



# WESTSIDE SUBWAY EXTENSION PROJECT

## Historic Properties Supplemental Survey Technical Report



Metro



U.S. Department of Transportation  
Federal Transit Administration

March 2012

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## INFORMATION for CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM (CHRIS)

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## Abstract

Cogstone Resource Management Inc. conducted a supplemental survey, records and archival research, significance evaluations of newly identified or previously identified historic-period built environment properties and assessments to determine the effects on historic properties of construction activities by the Los Angeles County Metropolitan Transportation Authority (Metro) for the Westside Subway Extension Locally Preferred Alternative (LPA) and associated components. Located in western Los Angeles County, including portions of the Cities of Los Angeles and Beverly Hills, as well as portions of unincorporated Los Angeles County, the study was completed in compliance with Section 106 of the National Historic Preservation Act (NHPA) and the California Environmental Quality Act (CEQA), with the Federal Transit Administration (FTA) acting as the lead federal agency. The study was also completed in support of the Final Environmental Impact Statement / Environmental Impact Report (EIS/EIR) for the undertaking.

A supplemental study was required because the project-specific Architectural Area of Potential Effects (APE) was revised to encompass the refined LPA alignment, including station options and associated staging and laydown areas not included in the prior study completed in 2010 in support of the Draft EIS/EIR for the Westside Subway Extension Alternatives analysis. A companion study (Cogstone 2012) covers the archaeological resources within a separate, refined Archaeological APE for the LPA alignment.

This study of the refined APE identifies a total of 41 eligible or listed historic properties (39 individual properties and two historic districts) that have been determined eligible by the FTA or prior determinations for National and California Register inclusion and are also considered historical resources for purposes of CEQA. Five of the historic properties are individually listed in the National Register; ten properties have been listed as City of Los Angeles Historic-Cultural Monuments. The two historic districts, portions of which are located within the APE, are the Veterans Administration (VA) Medical Center Historic District, which was determined eligible for National Register listing in 1981, and the Westwood/UCLA Historic District, which the FTA has determined is eligible for National Register listing.

The FTA determined that construction of the LPA, including proposed improvements at the Division 20 maintenance facility, will have No Adverse Effect on 40 of the 41 historic properties within the APE, including contributing elements to the two historic districts. Only one individual historic property (Ace Gallery) has a determination of Adverse Effect. The State Historic Preservation Officer has concurred with the historic property determinations and determination of effect made by the FTA.

Specific mitigation measures are presented that are designed to avoid and/or minimize adverse direct and/or indirect effects to historic properties/historical resources that may be affected by the LPA. Treatment to avoid adverse effects to four historic properties/historical resources that will be altered by either construction staging activities or station entrances, and to resolve the determination of Adverse Effect for the Ace Gallery are provided and are also addressed in a Memorandum of Agreement executed between the FTA and the State Historic Preservation Officer.

The supplemental survey also identified a military-themed mural painted on the walls of the Bonsall Avenue underpass and ramps near the VA Medical Center Historic District. Although the mural is

not a historic property or historical resource, Metro plans to ensure the cultural heritage artwork is protected from damage during construction activities in concert with implementation of the mitigation measure for periodic construction monitoring.

Copies of this report will be filed with Parsons Brinckerhoff, Metro, FTA, and the South Central Coastal Information Center at California State University, Fullerton. All project documents will be on file at Cogstone.



## Table of Contents

- 1.0 INTRODUCTION..... 1-1**
- 2.0 PROJECT DESCRIPTION ..... 2-1**
- 3.0 AREA OF POTENTIAL EFFECTS ..... 3-1**
- 4.0 REGULATORY FRAMEWORK..... 4-1**
  - 4.1 Federal Regulations ..... 4-1
  - 4.2 State Regulations ..... 4-2
  - 4.3 Regional and Local Regulations ..... 4-3
- 5.0 METHODOLOGY ..... 5-1**
  - 5.1 Personnel..... 5-1
  - 5.2 California Office of Historic Preservation..... 5-1
  - 5.3 Project Team Meetings..... 5-2
  - 5.4 Research Methods..... 5-3
  - 5.5 Survey Methods..... 5-5
    - 5.5.1 Prior Surveys for Alternatives Analysis ..... 5-5
    - 5.5.2 Focused Survey for Refined LPA Alignment ..... 5-6
  - 5.6 VA Medical Center Historic District Contributing Landscape ..... 5-7
  - 5.7 Identification and Evaluation Methodology ..... 5-7
  - 5.8 Assignment of WSE Numbers to Significant Built Environment Resources ..... 5-8
- 6.0 AFFECTED ENVIRONMENT ..... 6-1**
  - 6.1 Spanish Period ..... 6-1
  - 6.2 Mexican Period ..... 6-1
  - 6.3 American Period ..... 6-2
    - 6.3.1 Formation and Growth of Cities and Communities within Los Angeles County ..... 6-2
    - 6.3.2 Historic Neighborhoods in the Mid-Wilshire Area ..... 6-4
  - 6.4 Summary of Historic Built Resources..... 6-8
    - 6.4.1 Prior Cultural Resources Investigations..... 6-8
    - 6.4.2 Previously Recorded Built-Environment Resources..... 6-8
    - 6.4.3 Newly Identified Historic Properties within APE..... 6-10
    - 6.4.4 Investigations for Proposed Stations ..... 6-12
    - 6.4.5 Investigations at Division 20 Facility..... 6-16
    - 6.4.6 Cultural Heritage Artwork Identified..... 6-17
    - 6.4.7 Mature Trees in VA Medical Center Historic District Contributing Landscape ..... 6-17
    - 6.4.8 Non-Significant Historic-Period Properties within APE..... 6-17
    - 6.4.9 All Historic Properties Identified within APE ..... 6-20
- 7.0 ENVIRONMENTAL IMPACTS/ENVIRONMENTAL CONSEQUENCES ..... 7-1**
  - 7.1 Determination of Effects ..... 7-1
    - 7.1.1 Regulatory Requirements..... 7-1
    - 7.1.2 No Build Alternative ..... 7-2
    - 7.1.3 Locally Preferred Alternative (LPA) ..... 7-2
    - 7.1.4 Resolution of Adverse Effects ..... 7-13
  - 7.2 CEQA Determination ..... 7-13

**8.0 MITIGATION MEASURES ..... 8-1**  
8.1 Mitigation Measures HR-1 and HR-2..... 8-2  
8.2 Impacts Remaining After Mitigation ..... 8-5  
**9.0 REFERENCES ..... 9-1**

## Figures

Figure 2-1: Locally Preferred Alternative: Westwood/VA Hospital Extension ..... 2-2  
Figure 2-2: Division 20 Maintenance and Storage Facility Expansion ..... 2-5  
Figure 3-1: Project Location Map..... 3-3

## Tables

Table 3-1: Project Location (Quadrangle, Township, Range, Section) ..... 3-2  
Table 4-1: Summary of Federal Regulations ..... 4-2  
Table 4-2: Summary of State Regulations ..... 4-3  
Table 4-3: Summary of Regional and Local Regulations..... 4-4  
Table 5-1. List of Local Agency and Historical Organizations Consulted ..... 5-5  
Table 6-1: Previously Identified Historic Properties within the APE ..... 6-9  
Table 6-2: Historic Properties Identified by this Study within APE ..... 6-11  
Table 6-3: Non-Significant Historic-Period Properties within APE ..... 6-18  
Table 6-4: Individual Historic Properties within APE for Refined LPA Alignment..... 6-23  
Table 6-5: Historic Districts within APE for Refined LPA Alignment ..... 6-43  
Table 6-6: Historic Properties within APE for Division 20 Maintenance Facility ..... 6-45  
Table 7-1: Types of Effects (Indirect/Direct Not Adverse and Adverse) ..... 7-2  
Table 7-2: Aboveground Effects to Historic Properties by LPA ..... 7-6  
Table 7-3: Underground Effects to Historic Properties by LPA..... 7-11

## Appendices

- Appendix A: APE Maps (Sheets 1-8)
- Appendix B: Report on Trees at VA Medical Center Historic District
- Appendix C: Section 106 Correspondence
- Appendix D: Memorandum of Agreement
- Appendix E: Resource Records (DPR forms)



## Acronyms and Abbreviations

ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
AIN	Assessor Identification Number
APN	Assessor Parcel Number
AT&SF	Atchison Topeka & Santa Fe
BNSF	Burlington Northern & Santa Fe
CEQA	<i>California Environmental Quality Act</i> (PRC 21000-21177)
CCR	California Code of Regulations
CDO	Community Design Overlay District
CFR	Code of Federal Regulations
CHRIS	California Historical Resources Information System
CRA-LA	Community Redevelopment Agency-Los Angeles
CRHR	California Register of Historical Resources
CSUF	California State University, Fullerton
DPR	California Department of Parks and Recreation
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
GIS	Geographic information system
HABS	Historic American Building Survey
HAER	Historic American Engineering Record
HALS	Historic American Landscape Survey
HOV	high-occupancy vehicle
HPOZ	historic preservation overlay zones
HRT	heavy rail transit
LACC	Los Angeles Country Club
LACMA	Los Angeles County Museum of Art
LAHCM	Los Angeles Historic-Cultural Monument
LPA	Locally Preferred Alternative
LRTP	Long Range Transportation Plan
Metro	Los Angeles County Metropolitan Transportation Authority

MOA	Memorandum of Agreement
MPO	Metropolitan Planning Organization
NADB	National Archaeological Database
NAHC	Native American Heritage Commission
NEPA	<i>National Environmental Policy Act (42 USC 4321-4347)</i>
NHPA	<i>National Historic Preservation Act of 1966 (16 USC 470)</i>
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation
OHR	Department of City Planning's Office of Historic Resources, City of Los Angeles
PRC	State of California Public Resources Code
RCPG	<i>Regional Comprehensive Plan and Guide</i>
ROW	right-of-way
RPA	Registered Professional Archaeologist
RTP	<i>Regional Transportation Plan</i>
SCAG	Southern California Association of Governments
SCCIC	South Central Coastal Information Center
SHPO	State Historic Preservation Officer
SHRC	State Historical Resources Commission
TBM	Tunnel boring machine
TPSS	traction power substation
UPRR	Union Pacific Railroad
USDOI	United States Department of the Interior
USGS	United States Geological Survey
VA	Veterans Administration
WSE	Westside Subway Extension
ZIMAS	Zoning Information and Map Access System

## 1.0 INTRODUCTION

This historic resources study was completed in support of the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Westside Subway Extension project proposed by the Los Angeles County Metropolitan Transportation Authority (Metro). The project area is located in western Los Angeles County and includes portions of the Cities of Los Angeles and Beverly Hills, as well as an unincorporated portion of Los Angeles County in the vicinity of the Greater Los Angeles Healthcare System-West Los Angeles Medical Center (formerly the Veterans Administration [VA] Medical Center).

