



WESTSIDE SUBWAY EXTENSION PROJECT

Acquisitions and Displacement Supplemental Report



August 2011



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1.0 INTRODUCTION

The *Westside Subway Extension Acquisitions and Displacements Supplemental Report* addresses the land ownership and leasing agreements that will change due to the proposed Westside Subway Extension project. Although the Westside Subway Extension Project maximizes the use of publically-owned rights-of-ways, this analysis discusses the proposed project's impacts to persons and businesses with leases of Metro-owned property and to privately-owned properties along the corridor.

This report supplements the *Westside Subway Extension Real Estate and Acquisitions Technical Report* (August 2010) to focus the analysis on the Locally Preferred Alternative (LPA) as selected by the Metro Board on October 28, 2010. This report was prepared in support of the *Westside Subway Extension Final EIS/EIR*.

2.0 PROJECT DESCRIPTION

On October 28, 2010, the Metro Board selected the Westwood/VA Hospital Extension (Alternative 2 in the Draft EIS/EIR) as the Locally Preferred Alternative (LPA) and authorized the preparation of the *Westside Subway Extension Final EIS/EIR* (the Final EIS/EIR) to analyze the LPA. This alternative would extend HRT, in subway, approximately nine-miles from the existing Metro Purple Line Wilshire/Western Station to a Westwood/VA Hospital Station. The extension would include a total of seven new stations:

- Wilshire/La Brea
- Wilshire/Fairfax
- Wilshire/La Cienega
- Wilshire/Rodeo
- Century City (Century City Santa Monica or Century City Constellation)
- Westwood/UCLA (Westwood/UCLA On-Street or Westwood/UCLA Off-Street)
- Westwood/VA Hospital (Westwood/VA Hospital South or Westwood/VA Hospital North)

The estimated one-way running time for the project would be approximately 15 minutes from the Wilshire/Western Station to the Westwood/VA Hospital Station. The extension would operate at headways of 4 minutes during peak periods and 10 minutes during off-peak periods. As part of the project, Metro is also planning several enhancements to the Division 20 Maintenance and Storage Facility.

The construction schedule for the Project is partially dependent on the timing of Federal funding availability. Two LPA construction scenarios are considered. Both scenarios will contain the same elements with differences only in the timing of when they are built and operational. The first construction scenario assumes that under the America Fast Forward (30/10) Scenario (Concurrent Construction), the LPA would open in its entirety to the Westwood/VA Hospital Station in 2022 with the three construction segments built concurrently (Wilshire/Western to Wilshire/La Cienega, Wilshire/La Cienega to Century City and Century City to Westwood/VA Hospital). The second construction scenario assumes that under the Metro Long Range Transportation Plan (LRTP) Scenario (Phased Construction), the LPA would open in three consecutive phases (Phase 1 to Wilshire/La Cienega, Phase 2 to Century City, and Phase 3 to Westwood/VA Hospital), with the entire LPA operational to the Westwood/VA Hospital Station in 2036.

A detailed description of the LPA is provided in Chapter 2 of the Final EIS/EIR.

3.0 REGULATORY FRAMEWORK

3.1 National Environmental Policy Act (NEPA) Guidance

3.1.1 Federal

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced as a direct result of projects undertaken by a federal agency or with federal financial assistance. The Uniform Act provides for uniform and equitable treatment for persons displaced from their homes and businesses and establishes uniform and equitable land acquisition policies.

Where acquisition and relocation are unavoidable, owners of private property have federal constitutional guarantees that their property will not be taken or damaged for public use unless they first receive just compensation. Just compensation is measured by the “fair market value” of the property taken, where “fair market value” is considered to be the:

“highest price on the date of valuation that would be agreed to by a seller, being willing to sell, but under no particular or urgent necessity for so doing, nor obliged to sell; and a buyer, being ready, willing and able to buy, but under no particular necessity for so doing, each dealing with the other with the full knowledge of all the uses and purposes for which the property is reasonably adaptable and available.”
(Code of Civil Procedure Section 1263.320a)

3.1.2 State

The provisions of the California Relocation Act (California Act) apply if a public entity undertakes a project for which federal funds are not present. In this case, the public entity must provide relocation assistance and benefits. The California Act, which is consistent with the intent and guidelines of the Uniform Act, seeks to:

- Ensure the consistent and fair treatment of owners and occupants of real property,
- Encourage and expedite acquisition by agreement to avoid litigation and relieve congestion in the courts, and
- Promote confidence in the public land acquisitions.

As stated above, under federal regulations, owners of private property have similar state constitutional guarantees regarding property acquisitions, damages, and just compensation.

3.2 California Environmental Quality Act (CEQA) Guidance

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

- 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.

3.3 Methodology

Conceptual engineering plans for the proposed alignments, station options, staging areas, and rights-of-way were reviewed in order to assess the types of potential displacement due to any of the project build alternatives. Site reconnaissance of the project area, particularly of the parcels that would potentially be taken fully or partially was undertaken, and the existing businesses were documented. Appropriate scale satellite photography was utilized to determine information regarding parking spaces and location of parcels. The Los Angeles County Assessor's Office parcel information was utilized in this analysis as well. The impact analyses contained in other technical reports were also reviewed and the findings incorporated as appropriate.

In order to assess impacts, the type of acquisition was analyzed, as well as how much of the properties on the parcels will be impacted. Full takes and partial takes have the highest potential for impacts, followed by temporary construction easements. Permanent underground easements have the least potential for impacts since the tunnel is entirely beneath the surface. All types of acquisitions will be subject to application of Uniform Relocation Act guidelines. A type of acquisition was determined to have an adverse effect if it displaced jobs, residents, and residences.

4.0 AFFECTED ENVIRONMENT

For purposes of this evaluation of potential land acquisition impacts, the affected environment is limited to the areas within and directly adjacent to the proposed alignments. Property acquisition may be phased over time, depending on project funding and schedule.

4.1 Typical Sources and Causes of Displacement

Table 4-1 shows the sources and causes of land acquisition and displacement that would potentially occur with the proposed project. With the proposed project, most of the acquisitions will occur at or near proposed station areas or along the alignment that is off the public right-of-way. When an acquisition occurs, typically, the result is either a partial or full take of a parcel. A partial take will occur if a portion of the parcel is necessary to accommodate the proposed project. This will occur if, for example, a portion of a commercial parking lot fronting the alignment is required, but not the adjacent commercial building. Partial property takes may result from the widening of a street due to inadequate right-of-way widths or vertical circulation needs adjacent to subway stations. Vertical circulation is necessary near subway stations as additional land is needed to bring passengers to the surface.

Table 4-1: Sources and Causes of Displacement

Source	Type of Acquisition	Cause/Process
Construction Laydown/Activities	Full/Partial/Temporary Construction Easement	Staging materials and equipment during the construction period.
Generators	Full/Partial	Additional area is required for generators
Station Entrance	Full/Partial	Additional area needed adjacent to subway station to bring passengers to surface
Crossover Envelope	Permanent underground easement	Crossover tracks area off public right-of-way
Station Envelope	Permanent underground easement	Station walls are off public right-of-way
Traction Power Substations	Full/Partial	Additional area is required for TPSS
Tunneling Easement	Permanent underground easement	Subway travels off public right-of-way

Source: TAHA, 2011

A full take will occur under two circumstances: (1) when the majority of the property is required for the horizontal alignment because of insufficient right-of-way or the need to construct storage or maintenance facilities; and (2) when a severe loss of access reduces the useful operation of the property (e.g., driveway access to a property is eliminated or reduced due to the construction of transit that travels down the side of a street, as opposed to the median).

An easement is the right to use another person's land for a stated purpose. An easement can involve a general or specific portion of the property and can be either at the surface level or beneath the property. Easements can be temporary, during construction for example, or permanent. Temporary construction easements are necessary when there is a need to utilize a portion of a property for construction staging or equipment use. Permanent underground easements are utilized when tunneling for a subway and during its operation.

A permanent underground easement will be obtained for each parcel, or property, the tunnel passes beneath. The line of permanent need for permanent underground easements was based on a five foot vertical buffer from the tunnel wall. The study area has numerous residential condominium buildings. Even though each condominium unit is owned individually, it is assumed that only one permanent underground easement would be obtained for the entire condominium building above the tunnel. Similarly, each multi-family residential apartment building that will be above a tunnel requires only one permanent underground easement. Likewise, each single-family residence will result in a single permanent underground easement. For informational purposes, this report includes data regarding the number of units in affected multi-family apartment buildings.

Using these criteria for the types of acquisitions that may be required for the proposed project, a list of properties that could be affected has been compiled for Locally Preferred Alternative. These lists are presented in detail below.

4.2 Existing Land Uses

The current land uses adjacent to the proposed project alignment are presented in detail in the *Westside Subway Extension Land Use and Development Opportunities Technical Report* (August 2010) and its Addendum. In general, the project area is heavily urbanized with few vacant lots scattered throughout. The project area has a mix of residential and commercial uses, with a few industrial uses.

5.0 ENVIRONMENTAL CONSEQUENCES AND MITIGATION

This chapter discusses the impacts the LPA will have upon the affected environment. Environmental impacts of the LPA include the loss of jobs, housing, and parking that will occur as result of full property acquisitions, the partial property acquisitions, and temporary full and partial acquisitions which will be related to construction staging activities, the installation of station entrances, installation of generators and vent shafts.

5.1 Stations, Structures, and Maintenance Yard

This section focuses on the acquisitions and easements in the vicinity of proposed stations, structures and maintenance yards. A summary of the acquisitions and easements related to the LPA is listed in Table 5-1. A discussion of environmental impacts at each LPA station, structure, and alignment segment follows.

5.1.1 Wilshire/Western Station Construction Staging Area

Construction staging activities at the Wilshire/Western Station area will result in the full acquisition of one to three parcels, depending on whether the staging area is placed north of Wilshire Boulevard (one parcel with four businesses) or south of Wilshire Boulevard (three parcels with a total of five businesses) (Table 5-2). The locations of these properties are shown in Figure 5-1 and Figure 5-2.

The full takes will result in the permanent loss of four businesses (if construction area north of Wilshire Boulevard chosen) or five businesses (if construction area south of Wilshire Boulevard chosen), as the displaced businesses will not be relocated. Each business displaced as a result of the LPA will be given advanced written notice and will be informed of their eligibility for relocation assistance and compensation under the Uniform Relocation Act. Implementation of this mitigation measure will result in no adverse impacts related to businesses displacement. For discussion of impacts of permanent job displacement, refer to the *Westside Subway Extension Economic and Fiscal Impacts Analysis and Mitigation Report* (August 2010) and its Addendum.

Table 5-1: Summary of Displacement and Acquisitions Associated with LPA Stations, Structures, and Maintenance Yard

Station/ Structure/ Construction Staging Area & Options	Total Parcels Affected	Total Residential Parcels Displaced	Full Takes						Permanent Easements		Temporary Construction Easements		Permanent Underground Easements							
			Residential Parcels	Non-Residential Parcels	Total Parcels	Residential Units Displaced			Total Parcels	Residential Parcels Displaced	Total Parcels	Residential Parcels Displaced	Residential Parcels Affected	Non-Residential Parcels Affected	Total Parcels Affected	Residential Units Affected				
						Single-Family	Multi-Family	Total								Single-Family	Condominium	Multi-Family	Total	
Wilshire/ Western	Construction Staging Area A	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Construction Staging Area B	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wilshire/Crenshaw Construction Staging Area	2	1	1	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
Wilshire/ La Brea Station	North Entrance	8	1	1	6	7	0	2	2	0	0	0	0	0	0	0	0	0	0	0
	South Entrance	8	1	1	6	7	0	2	2	0	0	0	0	0	0	0	0	0	0	0
Wilshire/ Fairfax Station	Johnie's Entrance	8	2	2	6	8	0	8	8	0	0	0	0	0	0	0	0	0	0	0
	LACMA Entrance	9	2	2	6	8	0	8	8	1	0	0	0	0	0	0	0	0	0	0
	Orange Grove Avenue Entrance	8	2	2	6	8	0	8	8	0	0	0	0	0	0	0	0	0	0	0
Wilshire/La Cienega Station	6	1	1	4	5	0	6	6	0	0	1	0	0	1	1	0	0	0	0	0
Wilshire/ Rodeo Station	ACE Gallery Entrance	4	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Union Bank Entrance	5	0	0	4	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	Bank of America Entrance	6	0	0	4	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0
Century City Santa Monica Station	Construction Scenario A	24	0	0	21	21	0	0	0	2	0	1	0	0	1	1	0	0	0	0
	Construction Scenario B	6	0	0	2	2	0	0	0	2	0	2	0	0	1	1	0	0	0	0
Century City Constellation Station	Scenario A Northeast Entrance Option	6	0	0	1	1	0	0	0	2	0	4	0	0	4	4	0	0	0	0
	Scenario B Southwest Entrance Option	9	0	0	4	4	0	0	0	1	0	0	0	0	4	4	0	0	0	0
Westwood/ UCLA Station	On-Street & North Entrance Option	2	0	0	0	0	0	0	0	2	0	1	0	0	1	1	0	0	0	0
	On-Street & Split North-South Entrances Option	3	0	0	0	0	0	0	0	3	0	1	0	0	1	1	0	0	0	0
	Off-Street Option	1	0	0	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0
GSA Double Crossover	2	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0
Westwood/ VA Hospital Station	South Station—VA Parking	2	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0
	South Station—Army Reserve	3	0	0	0	0	0	0	0	0	3	0	0	0	2	2	0	0	0	0
	North Station	1	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0
Vent Shaft	Westwood/VA Hospital South Station	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
	Westwood/ VA Hospital North Station	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Division 20 Maintenance Yard Expansion	9	0	0	8	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0

Source: TAHA, 2011

Table 5-2: Wilshire/Western Station Construction Staging Area—Parcels Potentially Affected by Displacement

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
Wilshire/Western Station North Construction Staging Area Option Only								
5-1	1	5503-031-018	3839 Wilshire Blvd.	Los Angeles	Hite Restaurant	Full Take	Construction Laydown/ Staging	0
					Village Bakery			
					Korean Restaurant			
					Haneda Sushi Bar and Seafood			
Wilshire/Western Station South Construction Staging Area Option Only								
5-2	1	5093-005-006	3818 Wilshire Blvd.	Los Angeles	Parking lot for occupants of AIN 5093-005-005	Full Take	Construction Laydown/ Staging	0
5-2	2	5093-005-005	3820 Wilshire Blvd.	Los Angeles	Wilshire Bridal Salon	Full Take	Construction Laydown/ Staging	0
					Elite Tailors, Brooks Photography			
					Vacant Unit			
					Massage Parlor or Mailbox on Wilshire			
					The Plume Hair Salon			
5-2	3	5093-005-004	3828 Wilshire Blvd.	Los Angeles	Young Dong Restaurant	Full Take	Construction Laydown/ Staging	0

Source: TAHA, 2011

Figure 5-1: Wilshire/Western Station North Construction Staging Area Acquisitions



Figure 5-2: Wilshire/Western Station South Construction Staging Area Acquisitions



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5.1.2 Wilshire/Crenshaw Construction Staging Area

Construction staging activities at the Wilshire Boulevard/Crenshaw Boulevard intersection will result in the full take of two properties (Table 5-3). The locations of these properties are shown in Figure 5-3.

Table 5-3: Wilshire/Crenshaw Construction Staging Area—Parcels Potentially Affected by Displacement

Figure #	No .	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-3	1	5090-032-900	4200 Wilshire Blvd.	Los Angeles	Metro-Owned Parking Lot Leased to LAUSD	Termination of LAUSD Lease	Construction Laydown/ Staging	0
5-3	2	5090-032-005	675 Crenshaw Blvd	Los Angeles	Two-unit residential	Full Take	Construction Laydown/ Staging	2

Source: TAHA, 2011

Currently, the property identified as AIN 5090-032-005 is a multi-family residence. Acquisition of this property will require the displacement of the occupants of this property, and permanent loss of the residence, as it will not be relocated. The property owner and residents on the residential property will be given advanced written notice and will be informed of their eligibility for relocation assistance and compensation under the Uniform Relocation Act. Upon implementation of the Uniform Relocation Act, impacts to residential unit loss will not be adverse,

Currently, the property identified as 5090-032-900 is owned by Metro. This property is currently leased to Los Angeles Unified School District (LAUSD) and is used as a parking lot for LAUSD employees and visitors. The termination of the LAUSD lease will result in the loss of parking for LAUSD. Under the lease agreement between Metro and LAUSD, LAUSD acknowledged that it will not be entitled relocation benefits in the event the lease will be terminated. No businesses exist in either parcel and, therefore, no adverse impacts related to business displacement will occur.

Figure 5-3: Wilshire/Crenshaw Construction Staging Site Acquisitions



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5.1.3 Wilshire/La Brea Station

Construction and operation of the Wilshire/La Brea Station will result in the full take of eight parcels on the west side of the La Brea Avenue/Wilshire Boulevard intersection (Table 5-4). These full takes will occur whether the station entrance is located north or south of Wilshire Boulevard. The locations of these properties are shown in Figure 5-4 and Figure 5-5.

These acquired properties will be used as construction laydown areas, station entrances, and for placement of a generator. The property identified as AIN 5508007-900 is a Metro-owned property that is currently leased to the Los Angeles Department of Transportation (LADOT) and used as a public parking lot. The property also houses a Blockbuster Video rental store and a Metro Customer Service Center. The termination of the LADOT lease will result in the permanent loss of public parking.

The full takes will result in the permanent loss of 15 businesses and two residential units, regardless of which station entrance is chosen, as the displaced businesses and residential units will not be relocated. Each business and residential unit displaced as a result of the LPA will be given advanced written notice and will be informed of their eligibility for relocation assistance and compensation under the Uniform Relocation Act. Implementation of this mitigation measure will result in no adverse impacts related to businesses and residential displacement. For discussion of impacts of permanent job displacement, refer to the *Westside Subway Extension Economic and Fiscal Impacts Analysis and Mitigation Report* (August 2010) and its Addendum.

Table 5-4: Wilshire/La Brea Station—Parcels Potentially Affected by Displacement

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-4 5-5	1	5508-007-900	5301 Wilshire Blvd.	Los Angeles	Blockbuster Video Metro Customer Center LADOT—Lot #671 Miracle Mile Newsstand and Café Lawrence of La Brea, Blockbuster Video, & Metro Customer Center Parking Lot	Metro-Owned Termination of LADOT Lease	Construction Laydown/Staging and North Entrance Option	0
5-4 5-5	2	5508-007-024	665 S. La Brea Ave.	Los Angeles	Lawrence of La Brea	Full Take	Construction Laydown/Staging	0
5-4 5-5	3	5089-001-027	711 S. La Brea Ave.	Los Angeles	Bank of America	Full Take	Construction Laydown/Staging and South Entrance Option	0
5-4 5-5	4	5089-001-025	729 S. La Brea Ave.	Los Angeles	Bank of America Customer Parking Lot	Full Take	Construction Laydown/Staging	0
5-4 5-5	5	5089-001-026	5318 Wilshire Blvd	Los Angeles	Albertson Wedding Chapel The New Millennium Sports Beauty Salon Professional Builders & Remodeling King's Learning Center American All Care Services CALSCAN Fingerprinting Apple VIP Spa City Print Dae Sung Brothers Tae Kwon Do Los Angeles Yamaha Music School Two residential units	Full Take	Construction Laydown/Staging	2
5-4 5-5	6	5089-001-009	718 S. Detroit Ave.	Los Angeles	Bank of America-owned property used as a parking lot for occupants of the property identified as AIN 5089-001-026	Full Take	Construction Laydown/Staging	0
5-4 5-5	7	5089-001-008	722 S. Detroit Ave.	Los Angeles	Bank of America-owned property used as a parking lot for occupants of the property identified as AIN 5089-001-026	Full Take	Construction Laydown/Staging	0
5-4 5-5	8	5089-001-007	726 S. Detroit Ave.	Los Angeles	Bank of America-owned property used as a parking lot for occupants of the property identified as AIN 5089-001-026	Full Take	Construction Laydown/Staging	0

Source: TAHA 2011

Figure 5-4: Wilshire/La Brea Station, with the North Entrance Option, Acquisitions

