Wilshire Boulevard) – Potentially Displaced Parcels

Report 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

Source: TAHA, 2010



Although Option 6 would attempt to maximize the public ROW for the station footprint, the following types and amounts of displacements are anticipated (Table 3-20 and Figure 3-6):

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

Option 6 would require the three permanent underground easements listed below. These permanent underground easements would not affect residences.

Table 3-20: Option 6 – Potentially Displaced Parcels

Appendix Figure 3-6#	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

Source: TAHA, 2010

Therefore, Option 6 would result in 1 less temporary construction easement than the base station, but the same number of partial takes and permanent underground easements (Table 3-21).



Table 3-21: Option 6 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
Westwood/VA Hospital Station – South of Wilshire - Base		1		2	3	6				
Westwood/VA Hospital Station – North of Wilshire – Option 6		1		1	3	5				
Change in Number of Affected Parcels with Option 6 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; ; SFR=Single-Family Residence; CO=Condominiums; MFR=Multi-Family Residences other than Condominiums; Total Residences=SFR+CO+MFR.

Source: TAHA, 2010



Figure 3-6: Option 6 – Potentially Displaced Parcels