The Metro Board selected the Westwood/VA Hospital Extension (Alternative 2 in the Draft EIS/EIR) as the Locally Preferred Alternative (LPA) on October 28, 2010. A supplemental study was required because the project-specific Architectural Area of Potential Effects (APE) was revised to encompass the refined LPA alignment, including station options and associated staging and laydown areas.

This study included archival research, communication with local agencies, a windshield and intensive-level pedestrian survey of portions of the APE not encompassed by the surveys conducted in 2009 and 2010 (URS 2010a) in support of the Draft EIS/EIR (Metro 2010a), review of previously identified historic-period resources, significance assessments of newly identified built environment resources within the APE, and providing the LPA design team with options to preserve or avoid adverse effects to historic properties or historical resources.

This report also examines the effects of construction associated with the LPA alignment and associated maintenance facility on built environment historic properties. Construction and operation activities required to implement the LPA may result in direct or indirect effects to built environment historic properties. Appropriate mitigation measures are presented in this report to address the effects.

This study was completed in compliance with the provisions of Section 106 of the National Historic Preservation Act (NHPA) and the California Environmental Quality Act (CEQA), with the Federal Transit Administration (FTA) acting as the lead federal agency.

Archaeological resources are not covered by this study. Those resources within the Archaeological APE for the LPA are discussed in a companion Archaeological Supplemental Survey Report (Cogstone 2012), which was also prepared in support of the Final EIS/EIR.

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## 2.0 PROJECT DESCRIPTION

On October 28, 2010, the Metro Board selected the Westwood/VA Hospital Extension (Alternative 2 in the Draft EIS/EIR; Metro 2010a) as the Locally Preferred Alternative (LPA) for further discussion in the Final EIS/EIR. This alternative would extend heavy rail transit (HRT), in subway, from the existing Metro Purple Line Wilshire/Western Station to a Westwood/VA Hospital Station (Figure 2-1).

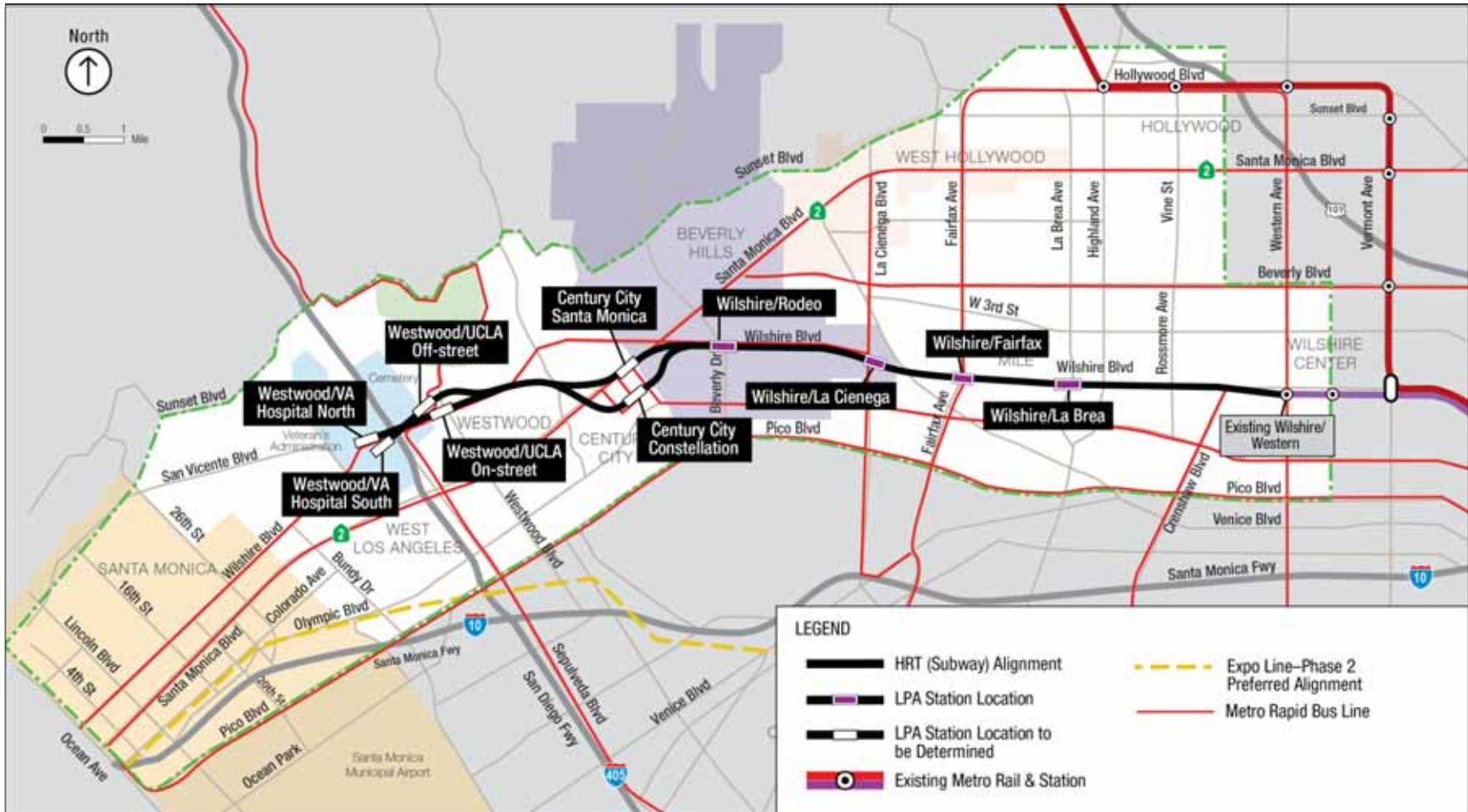
The LPA would best meet the Purpose and Need to improve mobility and provide fast, reliable, high-capacity, and environmentally sound transportation solutions in the study area. The separated right-of-way is all in a tunnel, with the top of the tunnel at least 30 to 70 feet below the ground surface.

The LPA tunnel alignment would be between 8.6 and 8.8 miles in length from the Wilshire/Western Station to the Westwood/VA Hospital Station (plus tail tracks) depending on the alignment between Wilshire/Rodeo Station and Westwood/VA Hospital (North or South) Station. This alignment would serve numerous activity centers across the west side of Los Angeles. The extension would include a total of seven new stations, each serving major activity and employment centers on the west side of Los Angeles:

**Wilshire/La Brea Station** would be located in a commercial and residential area and would serve as a key transit connection. The entrance would either be located on the northwest or the southwest corner of the Wilshire Boulevard and La Brea Avenue intersection.

**Wilshire/Fairfax Station** would offer access to a major cultural and tourism hub, and provide access to the nearby Farmer's Market, shops along West 3<sup>rd</sup> Street and Beverly Boulevard, and The Grove. The entrance would either be located immediately west of Johnie's Coffee Shop on the northwest corner of Wilshire Boulevard and Fairfax Avenue, in LACMA West (the former May Company Building) on the northeast corner of Wilshire Boulevard and Fairfax Avenue, or on the south side of Wilshire Boulevard, between Ogden Drive and Orange Grove Avenue.

**Wilshire/La Cienega Station** would provide access to a mixture of commercial, residential, and restaurant uses. The entrance would be located on the northeast corner of the Wilshire Boulevard and La Cienega Boulevard intersection at the current site of the CitiBank building.



March 2012

Figure 2-1: Locally Preferred Alternative: Westwood/VA Hospital Extension

**Wilshire/Rodeo Station** would serve the Beverly Hills “Golden Triangle,” a local and regional shopping destination as well as a hub for tourists visiting the famous Rodeo Drive and shops along Wilshire Boulevard, Beverly Drive, and other streets. The entrance would either be located on the southwest corner of Wilshire Boulevard and Reeves Drive at the current site of the Ace Gallery, on the northwest corner of Wilshire Boulevard and Beverly Drive (adjacent to the Bank of America Building), or on the southeast corner of the Wilshire Boulevard and El Camino Drive intersection at the current site of the Union Bank Building.

**Century City Station** would serve a high-density commercial, employment, and residential center. As part of the LPA selection, the Metro Board decided to continue to evaluate two station locations in Century City (Santa Monica Boulevard and Constellation Boulevard). The location of the Century City Station would affect the tunnel alignment to the east and west of the station.

**Century City Santa Monica** would be a modified version of the Century City Santa Monica Station that was in the Draft EIS/EIR. Based on the results of further studies of the Santa Monica Fault, the Century City Santa Monica Station was shifted to the east to the Century Park East intersection to avoid locating the station box on the Santa Monica Fault. The entrance would be located on the southwest corner of Santa Monica Boulevard and Century Park East.

**Century City Constellation** would be located underneath Constellation Boulevard from west of Avenue of the Stars to just west of Century Park East. The entrance would be located either at the northeast corner of Constellation Boulevard and Avenue of the Stars or at the southwest corner of Constellation Boulevard and Avenue of the Stars near the Century Plaza Hotel.

**Westwood/UCLA Station** would serve as a major hub station for tourists, UCLA and medical center users, students, professors, and employees. As part of the LPA selection, the Metro Board decided to continue to study two station locations at Westwood/UCLA (Off-Street and On-Street). Two entrances would be constructed given the high ridership projections at this station.