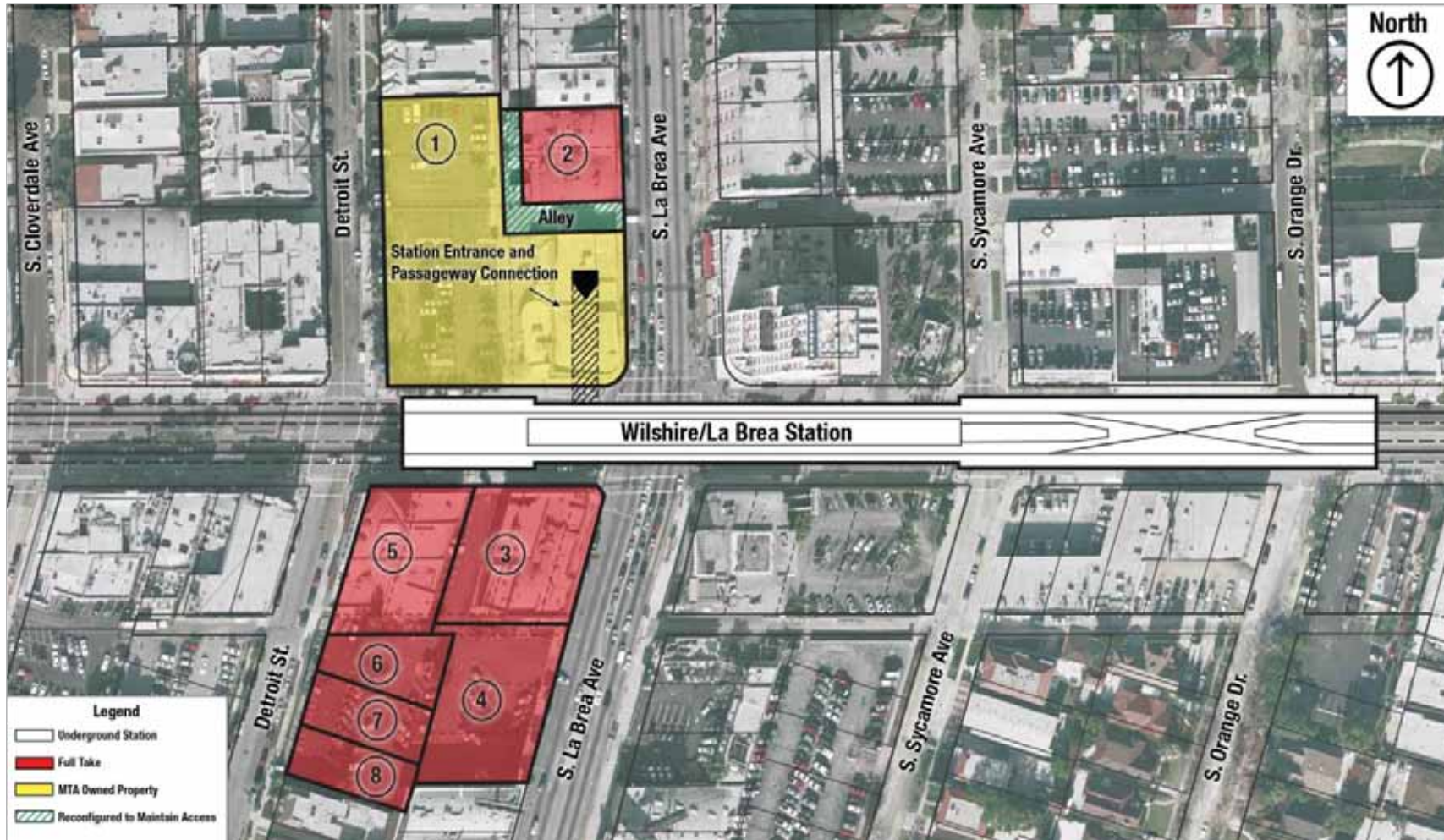
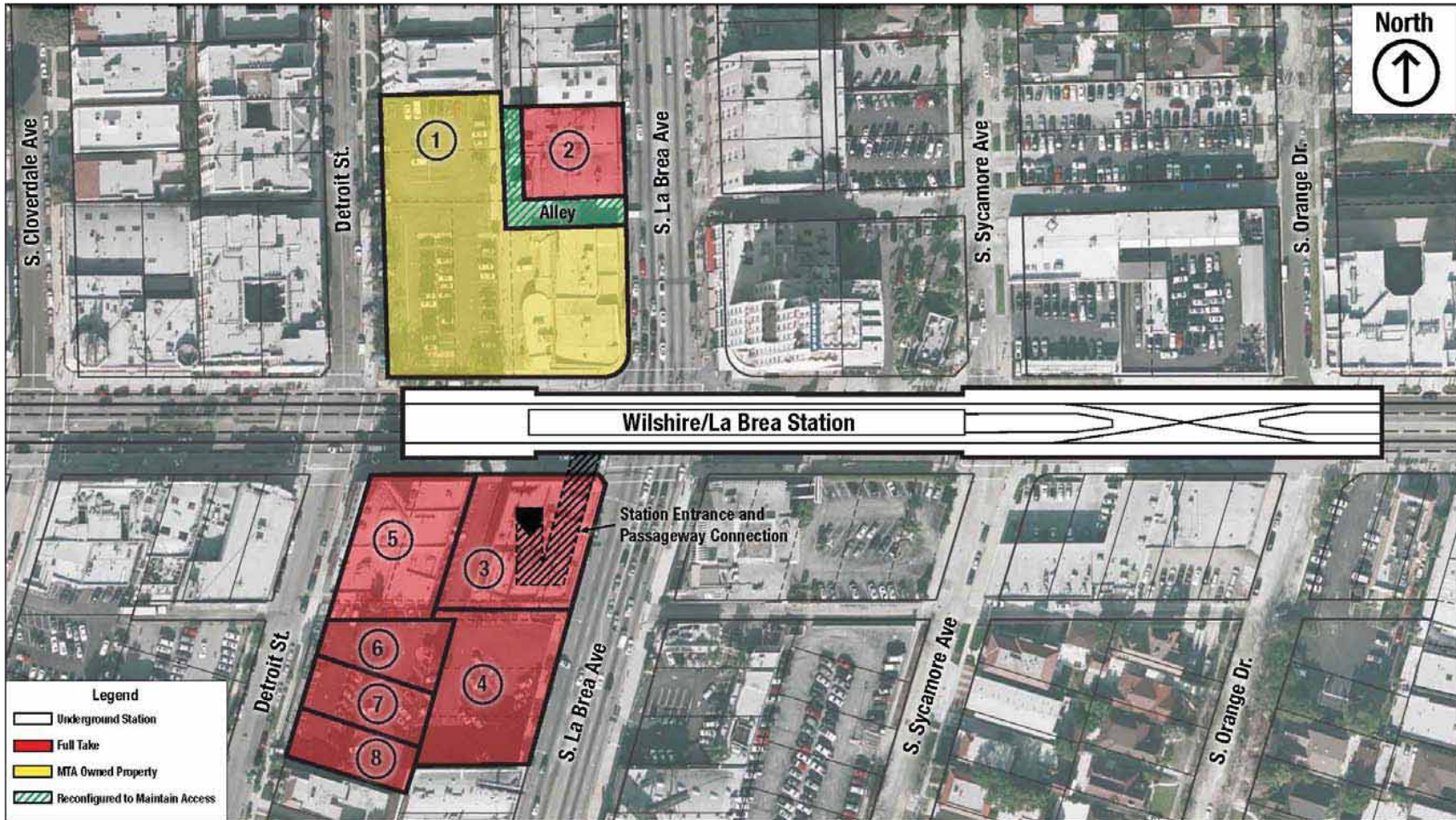


Figure 5-5: Wilshire/La Brea Station, with the South Entrance Option, Acquisitions



5.1.4 Wilshire/Fairfax Station

Construction and operation of the Wilshire/Fairfax Station will result in the full take of eight parcels on both sides of the Fairfax Avenue/Wilshire Boulevard intersection (Table 5-5). These full takes will occur whether the station entrance is located at the parcels occupied by Johnie's, LACMA West, or at the southeast corner of S. Orange Grove Avenue. The locations of these properties are shown in Figure 5-6, Figure 5-7, and Figure 5-8).

In addition, if the Wilshire/Fairfax Station entrance is located at the LACMA West property, this will require an additional permanent easement at this location.

The full takes include two residential parcels that will result in the permanent loss of eight multi-family units, as the displaced units will not be relocated. Each property owner and resident displaced as a result of the LPA will be informed of their eligibility for relocation assistance and/or compensation under the Uniform Relocation Act. Upon implementation of the Uniform Relocation Act, impacts to residential unit loss will not be adverse.

The full takes will result in the permanent loss of 50 businesses, regardless of the station entrance chosen, as the displaced businesses will not be relocated. Each business displaced as a result of the LPA will be given advanced written notice and will be informed of their eligibility for relocation assistance and compensation under the Uniform Relocation Act. Implementation of this mitigation measure will result in no adverse impacts related to businesses displacement. However, the displacement of this many businesses in one area will substantially alter the commercial character of the Wilshire Boulevard/Fairfax Avenue intersection and could potentially impact the communities surrounding this intersection. Refer to the *Westside Subway Extension Community and Neighborhood Technical Report* (August 2010) and its Addendum for analysis. For discussion of impacts of permanent job displacement, refer to *Westside Subway Extension Economic and Fiscal Impacts Analysis and Mitigation Report* (August 2010) and its Addendum.

Table 5-5: Wilshire/Fairfax Station—Parcels Potentially Affected by Displacement

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
Parcels Common to Wilshire/Fairfax Station with the Johnie's, LACMA West, or South-East S. Orange Grove Ave Entrance Options								
5-6 5-7 5-8	1	5086-010-031	6000 Wilshire Blvd.	Los Angeles	LACMA Staff Parking Lot	Full Take	Construction Laydown/ Staging	0
5-6 5-7 5-8	2	5086-010-003	6010 Wilshire Blvd.	Los Angeles	Ackerman Hal	Full Take	Construction Laydown/ Staging	0
					Children Only Productions			
					Design Lab			
					DMCA			
					Fleming Davis MFCC			
					Greenwald Alvin & Randy, APC Attorneys at Law			
					Greenwald Properties			
					Grodsky, Michael Attorney at Law			
					Space to Sea			
					IMS Trading LLC			
					Jay Travel Service			
					Kuder Elizabeth			
					LA Alternative Medical Center,Hongmei J Li OMD,LAC			
					Monkey Deux Productions			
					Private Line The Hair Detective			
					The Greenwald Co.			
					Mr. Coney Island			
					Computer Dynamics			

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-6	3	5086-010-002	6018 Wilshire Blvd.	Los Angeles	Jason Brawner	Full Take	Construction Laydown/ Staging	0
5-7					Breast Cancer Care/Research Fund			
5-8					California Curio Company			
					Todd Clark			
					Creative Photography			
					Pat Crone			
					Eastern-Columbia Properties			
					Gene Golden—The Music Guild			
					Green Integer			
					W.H. Johnson Foundation for the Arts			
					Evan Kaizer			
					Landworth Debolske Associates			
					Julia Meltzer			
					Meltzer Family Accounts			
					Douglas Messerli			
					Alan Sieroty			
					Stuart Sieroty			
					Stratford Hotel Properties			
					Chris Thalken			
					Charles L. Brown Foundation			
	Steve Turner Contemporary							
	California Career Services							
	Edward Cella Art & Architecture Gallery							

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-6 5-7 5-8	4	5086-010-001	60 Wilshire Blvd.	Los Angeles	Safety Trade Inc. The Luckster Productions Darrell Schmitt Design Associates Amber Entertainment Scout Alt (AE) Design Accucenter of Los Angeles Architecture and Design Museum	Full Take	Construction Laydown/ Staging and Southeast Wilshire/Orange Grove Ave. Entrance	0
5-6 5-7 5-8	5	5086-010-013	716 S. Orange Grove Ave.	Los Angeles	Four-Unit Apartment Building	Full Take	Construction Laydown/ Staging	4
5-6 5-7 5-8	6	5086-010-012	720 S. Orange Grove Ave.	Los Angeles	Four-Unit Apartment Building	Full Take	Construction Laydown/ Staging	4
5-6 5-7 5-8	7	5510-027-035	6101 Wilshire Blvd.	Los Angeles	Johnnie's Coffee Shop	Full Take	Construction Laydown/ Staging and Johnnie's Station Entrance Option	0
5-6 5-7 5-8	8	5510-027-003	6111 Wilshire Blvd.	Los Angeles	Marinello School of Beauty	Full Take	Construction Laydown/ Staging and Johnnie's Station Entrance Option	0
Wilshire/Fairfax Station LACMA West Entrance Only								
5-7	9	5508-017-007	6067 Wilshire Blvd.	Los Angeles	LACMA	Permanent Easement	Station Entrance Option	0

Source: TAHA, 2011

Figure 5-6: Wilshire/Fairfax Station, with the Johnie's Station Entrance Option, Acquisitions



Figure 5-7: Wilshire/Fairfax Station, with the LACMA Station Entrance Option, Acquisitions



Figure 5-8: Wilshire/Fairfax Station, with the South-East of S. Orange Grove Avenue Station Entrance Option, Acquisitions



5.1.5 Wilshire/La Cienega Station

Construction and operation of the Wilshire/La Cienega Station will result in the full take of five parcels (Table 5-6). In addition, the Wilshire/La Cienega Station will require a temporary construction easement within the underground parking structure for 8447 Wilshire Boulevard (an office building), temporarily displacing approximately 10 parking spaces, and a permanent underground easement underneath the same parcel. The locations of these properties are shown in Figure 5-9.

The full takes include one residential parcel that will result in the permanent loss of six multi-family units, as the displaced units will not be relocated. Each property owner and resident displaced as a result of the LPA will be informed of their eligibility for relocation assistance and/or compensation under the Uniform Relocation Act. Upon implementation of the Uniform Relocation Act, impacts to residential unit loss will not be adverse.

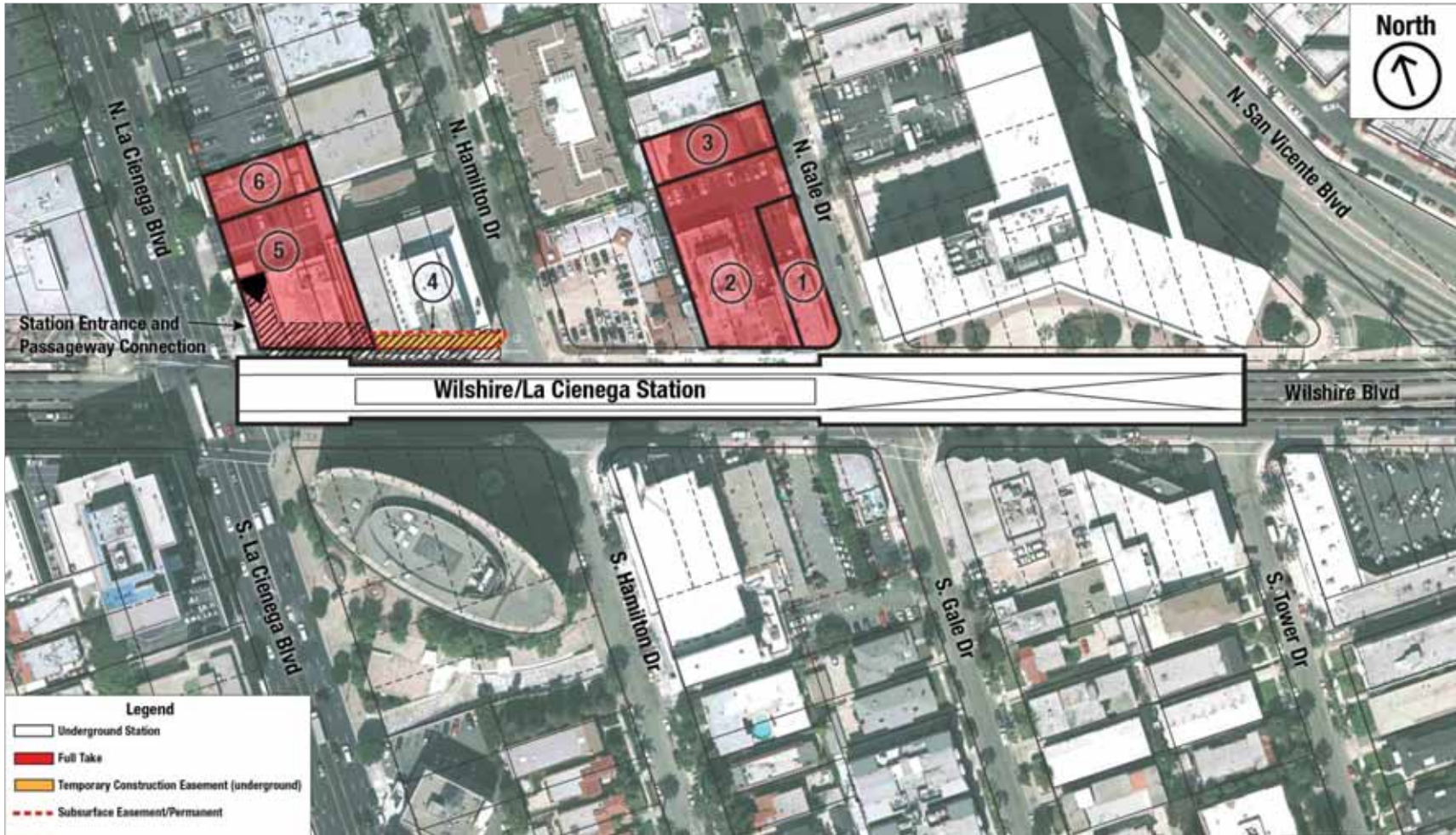
The remaining properties that will be taken are occupied by commercial businesses or medical clinics. The full takes will result in the permanent loss of four businesses, as the displaced businesses will not be relocated. Each business displaced as a result of the LPA will be given advanced written notice and will be informed of their eligibility for relocation assistance and compensation under the Uniform Relocation Act. Implementation of this mitigation measure will result in no adverse impacts related to businesses displacement. For discussion of impacts of permanent job displacement, refer to the *Westside Subway Extension Economic and Fiscal Impacts Analysis and Mitigation Report* (August 2010) and its Addendum

Table 5-6: Wilshire/La Cienega Station—Parcels Potentially Affected by Displacement

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-9	1	4334-022-061	8401 Wilshire Blvd	Beverly Hills	Commercial Office Building	Full Take	Construction Laydown/ Staging	0
5-9	2	4334-022-062	8421 Wilshire Blvd	Beverly Hills	Commercial Office Building and Parking Lot	Full Take	Construction Laydown/ Staging	0
5-9	3	4334-022-063	111 Gale Dr.	Beverly Hills	Six-Unit Apartment Building	Full Take	Construction Laydown/ Staging	6
5-9	5	4334-021-059	8471 Wilshire Blvd	Beverly Hills	Citibank	Full Take	Station Entrance and Construction Laydown/ Staging	0
5-9	6	4334-021-058	14 N. La Cienega Blvd.	Beverly Hills	La Seine Restaurant	Full Take	Construction Laydown/ Staging	0
5-9	4	4334-021-060	8447 Wilshire Blvd.	Beverly Hills	Office Building	Permanent underground easement/ Temporary Construction Easement	Station Entrance	0

Source: TAHA, 2011.

Figure 5-9: Wilshire/La Cienega Station Area Acquisitions



5.1.6 Wilshire/Rodeo Station

Construction and operation of the Wilshire/Rodeo Station will result in the full take of four parcels, whether the station entrance is located at the parcels occupied by the ACE Gallery, Union Bank, or Bank of America (Table 5-7). The locations of these properties are shown in Figure 5-10, Figure 5-11, and Figure 5-12).

In addition, if the Wilshire/Rodeo Station entrance is located at the Union Bank property, this will require an additional permanent easement at this location. Similarly, if the Wilshire/Rodeo Station entrance is located at the Bank of America property, this will require an additional permanent easement at this location.

Currently, all of the properties that will be taken or require a permanent easements are occupied by commercial businesses. The full takes will result in the permanent loss of four businesses, regardless of the station entrance chosen, as the displaced businesses will not be relocated. Each business displaced as a result of the LPA will be given advanced written notice and will be informed of their eligibility for relocation assistance and compensation under the Uniform Relocation Act. Implementation of this mitigation measure will result in no adverse impacts related to businesses displacement. For discussion of impacts of permanent job displacement, refer to the *Westside Subway Extension Economic and Fiscal Impacts Analysis and Mitigation Report* (August 2010) and its Addendum.

The Wilshire/Rodeo Station Bank of America Entrance Option will permanently displace approximately 40 parking stalls in an underground parking garage. The Wilshire/Rodeo Union Bank Entrance Option will permanently displace approximately 30 parking stalls in an underground parking garage. These parking losses could potentially inconvenience patrons of these businesses, but there are many public garages in the immediate area. The permanent loss of 30 to 40 parking stalls in underground parking garages will not be considered an adverse impact.

In addition, the Wilshire/Rodeo Station Union Bank Entrance Option will require the closure of the entire parking structure during construction for reconfiguration to accommodate the station footprint. Although this will inconvenience employees and patrons, there are several public parking garages in the immediate vicinity of the Union Bank garage which could accommodate the displaced parking during construction. This will not be considered an adverse impact.

Table 5-7: Wilshire/Rodeo Station—Parcels Potentially Affected by Displacement

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
Parcels Common to Wilshire/Rodeo Station with ACE Gallery, Union Bank, or Bank of America Entrance Options								
5-10 5-11 5-12	1	4343-005-006	9385 Wilshire Blvd.	Beverly Hills	Shanghai Grill	Full Take	Construction Laydown	0
5-10 5-11 5-12	2	4343-005-005	9393 Wilshire Blvd.	Beverly Hills	Winnie Couture	Full Take	Construction Laydown	0
5-10 5-11 5-12	3	4343-005-004	9397 Wilshire Blvd.	Beverly Hills	New Pacific	Full Take	Construction Laydown	0
5-10 5-11 5-12	4	4331-001-045	9430 Wilshire Blvd	Beverly Hills	ACE Gallery	Full Take	Construction Laydown/ Staging and Ace Gallery Entrance	0
Wilshire/Rodeo Station Union Bank Entrance Only								
5-11	5	4328-033-001	9460 Wilshire Blvd	Beverly Hills	Union Bank and Office Building	Permanent Easement	Station Entrance	0
Wilshire/Rodeo Station Bank of America Entrance Only								
5-12	5	4343-014-022	9461 Wilshire Blvd.	Beverly Hills	Bank of America	Permanent Easement	Station Entrance	0
5-12	6	4343-014-023	9461 Wilshire Blvd	Beverly Hills	Bank of America	Permanent Easement	Station Entrance	0

Source: TAHA, 2011

Figure 5-10: Wilshire/Rodeo Station, with the ACE Gallery Station Option, Acquisitions

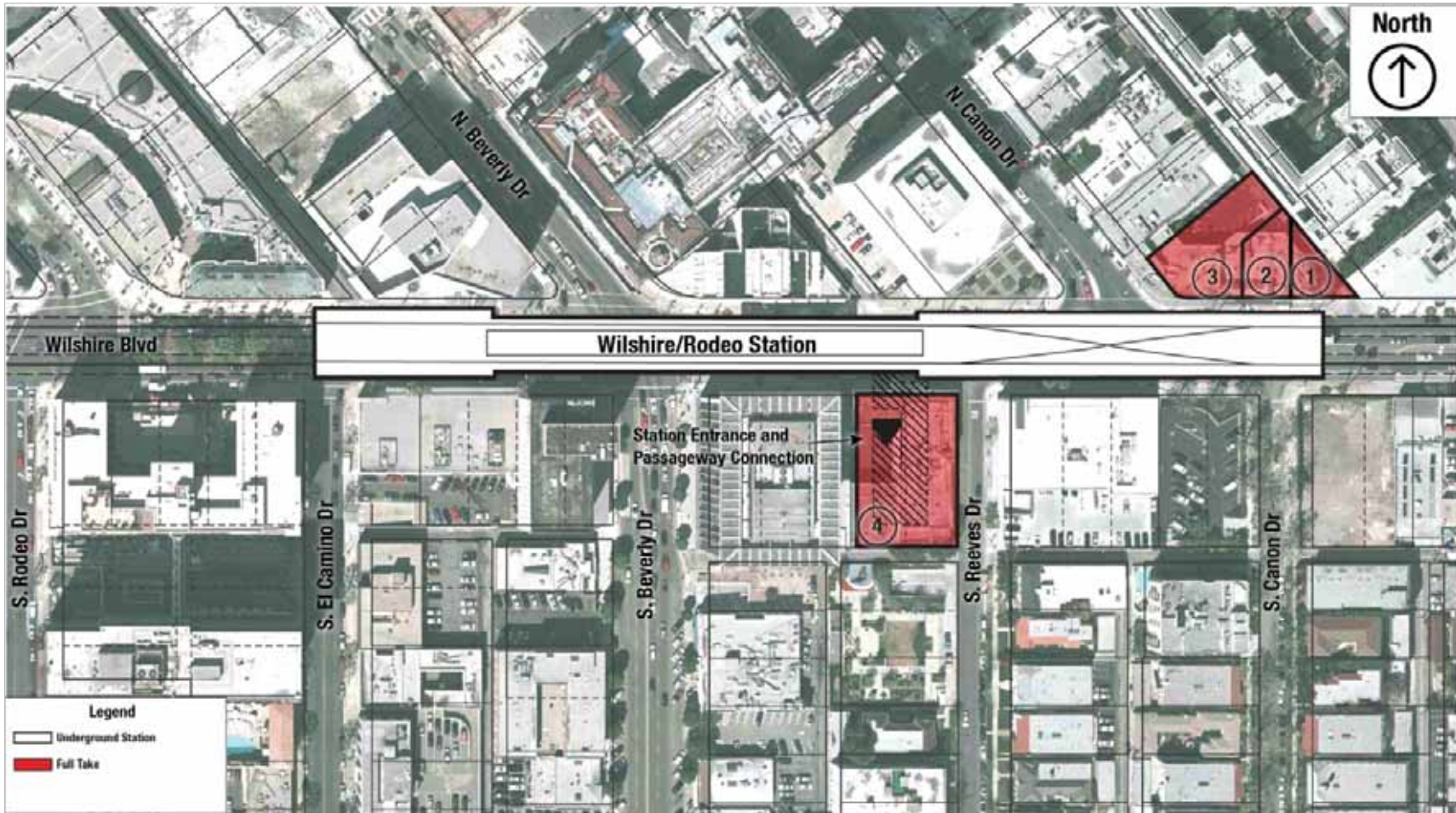


Figure 5-11: Wilshire/Rodeo Station, with the Union Bank Station Option, Acquisitions



Figure 5-12: Wilshire/Rodeo Station, with the Bank of America Station Option, Acquisitions



5.1.7 Century City Santa Monica Station

The Century City Station could be located either on Santa Monica Boulevard or on Constellation Boulevard. This section deals with the displacement and relocation associated with the Century City Santa Monica Station only.