**Westwood/UCLA Off-Street** would be located underneath UCLA Lot 36, north of Wilshire Boulevard between Gayley Avenue and Veteran Avenue. The entrances would be on the northwest corner of the Wilshire Boulevard and Gayley Avenue intersection and the northeast corner of the Wilshire Boulevard and Veteran Avenue intersection.

**Westwood/UCLA On-Street** would be located under Wilshire Boulevard, extending just west of Westwood Boulevard to west of Gayley Avenue, almost to Veteran Avenue. Either both station portals would be located on the north side of Wilshire Boulevard (the northwest corner of Wilshire Boulevard and Gayley Avenue and the northwest corner of Wilshire Boulevard and Westwood Boulevard) or the entrance at the Wilshire Boulevard and Westwood Boulevard intersection would be split between the north and south sides of Wilshire Boulevard.

**Westwood/VA Hospital Station** would serve veterans, visitors and workers using the VA campus and provide connections to the West Los Angeles, Brentwood, and Santa Monica communities. As part of the LPA selection, the Metro Board decided to continue to study two station locations at Westwood/VA Hospital.

**Westwood/VA Hospital South** would be located at the northern edge of the VA Hospital parking lot, adjacent to Wilshire Boulevard. The entrance would be located on the Bonsall level, beneath the bus drop-off area to the north of the VA Hospital parking lot. To accommodate the grade separation at this site, additional stairs, escalators, and elevators



connecting the Wilshire level and the Bonsall level would be located on both the north and south sides of Wilshire Boulevard. A parking structure providing both permanent and temporary replacement parking would be located in the existing physician's parking lot, east of the VA Hospital.

**Westwood/VA Hospital North** would locate the Westwood/VA Hospital Station on the north side of Wilshire Boulevard. The entrance would be located along the north side of Wilshire Boulevard, just west of Bonsall Avenue and south of the station box on the Bonsall level. As with the South station, to accommodate the grade separation at this site, stairs, escalators, and elevators connecting the Wilshire level and the Bonsall level would be located on both the north and south sides of Wilshire Boulevard.

The estimated one-way running time would range from approximately 14 minutes, 26 seconds to 15 minutes, 21 seconds from the Wilshire/Western Station to the Westwood/VA Hospital Station depending on the alignment between the Wilshire/Rodeo and Westwood/VA Hospital Stations. The LPA is expected to operate seven days per week, 365 days per year, with hours of operation from 4:30 a.m. to 1:30 a.m. Peak-period headways of 4 minutes would be in effect during weekday non-holidays, from 6:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 7:00 p.m. Off-peak headways of 10 minutes would be in effect during the remaining weekday hours of operation and on weekends.

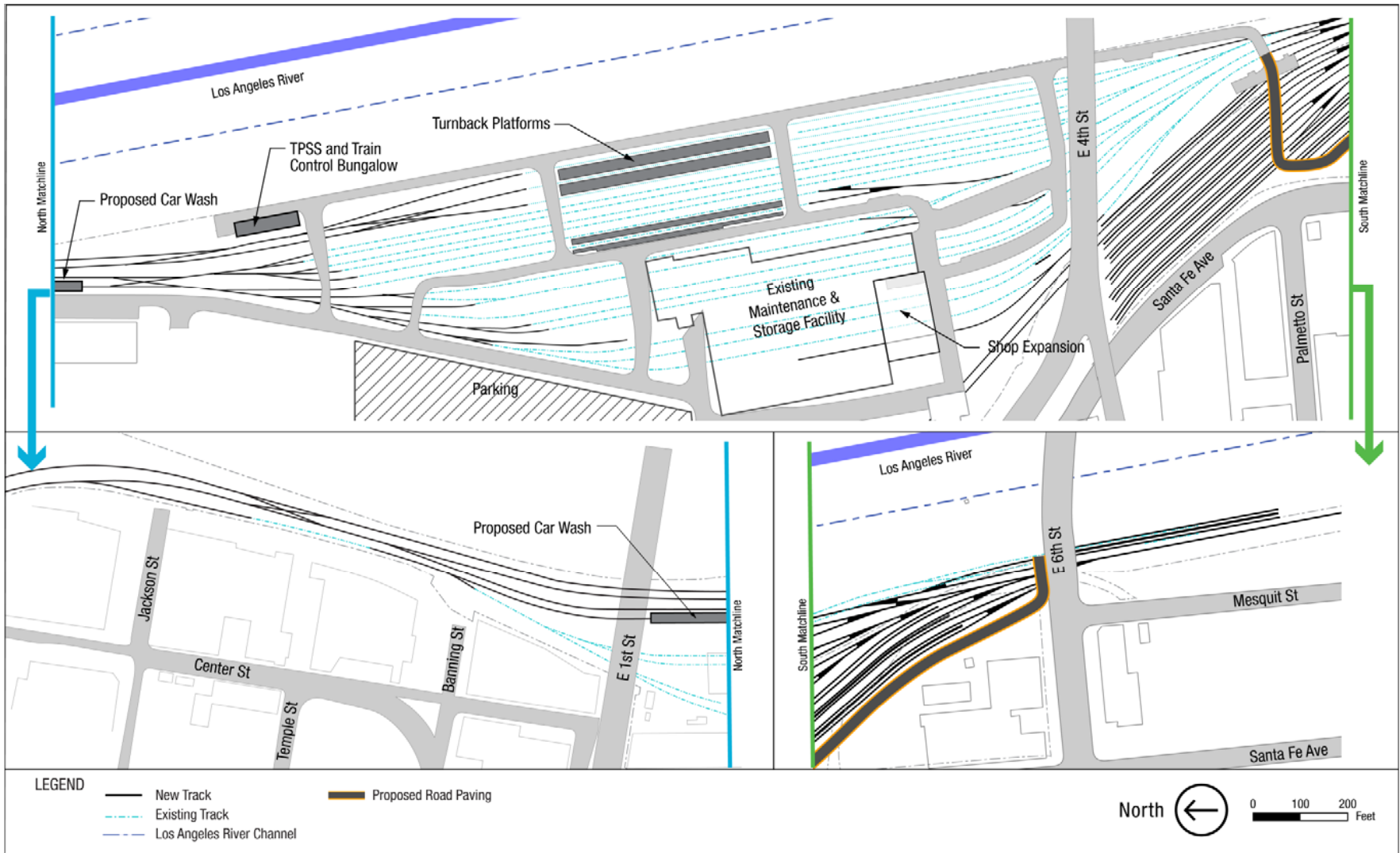
Construction staging and laydown areas would be necessary for station, tunnel, portal, crossover structures and traction power substations (TPSS) excavation as well as the launch and retrieval of the tunnel boring machines (TBMs) and would be located at each station area. Additional construction staging and laydown sites would be located at Wilshire/Western and Wilshire/Crenshaw.

Metro is planning several enhancements to the Division 20 Maintenance and Storage Facility, including new storage tracks, new turnback platforms and turnback tracks and increased capacity at Division 20 for major repairs, wheel truing, service and inspection, and blow down operations, in addition to other associated facilities such as storage, offices, and amenities (Figure 2-2).

The construction schedule for the Project is partially dependent on the timing of Federal funding availability. Two LPA construction scenarios are considered in the Final EIS/EIR. Both scenarios 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.





March 2012

Figure 2-2: Division 20 Maintenance and Storage Facility Expansion

WESTSIDE SUBWAY EXTENSION PROJECT

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### 3.0 AREA OF POTENTIAL EFFECTS

An Area of Potential Effects (APE) is defined by 36 CFR Part 800.16(d) as:

*...the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.*

The Architectural APE was established in compliance with 36 CFR Parts 800.4(a) and 800.16(d) through guidance from the Office of Historic Preservation (OHP) personnel, methodologies consistent with previous Metro projects, by review of the project's engineering drawings and ascertaining the areas to be disturbed by construction or operation activities, information and data obtained from record searches, local agency records, initial reconnaissance for built environment resources, and archival research. The goal was to propose an alignment designed to preserve and protect historic properties or historical resources that are eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Places (CRHR) by avoiding or minimizing, as much as feasible in the highly urbanized setting, placement of station portals, service areas, construction staging and laydown areas, or other facilities that may adversely affect the historic significance or integrity of such resources by direct or indirect physical, visual or auditory alteration of the characteristics qualifying such resources for NRHP or CRHR inclusion.

For built environment resources, the above-ground Architectural APE extends one parcel past the limits of the above-ground project improvements and/or direct impacts for the stations, service areas, construction staging and laydown areas, and any above-ground facilities. For parcels that contain entire complexes or rows of structures, only the front row of structures is included in the APE.

For the underground portions of the alignment located between the stations, the built environment APE includes the areas that are expected to be directly or indirectly affected by either construction or operation, areas where property takes are required, and areas that may be affected by noise and vibration from the construction and operation of the LPA. The project alignment thus contains underground construction easement areas, which will be located below existing properties at a depth of 30 to 70 feet or more and are not expected to cause temporary or permanent adverse effects to built environment historic properties. In areas where the underground portions of the LPA will be contained within the right-of-way, the APE does not consider adjacent properties and is limited to the existing roadway.

The built-environment APE generally considered the properties that met one or more of the following criteria and excluded them from more detailed analysis:

- Entire complexes or rows of structures on a parcel or multiple parcels (e.g., shopping center - only the front row of structures are included in the APE)
- Properties elevated high above the alignment due to topographic features
- Properties separated from the LPA alignment by frontage roads or large retaining/sound barrier walls
- Empty lots

- Surface parking lots
- Buildings built in or before 1968 that were altered beyond recognition since 1968 (definition of “altered beyond recognition” is provided in Section 5.7)
- Very large or linear properties beyond the area reasonably subject to effect by the undertaking (this study did consider whether the segment in the APE could be a contributor or non-contributor to a larger significant property as a whole, should that larger property be determined eligible)
- Parcels containing only buildings constructed after 1968

With selection of the LPA, the Architectural APE boundary was refined to reflect its current appearance as depicted on the project location map showing the LPA alignment and the Division 20 maintenance facility to the east (Figure 3-1 at 1:120,000 scale). The spaces shown on the figure between the APE segments along Wilshire Boulevard are connected by the underground tunnel alignment contained within the existing right-of-way, which is not part of the Architectural APE.