Construction and operation of the Century City Santa Monica Station will result in the full take of one parcel, permanent easements of two parcels, and the temporary construction easements/permanent underground easements of one parcel, regardless of construction scenario (A or B). The locations of these properties are shown in Figures Figure 5-13 and Figure 5-14).

If the Century City Santa Monica Station is constructed using Construction Scenario A, 20 additional parcels will fully be acquired.

If the Century City Santa Monica Station is constructed using Construction Scenario B, one additional parcel will be required as a temporary construction easement.

To summarize options:

- Construction Scenario A
 - 21 Parcels Full Takes
 - 2 Parcels Temporary Construction/Permanent underground easements
 - 2 Parcels Permanent Easements
- Construction Scenario B, Southwest Entrance:
 - 2 Parcels Full Takes
 - 1 Parcel Temporary Construction/Permanent underground easements
 - 2 Parcels Permanent Easements
 - 1 Parcel Temporary Construction Easement

The identified permanent underground easements will be necessary to accommodate the Century City Santa Monica Station envelope. These permanent underground easements will be permanent and will only result in the loss of land below the surface of these properties. No business or housing displacement are expected as a result of these permanent underground easements

The permanent easements that will be used as station entrances do not contain above-ground structures that will adversely affect the business operations of the property occupants. The permanent easements will not result in any business displacement. There are underground parking garages that will be affected. The exact number of parking stalls that will be permanently displaced is not known at this time, as access to the underground parking garage is restricted. However, the majority of the parking garage will remain.

Currently, all of the properties that will be taken are either vacant or occupied by commercial businesses and associated parking. The full takes if Construction Scenario A is chosen will result in the permanent loss of 35 businesses and associated parking, as the displaced businesses will not be relocated. Each business displaced as a result of the LPA will be given advanced written notice and will be informed of their eligibility for relocation assistance and compensation under the Uniform Relocation Act. Implementation of this mitigation measure will result in no adverse impacts related to businesses displacement. Construction Scenario B will not result in business displacement. For discussion of impacts of permanent job displacement, refer to the *Westside Subway Extension Economic and Fiscal Impacts Analysis and Mitigation Report* (August 2010) and its Addendum.

Table 5-8: Century City Santa Monica Station—Parcels Potentially Affected by Displacement

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
Parcels Common to Century City Santa Monica Station Construction Scenarios “A” or “B”								
5-13 5-14	10 1	4328-001-023	N/A	Beverly Hills	Vacant Land	Full Take	Construction Laydown/ Staging	0
5-13 5-14	23 4	4319-001-903	1800 Century Park East	Los Angeles	Office Building	Permanent Easement	Station Entrance Elevator	0
5-13 5-14	1 6	4328-001-024	N/A	Los Angeles	Vacant Land	Full Take	Construction Laydown/ Staging	0
5-13 5-14	24 5	4319-002-045	1801 Century Park East	Los Angeles	Office Building	Permanent Easement	Station Entrance	0
5-13 5-14	22 3	4319-003-902	N/A	Los Angeles	Santa Monica Boulevard Right-of-Way	Temporary Construction Easement & Permanent underground easement	Construction Laydown/ Staging/Station Envelope	0
Century City Santa Monica Station Construction Scenario “A” Only								
5-13	2	4328-001-001	9844 Wilshire Blvd	Beverly Hills	Starbucks Teles Properties	Full Take	Construction Laydown/ Staging	0
5-13	3	4328-001-002	9849 Wilshire Blvd	Beverly Hills	Lily’s Flowers George Michael of Beverly Hills Salon	Full Take	Construction Laydown/ Staging	0
5-13	4	4328-001-003	9855 Santa Monica Blvd	Beverly Hills	Claire Dallal Couture Mr. Alex Custom Shirts Polish, Nail Salon	Full Take	Construction Laydown/ Staging	0

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-13	5	4328-001-004	9855 Santa Monica Blvd	Beverly Hills	La Tavola Linen	Full Take	Construction Laydown/ Staging	0
					Ingrid's Cafe			
					Bobbi D'Itri Floral Design			
					Glitz Makeup and Brow Studio			
5-13	6	4328-001-005	9869 Santa Monica Blvd	Beverly Hills	Natural Pilates and Bodyworks	Full Take	Construction Laydown/ Staging	0
					Carrie White Hair			
					Beverly Hills Mutt Club			
					Shirin Salon			
5-13	7	4328-001-006	9879 Santa Monica Blvd	Beverly Hills	Morse Building (Office Building)	Full Take	Construction Laydown/ Staging	0
5-13	8	4328-001-007	9885 Santa Monica Blvd	Beverly Hills	Store/Office	Full Take	Construction Laydown/ Staging	0
5-13	9	4328-001-008	9889 Santa Monica Blvd	Beverly Hills	Mitzy International Designer	Full Take	Construction Laydown/ Staging	0
					K Chocolatier			
					Karl Hutter Fine Art			
					Golden Nail Salon			
					Raphael O. Salon			
5-13	11	4328-001-009	9901 Santa Monica Blvd.	Beverly Hills	Sequels Beverly Hills	Full Take	Construction Laydown/ Staging	0
					The Beverly Hills Mailbox			
					Henry's Shoe Repair			
5-13	12	4328-001-010	9907 Santa Monica Blvd.	Beverly Hills	Subway	Full Take	Construction Laydown/ Staging	0
					Silk Thai Cuisine			
5-13	13	4328-001-021	9915 Santa Monica Blvd.	Beverly Hills	AVA MD Beverly Hills	Full Take	Construction Laydown/ Staging	0
5-13	14	4328-001-013	9919 Santa Monica Blvd.	Beverly Hills	Edward Boye Salon	Full Take	Construction Laydown/ Staging	0
					Fruits to Remember			
					Evleens Art Studio			

WESTSIDE SUBWAY EXTENSION PROJECT

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-13	15	4328-001-014	9935 Santa Monica Blvd.	Beverly Hills	Office Building	Full Take	Construction Laydown/ Staging	0
5-13	16	4328-001-015	N/A	Beverly Hills	Surface Parking Lot	Full Take	Construction Laydown/ Staging	0
5-13	17	4328-001-016	N/A	Beverly Hills	Surface Parking Lot	Full Take	Construction Laydown/ Staging	0
5-13	18	4328-001-017	N/A	Beverly Hills	Surface Parking Lot	Full Take	Construction Laydown/ Staging	0
5-13	19	4328-001-018	9949 Santa Monica Blvd.	Beverly Hills	Al Grimmatt Auto Repair Service	Full Take	Construction Laydown/ Staging	0
5-13	20	4328-001-019	9953 Santa Monica Blvd.	Beverly Hills	Al Grimmatt Auto Repair Service	Full Take	Construction Laydown/ Staging	0
5-13	21	4328-001-020	9975 Santa Monica Blvd.	Beverly Hills	Sonya Dakar Skin Clinic	Full Take	Construction Laydown/ Staging	0
Century City Santa Monica Station Construction Scenario "B" Only								
5-14	2	4327-028-002	9900 Wilshire Blvd	Beverly Hills	Robinson's May Parking Structure	Temporary Construction Easement	Construction Laydown/ Staging	0

Source: TAHA, 2011

Figure 5-13: Century City Santa Monica Station, with the Construction Scenario “A”, Acquisitions



Figure 5-14: Century City Santa Monica Station, with the Construction Scenario “B”, Acquisitions



5.1.8 Century City Constellation Station

The Century City Station could be located either on Santa Monica Boulevard or on Constellation Boulevard. This section deals with the displacement and relocation associated with the Century City Constellation Station only. There are two construction staging and entrance location scenarios for Century City Constellation.

In Scenario A, the entrance will be located on the northeast corner of Constellation Boulevard and Avenue of the Stars. Assuming Scenario A, construction and operation of the Century City Constellation Station will result in the full take of one parcel and the temporary construction easements/permanent underground easements/permanent easements on five parcels (Table 5-9). The locations of these properties are shown in Figure 5-15 and Figure 5-16).

In Scenario B, the entrance will be located on the southwest corner of Constellation Boulevard and Avenue of the Stars. Assuming Scenario B, construction and operation of the Century City Constellation Station will result in the full take of four parcels and the temporary construction easements/permanent underground easements/permanent easements on five parcels (Table 5-9). The locations of these properties are shown in Figure 5-15 and Figure 5-16).

The identified permanent underground easements will be necessary to accommodate the Century City Constellation Station envelope. These permanent underground easements will be permanent and will only result in the loss of land below the surface of these properties. No business or housing displacement is expected as a result of these permanent underground easements.

The permanent easements that will be used as station entrances do not contain above-ground structures that will adversely affect the business operations of the property occupants. The permanent easements will not result in any business displacement.

Currently, all of the properties that will be acquired are occupied by commercial businesses, parking, or are vacant. Each business displaced as a result of the LPA will be given advanced written notice and will be informed of their eligibility for relocation assistance and compensation under the Uniform Relocation Act. Implementation of this mitigation measure will result in no adverse impacts related to businesses displacement. For discussion of impacts of permanent job displacement, refer to the *Westside Subway Extension Economic and Fiscal Impacts Analysis and Mitigation Report* (August 2010) and its Addendum.

Table 5-9: Century City Constellation Station—Parcels Potentially Affected by Displacement

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
Century City Constellation Station Scenario A with Northeast Entrance								
5-15	1	4319-001-008	1950 Century Park E.	Los Angeles	Meridian's Bodies in Motion Paul Seth & Associates Physical Therapy Inc.	Full Take	Construction Laydown	0
5-15	2	4319-016-029	2029 Avenue of the Stars	Los Angeles	Office Building	Permanent underground easement	Station Envelope	0
5-15	3	4319-002-059	N/A	Los Angeles	Public Parking Lot	Temporary Construction Easement & Permanent underground easement	Construction Laydown/ Station Envelope	0
5-15	4	4319-002-053	N/A	Los Angeles	Vacant Land	Temporary Construction Easement/ Permanent Easement	Construction Laydown/ Station Entrance	0
5-15	5	4319-002-054	10131 Constellation Blvd	Los Angeles	Public Parking Lot	Temporary Construction Easement & Permanent underground easement	Construction Laydown/ Station Envelope	0
5-15	6	4319-002-055	1950 Avenue of the Stars	Los Angeles	Vacant Land	Temporary Construction Easement/ Permanent underground easement/ Permanent Easement	Construction Laydown/ Station Envelope/ Station Entrance	0

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
Century City Constellation Station Scenario B with Southwest Entrance								
5-16	1	4319-001-007	1940 Century Park E.	Los Angeles	Blatteis & Schnur Inc.	Full Take	Construction Laydown	0
					California Bank & Trust			
					Horizon Media Inc.			
					Media Networks Inc.			
					Keystone Document Discovery			
					Coffee Bean Tea & Leaf			
Kuperstein - Ong LLP								
5-16	2	4319-001-008	1950 Century Park E.	Los Angeles	Meridian's Bodies in Motion Paul Seth & Associates Physical Therapy Inc.	Full Take	Construction Laydown	0
5-16	3	4319-001-010	2010 Century Park E.	Los Angeles	2040 Century Park East—Public Parking Lot	Full Take	Construction Laydown	0
5-16	4	4319-001-009	N/A	Los Angeles	2040 Century Park East—Public Parking Lot	Full Take	Construction Laydown	0
5-16	5	4319-016-029	2029 Avenue of the Stars	Los Angeles	Office Building	Permanent underground easement	Station Envelope	0
5-16	6	4319-002-059	N/A	Los Angeles	Public Parking Lot	Permanent underground easement	Station Envelope	0
5-16	7	4319-002-054	10131 Constellation Blvd	Los Angeles	Public Parking Lot	Permanent underground easement	Station Envelope	0
5-16	8	4319-002-055	1950 Avenue of the Stars	Los Angeles	Vacant Land	Permanent underground easement	Station Envelope	0
5-16	9	4319-004-109	2025 Avenue of the Stars	Los Angeles	Hyatt Regency Century Plaza	Permanent Easement	Station Entrance	0
					Equinox Fitness Clubs			

Source: TAHA, 2011

Figure 5-15: Century City Constellation Station, with the Construction Scenario “A” and the Northeast Station Entrance, Acquisitions

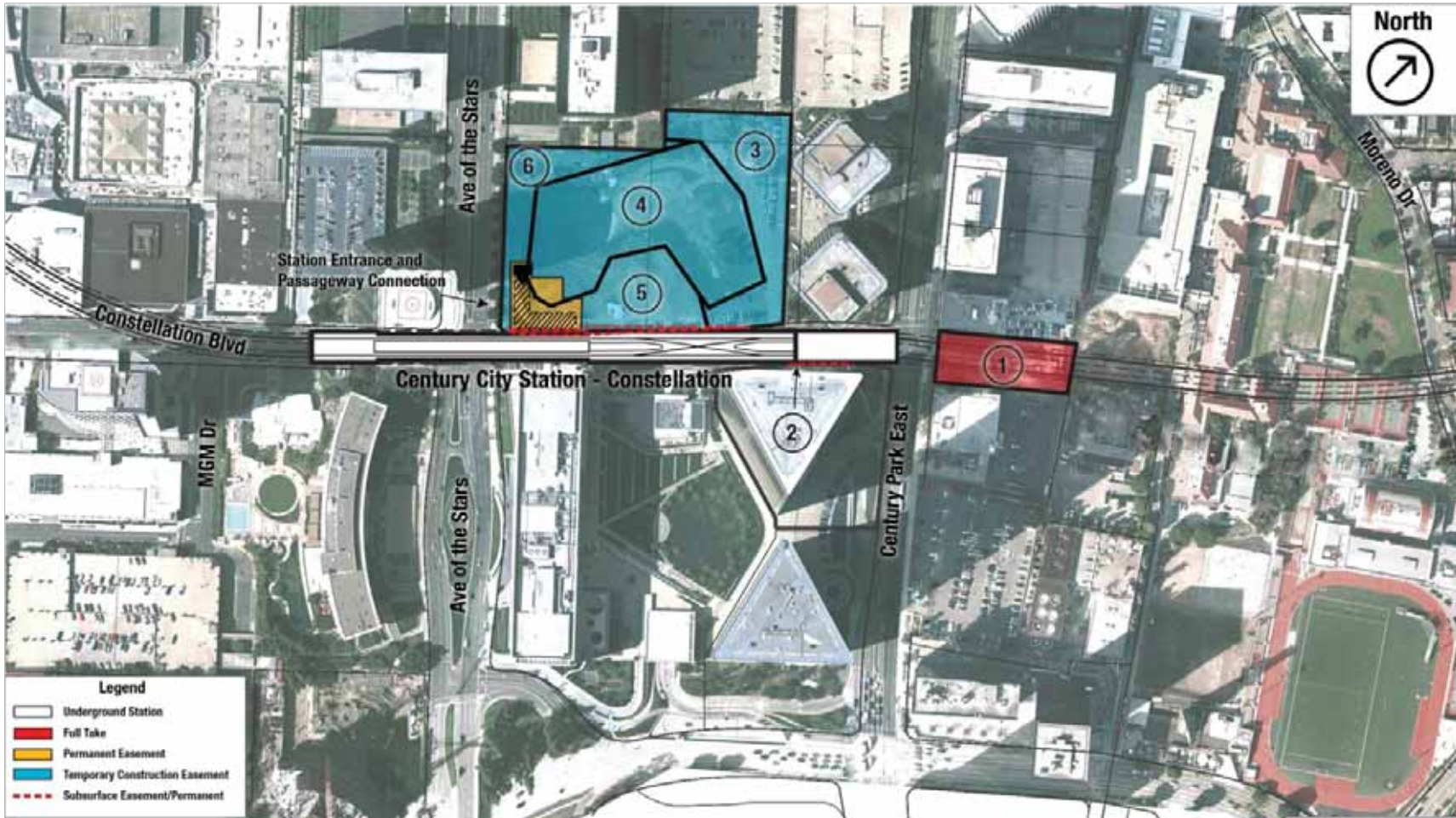


Figure 5-16: Century City Constellation Station, with the Construction Scenario “B” and the Southwest Station Entrance, Acquisitions



5.1.9 Westwood/UCLA Station Options

The Westwood/UCLA Station could be located either On-Street below Wilshire Boulevard, or Off-Street in a property currently owned by UCLA. In addition, the following station entrance locations are evaluated:

- On-Street Station Option (Primarily Below Wilshire Boulevard)
 - North Entrance Option: Two entrances on the north side of Wilshire Boulevard
 - Split North-South Entrance Option: One full entrance on the north side of Wilshire Boulevard and half entrances on both the north and south side of Wilshire Boulevard
- Off-Street Station Option (Primarily on the UCLA-owned property)
 - North Entrance Options Only

Construction and operation of the Westwood/UCLA Station will result in the use of one parcel as a permanent easement and a temporary construction easement, regardless of whether the station is located On-Street or Off-Street (Table 5-10). The location of this property is shown in Figure 5-17, Figure 5-18, and Figure 5-19.

If the On-Street Option is chosen for the Westwood/UCLA Station, one additional parcel will be used as a permanent easement, regardless of a north entrance or split north-south entrance. Furthermore, if the split north-south entrance is chosen, an additional parcel will be used as a permanent easement.

To summarize options:

- Westwood/UCLA On-Street Station Option, North Entrance Option:
 - 1 Parcel Permanent Easement/Temporary Construction Easement/Permanent underground easement
 - 1 Parcel Permanent Easement
- Westwood/UCLA On-Street Station Option, Split North-South Entrance Option:
 - 1 Parcel Permanent Easement/Temporary Construction Easement/Permanent underground easement
 - 2 Parcels Permanent Easement
- Westwood/UCLA Off-Street Station Option:
 - 1 Parcel Permanent Easement/Temporary Construction Easement/Permanent underground easement

The permanent easements will be for station entrances and will not contain above-ground structures that will adversely affect the business operations of the property occupants. Therefore, the permanent easements will not result in any business displacement.

The permanent easements will be required for locating station entrances. The permanent easement on the parcel with the AIN 4324-001-031 will not affect above-ground structures and therefore will not adversely affect the business operations of the property occupants. This permanent easement will

not result in any business displacement. The permanent easement on the parcel with the AIN 4363-023-032 may displace business on the ground-level in the immediate vicinity of the station entrance. Each business displaced as a result of the LPA will be given advanced written notice and will be informed of their eligibility for relocation assistance and compensation under the Uniform Relocation Act. Implementation of this mitigation measure will result in no adverse impacts related to businesses displacement. For discussion of impacts of permanent job displacement, refer to the *Westside Subway Extension Economic and Fiscal Impacts Analysis and Mitigation Report* (August 2010) and its Addendum.

Construction staging activities will occur at the property identified as AIN 4363-026-905. In addition, a station entrance for the Westwood/UCLA On-Street Station and two station entrances for the Westwood/UCLA Off-Street Station will be constructed on this property. Currently, this property is used as UCLA Lot 36 and contains the UCLA Kinross Building South and Kinross Building. The Kinross Building South and a portion of the UCLA Lot 36 will be removed as a result of the temporary construction easement and the permanent easement. The current uses of the Kinross Building South will be relocated to other buildings on the UCLA campus prior to the removal of the physical structure. Therefore, no net loss of businesses will result. No adverse impacts related to business displacement are anticipated.

Approximately 230 surface parking stalls will be removed at this parcel. This parking is primarily for UCLA faculty, staff, students, and/or visitors. Parking will not be replaced at this location under either Station Option. However, the remainder of the parcel will retain its parking, and UCLA has several parking structures in the vicinity. As the Kinross Building south will be relocated, these employees and patrons will no longer need to use these parking stalls. No adverse impacts related to parking displacement are anticipated.

The identified permanent underground easement will be necessary to accommodate the Westwood/UCLA Off-Street Station envelope. This permanent underground easement will be permanent and will only result in the loss of land below the surface of these properties. No business or housing displacement is expected as a result of this permanent underground easement.

Table 5-10: Westwood/UCLA Station Options—Parcels Potentially Affected by Displacement

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
Parcels Common to Westwood/UCLA Station On-Street and Off-Street Options								
5-17	2	4363-026-905	1100 Veteran Ave.	Los Angeles	UCLA- Lot 36	Permanent Easement & Temporary Construction Easement	Station Entrance/ Station Envelope/ Construction Laydown/Staging	0
5-18	2				UCLA Kinross Building South			
5-19	1				UCLA Kinross Building			
Westwood/UCLA On-Street Station Option Only, North Station Entrance Option Only								
5-17	1	4363-023-032	10921 Wilshire Blvd	Los Angeles	Westwood Medical Plaza	Permanent Easement/ Permanent underground easement	Station Entrance	0
					Lindora			
					LA Fitness			
					Chase Bank			
					MDRx Westwood Pharmacy			
Westwood/UCLA On-Street Station Only, Split North-South Station Entrance Option Only								
5-18	1	4363-023-032	10921 Wilshire Blvd	Los Angeles	Westwood Medical Plaza	Permanent Easement/ Permanent underground easement	Station Entrance	0
					Lindora			
					LA Fitness			
					Chase Bank			
					MDRx Westwood Pharmacy			
5-18	3	4324-001-031	10900 Wilshire Blvd.	Los Angeles	Office Building	Permanent Easement	Station Entrance	0

Source: TAHA, 2011

Figure 5-17: Westwood/UCLA On-Street Station Acquisitions



Figure 5-18: Westwood/UCLA Off-Street Station, with the Split North-Station Entrance, Acquisitions

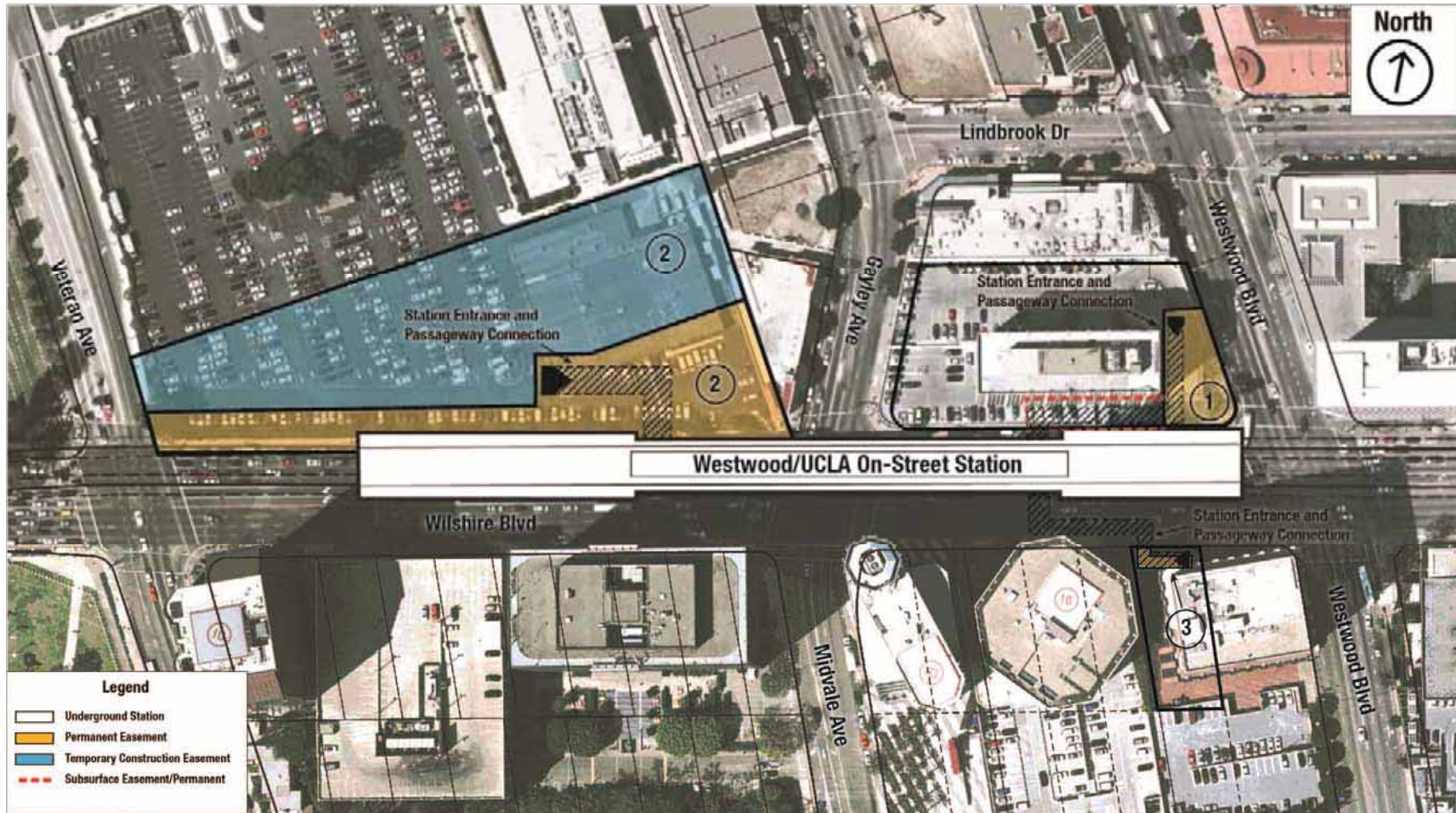
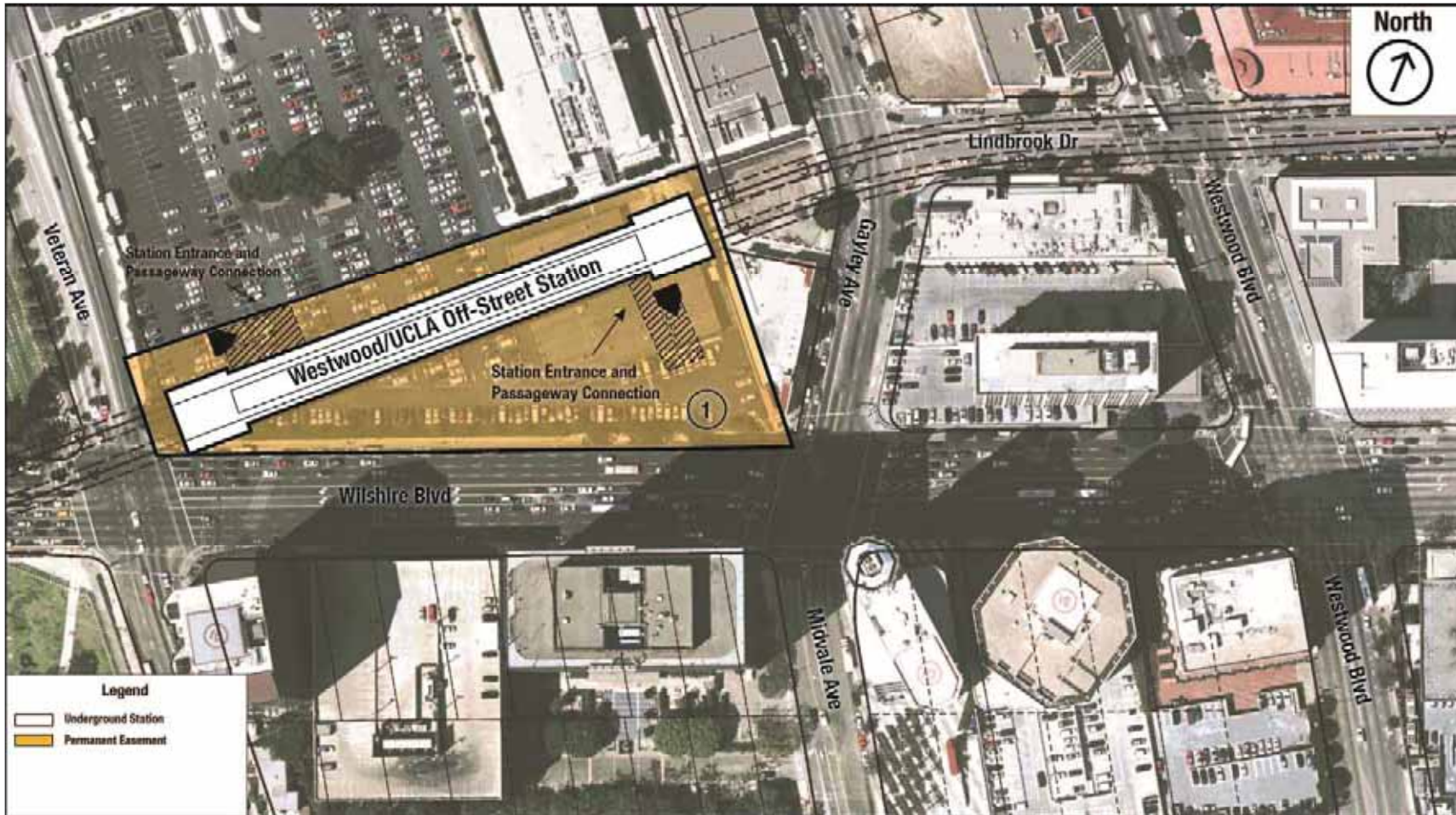


Figure 5-19: Westwood/UCLA Off-Street Station Acquisitions



5.1.10 GSA Double Crossover

The construction of the GSA Double Crossover tracks will be required only for the LPA alignment segment from either Westwood/UCLA Station Option (On- or Off-Street) to the Westwood/VA Hospital South Station Option.

Construction staging activities and the installation of the GSA Double Crossover structure will result in the use of two parcels as temporary construction easements and of permanent underground easements at these two parcels (Table 5-11). The location of these properties is shown in Figure 5-20.

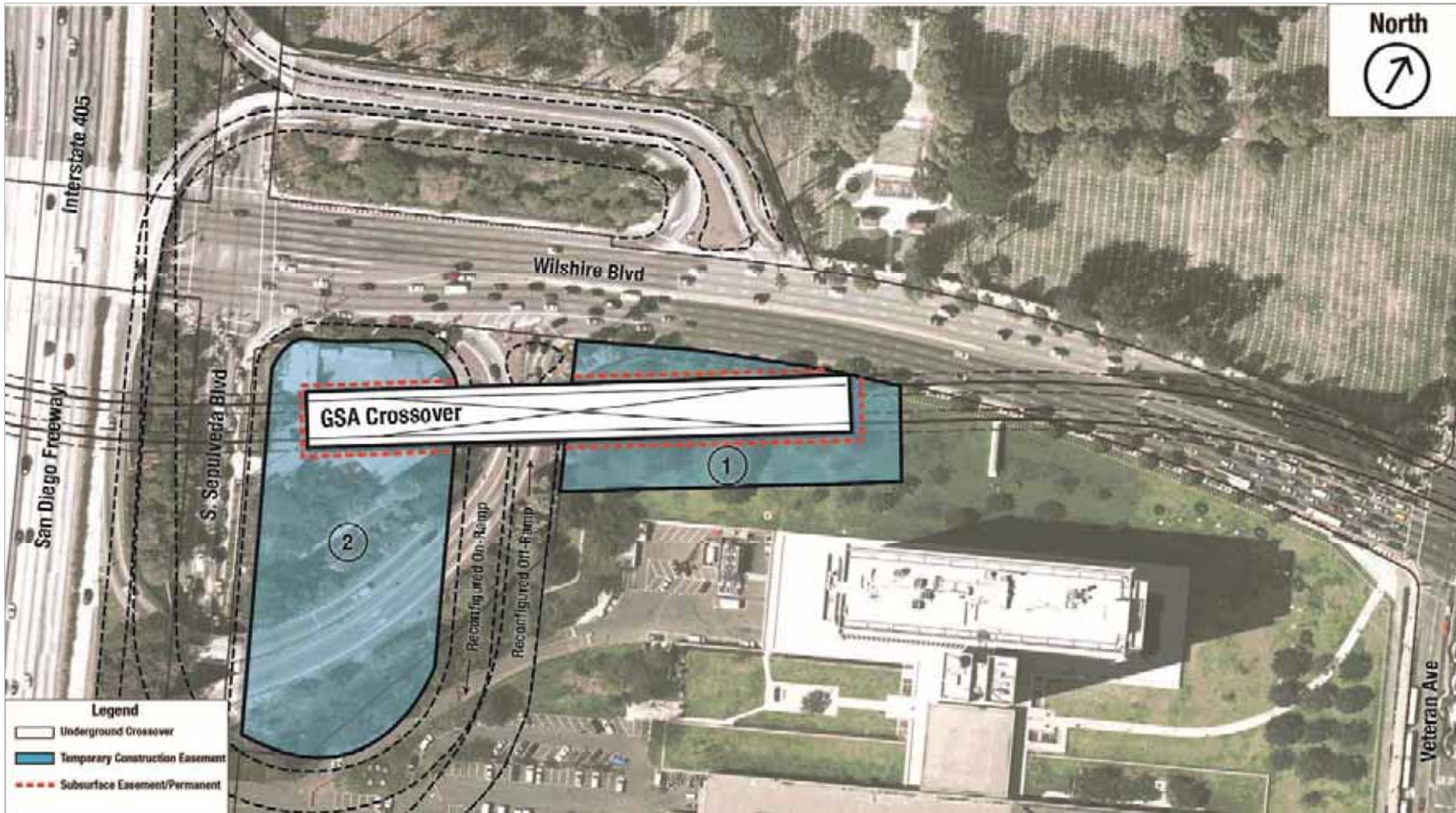
Construction staging for the GSA Double Crossover will require a temporary construction easement on the Federal Building property (AIN 4324-014-903) and an I-405 Ramp. The Federal Building will not be directly affected by the construction staging. Temporary I-405 ramp closures will be required for the northbound I-405 ramps on the south side of Wilshire Boulevard during the construction of the GSA crossover box. The temporary construction easements will not result in any business or residential displacement. Moreover, permanent underground easements at these two properties will not affect operations of either property. No adverse impacts will occur with construction of the GSA Double Crossover structure.

Table 5-11: GSA Double Crossover—Parcels Potentially Affected by Displacement

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-20	1	4324-017-903	11000 Wilshire Blvd.	Los Angeles	Federal Building	Temporary Construction & Permanent underground easement	Construction Laydown/ Staging & Envelope/ Alignment	0
5-20	2	N/A	N/A	Caltrans	Caltrans I-405 Ramp Infield, Northbound	Temporary Construction & Permanent underground easement	Construction Laydown/ Staging & Envelope/ Alignment	0

Source: TAHA, 2011

Figure 5-20: GSA Double Crossover Easements



5.1.11 Westwood/VA Hospital Station Options

There are two options for the location of the Westwood/VA Hospital Station:

- South Station Option
 - Located adjacent to the VA Hospital Building, south of Wilshire Boulevard
- North Station Option
 - Located on the VA Hospital Campus, north of Wilshire Boulevard

5.1.11.1 Westwood/VA Hospital South Station

There are two construction staging scenarios for the Westwood/VA Hospital South Station—either on the parking lot for the James W. Wadsworth Building or on the Army Reserve Property and the James W. Wadsworth Building parking lot.

In the first scenario, construction staging activities and the installation of the Westwood/VA Hospital South Station Option will result in the use of two parcels as temporary construction easements and of permanent underground easements at these two parcels (Table 5-12). The locations of these properties are shown in Figure 5-21.

Currently, these properties are owned and occupied by the Veterans Administration (VA) and Caltrans. The portion of the property that will be affected by the temporary construction easement is the Visitor/Outpatient parking lot of the James W. Wadsworth Building. Approximately 340 surface parking stalls will be displaced as a result of the temporary construction easement on the VA property. The parking will be relocated to an area on the VA property to the southeast of the James W. Wadsworth Building. The temporary construction easement at the Caltrans ramp infield will not displace any businesses or residences. For 2 to 4 consecutive weekends, the eastbound Wilshire Boulevard to southbound I-405 on ramp and the southbound I-405 to eastbound Wilshire Boulevard off-ramp would be closed for decking installation and removal. The permanent underground easements at these two parcels will not adversely affect the Caltrans I-405 Ramp Infield or the Visitor/Outpatient parking lot of the James W. Wadsworth Building.

In the second scenario, some of the construction staging activities for the Westwood/VA Hospital South Station Option will be shifted to the Army Reserve Property and western end of the VA Campus (Figure 5-22). The station box and entrance will remain in the same location on the northern end of the VA Campus, but the majority of construction activities will be moved to the west. The construction staging activities and the installation of the Westwood/VA Hospital South Station Option will result in the use of three parcels as temporary construction easements and of permanent underground easements at two of these parcels (Table 5-12). The locations of these properties are shown in Figure 5-21 and Figure 5-22. Currently, these properties are owned and occupied by the Veterans Administration (VA) and Caltrans. The Army Reserve leases the parcel on the western end from the VA. The temporary construction easements at the Caltrans ramp infield will not displace any businesses or residences, nor is it expected to affect vehicular traffic traveling along the Interstate 405 southbound on- and off-ramps. The portion of the property that will be affected by the temporary construction easement of the Visitor/Outpatient parking lot of the James W. Wadsworth Building will result in the displacement of several parking spaces on the northern end of the parking lot. The parking will be temporarily relocated to an area on the VA property to the southeast of the James W. Wadsworth Building. The portion of the Army Reserve Property and western end of the VA Campus

that will be affected by the temporary construction easement does not contain any above-ground structures and will not adversely affect the Army Reserve or VA property. The temporary construction easement on the Army Reserve property will not interfere with operations and no adverse impacts will occur. The permanent underground easements at the two parcels will not adversely affect the Caltrans I-405 Ramp Infield or the Visitor/Outpatient parking lot of the James W. Wadsworth Building.

Table 5-12: Westwood/VA Hospital Station Options—Parcels Potentially Affected by Displacement

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
Westwood/VA Hospital South Station—VA Hospital Construction Staging Site								
5-21	1	N/A	N/A	Caltrans	Caltrans I-405 Ramp Infield, I-405 Southbound	Temporary Construction Easement & Permanent underground easement	Construction Laydown/ Staging & Station Envelope/ Alignment	0
5-21	2	4365-008-904	11301 Wilshire Blvd.	County of Los Angeles	VA Hospital James W. Wadsworth Building Visitor/ Outpatient parking lot	Temporary Construction Easement & Permanent underground easement	Construction Laydown/ Staging & Station Envelope/ Alignment	0
Westwood/VA Hospital South Station—Army Reserve Construction Staging Site								
5-21	1	N/A	N/A	Caltrans	Caltrans I-405 Ramp Infield, I-405 Southbound	Temporary Construction Easement & Permanent underground easement	Construction Laydown/ Staging & Station Envelope/ Alignment	0
5-21	2	4365-008-904	N/A	County of Los Angeles	VA Hospital James W. Wadsworth Building Visitor/ Outpatient parking lot	Permanent underground easement and Temporary Construction Easement	Station Envelope/ Alignment	0
5-22	1	4365-008-904	N/A	County of Los Angeles	VA Hospital/ Army Reserve Property	Temporary Construction Easement	Construction Laydown/ Staging	0
Westwood/VA Hospital North Station								
5-23	1	4365-008-904	N/A.	County of Los Angeles	Public Parking Lot	Temporary Construction Easement & Permanent underground easement	Construction Laydown/ Staging & Station Envelope	0

Source: TAHA, 2011

Figure 5-21: Westwood/VA South Station Area Easements

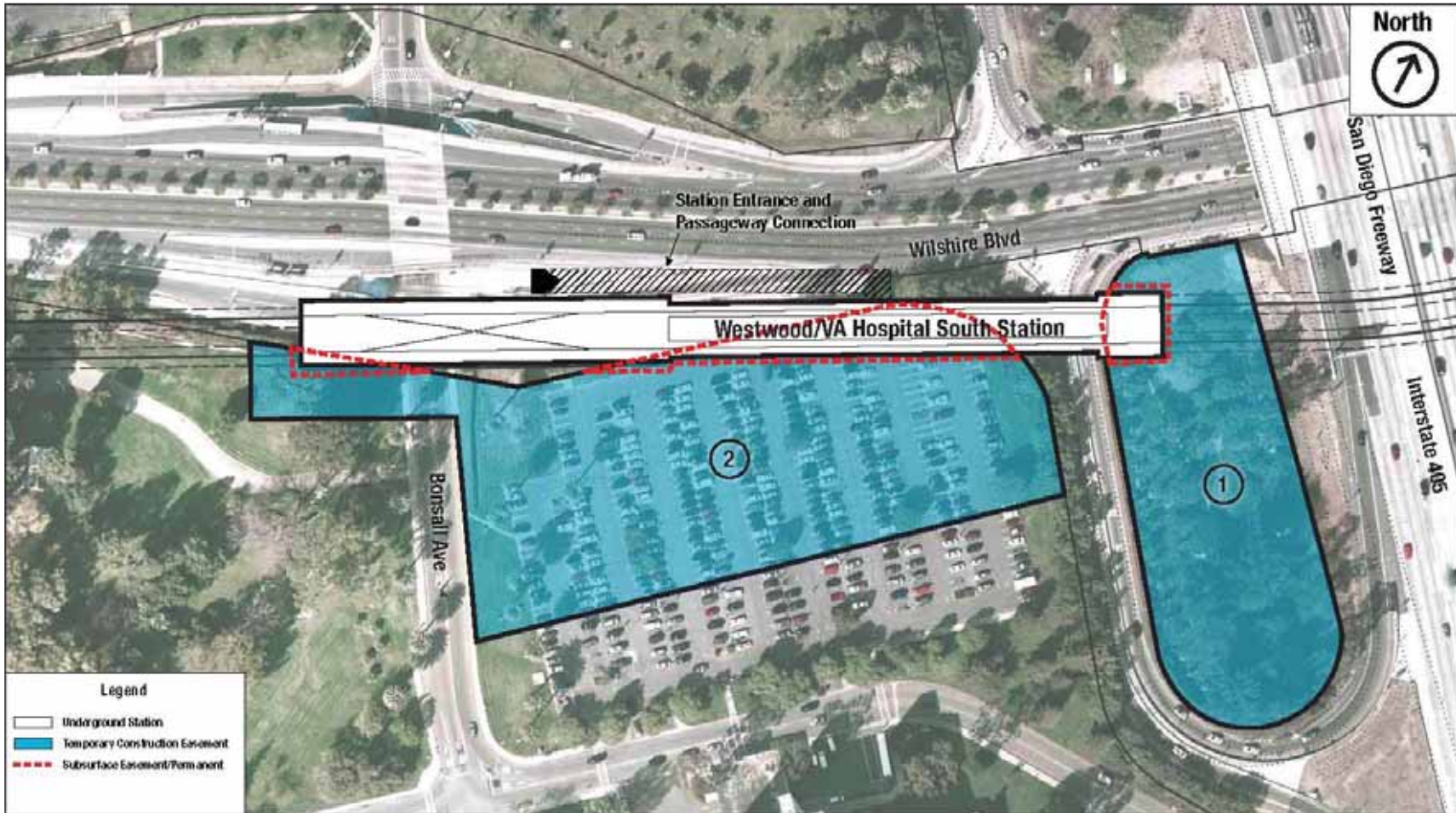


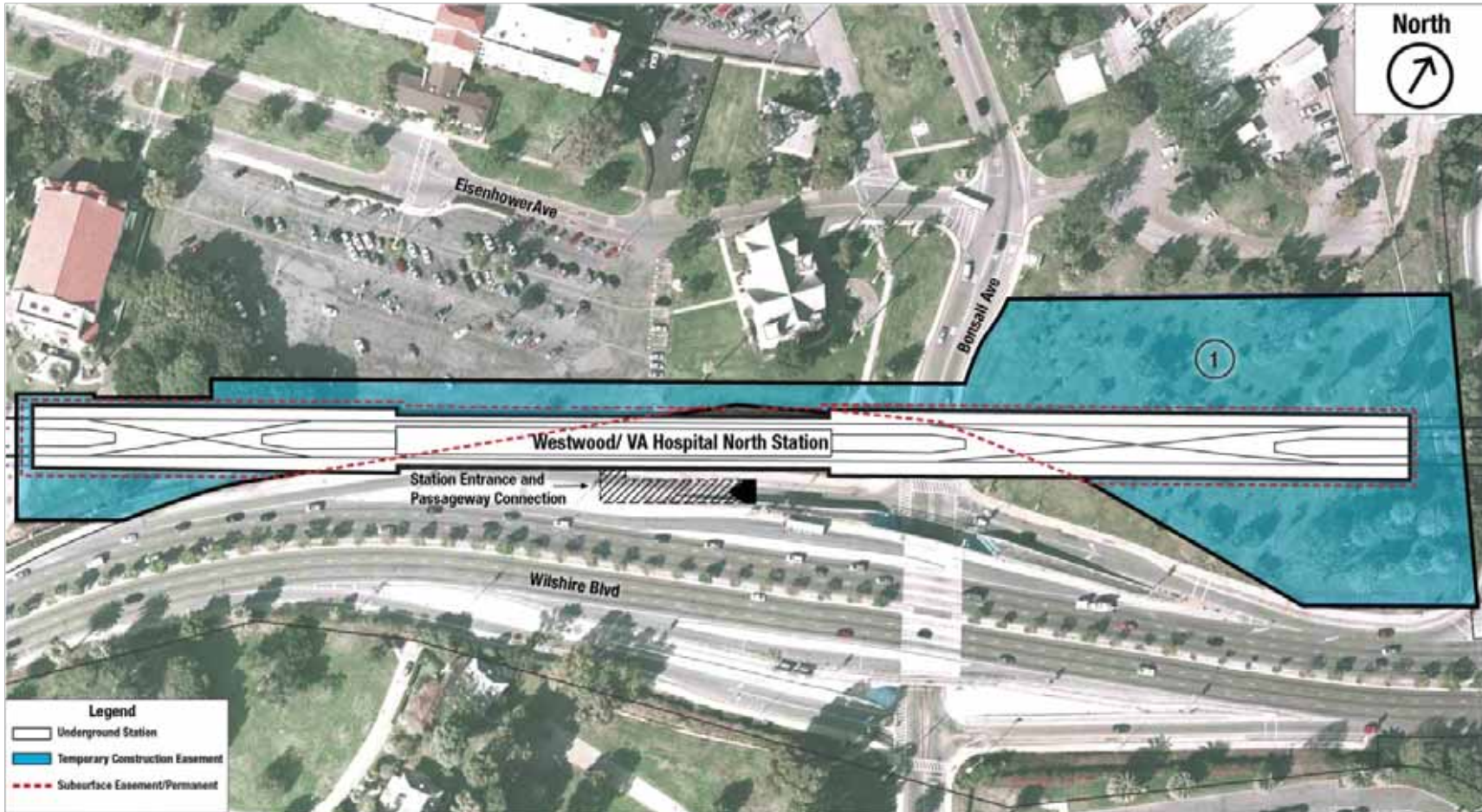
Figure 5-22 Westwood/VA South Station Alternative Army Reserve Construction Laydown Area