The refined Architectural APE defined by the FTA, in consultation with the OHP and Metro, was subsequently approved by the SHPO as sufficient pursuant to 36 CFR 800.4(1)(a) (Appendix C).

Additional aerial-based maps that show the Architectural APE at a scale of one inch equals 500 feet (1:7,000) are provided as Appendix A. Reference within the body of this report, including tables, to “Map Sheet” refer to Sheets 1 to 7 showing the LPA alignment and to Sheet 8 showing the Division 20 yard. The APE map sheets depict the following:

- LPA alignment (including tunnel alignment) and stations identified by name
- Station Plan Impact Areas that may be used as station portals, construction staging or laydown areas, and other infrastructure-uses (e.g., electrical boxes, air vents, etc.), including improvements at the Division 20 maintenance yard
- Historic properties located within the APE for the LPA identified by “WSE” (Westside Subway Extension) number (see Section 5.8)
- Location of VA Medical Center Historic District at the western terminus of the LPA

The 614-acre APE, including 69 acres within the Division 20 facility, is located within the sections and USGS 7.5-minute quadrangles (San Bernardino Base and Meridian) listed below in Table 3-1.

**Table 3-1: Project Location (Quadrangle, Township, Range, Section)**

LPA Component	USGS 7.5' Quadrangle	Township	Range	Sections
LPA Alignment	Beverly Hills, 1995	1S	15W	28, 27, 26, 25, 24, 23, 21
LPA Alignment	Beverly Hills, 1995	1S	14W	19, 20
LPA Alignment	Hollywood, 1966, Photorevised 1981	1S	14W	20, 21, 22, 23, 24, 25, 26, , 27, 28
Division 20 Maintenance Yard	Los Angeles 1996, Photorevised 1981, Minor Revision 1994	1S	13W	27, 34





March 2012

Figure 3-1: Project Location Map

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## 4.0 REGULATORY FRAMEWORK

This section addresses pertinent Federal, State, and local historic preservation laws. Cultural resource regulations are also articulated in both regional and local plans, as well as local ordinances.

### 4.1 Federal Regulations

Since it is the intent of Metro to apply for federal funds from the FTA, this undertaking is considered a federal action and FTA is the lead Federal agency for the project. As a federally funded project, the Metro Westside Subway Extension requires conformance with the National Environmental Policy Act (NEPA). NEPA requires federal agencies to use all practicable means to preserve important historic, cultural, and natural aspects of our national heritage.

In addition to compliance with NEPA, the LPA Project is being prepared in conformance with Section 106 of the NHPA, as amended. Section 106 requires federal agencies with either direct or indirect jurisdiction over a proposed undertaking to take into account the effect of the undertaking on historic properties.

Historic properties are defined as prehistoric and historic sites, buildings, structures, districts, and objects included in, or eligible for inclusion in the National Register of Historic Places (NRHP), as well as artifacts, records, and remains related to such properties (NHPA Section 301[5]). Under 36 CFR 800.3, Section 106 of the NHPA requires federal agencies to consult with the State Historic Preservation Officer (SHPO) in a manner appropriate to the agency planning process for the undertaking and to the nature of the undertaking and its effects to historic properties. As part of the Section 106 process, agency officials apply the NRHP eligibility criteria to identify historic properties.

As established in the NHPA, to be listed in the NRHP, or to be determined eligible for listing, properties must meet certain criteria for historic or cultural significance. For cultural resources, a property is eligible for the NRHP if it is significant under one or more of the following criteria defined in 36 CFR 60.4 as follows: *The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of state and local importance that possess integrity of location, design, setting, materials, workmanship, feeling, association, and*

- A—It is associated with events that have made a significant contribution to the broad patterns of our history
- B—It is associated with the lives of persons significant in our past
- C—It embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
- D—It has yielded, or may be likely to yield, information important in prehistory or history

Ordinarily, buildings and structures less than 50 years old are not considered eligible for listing in the NRHP. Under Criteria Consideration G, however, a property achieving significance within the past 50 years is eligible for NRHP inclusion if it is of “exceptional” importance (36 CFR 60.4).

An undertaking is considered to have an adverse effect to a historic property if the undertaking may alter, directly or indirectly, characteristics of a historic property that may qualify the property for inclusion in the NRHP in a manner that would diminish its aspects of historic integrity (36 CFR 800.5).

Table 4-1 summarizes the federal regulations addressing cultural resources that may be applicable to this project.

**Table 4-1: Summary of Federal Regulations**

Regulation	Requirements
National Environmental Policy Act of 1969, as amended, Public Law 91-190	NEPA requires the analysis of the effect of federal undertakings on the environment to include the effect on cultural resources.
National Historic Preservation Act of 1966 as amended, Public Law 102-575	Section 106 of the NHPA requires identification, evaluation, preservation, and mitigation of effects to historic properties that are listed or eligible for inclusion on the National Register of Historic Places.
Executive Order No. 11593: Protection And Enhancement Of The Cultural Environment, 1971	Requires Federal agencies to administer the cultural properties under their control in a spirit of stewardship and trusteeship for future generations, initiate measures necessary to direct their policies, plans, and programs in such a way that federally owned sites, structures, and objects of historical, architectural, or archaeological significance are preserved, restored, and maintained and institute procedures to assure that Federal plans and programs contribute to the preservation and enhancement of non-federally owned sites, structures, and objects of historical, architectural, or archaeological significance.

## 4.2 State Regulations

The cultural resources investigations and reports for the Westside Subway Extension were conducted in accordance with the CEQA, PRC, Section 21000 et seq., and the CCR, Title 14, Chapter 3, Section 15000. Consideration of significance as a “historical resource” is measured by cultural resource provisions considered under CCR Section 15064.5 and 15126.4. Generally, a historical resource is considered significant if it meets at least one of the criteria for listing on the California Register of Historical Resources (CRHR). These criteria are set forth in CCR Section 15064.5, and include resources that:

- 1—Are associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage
- 2—Are associated with the lives of persons important in our past
- 3—Embody the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
- 4—Have yielded, or may be likely to yield, information important in prehistory or history

CCR Section 15064.5 and Section 21084.1 further state that a resource not listed in or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to PRC Section 5020.1[k]), or identified in an historical resources survey can still be considered a historical resource (as defined in PRC Section 5020.1[j] and 5024.1) by a lead agency.



Under CCR Section 15064.5(b), a project would have significant impacts if it would cause a substantial adverse change in the significance of an historical resource (*i.e.*, a cultural resource eligible to CRHR, or archaeological resource defined as a unique archaeological resource which does not meet CRHR criteria), or would disturb human remains. The types of substantial adverse changes include physical demolition, destruction, relocation, or alteration of the resource.

In many cases, determination of a resource’s eligibility to the NRHP or CRHR (or its uniqueness) can be made only through extensive research. As such, the best alternative to preserve historic resources is the no action alternative; however, because this alternative is not always feasible, any project should consider alternatives or mitigation measures to lessen the effects to these resources. Where possible and to the maximum extent possible, impacts to resources should be avoided. If the resource meets the criteria of eligibility to the CRHR, it will be formally addressed under CCR Section 15064.5 and 15126.4.

Table 4-2 summarizes state regulations addressing cultural resources that may be applicable to this project.

**Table 4-2: Summary of State Regulations**

Regulation	Requirements
CEQA of 1970, as amended	Applies to discretionary projects causing a significant effect on the environment and a substantial adverse change in the significance of an historical or archaeological resource.
PRC Section 5020-5029.5	Establishes the CRHR criteria, creates the California Historic Resources Commission, details the responsibilities of the Office of Historic Preservation and State Historic Preservation Officer, and authorizes the Department of Parks and Recreation to designate registered Historical Landmarks and registered Points of Historical Interest; establishes criteria for the protection and preservation of historical resources.
Administrative Code, Title 14, Section 4307	States that no person shall remove, injure, deface, or destroy any object of paleontological, archaeological, or historical interest or value.
Penal Code, Title 14, Section 622.5	Provides for a misdemeanor offense for any person, other than the owner, who willfully damages or destroys archaeological or historic features on public or privately owned land.
PRC 5097-5097.6	Provides guidance for state agencies in the management of archaeological, paleontological, and historical sites affected by major public works project on state land.

### 4.3 Regional and Local Regulations

Cultural resource regulations are articulated in both regional and local plans. The Southern California Association of Governments (SCAG) defines cultural resources as well as principles for the treatment of identified resources.

SCAG serves as the Metropolitan Planning Organization (MPO) for the region. The SCAG Regional Transportation Plan (RTP), updated in 2008, and the Regional Comprehensive Plan and Guide (RCPG), updated in 2008, are tools used for identifying the transportation priorities of the Southern California region. The cultural resources mitigation program outlined in the SCAG RTP includes the following measures:

- Obtaining consultations from qualified cultural and paleontological resource experts to identify the need for surveys and preservation of important historical, archaeological, and paleontological resources

- Implementing design and siting measures that avoid disturbance of cultural and paleontological resource areas, such as creating visual buffers/landscaping or capping/filling the site to preserve the contextual setting of the resource
- Consulting local tribes and the Native American Heritage Commission for project impacts to sacred lands and burial sites

Further, the SCAG RCPG identifies as a Best Practice that SCAG “should encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.”

At the local level, the Cities of Los Angeles and Beverly Hills, and the County of Los Angeles have specific policies related to cultural resources within their municipal codes and general plans. Table 4-3 summarizes local and regional regulations addressing cultural resources that may be applicable to this project.