5.1.11.2 Westwood/VA Hospital North Station

Construction staging activities and the installation of the Westwood/VA Hospital North Station Option will result in the use of one parcel as a temporary construction easement and of one permanent underground easement at this parcel (Table 5-12). The location of these properties is shown in Figure 5-23. Currently, the portion of the property that will be affected by construction activities includes a VA facility parking lot. Adjacent to the construction staging area will be the VA Chapel and Wadsworth Theater. A temporary loss of parking will occur as a result of the temporary construction easement. Parking is anticipated to be relocated back once construction is complete. The permanent underground easement will not adversely affect VA operations. No business or residential displacement will occur as a result of this permanent underground easement.

Figure 5-23: Westwood/VA North Station Area Easement



5.1.12 Vertical Shafts Associated with the Westwood/VA Hospital Station

5.1.12.1 Vertical Shaft at the Westwood/VA Hospital South Station

Construction staging and the installation of the Westwood/VA South Station vertical shaft will result in a temporary construction easement of the VA Hospital property (Table 5-13). The location of this vertical shaft is depicted in Figure 5-24. Currently, there are no structures in the location of where the construction staging will occur. The temporary construction easement on the VA Hospital property will not interfere with operations of the VA Hospital. No adverse impacts will occur.

5.1.12.2 Vertical Shaft at the Westwood/VA Hospital North Station

Construction staging and the installation of the Westwood/VA South Station vertical shaft will result in a temporary construction easement and a permanent easement of the VA Hospital Campus property (Table 5-13). The location of this vertical shaft is depicted in Figure 5-25. Currently, there are no structures in the location of where the construction staging will occur or where the permanent easement will be required. The temporary construction easement on the VA Hospital property will not interfere with operations of the VA Hospital. No adverse impacts will occur. The permanent easement at this property will not result in adverse impacts related to business or residential displacement.

Table 5-13: Westwood/VA Hospital Station Vertical Shafts —Parcels Potentially Affected by Displacement

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
Westwood/VA Hospital South Station								
5-24	1	4365-008-904	N/A	County of Los Angeles	VA Hospital Medical Center Campus	Temporary Construction Easement	Construction Laydown	0
Westwood/VA Hospital North Station								
5-25	1	4365-008-904	N/A	County of Los Angeles	VA Hospital Medical Center Campus	Temporary Construction Easement &	Construction Laydown	0
5-25	2					Permanent Easement	Vent Shaft	

Source: TAHA, 2011

Figure 5-24: Westwood/VA Station South Vertical Shaft Easement



Figure 5-25: Westwood/VA Station North Vertical Shaft Easements



5.1.13 Division 20 Maintenance Yard

The expansion of the existing Division 20 Maintenance Yard will result in the full acquisition of eight properties and one permanent easement (Table 5-14). The locations of these properties are shown in Figure 5-26 and Figure 5-27.

Currently, seven of the nine properties are vacant. The property identified as AIN 5164-005-002 currently contains an industrial warehouse. However, this property is only used as a filming location and does not contain a full-time occupant. The acquisition of these nine properties to expand the Division 20 Maintenance Yard will not result in business or residential displacement and, therefore, no adverse impacts are anticipated.

Table 5-14: Division 20 Maintenance Yard—Parcels Potentially Affected by Displacement

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-26	1	5164-016-803	N/A	Los Angeles	Vacant Land	Full Take	Yard Expansion	0
5-26	2	5164-005-002	590 Santa Fe Ave	Los Angeles	Vacant Industrial Building	Full Take	Yard Expansion	0
5-26	3	5164-005-003	N/A	Los Angeles	Vacant Land	Full Take	Yard Expansion	0
5-26	4	5164-005-001	1354 Willow St	Los Angeles	Vacant land	Full Take	Yard Expansion	0
5-26	5	5164-004-008	N/A	Los Angeles	Vacant Land	Full Take	Yard Expansion	0
5-26	6	5164-004-007	N/A	Los Angeles	Vacant Land	Full Take	Yard Expansion	0
5-26	7	5164-004-002	N/A	Los Angeles	Vacant Land	Full Take	Yard Expansion	0
5-26	8	5163-017-001	N/A	Los Angeles	Vacant Land	Full Take	Yard Expansion	0
5-27	9	5164-016-803	N/A	Los Angeles	Vacant land	Permanent Easement	Yard Expansion	0

Source: TAHA, 2011

Figure 5-26: Division 20 Maintenance Yard Expansion, Acquisitions

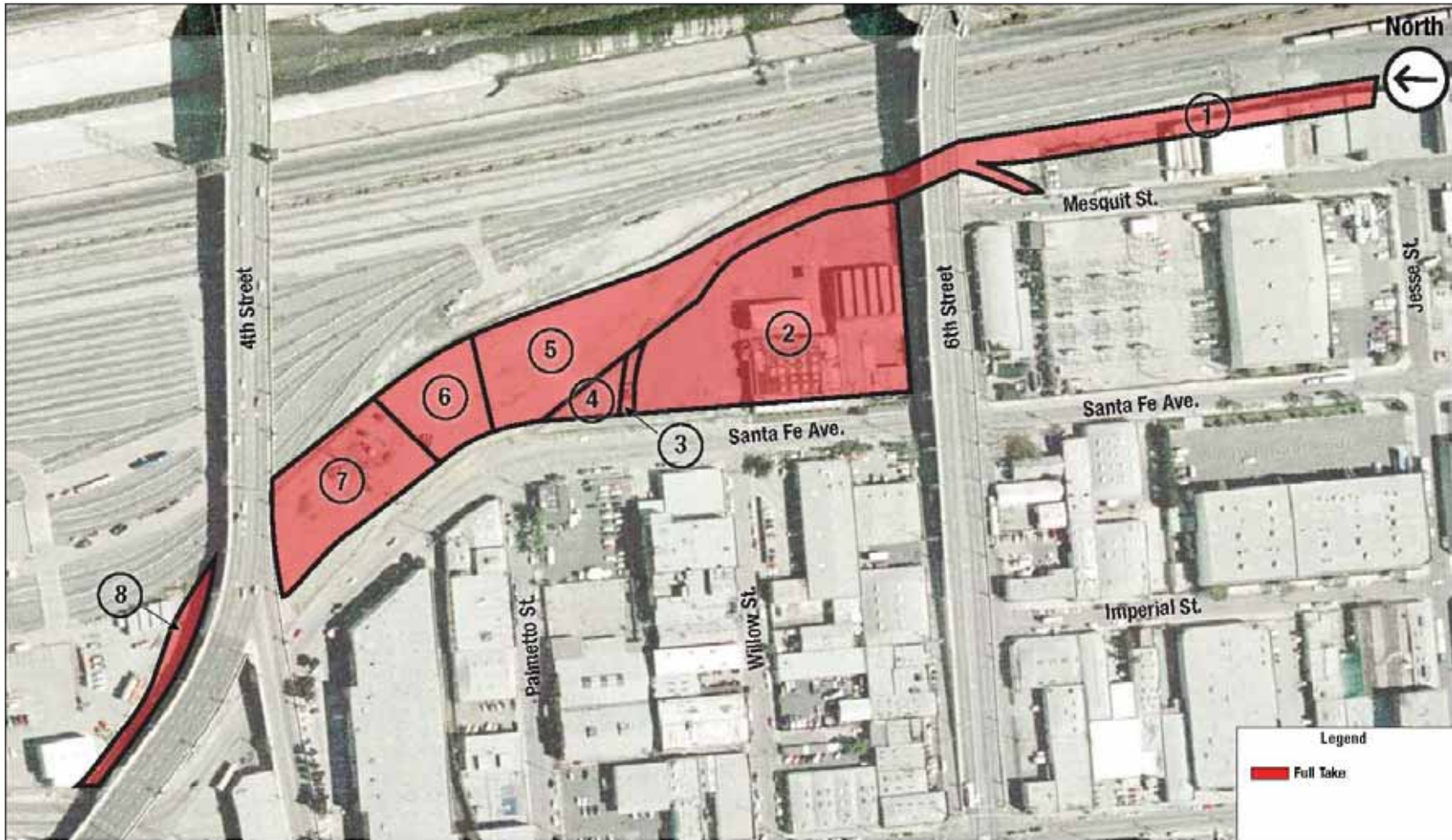


Figure 5-27: Division 20 Maintenance Yard Expansion, Easement



5.2 Permanent Underground Easements between Wilshire/Rodeo and Westwood/VA Hospital

The portions of the alignments that are not within the street right-of-way will require permanent underground easements beneath private properties. The segments of the alignment that will require tunneling beneath private property is between the Wilshire/Rodeo Station and the Westwood/VA Hospital Station. Since there are several station location options for the Century City, Westwood/UCLA and Westwood/VA Stations, there are also several alignment options between Wilshire/Rodeo and Westwood/VA Hospital. A summary of the number of permanent underground easements for each segments based on possible combination of stations is listed in Table 5-15.

Since many of these alignment options will require tunneling beneath heavily residential neighborhoods, the number of residential permanent underground easements and residential housing units is included in Table 5-15. It should be noted that it is assumed that condominium buildings and multi-family apartment buildings will require a single underground easement for the entire building, regardless of the number of units.

Table 5-15: Summary of Permanent Underground Easements by Alignment Segment

Segment	Permanent Underground Easements by Property ¹			Residential Housing Units ²			
	Residential	Non-Residential	Total Properties Affected	Single-Family Housing	Condominium Units	Multi-Family Units	Total Housing Units
Wilshire/Rodeo to Century City							
Wilshire/Rodeo Station to the Century City Santa Monica Station	0	5	5	0	0	0	0
Wilshire/Rodeo Station to the Century City Constellation Station	10	18	28	0	42	38	80
Century City to Westwood/UCLA							
Century City Santa Monica Station to the Westwood/UCLA On-Street Station	78	1	79	67	140	241	448
Century City Santa Monica Station to the Westwood/UCLA Off-Street Station	82	10	92	67	187	514	768
Century City Constellation Station to the Westwood/UCLA On-Street Station	76	6	82	57	154	220	431
Century City Constellation Station to the Westwood/UCLA Off-Street Station	80	15	95	57	201	493	751
Westwood/VA Hospital							
Westwood/UCLA On-Street Station to the Westwood/VA Hospital South Station	0	4	4	0	0	0	0
Westwood/UCLA Off-Street Station to the Westwood/VA Hospital South Station	0	4	4	0	0	0	0
Westwood/UCLA On-Street Station to the Westwood/VA Hospital North Station	0	3	3	0	0	0	0
Westwood/UCLA Off-Street Station to the Westwood/VA Hospital North Station	0	3	3	0	0	0	0

Source: TAHA, 2011

¹ Property = Condominium units in the same building counted as a single property

² Residential Units include single family dwellings, individual condominium units and multi-family apartment units

5.2.1 Wilshire/Rodeo Station to the Century City Constellation Station

Tunneling of the alignment segment from the Wilshire/Rodeo Station to the Century City Constellation Station will require permanent underground easements that will affect 28 properties (Table 5-16). The locations of these properties are shown in Figure 5-28. These properties include five condominium buildings, containing 42 condominium units, five multi-family residential properties, containing 38 dwelling units, and 18 non-residential or vacant properties. No structures on these properties will be displaced or require relocation as a result of these permanent underground easements. No adverse impacts related to housing or business displacement will occur.

**Table 5-16: Alignment Between Wilshire/Rodeo Station and Century City Constellation Station—
Parcels Potentially Affected by Permanent Underground Easements**

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-28	1	4328-014-005	9730 Wilshire Blvd	Beverly Hills	Medical Dental Building	Permanent underground easement	Alignment	0
5-28	2	4328-009-003	9740 Wilshire Blvd	Beverly Hills	Office building	Permanent underground easement	Alignment	0
5-28	3	4328-009-023	9754 Wilshire Blvd	Beverly Hills	Office building	Permanent underground easement	Alignment	0
5-28	4	4328-009-043	120 Spalding Dr	Beverly Hills	Office building	Permanent underground easement	Alignment	0
5-28	5	4328-008-002	121 Spalding Dr	Beverly Hills	Commercial Parking Structure	Permanent underground easement	Alignment	0
5-28	6	4328-008-003	125 Spalding Dr	Beverly Hills	Motel	Permanent underground easement	Alignment	0
5-28	7	4328-008-050 to 053	133 S Spalding Dr	Beverly Hills	Condominium	Permanent underground easement	Alignment	4
5-28	8	4328-008-029 to 048	137 Spalding Dr	Beverly Hills	Condominium	Permanent underground easement	Alignment	20
5-28	9	4328-008-016	128 Lasky Dr	Beverly Hills	Parking Lot	Permanent underground easement	Alignment	0
5-28	10	4328-008-015	132 Lasky Dr	Beverly Hills	Medical Dental Building	Permanent underground easement	Alignment	0
5-28	11	4328-008-014	138 Lasky Dr	Beverly Hills	Medical Dental Building	Permanent underground easement	Alignment	0
5-28	12	4328-008-013	140 Lasky Dr	Beverly Hills	Motel	Permanent underground easement	Alignment	0
5-28	13	4328-008-012	N/A	Beverly Hills	Single-Family Vacant	Permanent underground easement	Alignment	0
5-28	14	4328-008-011	N/A	Beverly Hills	Single-Family Vacant	Permanent underground easement	Alignment	0
5-28	15	4328-008-010	152 Lasky Dr	Beverly Hills	Medical Dental Building	Permanent underground easement	Alignment	0

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-28	16	4328-007-020	200 Lasky Dr	Beverly Hills	Apartment Building	Permanent underground easement	Alignment	11
5-28	17	4328-007-019	204 Lasky Dr	Beverly Hills	Apartment Building	Permanent underground easement	Alignment	4
5-28	18	4328-007-018	208 Lasky Dr	Beverly Hills	Apartment Building	Permanent underground easement	Alignment	2
5-28	19	4328-007-017	212 Lasky Dr	Beverly Hills	Apartment Building	Permanent underground easement	Alignment	10
5-28	20	4328-005-001	223 Lasky Dr	Beverly Hills	Apartment Building	Permanent underground easement	Alignment	11
5-28	21	4328-005-022 to 027	237 to 247 Lasky Dr	Beverly Hills	Condominium	Permanent underground easement	Alignment	6
5-28	22	4328-005-014	9929 Young Dr	Beverly Hills	Condominium	Permanent underground easement	Alignment	6
5-28	23	4328-005-015	9933 Young Dr	Beverly Hills	Condominium	Permanent underground easement	Alignment	6
5-28	24	4328-005-900	255 Lasky Dr	Beverly Hills	Beverly Hills Adult School/Beverly Hills Unified School District Offices	Permanent underground easement	Alignment	0
5-28	25	4319-001-900	241 Moreno Dr	Beverly Hills	Beverly Hills Unified School District	Permanent underground easement	Alignment	0
5-28	26	4319-001-901	N/A	Beverly Hills	Beverly Hills Unified School District	Permanent underground easement	Alignment	0
5-28	27	4319-001-902	N/A	Beverly Hills	Beverly Hills Unified School District	Permanent underground easement	Alignment	0
5-28	28	4319-001-008	1950 Century Park E	Los Angeles	Gymnasium/Health Spa	Permanent underground easement	Alignment	0

Source: TAHA, 2011

Figure 5-28: Permanent Underground Easements from the Wilshire/Rodeo Station to the Century City Constellation Station



5.2.2 Wilshire/Rodeo Station to the Century City Santa Monica Station

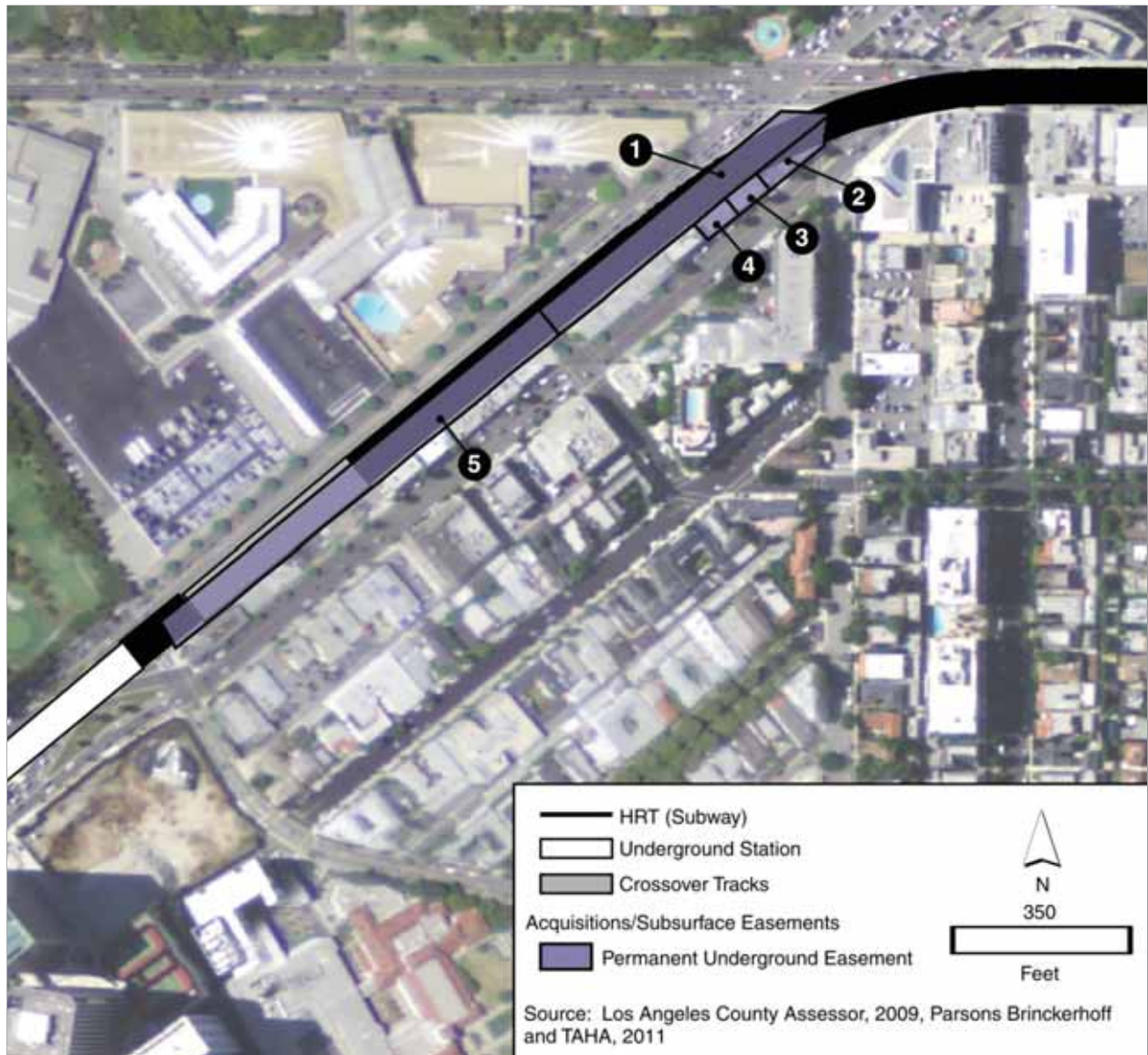
Tunneling of the alignment segment from the Wilshire/Rodeo Station to the Century City Santa Monica Station will require permanent underground easements that will affect five properties (Table 5-17). The locations of these properties are shown in Figure 5-29. These properties are all commercial or vacant and do not include residential properties. No structures on these properties will be displaced or require relocation as a result of these permanent underground easements. No adverse impacts related to housing or business displacement will occur.