**Table 4-3: Summary of Regional and Local Regulations**

Regulation	Requirements	Jurisdiction
SCAG Regional Transportation Plan (RTP) (2008)	Establishes the framework for a cultural resources mitigation program that applies to projects causing a significant effect on the environment and a substantial adverse change in the significance of an historical, archaeological, or paleontological resource.	SCAG Regional and Comprehensive Planning Department
SCAG Regional Comprehensive Plan and Guide (RCPG), Best Practices, OSN-6	Establishes the policy that SCAG should encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	SCAG Regional and Comprehensive Planning Department
City of Los Angeles General Plan, Conservation Element (2001)	Objective: Protect the City’s archaeological and paleontological resources for historical, cultural, research and/or educational purposes; and Objective: Protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes. Directs that the identification and protection of resources be achieved through the establishment of permit processing, monitoring, enforcement, and periodic revision of regulations and procedures by the departments of Building and Safety, City Planning, and Cultural Affairs; and through continued survey of buildings and structures of any age in neighborhoods throughout the City in order to develop a record that can be used in the present and future for evaluating their historic and cultural value as individual structures and within the context of the surrounding structures by the departments of Building and Safety, City Planning, Cultural Affairs, and the Community Redevelopment Agency.	Los Angeles City Planning Department
City of Los Angeles, Administrative Code, Division 22, Chapter 9, Article 1 (Ordinance No. 178,402) (1962)	The ordinance established the Cultural Heritage Commission to identify and protect architectural, historical, and cultural buildings, structures, and sites important to the city’s history and cultural heritage; and established significance criteria.	Los Angeles City Planning Department
City of Los Angeles, Municipal Code, Chapter I, Article 2, Section 12.20.3 (Ordinance No. 175891) (1979, amended 2004)	This code contains procedures for the designation and protection of new Historic Preservation Overlay Zones (HPOZs) for any area of the City of Los Angeles with buildings, structures landscaping, natural features or lots having historic, architectural, cultural, or aesthetic significance. It describes the powers and duties of HPOZ Boards and the review processes for projects within HPOZs.	Los Angeles City Planning Department

Regulation	Requirements	Jurisdiction
City of Los Angeles, Municipal Code, Chapter I, Article 2, Section 13.08 (Ordinance No. 172032) (1998, amended 2000)	This section of the code contains procedures and guidelines for the establishment of Community Design Overlay Districts (CDOs) throughout the City of Los Angeles. A CDO may encompass all or a portion of a community plan, but may not encompass a designated HPOZ.	Los Angeles City Planning Department
City of Los Angeles, Miracle Mile CDO, Design Guidelines and Standards (Ordinance No. 176,331) (2005) (Permanent [Q] Conditions Ordinance Nos. 176,332, 176,333, and 176,334) (2005)	Provides guidelines and standards for public and private development projects in commercially zoned areas along the Miracle Mile, to which all projects within CDO boundaries should comply. Intent is to provide guidance and direction in design of new and rehabilitation of existing buildings and storefronts in order to improve the appearance, enhance the identity, and promote the pedestrian environment. Overall goal is preservation of unique Art Deco character of district. All projects will be reviewed for compliance with Design Guidelines and Standards prior to issuance of building permit. A project is defined as the “erection, construction, addition to, or exterior structural alteration of any building or structure, including, but not limited to, pole signs and/or monument signs located in a Community Design Overlay District” (Section 13.08.C.2).	Los Angeles City Community Planning Bureau of the Department of City Planning
City of Los Angeles, Cultural Heritage Master Plan (2000)	Establishes a citywide framework for developing public policies involving the preservation and care of the City’s cultural resources and contains numerous important policy recommendations on historic preservation in Los Angeles, many of which shaped the creation and early work of the Office of Historic Resources.	Los Angeles City Planning Department
City of Beverly Hills, General Plan, Community Conservation and Development Element (2010)	Goal HC 1: Value and Preserve Significant Cultural Resources Goal HC 2: Promotion of the City’s Historic Resources	City of Beverly Hills Planning Division
City of Beverly Hills, Municipal Code, Title 10, Chapter 3, Article 32	Establishes the duties of the City Landmark Advisory Commission, significance criteria, powers and duties of the advisory commission, and procedures for notification of a landmark designation.	City of Beverly Hills Planning Division
County of Los Angeles, General Plan Update, Land Use Element (2007)	Objective: To encourage more efficient use of land, compatible with and sensitive to natural ecological, scenic, cultural and open space resources. Plan includes guidelines for review of any action that is proposed for designated historic sites or structures.	Los Angeles County Regional Planning
Los Angeles County Code of Ordinances, Chapter 3.30	Establishes the Historical Landmarks and Resources Commission and specifies powers and duties.	Los Angeles County Regional Planning

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## 5.0 METHODOLOGY

The following sections discuss in detail the personnel, agency consultation, research methods, field methods, identification methods, and evaluation methods employed for this supplemental report on significant historic-period built environment resources within the Architectural APE for the refined LPA.

### 5.1 Personnel

All cultural resources work for this supplemental survey has been conducted by personnel who meet the *Secretary of the Interior's Professional Qualification Standards* in Architectural History, Archaeology, and Historic Architecture (36 CFR Part 61; National Park Service 1983).

Pamela Daly served as the Architectural Historian for the project, performed all site evaluations, reviewed project plans for adherence to the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, and is the primary author of this report. She is a 36 CFR 61 qualified architectural historian with over 15 years of experience in the evaluation of historic-period resources per Federal, State and local criteria, and she has extensive training to provide technical assistance in the form of historic structure assessment and conservation reports. Ms. Daly holds a Master of Science Degree in Historic Preservation from the University of Vermont and her Bachelor of Science Degree included a minor in History.

Nancy Sikes served as the Principal Investigator for the project, supervised all work, and is the second author of this report. Dr. Sikes is a Registered Professional Archaeologist (RPA) with a Ph.D. in Anthropology from the University of Illinois, Urbana-Champaign. She has more than 20 years of experience in archaeology, cultural resources management, and historic preservation.

Molly Valasik prepared the project location and APE map sheets. Ms. Valasik and Amy Glover performed the records search and contributed to the creation of tables for the records search portion of this report. Ms. Valasik is a RPA with a master's degree in Anthropology from Kent State and more than eight years of experience in archaeology or geographic information systems (GIS). Glover has a bachelor's degree in Anthropology from the University of California at Riverside and over five years of experience in southern California archaeology.

Ann Christoph served as the Landscape Architect and provided a study on the mature trees within the VA Medical Center Historic District landscape. She has been practicing landscape architecture in California for over 30 years, and received her Master of Landscape Architecture Degree from the University of Michigan after completing her Bachelor's program at Arizona State University with a major in art.

Sherri Gust performed quality control review of this document. Ms. Gust is a RPA with 30 years of experience.

### 5.2 California Office of Historic Preservation

The Office of Historic Preservation (OHP) is the governmental agency primarily responsible for the statewide administration of the historic preservation program in California. The chief administrative officer for the OHP is the SHPO. The SHPO is also the executive secretary of the State Historical Resources Commission (SHRC). The mission of the OHP and the SHRC, in partnership with the

people of California and governmental agencies, is to preserve and enhance California's irreplaceable historic heritage as a matter of public interest so that its vital legacy of cultural, educational, recreational, aesthetic, economic, social, and environmental benefits will be maintained and enriched for present and future generations (OHP 2011).

In accordance 36 CFR Part 800.3, FTA and Metro initiated the Section 106 process with the SHPO and OHP personnel on June 22, 2009, via a notification letter. Coordination included guidance on establishment of the Architectural APE, cultural resource identification methods, the effect the project may have on cultural resources, and mitigation measures to avoid or reduce project effects to historic properties.

In compliance with the Section 106 process (36 CFR Part 800), the FTA provided the SHPO with a revised APE for the refined LPA alignment, determination of eligibility, determination of effects and related information by letter dated September 16, 2011. The FTA also recommended a Memorandum of Agreement (MOA) be prepared to resolve the adverse effects by the LPA on one historic property.

By letters dated November 1, 2011, and December 8, 2011, the SHPO concurred with the historic property determinations and determination of effect made by the FTA. The letters from the SHPO to the FTA are provided here in Appendix C.

A MOA between the FTA and the SHPO specific to the refined LPA alignment was executed in January 2012, with Metro as an invited signatory. The MOA describes the treatment to avoid adverse effects to four historic properties that will be altered by either construction staging activities or station entrances, and the treatment to resolve the adverse effects on one historic property. A copy of the MOA is provided here in Appendix D.

### 5.3 Project Team Meetings

A kick-off meeting was held with FTA and Metro in December 2010 to discuss the preparation of the Final EIR/EIS and this supplemental report on historic properties within the Architectural APE for the LPA. Since initiation of the historic-period built environment studies in March 2009 for the Alternatives analysis, FTA and Metro have actively used Secretary of Interior qualified historic preservation professionals to survey and evaluate built environment resources.

After the kick-off meeting, qualified professional personnel provided continued historic preservation guidance throughout the design process to achieve the project goals while adhering to the nation's best historic preservation treatment guidance (e.g., avoiding impacts to historic properties and application of the *Secretary of Interior's Standards for Rehabilitation* [Weeks and Grimmer 1992], the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* [Weeks and Grimmer 1995], and the *Guidelines for the Treatment of Cultural Landscapes* (USDOI 1996).

Accordingly, there were subsequent meetings of the Metro-LPA team members, including planners, designers and engineers and historic preservation professionals, held at the project office in Los Angeles. At the meetings, Cogstone personnel provided Metro staff with critical data (e.g., field survey results, historic research materials [primary and secondary source information]) regarding the presence, location, and concentration of historic-period properties in proximity of the proposed LPA corridor and associated components, including the Division 20 maintenance yard.

These measures and meetings were critical to the study methodology in order to effectively avoid adverse effects to historic properties and significant impacts to historical resources.

## 5.4 Research Methods

In order to establish an evaluative historic context, background research was conducted at numerous repositories and through a range of primary and secondary sources. Overall, the research provided insight into the historic contexts and themes of the LPA corridor, and specific information concerning the properties within the APE (e.g., date of construction, architect/builder, and historic landownership). Research was conducted for this study as well as by the prior consultant team for the Alternatives analysis.