**Table 5-17: Alignment Between Wilshire/Rodeo Station and Century City Santa Monica Station—
Parcels Potentially Affected by Permanent Underground Easements**

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-29	1	4328-001-024	N/A	Beverly Hills	Commercial Vacant	Permanent underground easement	Alignment	0
5-29	2	4328-001-001	9844 Wilshire Blvd	Beverly Hills	Store	Permanent underground easement	Alignment	0
5-29	3	4328-001-002	9849 Santa Monica Blvd	Beverly Hills	Store	Permanent underground easement	Alignment	0
5-29	4	4328-001-023	N/A	Beverly Hills	Commercial Vacant	Permanent underground easement	Alignment	0
5-29	5	4328-001-023	N/A	Beverly Hills	Vacant Land	Permanent underground easement	Crossover Envelope/ Alignment	0

Source: TAHA, 2011

Figure 5-29: Permanent Underground Easements from the Wilshire/Rodeo Station to the Century City Santa Monica Station



5.2.3 Century City Constellation Station to the Westwood/UCLA Station Options

There are two alignment segment options from the Century City Constellation Station to the Westwood/UCLA Station Options (one for the On-Street Option and one for the Off-Street Option).

5.2.3.1 Century City Constellation Station to Westwood/UCLA On-Street Station Option

Tunneling of the alignment segment from the Century City Constellation Station to the Westwood/UCLA On-Street Station will require permanent underground easements that will affect 82 properties (Table 5-18). The locations of these properties are shown in Figures Figure 5-30, Figure 5-31, and Figure 5-32. These properties include: 57 single-family residential properties; 9 condominium buildings, containing 154 condominium units; 10 multi-family residential properties, containing 220 dwelling units; and six non-residential properties. No structures on these properties will be displaced or require relocation as a result of these permanent underground easements. No adverse impacts related to housing or business displacement will occur.

5.2.3.2 Century City Constellation Station to Westwood/UCLA Off-Street Station Option

Tunneling of the alignment segment from the Century City Constellation Station to the Westwood/UCLA Off-Street Station will require permanent underground easements that will affect 95 properties (Table 5-18). The locations of these properties are shown in Figures Figure 5-30, Figure 5-31, Figure 5-32, and Figure 5-33. These properties include: 57 single-family residential properties; 11 condominium buildings, containing 201 condominium units; 12 multi-family residential properties, containing 493 dwelling units; and 15 non-residential properties. No structures on these properties will be displaced or require relocation as a result of these permanent underground easements. No adverse impacts related to housing or business displacement will occur.

**Table 5-18: Alignment Between Century City Constellation Station and Westwood/UCLA Station Options—
Parcels Potentially Affected by Permanent Underground Easements**

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
Parcels Common to the Alignments Between the Century City Constellation Station and the Westwood/UCLA On- and Off-Street Station Options								
5-30	1	4319-003-064	10250 Santa Monica Blvd	Los Angeles	Shopping Center	Permanent underground easement	Alignment	0
5-30	2	4319-003-063	1930 Century Park W	Los Angeles	Office Building	Permanent underground easement	Alignment	0
5-30	3	4319-003-060	N/A	Los Angeles	Commercial-Vacant	Permanent underground easement	Alignment	0
5-30	4	4319-011-002	1830 Fox Hills Dr	Los Angeles	Apartment Building	Permanent underground easement	Alignment	3
5-30	5	4319-011-003	1842 Fox Hills Dr	Los Angeles	Apartment Building	Permanent underground easement	Alignment	0
5-30	6	4319-011-004	1848 Fox Hills Dr	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-30	7	4319-011-005	1854 Fox Hills Dr	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-30	8	4319-011-006	1858 Fox Hills Dr	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-30	9	4319-011-007	1900 Fox Hills Dr	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-30	10	4319-011-008	1904 Fox Hills Dr	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-30	11	4319-014-019	1833 Fox Hills Dr	Los Angeles	Apartment Building	Permanent underground easement	Alignment	2
5-30	12	4319-009-172 to 178	1825 Fox Hills Dr	Los Angeles	Condominium	Permanent underground easement	Alignment	7
5-30	13	4319-009-117 to 123	10307 Missouri Ave	Los Angeles	Condominium	Permanent underground easement	Alignment	7
5-30	14	4319-009-072 to 076	10315 Missouri Ave	Los Angeles	Condominium	Permanent underground easement	Alignment	5
5-30	15	4319-009-148 to 152	10317 Missouri Ave	Los Angeles	Condominium	Permanent underground easement	Alignment	5

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-30	16	4319-009-032	10316 Santa Monica Blvd	Los Angeles	Apartment Building	Permanent underground easement	Alignment	4
5-30	17	4319-009-033	10318 Santa Monica Blvd	Los Angeles	Apartment Building	Permanent underground easement	Alignment	6
5-30	18	4319-009-034	10324 Santa Monica Blvd	Los Angeles	Apartment Building	Permanent underground easement	Alignment	4
5-30	19	4319-009-035	10330 Santa Monica Blvd	Los Angeles	Apartment Building	Permanent underground easement	Alignment	5
5-30	20	4319-003-900	N/A	Los Angeles	Utility	Permanent underground easement	Alignment	0
5-31	21	4327-007-016	10351 Santa Monica Blvd	Los Angeles	Office Building	Permanent underground easement	Alignment	0
5-31	22	4327-007-001	1725 Comstock Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	23	4327-007-002	10360 Eastborne Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	24	4327-007-003	10364 Eastborne Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	25	4327-007-004	10370 Eastborne Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	26	4327-008-007	10369 Eastborne Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	27	4327-008-006	10379 Eastborne Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	28	4327-008-004	1622 Beverly Glen Blvd	Los Angeles	Apartment Building	Permanent underground easement	Alignment	11
5-31	29	4327-008-005	1636 Beverly Glen Blvd	Los Angeles	Apartment Building Vacant	Permanent underground easement	Alignment	0
5-31	30	4327-005-069 to 092	1617 Beverly Glen Blvd	Los Angeles	Condominium	Permanent underground easement	Alignment	24
5-31	31	4327-005-007	1604 Pandora Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	32	4327-005-008	1608 Pandora Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	33	4327-005-009	1616 Pandora Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1

WESTSIDE SUBWAY EXTENSION PROJECT

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-31	34	4326-030-001	10436 Kinnard Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	35	4326-030-028	1615 Pandora Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	36	4326-030-002	10442 Kinnard Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	37	4326-019-027	10437 Kinnard Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	38	4326-019-026	10443 Kinnard Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	39	4326-019-025	10447 Kinnard Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	40	4326-019-024	10451 Kinnard Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	41	4326-019-023	10455 Kinnard Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	42	4326-019-005	10458 Wilkins Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	43	4326-019-006	10462 Wilkins Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	44	4326-019-007	10466 Wilkins Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	45	4326-019-008	10470 Wilkins Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	46	4326-017-013	10469 Wilkins Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	47	4326-017-012	10473 Wilkins Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	48	4326-017-011	10479 Wilkins Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	49	4326-017-007	1434 Warner Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	50	4326-017-008	1440 Warner Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	51	4326-017-033	1427 Warner Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1

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Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-31	52	4326-017-032	1431 Warner Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	53	4326-017-031	1441 Warner Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	54	4326-017-025	1406 Thayer Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	55	4326-017-026	1410 Thayer Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	56	4326-017-027	1414 Thayer Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	57	4326-017-028	1418 Thayer Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	58	4326-017-029	1500 Thayer Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	59	4326-016-013	1413 Thayer Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	60	4326-016-014	1409 Thayer Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-31	61	4326-016-015	1403 Thayer Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-32	62	4326-011-030	1343 Thayer Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-32	63	4326-011-029	10511 Rochester Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-32	64	4326-011-028	10515 Rochester Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-32	65	4326-011-027	10521 Rochester Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-32	66	4326-011-026	10527 Rochester Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-32	67	4326-011-020	10534 Wellworth Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-32	68	4326-011-021	10538 Wellworth Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-32	69	4326-011-022	10544 Wellworth Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1

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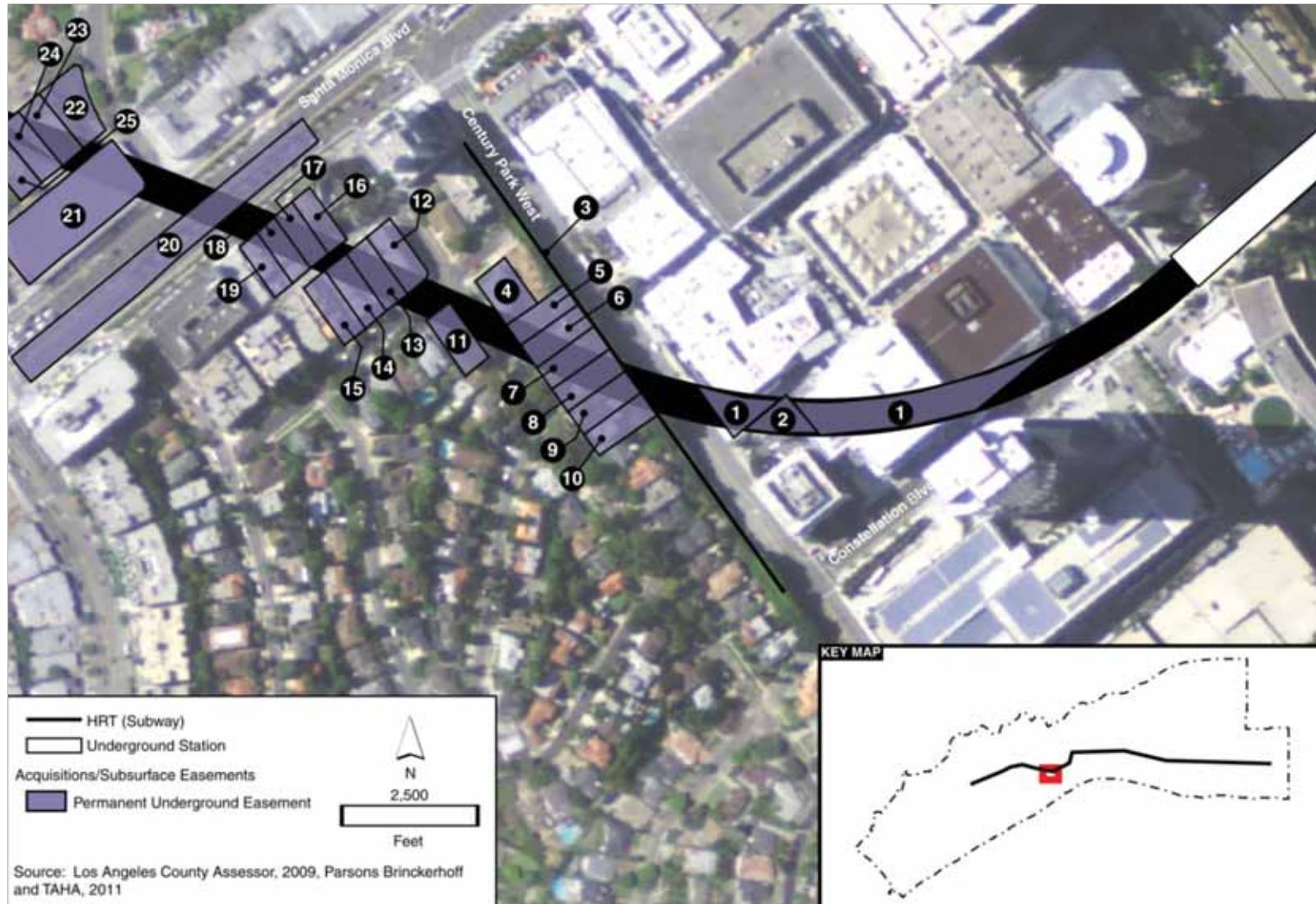
Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-32	70	4326-011-023	10548 Wellworth Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-32	71	4326-008-010	10543 Wellworth Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-32	72	4326-008-030	10551 Wellworth Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-32	73	4326-008-019	1251 Fairburn Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-32	74	4326-008-020	10584 Ashton Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-32	75	4326-008-021	10588 Ashton Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-32	76	4326-008-022	10592 Ashton Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-32	77	4326-002-161 to 170	10595 Ashton Ave	Los Angeles	Condominium	Permanent underground easement	Alignment	10
5-32	78	4326-002-195 to 199	1230 Westholme Ave	Los Angeles	Condominium	Permanent underground easement	Alignment	5
5-32	79	4326-002-022 to 156	10590 Wilshire Blvd	Los Angeles	Condominium	Permanent underground easement	Alignment	85
5-32	80	4326-001-217	10600 Wilshire Blvd	Los Angeles	Apartment Building	Permanent underground easement	Alignment	180
5-32	81	4326-001-211 to 216	10601 Ashton Ave	Los Angeles	Condominium	Permanent underground easement	Alignment	6
5-32	82	4326-001-218	10636 Wilshire Blvd	Los Angeles	Apartment Building	Permanent underground easement	Alignment	5
Additional Parcels for the Alignment Between the Century City Constellation Station and the Westwood/UCLA Off-Street Station Option Only								
5-33	83	4360-004-194 to 217	10795 Wilshire Blvd	Los Angeles	Condominium	Permanent underground easement	Alignment	25
5-33	84	4360-003-014	10801 Wilshire Blvd	Los Angeles	Church	Permanent underground easement	Alignment	0
5-33	85	4360-003-023	10833 Wilshire Blvd	Los Angeles	Apartment Building	Permanent underground easement	Alignment	187

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Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-33	86	4360-003-003	10824 Lindbrook Dr	Los Angeles	Apartment Building	Permanent underground easement	Alignment	86
5-33	87	4360-003-031 to 052	10830 to 10840 Lindbrook Dr	Los Angeles	Condominium	Permanent underground easement	Alignment	22
5-33	88	4360-003-028	N/A	Los Angeles	Single-Family Vacant	Permanent underground easement	Alignment	0
5-33	89	4360-002-032	10863 Lindbrook Dr	Los Angeles	Restaurant	Permanent underground easement	Alignment	0
5-33	90	4363-021-018	1100 Glendon Ave	Los Angeles	Office Building	Permanent underground easement	Alignment	0
5-33	91	4363-022-010	1139 Glendon Ave	Los Angeles	Restaurant	Permanent underground easement	Alignment	0
5-33	92	4363-022-009	1142 Westwood Blvd	Los Angeles	Wholesale And Manufacturing Outlet	Permanent underground easement	Alignment	0
5-33	93	4363-023-034	10920 Lindbrook Dr	Los Angeles	Store	Permanent underground easement	Alignment	0
5-33	94	4363-023-035	N/A	Los Angeles	Commercial-Vacant	Permanent underground easement	Alignment	0
5-33	95	4363-023-001	10951 Wilshire Blvd	Los Angeles	Store	Permanent underground easement	Alignment	0

Source: TAHA, 2011

Figure 5-30: Permanent Underground Easements from the Century City Constellation Station to the Westwood/UCLA On- or Off-Street Station, Sheet 1



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Figure 5-31: Permanent Underground Easements from the Century City Constellation Station to the Westwood/UCLA On- or Off-Street Station, Sheet 2

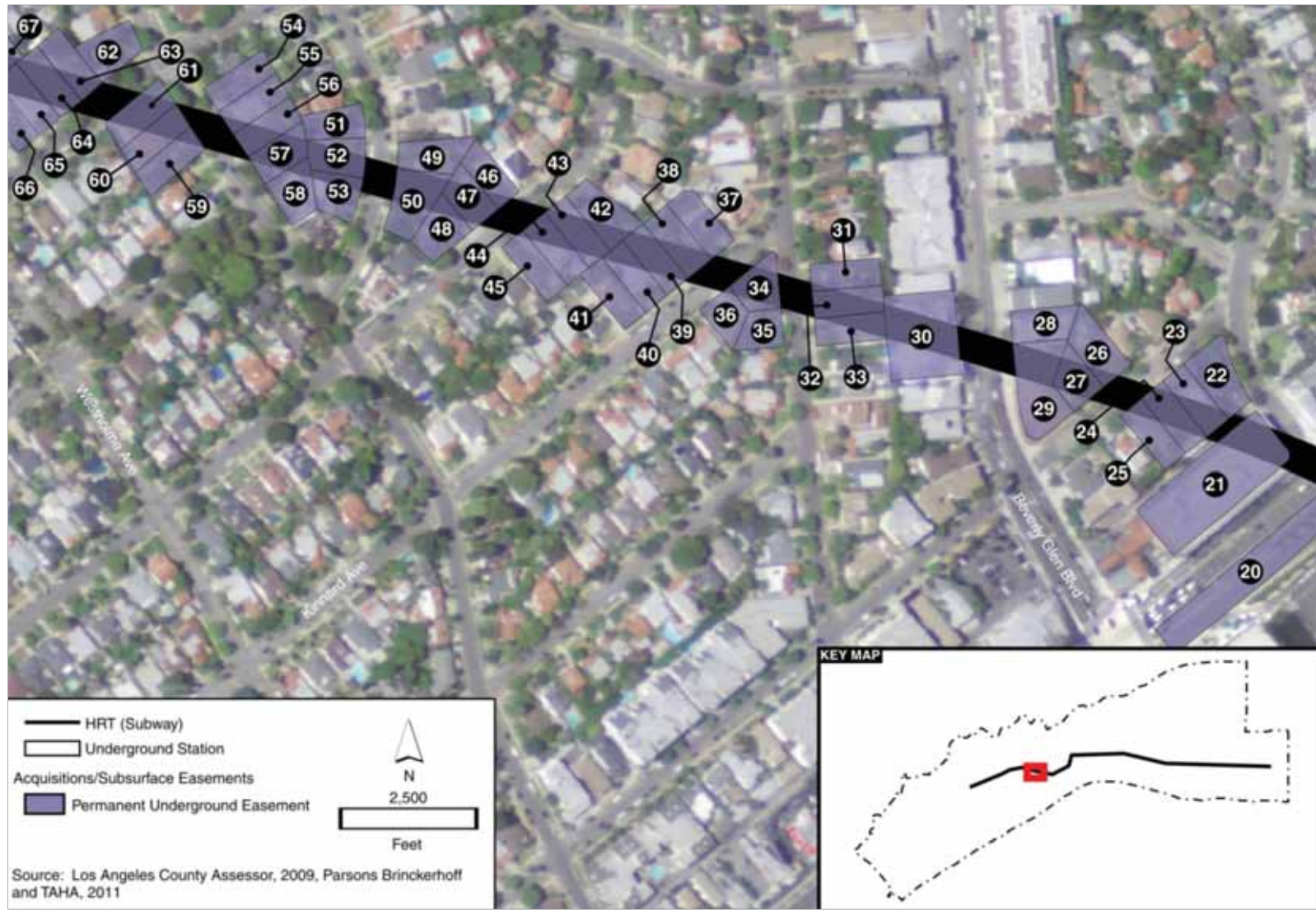
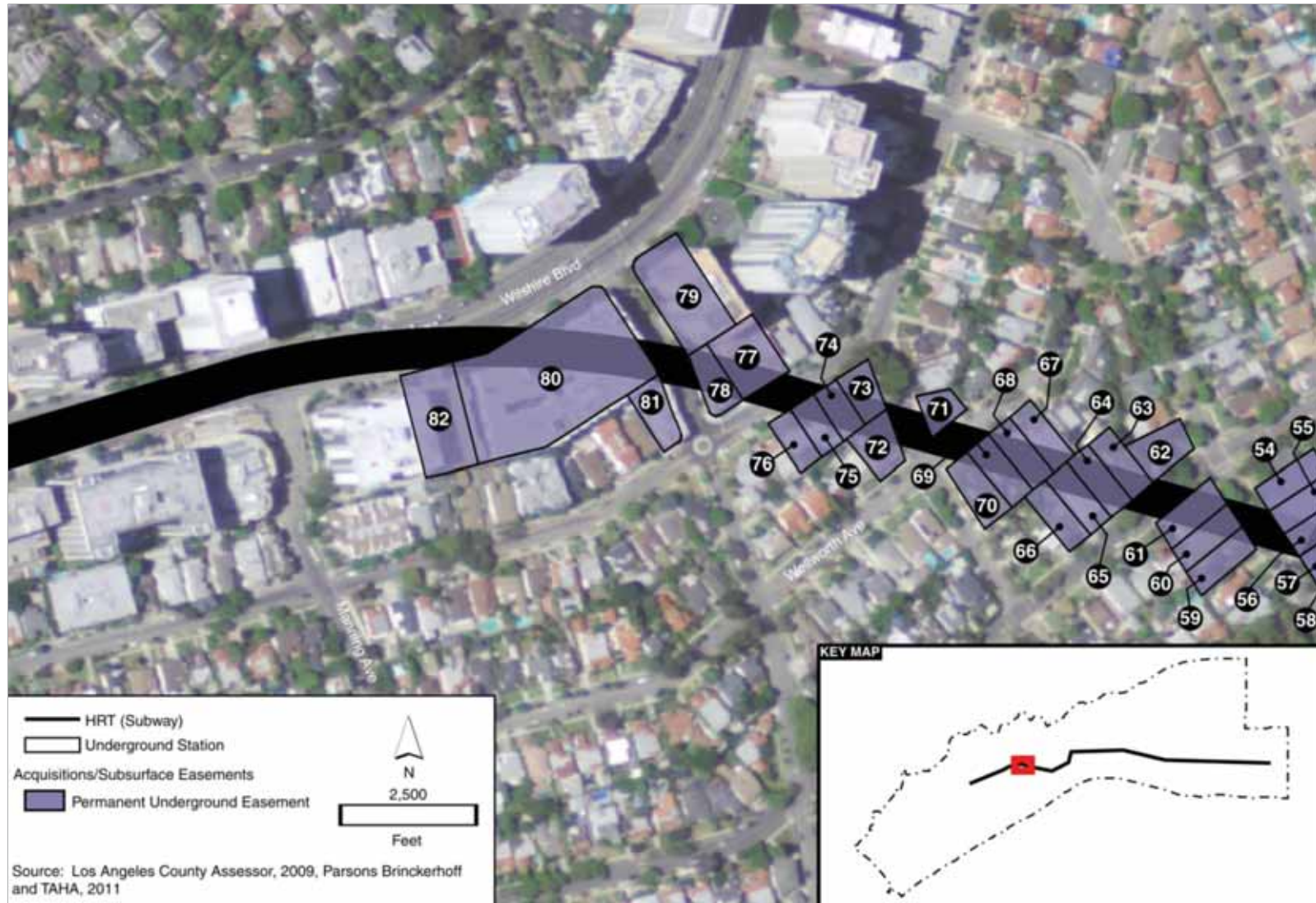
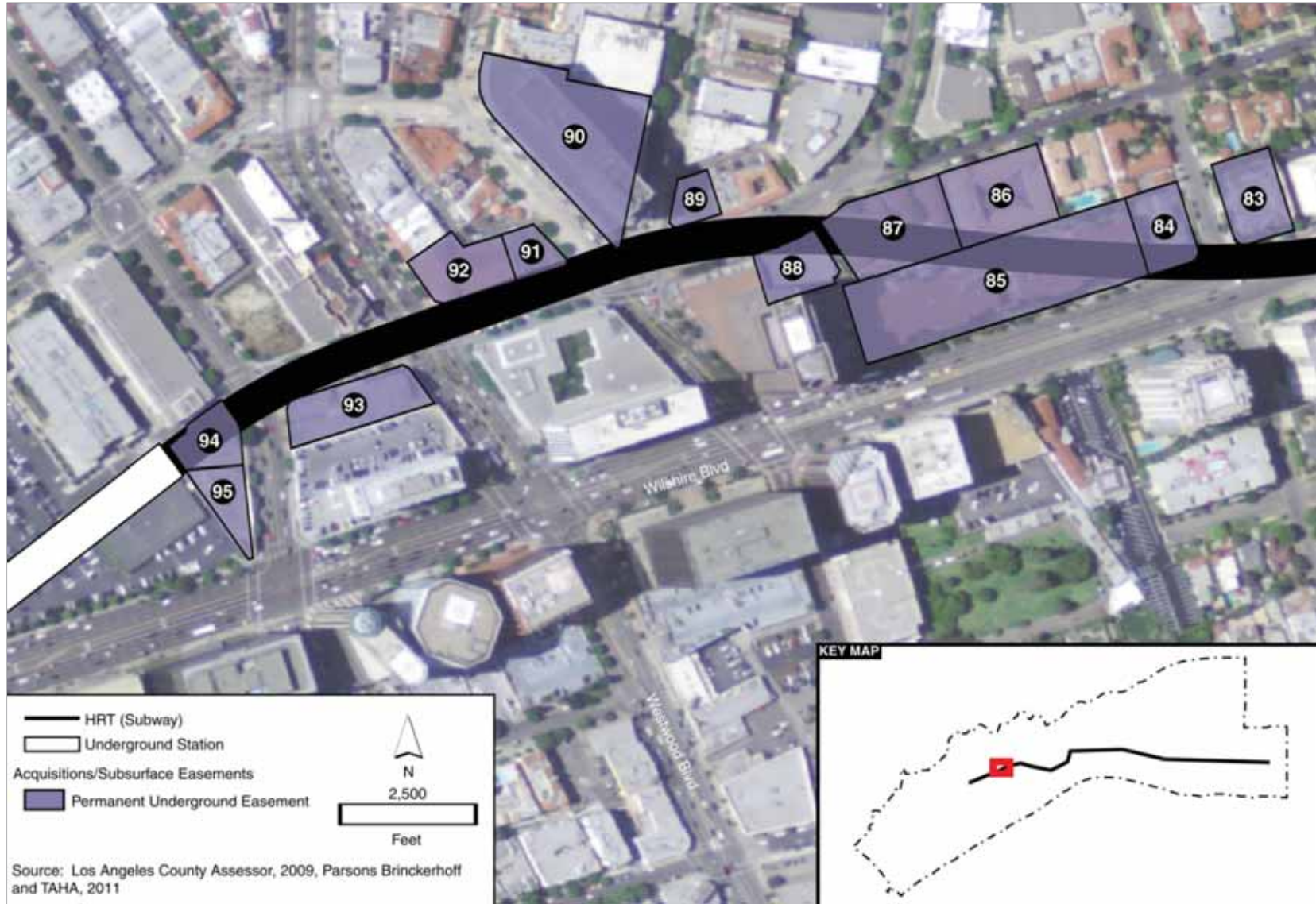


Figure 5-32: Permanent Underground Easements from the Century City Constellation Station to the Westwood/UCLA On- or Off-Street Station, Sheet 3



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Figure 5-33: Permanent Underground Easements from the Century City Constellation Station to the Westwood/UCLA Off-Street Station



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5.2.4 Century City Santa Monica to Westwood/UCLA Station Options

There are two alignment segment options from the Century City Santa Monica Station to the Westwood/UCLA Station Options (one for the On-Street Option and one for the Off-Street Option).

5.2.4.1 Century City Santa Monica Station to Westwood/UCLA On-Street Station Option

Tunneling of the alignment segment from the Century City Santa Monica Station to the Westwood/UCLA On-Street Station will require permanent underground easements that will affect 79 properties (Table 5-19). The locations of these properties are shown in Figure 5-34, Figure 5-35, and Figure 5-36. These properties include: 67 single-family residential properties, 6 condominium buildings, containing 140 condominium units; five multi-family residential properties, containing a total of 241 dwelling units; and one non-residential property. No structures on these properties will be displaced or require relocation as a result of these permanent underground easements. No adverse impacts related to housing or business displacement will occur.

5.2.4.2 Century City Santa Monica Station to Westwood/UCLA Off-Street Station Option

Tunneling of the alignment segment from the Century City Santa Monica Station to the Westwood/UCLA On-Street Station will require permanent underground easements that will affect 92 properties (Table 5-19). The locations of these properties are shown in Figures Figure 5-34, Figure 5-35, Figure 5-36, and Figure 5-37. These properties include: 67 single-family residential properties; 8 condominium buildings, containing 187 condominium units; seven multi-family residential properties, containing a total of 514 dwelling units; and ten non-residential or vacant properties. No structures on these properties will be displaced or require relocation as a result of these permanent underground easements. No adverse impacts related to housing or business displacement will occur.

**Table 5-19: Alignment Between Century City Santa Monica Station and Westwood/UCLA Station Options—
Parcels Potentially Affected by Permanent Underground Easements**

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
Parcels Common to the Alignments Between the Century City Santa Monica Station and the Westwood/UCLA Station On- and Off-Street Options								
5-34	1	4327-027-001	10101 Wilshire Blvd	Los Angeles	Los Angeles Country Club	Permanent underground easement	Alignment	0
5-34	2	4327-019-017	1737 Club View Dr	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-34	3	4327-019-016	1743 Club View Dr	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-34	4	4327-019-006	1730 Ensley Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-34	5	4327-019-007	1736 Ensley Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-34	6	4327-019-008	1740 Ensley Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	7	4327-018-019	1729 Ensley Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	8	4327-018-018	1733 Ensley Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	9	4327-018-017	1737 Ensley Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	10	4327-018-003	1714 Warnall Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	11	4327-018-004	1718 Warnall Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	12	4327-018-005	1724 Warnall Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	13	4327-017-001	1727 Warnall Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	14	4327-016-018	10307 Eastborne Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	15	4327-016-017	10311 Eastborne Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-35	16	4327-016-016	10317 Eastborne Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	17	4327-016-010	1658 Comstock Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	18	4327-016-011	1664 Comstock Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	19	4327-009-026	1657 Comstock Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	20	4327-009-025	1661 Comstock Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	21	4327-009-024	1667 Comstock Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	22	4327-009-018	1540 Calmar Ct	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	23	4327-009-019	1546 Calmar Ct	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	24	4327-009-015	1539 Calmar Ct	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	25	4327-009-014	1545 Calmar Ct	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	26	4327-009-009	1544 Beverly Glen Blvd	Los Angeles	Apartment Building	Permanent underground easement	Alignment	5
5-35	27	4327-009-010	1550 Beverly Glen Blvd	Los Angeles	Apartment Building	Permanent underground easement	Alignment	5
5-35	28	4327-009-034	1556 Beverly Glen Blvd	Los Angeles	Apartment Building	Permanent underground easement	Alignment	7
5-35	29	4327-005-033	1545 Beverly Glen Blvd	Los Angeles	Condominium	Permanent underground easement	Alignment	1
5-35	30	4327-005-035 to 067	1557 Beverly Glen Blvd	Los Angeles	Condominium	Permanent underground easement	Alignment	33
5-35	31	4327-005-003	1512 Pandora Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1

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Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-35	32	4327-005-004	1518 Pandora Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	33	4326-019-029	1511 Pandora Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	34	4326-019-027	10437 Kinnard Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	34	4326-019-028	1513 Pandora Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	36	4326-019-026	10443 Kinnard Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	37	4326-019-003	10450 Wilkins Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	38	4326-019-004	10454 Wilkins Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	39	4326-019-005	10458 Wilkins Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-35	40	4326-019-006	10462 Wilkins Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	41	4326-017-015	10461 Wilkins Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	42	4326-017-014	10465 Wilkins Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	43	4326-017-013	10469 Wilkins Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	44	4326-017-012	10473 Wilkins Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	45	4326-017-011	10479 Wilkins Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	46	4326-017-007	1434 Warner Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	47	4326-017-008	1440 Warner Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1

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Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-36	48	4326-017-033	1427 Warner Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	49	4326-017-032	1431 Warner Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	50	4326-017-031	1441 Warner Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	51	4326-017-025	1406 Thayer Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	52	4326-017-026	1410 Thayer Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	53	4326-017-027	1414 Thayer Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	54	4326-017-028	1418 Thayer Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	55	4326-017-029	1500 Thayer Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	56	4326-016-015	1403 Thayer Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	57	4326-016-014	1409 Thayer Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	58	4326-016-013	1413 Thayer Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	59	4326-011-030	1343 Thayer Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	60	4326-011-029	10511 Rochester Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	61	4326-011-028	10515 Rochester Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	62	4326-011-027	10521 Rochester Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	63	4326-011-026	10527 Rochester Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1

WESTSIDE SUBWAY EXTENSION PROJECT

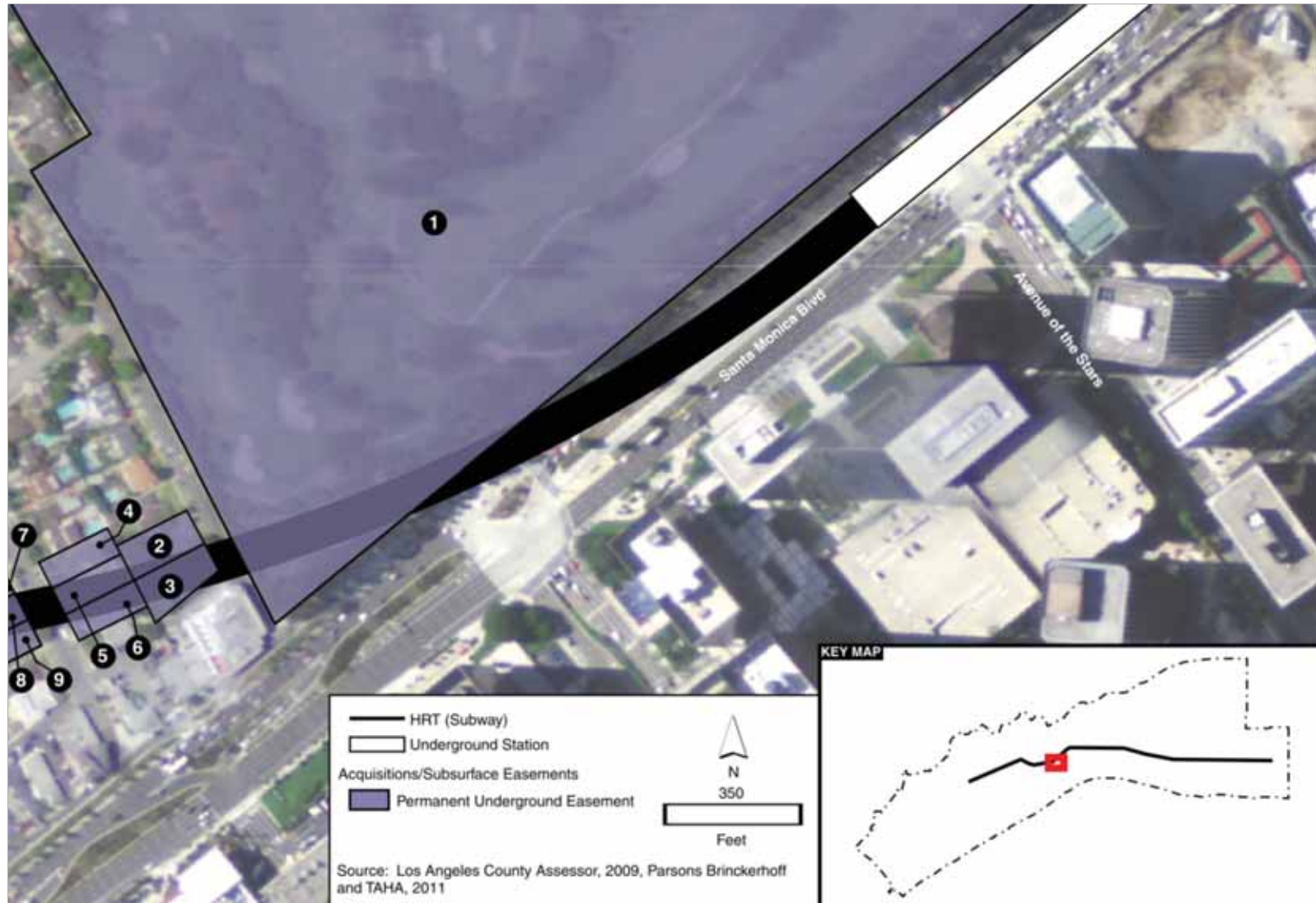
Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
5-36	64	4326-011-020	10534 Wellworth Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	65	4326-011-021	10538 Wellworth Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	66	4326-011-022	10544 Wellworth Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	67	4326-011-023	10548 Wellworth Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	68	4326-008-010	10543 Wellworth Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	69	4326-008-030	10551 Wellworth Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	70	4326-008-019	1251 Fairburn Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	71	4326-008-020	10584 Ashton Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	72	4326-008-021	10588 Ashton Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	73	4326-008-022	10592 Ashton Ave	Los Angeles	Single-Family Residential	Permanent underground easement	Alignment	1
5-36	74	4326-002-161 to 170	10595 Ashton Ave	Los Angeles	Condominium	Permanent underground easement	Alignment	10
5-36	75	4326-002-195 to 199	1230 Westholme Ave	Los Angeles	Condominium	Permanent underground easement	Alignment	5
5-36	76	4326-002-022 to 156	10590 Wilshire Blvd	Los Angeles	Condominium	Permanent underground easement	Alignment	85
5-36	77	4326-001-211 to 216	10601 Ashton Ave	Los Angeles	Condominium	Permanent underground easement	Alignment	6
5-36	78	4326-001-217	10600 Wilshire Blvd	Los Angeles	Apartment Building	Permanent underground easement	Alignment	180
5-36	79	4326-001-218	10636 Wilshire Blvd	Los Angeles	Apartment Building	Permanent underground easement	Alignment	44

WESTSIDE SUBWAY EXTENSION PROJECT

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
Additional Parcels for the Alignment Between the Century City Santa Monica Station and the Westwood/UCLA Off-Street Option Only								
5-37	80	4360-004-194 to 218	10795 Wilshire Blvd	Los Angeles	Condominium	Permanent underground easement	Alignment	25
5-37	81	4360-003-014	10801 Wilshire Blvd	Los Angeles	Church	Permanent underground easement	Alignment	0
5-37	82	4360-003-023	10833 Wilshire Blvd	Los Angeles	Apartment Building	Permanent underground easement	Alignment	187
5-37	83	4360-003-003	10824 Lindbrook Dr	Los Angeles	Apartment Building	Permanent underground easement	Alignment	86
5-37	84	4360-003-031 to 052	10830 to 10840 Lindbrook Dr	Los Angeles	Condominium	Permanent underground easement	Alignment	22
5-37	85	4360-003-028	N/A	Los Angeles	Vacant	Permanent underground easement	Alignment	0
5-37	86	4360-002-032	10863 Lindbrook Dr	Los Angeles	Restaurant, Cocktail Lounge	Permanent underground easement	Alignment	0
5-37	87	4363-021-018	1100 Glendon Ave	Los Angeles	Office Building	Permanent underground easement	Alignment	0
5-37	88	4363-022-010	1139 Glendon Ave	Los Angeles	Restaurant, Cocktail Lounge	Permanent underground easement	Alignment	0
5-37	89	4363-022-009	1142 Westwood Blvd	Los Angeles	Wholesale And Manufacturing	Permanent underground easement	Alignment	0
5-37	90	4363-023-034	10920 Lindbrook Dr	Los Angeles	Store	Permanent underground easement	Alignment	0
5-37	91	4363-023-037	N/A	Los Angeles	Vacant	Permanent underground easement	Alignment	0
5-37	92	4363-023-001	10951 Wilshire Blvd	Los Angeles	Store	Permanent underground easement	Alignment	0

Source: TAHA, 2011

Figure 5-34: Permanent Underground Easements from the Century City Santa Monica Station to the Westwood/UCLA On- or Off-Street Station, Sheet 1



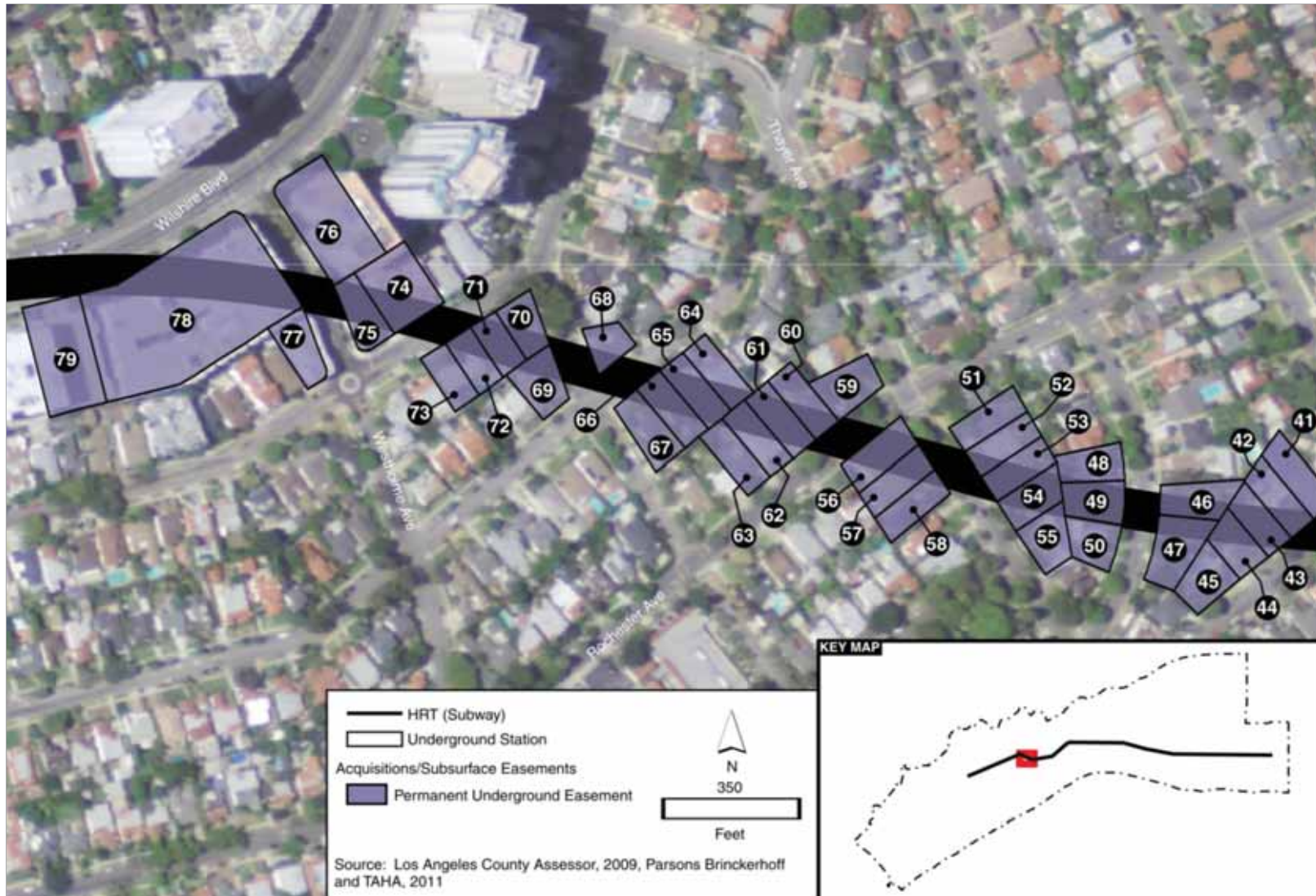
WESTSIDE SUBWAY EXTENSION PROJECT

Figure 5-35: Permanent Underground Easements from the Century City Santa Monica Station to the Westwood/UCLA On- or Off-Street Station, Sheet 2



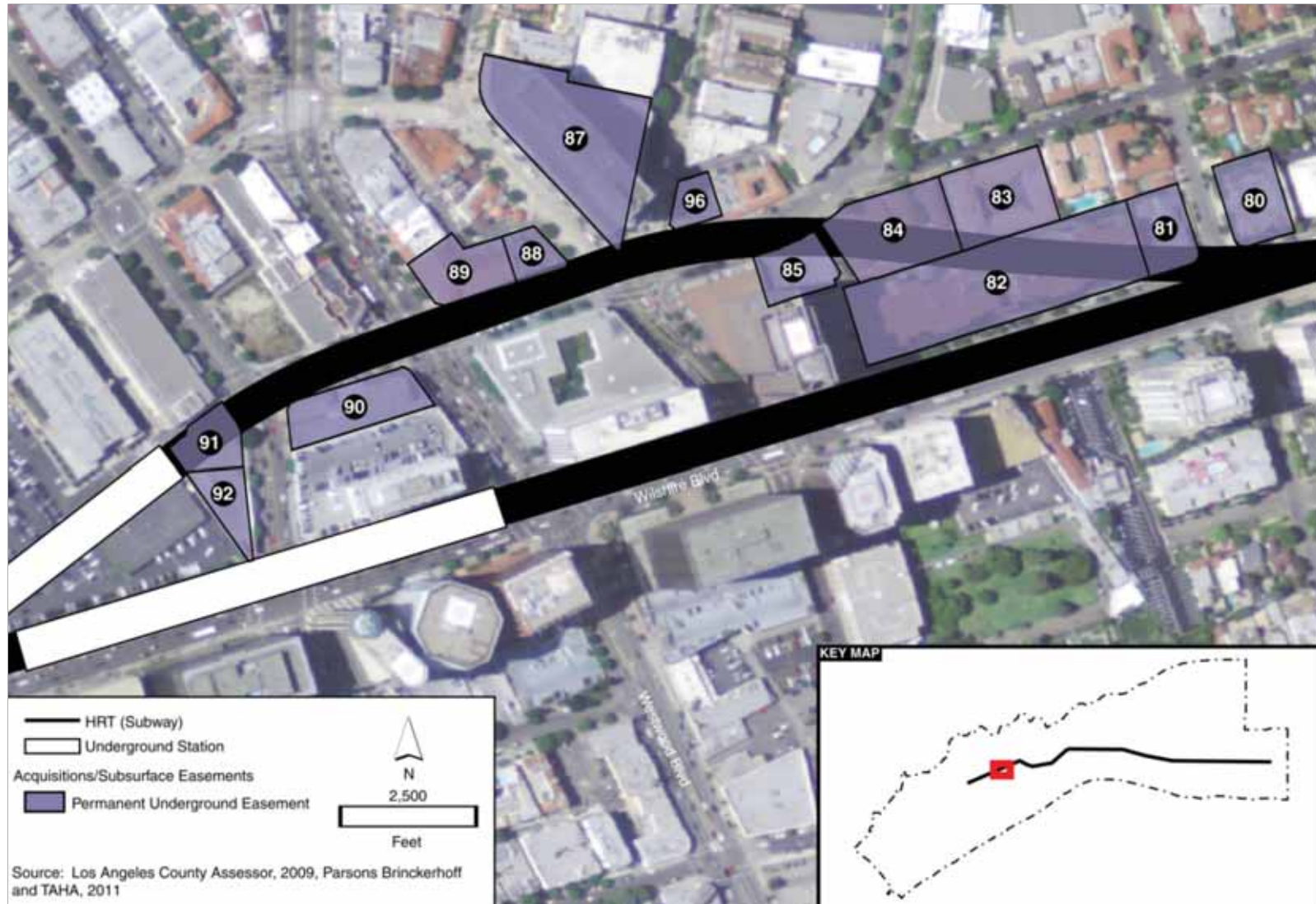
WESTSIDE SUBWAY EXTENSION PROJECT

Figure 5-36: Permanent Underground Easements from the Century City Santa Monica Station to the Westwood/UCLA On- or Off-Street Station, Sheet 3



WESTSIDE SUBWAY EXTENSION PROJECT

Figure 5-37: Permanent Underground Easements from the Century City Santa Monica Station to the Westwood/UCLA Off-Street Station



WESTSIDE SUBWAY EXTENSION PROJECT

5.2.5 Westwood/UCLA Station Options to the Westwood/VA Hospital Station Options

5.2.5.1 Westwood/UCLA Station Options to the Westwood/VA Hospital South Station

Tunneling of the alignment segment from either Westwood/UCLA Station Option to the Wilshire/VA Hospital South Station will require permanent underground easements that will affect four properties (Table 5-20). The locations of these properties are shown in Figure 5-38 and Figure 5-39. These properties do not include residential uses. No structures on these properties will be displaced or require relocation as a result of these permanent underground easements. No adverse impacts related to housing or business displacement will occur.