For preparation of the Final EIR/EIS, Metro identified the need to avoid permanent impacts to historic properties within the LPA, and requested that Architectural Historian Daly review each station APE to ascertain the location of buildings that had not been considered significant buildings by the prior study for the Alternatives analysis (URS 2010a). Metro personnel also provided a list of potential buildings to be demolished for staging or laydown areas or station entrances. Ms. Daly was tasked with evaluating all the buildings in the station plan impact areas (stations, portals, construction staging and laydown areas, infrastructure areas), including the Division 20 maintenance yard, and presenting a professional opinion as to which buildings could be removed or significantly altered without a determination of permanent adverse effects.

As part of initial reconnaissance activities, the following activities were completed:

- Reviewed prior research and results developed for the Draft EIR/EIS
- Reviewed record searches at the South Central Coastal Information Center (SCCIC)
- Reviewed data received from various municipalities, agencies, and preservation groups
- Obtained parcel data from Los Angeles County Assessor
- Obtained parcel data from the City of Los Angeles Department of City Planning, Zone Information Map Access Service (ZIMAS)
- Obtained building permit and alteration information from the City of Beverly Hills Building Department
- Performed research at southern California libraries, historical societies and preservation groups, and through numerous online (e.g., California Historic Topographic Map Collection) and printed sources (e.g., Sanborn Fire Insurance Company Maps)

Archaeologists, Amy Glover and Molly Valasik, conducted a records search on April 21 and 28, 2011, at the SCCIC located at California State University, Fullerton (CSUF). The SCCIC is a branch of the California Historical Resources Information System (CHRIS). The search supplemented the prior cultural resources record searches accomplished on May 14, 2008, and August, 20, 2009, in support of the Draft EIS/EIR (URS 2010a).

In addition to providing information on prior cultural resources investigations and previously recorded cultural resources, the SCCIC records searches provided information regarding built environment resources within the quarter-mile search radius listed in the following sources:

- California Inventory of Historical Resources
- Historic Property Data File
- California Register of Historical Resources
- National Register of Historic Places
- California State Historical Landmarks
- California Points of Historical Interest
- City of Los Angeles List of Historic-Cultural Monuments
- Caltrans State and Local Bridge Inventory

Individual parcel data was accessed from the Office of the Assessor website for the Los Angeles County (2011). The data provided from the website included Assessor Identification Numbers (AIN)/Assessor Parcel Numbers (APN), addresses, limited ownership data, parcel boundaries, and dates of construction and any substantial alterations/changes which affected the property value.

For parcels in the City of Los Angeles, the Zoning Information and Map Access System (ZIMAS 2011) provided more detailed parcel information than available on the Office of the Assessor website for the county.

The City of Beverly Hills does not have their property data available in an online format, so for information regarding dates of construction, name of architect and/or builder, and building construction details, a written request for archived building permits was submitted to city officials.

Electronic PDF versions of the 1906–1955 Sanborn Fire Insurance Maps for the proposed project station locations and project alignment areas were accessed online from the Los Angeles Public Library database. Sanborn Fire Insurance Maps provide an approximate construction date and types of changes that have been made to buildings and surrounding properties. The maps also assist in the identification of original, historic-period, and/or character defining features of a property being investigated.

In order to identify built resources recognized by city departments, local historical or archaeological societies, or other appropriate organizations within the quarter-mile search radius of the APE, project personnel coordinated with local agencies and jurisdictions on behalf of the FTA and Metro in support of the Draft EIR/EIS (URS 2010a). As shown in Table 5-1, additional sources were contacted in 2011 in order to augment prior information or to consult regarding the palm trees featured as part of the VA Medical Center Historic District contributing landscape, which was not recognized during the prior investigation for the Alternatives Analysis (URS 2010a).



**Table 5-1. List of Local Agency and Historical Organizations Consulted**

<b>Agency/Organization*</b>	<b>Contact Person</b>	<b>Date(s) Contacted</b>	<b>Contacted by</b>
City of Beverly Hills, Community Development	Peter Noonan	3/9/2011	Cogstone
City of Beverly Hills	D. Reyes	7/20/09, 9/22/09	URS
City of Beverly Hills	Donna Jerex	9/22/09, 3/12/10	URS
City of Los Angeles (Office of Historic Resources)	Ken Bernstein	7/20/09, 3/12/10	URS
City of Los Angeles (Office of Historic Resources)	Edgar Garcia	7/20/09, 3/12/10, 8/18/11	URS, Cogstone
City of Los Angeles (Office of Historic Resources)	Lambert Giessinger	7/20/09, 3/12/10	URS
City of Los Angeles (Office of Historic Resources)	Janet Hansen	7/20/09, 9/22/09, 3/12/10	URS
City of Los Angeles (Department of Cultural Affairs, Division of Public Art)	Patricia Gomez	3/15/11	Cogstone
Community Redevelopment Agency-Los Angeles (CRA-LA)	Josh Romer	4/20/11	Cogstone
Veterans Administration		1/13/10	URS
Los Angeles Conservancy	Flora Chou	4/15/11	Cogstone
Los Angeles Conservancy	Marcello Vavala	11/8/2011	Cogstone
Los Angeles Conservancy		Between 7/20/09 & 3/9/10	URS
Los Angeles City Historical Society		Between 7/20/09 & 3/9/10	URS
Beverly Hills Historical Society		Between 7/20/09 & 3/9/10	URS
Santa Monica Historical Society		Between 7/20/09 & 3/9/10	URS
Hollywood Heritage		Between 7/20/09 & 3/9/10	URS
Los Angeles County Museum of Art (LACMA)	Fred Goldstein, V.P.	9/13/2011	Cogstone
Palm Society of Southern California		5/20/11	Cogstone

\* The Cities of Santa Monica and West Hollywood were also consulted during the Alternatives analysis (URS 2010a), but the refined LPA is not located within these city limits.

## 5.5 Survey Methods

### 5.5.1 Prior Surveys for Alternatives Analysis

The field work performed in support of the Alternatives analysis for the Draft EIR/EIS was conducted in 2009 and 2010 and included a reconnaissance-level windshield survey, followed by an intensive pedestrian-level field survey of built-environment resources (URS 2010a).

The results of the windshield survey were used by the team engineers, planners, and designers to facilitate the avoidance of impacts to potentially significant historic-period properties either through physical avoidance, or by the proposed implementation of the Secretary of Interior's Guidelines for the Treatment of Historic Properties.

The subsequent intensive-level field survey investigated further those built-environment resources identified as having the potential to be determined significant resources. The survey was conducted on foot, with an Architectural Historian physically inspecting the properties. Significant built

environment resources identified during the surveys were formally recorded on California Department of Parks and Recreation (DPR) series 523 forms. The results of the prior investigations are reported in the Historic Property Survey Report prepared in support of the Alternatives Analysis for the Draft EIS/EIR (URS 2010a; also see URS 2010b).

### 5.5.2 Focused Survey for Refined LPA Alignment

Between December 2010 and May 2011, Metro continued to refine the LPA including the station options, construction staging and laydown areas, and tunnel alignment. As a result of this process, areas were included in the Architectural APE for the LPA that had not been intensively surveyed by the prior consultant team (URS 2010a, 2010b) as part of the Alternatives analysis in support of the Draft EIR/EIS (Metro 2010a).

For multiple meetings with Metro and their design team, each individual historic building within the refined LPA APE was assessed for discussion of the possible locations of station portals within buildings, and the restraints and guidelines that would have to be met to have the alterations of significant historic buildings meet the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. Discussion included three significant buildings previously noted by the prior study (WSEs 10, 11 and 14; URS 2010a), one property listed as City of Los Angeles Historic-Cultural Monument (LAHCM) No. 566 (WSE 24) and also noted by the prior study, and two significant historic-period buildings within the refined LPA corridor (WSEs 87 and 88; see Section 6.4.3). Each of these six buildings is the work of a master architect and qualifies as a historic property/historical resource:

- Linde Medical Building/Westwood Medical Center (WSE 10) – Paul R. Williams, Architect
- Century Plaza Hotel (WSE 11) – Minoru Yamasaki, Architect
- Union Bank Building (WSE 14) – Sidney Eisenshtat and Associates, Architect
- May Company Wilshire (LACMA West) (WSE 24) – Albert C. Martin and Samuel A. Marx, Architects
- AAA Building (WSE 87) – Welton Becket and Associates, Architect
- Wilshire-Beverly Centre/Bank of America, Beverly Hills (WSE 88) – Victor Gruen and Associates, Architect

In order to consider the effects of the refined LPA alignment to historic properties, a thorough reconnaissance survey of the additional areas in the Architectural APE was completed by Architectural Historian Daly. The reconnaissance was followed by an intensive-level pedestrian survey to further investigate those built-environment resources identified as significant resources eligible for NRHP or CRHR inclusion. The survey included inspection of the interior of historic properties, as relevant.

The study included an intensive-level pedestrian survey of the established historic landscape and mature trees in the VA Medical Center Historic District. As noted in Section 5.6, the prior study (URS 2010a, 2010b) failed to identify the historic landscape even though the landscape was within the APE for the Alternatives analysis and is a contributing feature to the historic district.

All significant built environment resources newly identified during the survey were formally recorded on DPR series 523 forms. DPR updates on previously recorded properties were also

prepared to record additional information about a resource. These forms are provided as Appendix E to this report.

## 5.6 VA Medical Center Historic District Contributing Landscape

The VA Medical Center Historic District is located within an established landscape that is a distinctive, contributing feature of the historic fabric of the district, which was determined eligible for NRHP inclusion in 1981 and is listed on the CRHR. With the recognition that features of this historic landscape are present within the APE for the LPA, Architectural Historian Daly informed Metro that a licensed landscape architect with experience with historic landscapes should survey the area where project plans proposed the permanent removal of valuable historic greenscape.

Landscape architect Ann Christoph was then retained to conduct the survey with a licensed arborist (Greg Applegate) and to produce an inventory report to include recommended methods for the protection or removal, temporary storage and replanting of the mature trees that would be affected by construction activities. The report (Christoph 2011) is provided as Appendix B to this study and the results highlighted below in Section 6.4.7.

## 5.7 Identification and Evaluation Methodology

The LPA is expected to begin construction in 2013 with all major construction completed by 2019; therefore, historic property identification efforts within the Architectural APE focused on parcels containing improvements constructed in or before 1968 (2019-50 years = 1969, less an additional year to be conservative).

The guidelines set forth in 36 CFR Section 60.4, 14 CCR Section 15064.5(a), and the criteria outlined in PRC Section 5024.1 were used to evaluate properties in the Architectural APE for the LPA and associated component, the Division 20 maintenance facility. To manage the survey data, thresholds for architectural physical conditions were defined and field forms included representative photographs:

- **Unaltered**—The inventoried resource appears to be in its original configuration, or extremely minor alterations have occurred so early in the history of the resource as to be almost contemporary with the creation of the resource.
- **Minimally Altered**—The inventoried resource appears to be in close to its original configuration, or minor reversible alterations have occurred, or a few minor alterations have occurred that cumulatively do not alter the resource beyond its original design intent.
- **Heavily Altered**—The inventoried resource appears to no longer be close to its original configuration, or alterations have occurred that are not easily reversible, or several alterations have occurred that cumulatively obscure the resource beyond its original design intent. However, the overall original massing is discernible. Typical alterations include additions that do not match stylistically the original resource, or alterations that create a different style, and window replacements that do not coincide with the original openings.
- **Altered Beyond Recognition**—The inventoried resource appears to no longer be close to its original configuration and the overall original massing is no longer discernible.

Limited historical research was also conducted to confirm age, architect, building developer/owner and other information for properties that appeared eligible. Cogstone's Architectural Historian

conducted as-needed building permit research at the Cities of Los Angeles and Beverly Hills, and developed construction chronologies for the significant historic-period properties that may be affected by the LPA. The building permit research identified whether proposed uses and improvements would affect original, historic-period, and/or character defining features of the properties. This research assisted the application of the Criteria of Adverse Effect, codified as 36 CFR Part 800.5(a).

## **5.8 Assignment of WSE Numbers to Significant Built Environment Resources**

Each built environment resource that qualified as a historic property eligible for listing in the NRHP and/or as a historical resource eligible for listing in the CRHR, including properties that are contributing elements to existing or newly identified historic districts, was assigned a “WSE” (Westside Subway Extension) inventory number. This inventory number was then used as the “resource identifier” in tables and employed on the APE map sheets to show the location of the individual properties.

This system was initially employed for the Alternatives Analysis, with properties assigned WSE numbers 1 through 86 (URS 2010a, 2010b). This method of easily identifying resources and their mapped location within the Architectural APE has been continued for this study for the refined LPA. This study also continued to use “HD 1” as the short identifier for Historic District 1 (Westwood/UCLA Historic District).

Additional properties were assigned WSE numbers 87 through 97, and the practice of using WSE numbers as the “resource identifier” in tables (see below) and APE map sheets (Appendix A: Map Sheets 1-8) is followed in this study. This study also assigned subsets of WSE numbers (e.g., WSE 41a) to contributing elements to historic districts.

## 6.0 AFFECTED ENVIRONMENT

This historic period overview is divided into three periods: the Spanish, Mexican, and American periods. The historic context places an emphasis on the American period since the cultural resources expected to be encountered and evaluated in the APE would be representative of this period. Each community within the refined LPA alignment is also discussed in the historic context of the American period.

Note that this comprehensive overview is taken directly from the relevant sections of the prior study for the Draft EIR/EIS (URS 2010a:3-23–3-33).

### 6.1 Spanish Period

Exploration of California first occurred in 1540 when a land expedition under the command of Hernando de Alarcon traversed inland along the Colorado River. Two years later, Juan Rodriquez Cabrillo was commissioned by the Spanish government to investigate the western shores of the newly acquired territory.

In the following two centuries, little interest was given to California. However, by the late 18th Century, European political powers created renewed interest in the region. The Spanish government, realizing that settlement north of Mexico by foreign parties could become a threat, decided it was time to establish settlements in California. Plans were put in place to establish a series of forts (presidios) and Catholic missions along the Alta California coast extending as far north as Monterey Bay (SCAG] 2008: 3.4-9). In 1769, the Gaspar de Portolá expedition crossed through the California region and established missions along the coast according to plan. In 1781, under the direction of Spanish Governor Felipe de Neve, El Pueblo de La Reina de Los Angeles was founded (PCR Services Corporation 2006: 23).

Spanish colonization of California introduced changes in lifestyles and culture that dramatically changed southern California and had a lasting effect on the local landscape and its inhabitants. The introduction of horses, cattle and agricultural techniques and goods, and Spanish law and religious practices resulted in the disruption of Native American lifestyles and the forced movement of the native populations to the mission grounds where religious and industrial education occurred. Mission life was regimented and contrasted sharply with the traditional tribal ways (Applied EarthWorks, Inc. 2004: 30). Throughout the Spanish Period, California remained largely unsettled other than the established missions (SCAG 2008: 3.4-9).

### 6.2 Mexican Period

During the early decades of the 19th Century, independence groups sprang up throughout the Spanish Empire. Mexico declared its independence in 1810. This attempt failed, but a second attempt ten years later succeeded. At that time, California was considered a province of Mexico (SCAG 2008: 3.4-9).

When Mexico first gained its political independence from Spain, little changed for the citizens of California. The defining event from this time period was the secularization of the Catholic Missions in 1834, following the Act of Secularization of 1833. Over the following 16 years, all of the former mission lands were granted to secular landowners. Secularization proved disastrous for the Native Americans who were part of the mission system. In fact, the Native Americans were self-sufficient

long before the arrival of Spanish domination. The mission system made portions of the indigenous population completely dependent on the missions. When the missions were closed, the Indians were again left to fend for themselves (SCAG 2008: 3.4-9).

Newly privatized lands were used for extensive cattle grazing, which characterized the culture and economy of the Mexican Period. During this time, major portions of land were granted to residents of California in the form of huge ranchos which often encompassed large sections of entire counties. Acreage for the ranchos varied from more than 50,000 acres to less than 600 acres. Land use around Los Angeles continued much as it did before, focusing on agricultural and livestock production (Applied EarthWorks, Inc. 2004: 30).

During the two-decade period between the 1830s until 1848, one government after another controlled California. Meanwhile, the United States pushed west across the North American continent. By 1846, numerous Americans had settled in California, often marrying into landed Hispanic families.

Between 1835 and 1846 relations between Mexico and the United States deteriorated. In 1846, a revolt was attempted in Northern California. Although it was quickly thwarted, it planted the seeds for the eventual insurrection that did succeed. Within three weeks, an American naval force appeared off the California coast and formally proclaimed rule over the presidios and coastal towns. On January 13, 1847, Captain John C. Fremont accepted the surrender of Governor Pio Pico and Commander Jose Maria Flores. The United States annexed California by the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican War and beginning the American Period (Southern California Association of Governments (SCAG) 2008: 3.4-10 and 3.4-11).

## **6.3 American Period**

The Mexican-American War ended Mexico's tenuous hold on Alta California. The Treaty of Guadalupe Hidalgo brought the former Mexican territories in the west under the United States flag in 1848. Migration of American settlers and traders to the region increased in the following decades with the discovery of gold and silver in 1849. Population increased around existing Spanish settlements, and communities developed along trails and roads that had been established between the once prosperous Spanish missions (Applied EarthWorks, Inc. 2004: 30).

When California joined the United States in September 1850, Los Angeles was already a 70-year-old city with a growing American population. Los Angeles at the time was a quiet agricultural town with little infrastructure to support industry. Vineyards, orchards, and cattle and sheep ranches were commonly found in Los Angeles, and more than ninety percent of the City's area was rural, with the center of town confined to a relatively dense core. The town was typified by narrow streets, but as Los Angeles grew, the citizens supported construction of relatively wide roadways. Other infrastructure became important to the growth of Los Angeles, such as a reliable water supply and adequate sanitation. During the first decades of Los Angeles' existence as an American city, it retained its Spanish and Mexican character and adobe style architecture dominated the small town (JRP Historical Consulting 2006: 3-1).

### **6.3.1 Formation and Growth of Cities and Communities within Los Angeles County**

#### **6.3.1.1 Beverly Hills**

In 1838, the Mexican governor of California deeded the land grant El Rodeo de las Aguas (which includes present-day Beverly Hills) to Maria Rita Valdez Villa. Villa built an adobe ranch house near



the intersection of present day Sunset Boulevard and Alpine Drive, and raised cattle and horses on her rancho. In 1852, Villa's rancho was ambushed by three Native Americans. Discouraged by these events, Maria Vita sold her rancho to Benjamin D. Wilson and Henry Hancock for \$3,000 in 1854. Wilson and Hancock proceeded to subdivide and sell portions of the Rancho de las Aguas (URS 2010c:2-3).

By the end of the 19th century, nearly the entire 4,500 acre rancho had been subdivided and sold into 75-acre farm lots. Charles Denker and Henry Hammel, managers of the United States Hotel in Los Angeles, formed the Hammel and Denker Ranch from the acquired parcels and planted lima beans on the property (URS 2010c:2-3). In 1900, a group of investors formed the Amalgamated Oil Company and purchased the Hammel and Denker Ranch holdings for the exploration of oil. After drilling for oil and instead striking water, the company reorganized as the Rodeo Land and Water Company in 1906. This new corporation, headed by Burton E. Green, would focus on creating a new residential community with broad tree-lined streets, spacious lots, and generous parks. The proposed community received the name "Beverly," after Beverly Farms in Massachusetts, an area known for its beautiful landscape. Beverly was renamed Beverly Hills and on January, 23, 1907, the new subdivision was officially recorded. Burton Green hired landscape architect Wilbur D. Cook to plan the area. The City's first streets: Rodeo, Canon, Crescent, Carmelita, Elevado and Lomitas, as well as Santa Monica Park, were constructed in 1907.

In order to heighten interest in the new Beverly Hills community, the Beverly Hills Hotel was built by Margaret and Stanley Anderson, who were proprietors of the nearby Hollywood Hotel. The hotel's grand design and construction, completed in 1912, attracted visitors who were then encouraged to take tours of prospective home sites (URS 2010:2-3). The City of Beverly Hills incorporated on January 28, 1914, and was literally built around the hotel. At the time vegetable fields surrounded Beverly Hills (raising crops like beans), but the area quickly grew into a bustling residential community characterized by large lots and estates.