5.2.5.2 Westwood/UCLA Station Options to the Westwood/VA Hospital North Station

Tunneling of the alignment segment from either Westwood/UCLA Station Option to the Wilshire/VA Hospital North Station will require permanent underground easements that will affect three properties (Table 5-20). The locations of these properties are shown in Figure 5-40 and Figure 5-41. These properties do not include residential uses. No structures on these properties will be displaced or require relocation as a result of these permanent underground easements. No adverse impacts related to housing or business displacement will occur.

Table 5-20: Alignment Between Westwood/UCLA Station Options and Westwood/VA Hospital Station Options—Parcels Potentially Affected by Permanent Underground Easements

Figure #	No.	AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use	Residential Units
Alignment Between the Westwood/UCLA On- & Off-Street Station and the Westwood/VA Hospital South Station								
5-38 5-39	1	4432-017-903	11000 Wilshire Blvd.	Los Angeles	Federal Building	Permanent underground easement	Crossover Tracks/ Alignment	0
5-38 5-39	2	N/A	N/A	Caltrans	Caltrans Ramp Infield	Permanent underground easement	Crossover Tracks/ Alignment	0
5-38 5-39	3	N/A	N/A	Caltrans	Caltrans Ramp Infield	Permanent underground easement	Station Envelope/ Alignment	0
5-38 5-39	4	4365-008-904	11301 Wilshire Blvd.	County of Los Angeles	VA Medical Center Campus	Permanent underground easement	Station Envelope/ Alignment	0
Alignment Between the Westwood/UCLA On- & Off-Street Station and the Westwood/VA Hospital North Station								
5-40 5-41	1	N/A	N/A	Caltrans	Caltrans Ramp Infield	Permanent underground easement	Alignment	0
5-40 5-41	2	N/A	N/A	Caltrans	Caltrans Ramp Infield	Permanent underground easement	Alignment	0
5-40 5-41	3	4365-008-904	11301 Wilshire Blvd.	Los Angeles County	VA Medical Center Campus	Permanent underground easement	Station Envelope/ Alignment	0

Source: TAHA, 2011

Figure 5-38: Westwood/UCLA On-Street Station to the VA Hospital South Station

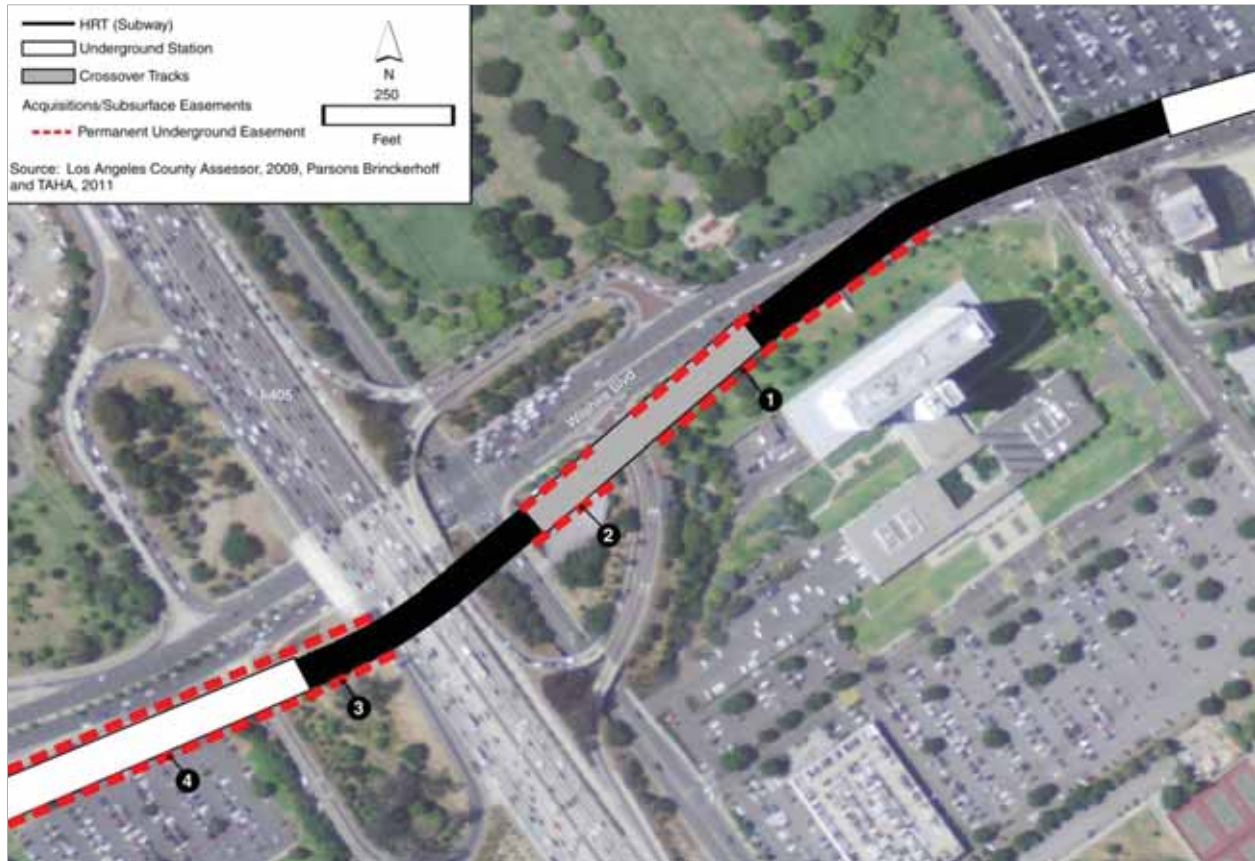


Figure 5-39: Westwood/UCLA Off-Street Station to the VA Hospital South Station

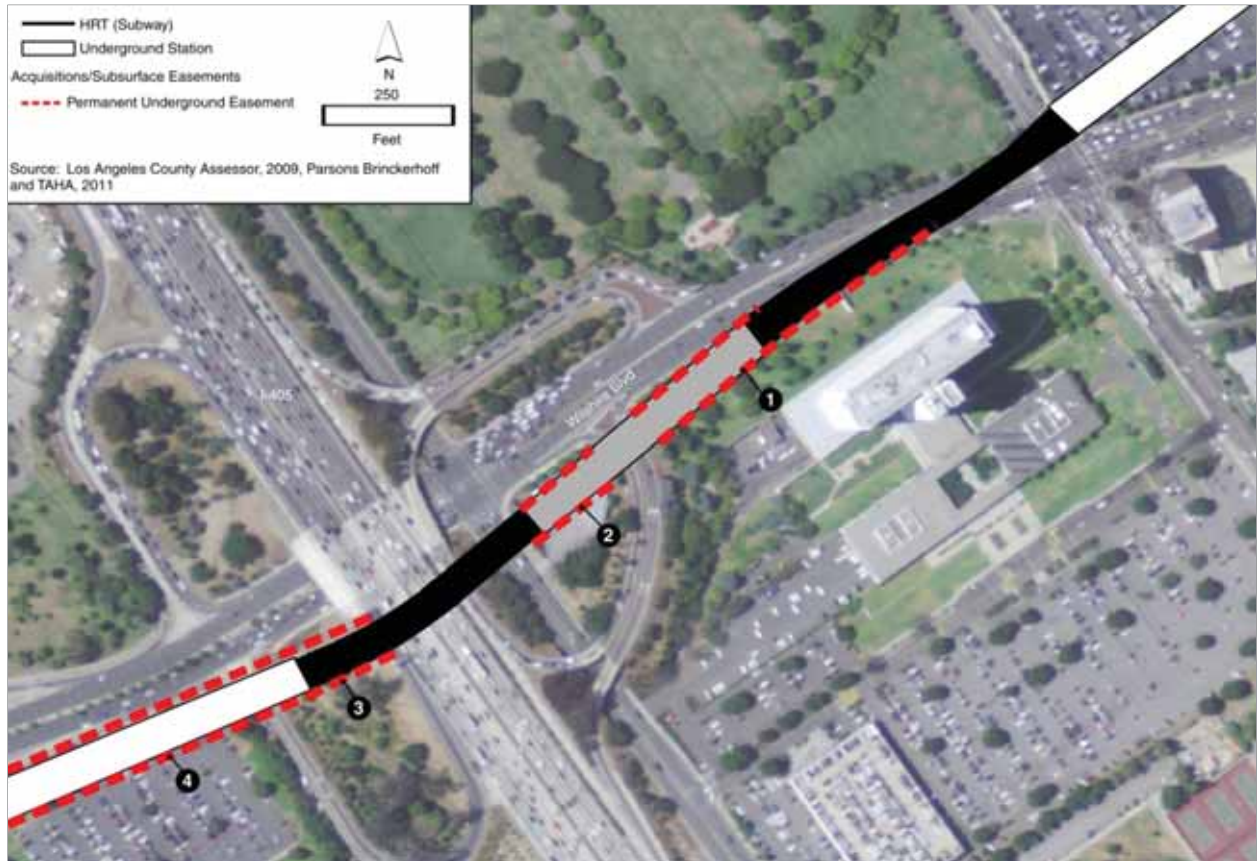


Figure 5-40: Westwood/UCLA On-Street Station to the VA Hospital North Station

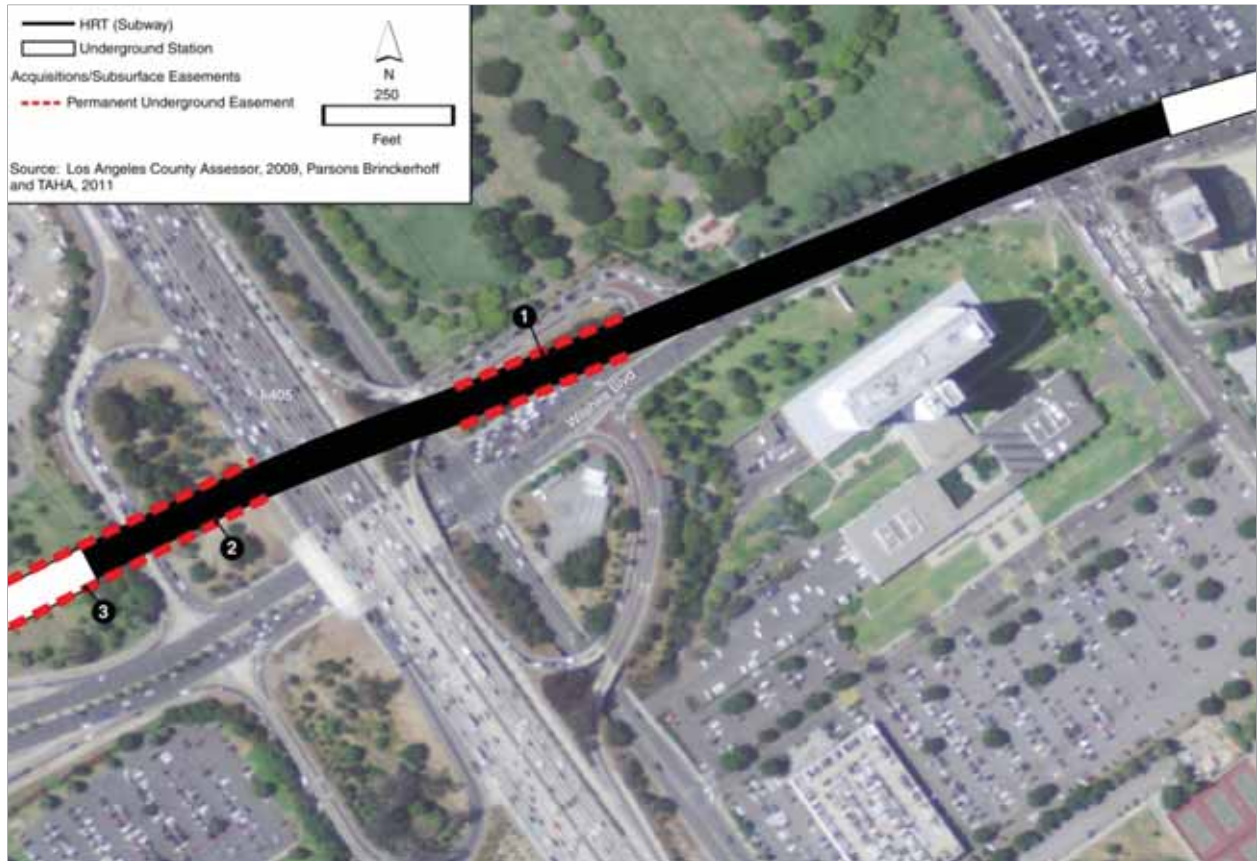
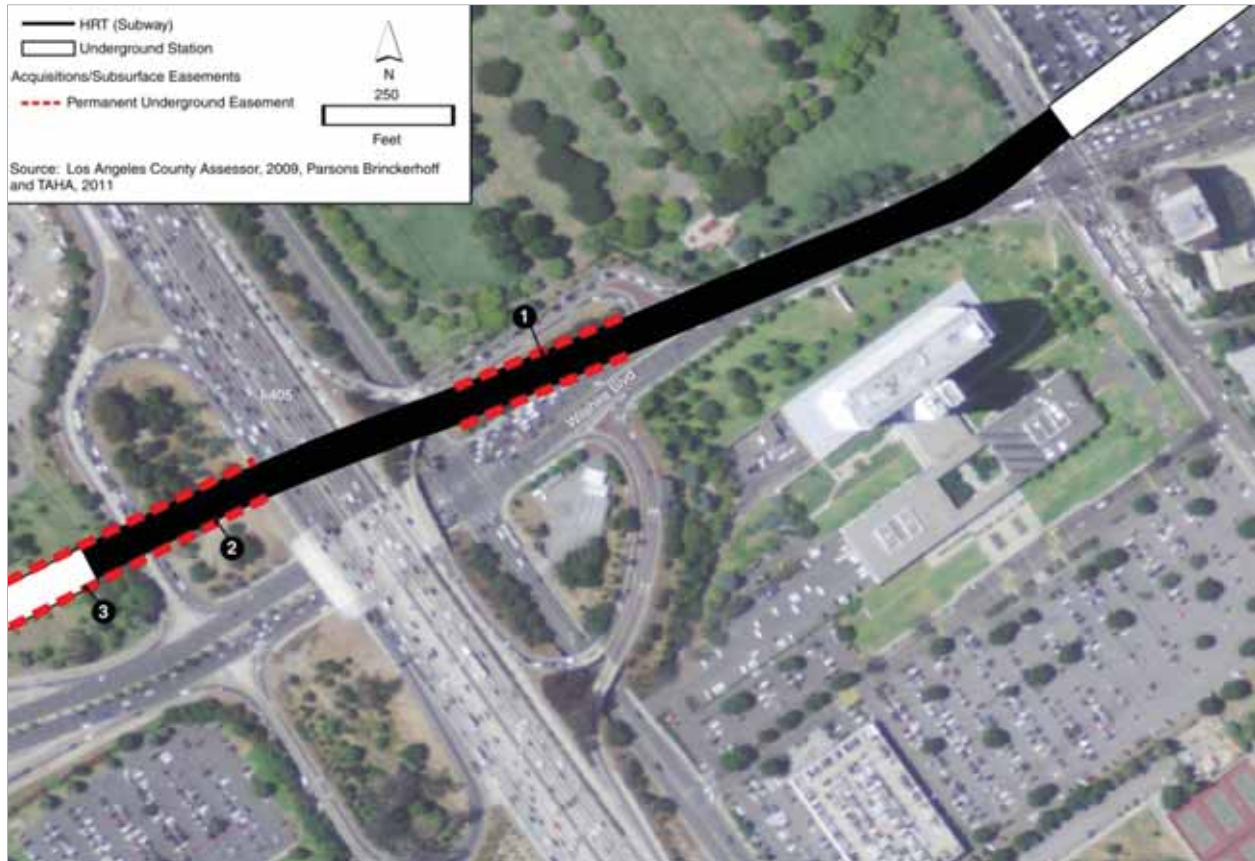


Figure 5-41: Westwood/UCLA Off-Street Station to the VA Hospital North Station


5.3 LPA Scenarios

There are eight scenarios that are being considered for implementation of the LPA that would involve variations of the station and alignment segment options discussed above. Each scenario has the same number of stations and the same maintenance yard. However, the scenarios will differ in the Century City, Westwood/UCLA, and Westwood/VA Hospital Stations Options and associated alignment segments.

As shown in Table 5-21, all eight LPA Scenarios will displace one two-unit multi-family residence at the Wilshire/Crenshaw construction staging and laydown site, one mixed-use building containing two residential units at the Wilshire/La Brea Station site, two four-unit multi-family residences at the Wilshire/Fairfax Station site, and one six-unit multi-family residence at the Wilshire/La Cienega Station site. LPA Scenarios 1 to 4 would potentially fully displace the most properties (up to 57 properties each). LPA Scenario 7 would have the largest number of permanent underground easements (137 properties), whereas LPA Scenario 2 would have the least (93 properties). There is no housing displacement anticipated for any LPA Scenario due to permanent easements, temporary construction easements or permanent underground easements.

Table 5-21: Summary of Displacement and Acquisitions by LPA Scenario

Station Combinations			LPA Scenario	Total Parcels Affected ³	Total Residential Units Displaced	Full Takes						Permanent Easements		Temporary Construction Easements		Permanent Underground Easements by Property		
						Residential Parcels	Non- Residential Parcels	Total Parcels	Residential Units Displaced			Total Parcels	Residential Units Displaced	Total Parcels	Residential Units Displaced	Residential	Non- Residential	Total Properties Affected
									Single- Family	Multi-Family	Total							
Century City Santa Monica	Westwood/ UCLA On- Street	Westwood/VA Hospital South	1	144-171	18	5	31—52	36-57	0	18	18	5—9	0	8—10	0	78	17	95
		Westwood/VA Hospital North	2	142-168	18	5	31—52	36-57	0	18	18	6—10	0	7—8	0	78	15	93
	Westwood/ UCLA Off- Street	Westwood/VA Hospital South	3	156-182	18	5	31—52	36-57	0	18	18	4—7	0	8—10	0	82	26	108
		Westwood/VA Hospital North	4	154-179	18	5	31—52	36-57	0	18	18	5—8	0	7—8	0	82	24	106
Century City Constellation	Westwood/ UCLA On- Street	Westwood/VA Hospital South	5	170-185	18	5	30—35	35-40	0	18	18	4—9	0	7—12	0	86	38	124
		Westwood/VA Hospital North	6	168-182	18	5	30—35	35-40	0	18	18	5—10	0	6—10	0	86	36	122
	Westwood/ UCLA Off- Street	Westwood/VA Hospital South	7	182-196	18	5	30—35	35-40	0	18	18	3—7	0	7—12	0	90	47	137
		Westwood/VA Hospital North	8	180-193	18	5	30—35	35-40	0	18	18	4—8	0	6—10	0	90	45	135

Source: TAHA, 2011

Note: Condominium units in the same building are counted as a single property

6.0 CEQA ANALYSIS

According to Appendix G of the CEQA Guidelines, a project will have a significant impact if it will:

- Displace substantial numbers of existing housing, 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 study 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.

6.1.1 No Build

The 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 will 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 will occur.

6.1.2 LPA

The LPA will displace four multi-family residences, containing 16 residential units, and one mixed use building, containing two residential units, regardless of the Scenario chosen. Although the residents will be displaced and relocated, due to the size and scope of the project, this impact will not be considered substantial. In addition, the residents will 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.

The LPA will result in the permanent loss of several businesses jobs, depending on the Scenario and station options chosen. The businesses that are displaced will result from full acquisition along the corridor for construction staging areas or station entrance locations. The number of businesses displaced at each area will result in significant impacts. For further analysis of economic and job displacement impacts, refer to the *Westside Subway Extension Economic and Fiscal Impacts Analysis and Mitigation Report* (August 2010) and the *Addendum to the Westside Subway Extension Economic and Fiscal Impacts Analysis and Mitigation Report* (August 2011).

Parking will also be displaced due to construction and operation of the proposed project. However, in many locations, many public parking options exist. Although the displacement of parking will be an inconvenience, it will not be considered a significant impact. Furthermore, the new subway is intended to serve as an alternative to driving and will mitigate some of the parking loss impacts.

6.1.3 Mitigation Measures

Metro will provide relocation assistance and compensation for all displaced residences and businesses as required by both the Uniform Relocation Act and the California Relocation Act. The details of these laws regarding relocation assistance and compensation for property acquisitions are described in Sections 3.1 and 3.2. All real property acquired by Metro will be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal will be made to each property owner. Each residence and business displaced as a result of the project will be given advance written notice and will be informed of their eligibility for relocation assistance and payments.

6.1.4 Impacts Remaining After Mitigation

Upon implementation of mitigation measures, impacts related to displacement of businesses and residences will not be adverse.

6.2 Cumulative Impacts

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