Attracted to an elegant lifestyle made possible by the hotel, Douglas Fairbanks and Mary Pickford led the wave of movie stars that resided in Beverly Hills when they built their mansion, Pickford, in 1919. Gloria Swanson, Will Rogers, Thomas Ince, Charlie Chaplin, Tom Mix, Carl Laemmle, Ronald Coleman, King Vidor, John Barrymore, Buster Keaton, Harold Lloyd, Jack Warner, Clara Bow, Marion Davies, Harry Cohn and Rudolph Valentino soon followed and built stylish residences (URS 2010c:2-3).

### **6.3.1.2 Mid-Wilshire/Miracle Mile**

The area of Wilshire Boulevard spanning from roughly La Brea to Fairfax Avenues, known as the Miracle Mile, is recognized as one of the first outlying commercial corridors developed to challenge downtown Los Angeles and to take advantage of the emerging popularity of automobiles. The development of this commercial corridor was dubbed a "miracle" for several reasons. First, it occurred in spite of restrictive residential zoning that had been established by the original owner, Gaylord Wilshire. Second, it was developed in the absence of a previously established residential or retail community.

At the time that A.W. Ross, a relatively unknown real estate agent, began to assemble property along Wilshire Boulevard, the area was substantially undeveloped. The area was within a 4-mile radius of Los Angeles' wealthiest residential districts of the period: Westlake, Hollywood, and Beverly Hills. Ross gambled that people living within a few miles of his new retail district would "prefer the drive to

the Miracle Mile to the journey downtown if the right goods were available,” and if parking was easy and accessible. To diffuse traffic and make the whole development look larger, Ross placed each of the major buildings at “least one block from one another rather than clustered around an intersection.”

The first major retail establishment developed in the Miracle Mile was Desmond’s, a prominent clothing store with three downtown locations. After Desmond’s, a number of retailers were lured to the new Miracle Mile. Myer Siegel (women’s apparel) and C.H. Baker (shoes) opened stores. Other major retailers included Ralph’s Grocery, Coulters, and the May Company. Between these large anchor buildings at each major intersection, low-rise retail structures were designed to front on Wilshire Boulevard.

Built during the late 1920s and 1930s, several of the buildings in the Miracle Mile exhibited aspects of the Art Deco style—Zig Zag Moderne and Streamline Moderne—popular during the period (Chattel Architecture, Planning, and Preservation, Inc. 2008: 7-8).

### **6.3.2 Historic Neighborhoods in the Mid-Wilshire Area**

#### **6.3.2.1 Wilshire Square**

Land records, circa 1868, indicate that Canadians John C. and Cecilia Plummer obtained, for farming purposes, 640 acres. In 1885, during the height of the Los Angeles' first big land boom, a syndicate of real estate investors bought 200 acres of the Plummer property. These 200 acres include the area that today is between Wilshire Boulevard and Beverly Boulevard, Plymouth Boulevard and Bronson Avenue. This group was the Windsor Square Land Company. In 1911, that group sold the land to the Windsor Square Investment Company, which began the subdivision process.

In 1911, Mr. Robert A. Rowan initiated a residential development and called it Windsor Square. The "Square" ran from Wilshire Boulevard to Third Street and from Irving Boulevard to Plymouth Boulevard. This constituted a private square in which the property owners would own the streets as well as their homes. Deed restrictions set a minimum cost of \$12,550 on each home to be built, in order to assure handsome homes in an exceptionally beautiful setting. Intervening walls or fences were discouraged so that one garden ran into another creating a park-like setting. Windsor Square was the first area in the city to have the power lines below grade, an extraordinary innovation for 1911. The English flavor was enhanced by the street names: Irving, Windsor, and Plymouth.

The area west of this original Windsor Square (Lucerne and Arden from Fifth to Third Streets) had been a part of the original Rancho La Brea and was subdivided by different developers as the Wilshire Hills tract. Soon after the original portion of Windsor Square opened in 1913, the developers planned to proceed with New Windsor Square, north of Third Street. World War I intervened, and New Windsor Square did not open for lot sales until 1920. Nearby tracts within the 200 acres were called Marlborough Square and Windsor Heights (Windsor Square Association 2003: 1-2).

#### **6.3.2.2 Hancock Park**

Hancock Park boundaries include Rossmore to Highland Avenues and Melrose Avenue to Wilshire Boulevard. There are approximately 1200 homes in the area. Hancock Park owes its name to developer-philanthropist G. Allan Hancock who subdivided the property in the 1920's. Hancock, born and raised in a home near the La Brea Tar Pits, inherited the 440 acres which his father, Major



Henry Hancock, had acquired from the Rancho La Brea property owned by the family of Jose Jorge Rocha.

A 23-acre site where the Hancock family home stood was donated to the County in 1923 and is called Hancock Park. This land is the site of the La Brea Tar Pits and is also the site of the Los Angeles County Museum of Art and the Page Museum.

Nine years later Hancock subdivided the property from Rossmore to Highland Avenues between Wilshire Boulevard and Melrose Avenue into residential lots. He leased 105 acres to the Wilshire Country Club with an option to buy. Hancock also insisted that his master plan include concrete streets and the location of utility lines at the rear of each development, out of sight of homeowners. Another condition was that homeowners build no less than 50 feet from the curb. He also gave \$100,000 to the Los Angeles Railway to extend its tracks along Third Street (which stopped at Larchmont Boulevard) west to La Brea Avenue. Architects such as Paul R. Williams, A.C. Chisholm and John Austin were hired to design homes for many of the city's pioneer families including the Dockweilers, Duques and Bannings (Windsor Square-Hancock Park Historical Society 2010).

### **6.3.2.3 Carthay Circle**

J. Harvey McCarthy developed Carthay Circle, originally known as Carthay Center, between 1922 and 1944. He envisioned the neighborhood, named after a variation of his surname, as a complete community with a church, elementary school, hotel, theater, commercial center and a variety of housing opportunities. Captivated by California history, McCarthy named the streets in honor of prominent figures of the California Gold Rush. Carthay Circle was one of the first subdivision in Los Angeles to be planned with underground utilities, maintaining the streetscape free of the clutter of telephone poles and electric wires. The architecture of this primarily residential area is dominated by the Spanish Colonial Revival style, in keeping with its founder's fascination with California history, although examples of the Tudor, French, and American Colonial Revival styles can also be found. Once home to the famed Carthay Circle Theater, site of such film premieres as *Snow White* and *Gone with the Wind*, the multicolor tiled circular dome atop the theater tower and the circular auditorium inspired the community to change the name from "Carthay Center" to "Carthay Circle" (Office of Historic Resources 2010).

### **6.3.2.4 Wilshire Park**

Located about five miles west of downtown Los Angeles, Wilshire Park is a neighborhood that grew quickly after its first house appeared in 1907, spurred by the expansion of the downtown business district, new choices in methods of transportation, the development of Wilshire Boulevard, social change precipitated by war, and a speculative boom in the late 1910s and early 1920s. By 1926, there was a home on almost every lot. The houses vary in architectural styles, ranging from the early 20th century Craftsman, Prairie, and Mediterranean derivatives to Colonial Revival, Spanish Colonial Revival, and a large collection of Dutch Colonial Revival (Office of Historic Resources 2010).

### **6.3.2.5 Century City**

Century City is a section of the City of Los Angeles that was master-planned in 1964 to 1966 on 180 acres of land purchased from Fox Studios by the Aluminum Company of America (Alcoa). The land was formerly the back lot of Fox Studios and a major real estate holding, and was also one of the studio's most valuable assets. The entire Fox holding was a rectangle oriented north-to-south and bound by Santa Monica Boulevard to the north, Pico Boulevard to the south, Century Park West to the west, and Century Park East to the east. The parcel was divided into four quadrants by major

cross streets, with Olympic Boulevard bisecting the site from east to west and Avenue of the Stars bisecting it from north to south. The quadrant south of Olympic Boulevard and west of Avenue of the Stars was retained by Fox and it remains the historic Fox Studios lot. The remaining three quadrants were developed by Alcoa as Century City.

Century City was conceived as a "city within a city," a 180-acre site master planned by Charles Luckman Associates that would contain high rise office space, high rise and low rise condominium and apartment buildings, a shopping mall, an 800-room hotel, and cultural-entertainment facilities all connected by landscaped boulevards, bridges, and tunnels oriented to pedestrians. Among the first buildings developed were the "gateway" buildings flanking the north end of Avenue of the Stars, the Century Plaza Hotel just north of the center of the cross axis, and residential towers at the south end at Olympic Boulevard. The future ABC Entertainment Center was aligned with the hotel to the west and the future site of the twin office towers to the east. The residential buildings were concentrated in the southeast quadrant, south of Olympic Boulevard (Envicom Corporation 2002:128).

The portion of Century City planned in the 1960s to contain the "Cultural Center," among other uses, was a 12-acre site, originally designated Block 8 and eventually named the "Theme Plaza," occupying six percent of Century City's acreage. The Theme Plaza was to contain a large office building over fifty stories tall towering over an open plaza that was flanked by two buildings, one holding a legitimate theater and the other holding multiple cinema auditoriums. The ABC Entertainment Center contains low-profile buildings on a small percentage of the overall land of Century City, less than three percent (Envicom Corporation 2002:128).

#### **6.3.2.6 UCLA/Westwood Village**

Westwood Village was originally part of Rancho San Jose de Buenos Ayres, which was granted to Jose Maximo Alanes by the Mexican Governor, Manuel Micheltoarena, in 1843. Rancho San Jose de Buenos Ayres was purchased from Alanes by Benjamin Wilson in 1858. Wilson sold the Rancho in 1884 to John Wolfskill who maintained ownership of the Rancho from 1884 until he died in 1913. For a brief period in 1887, Wolfskill was involved in the sale of the property to the Santa Monica Land and Water Company in an attempt to develop the "City of Sunset." However, these plans fell through and the land was quit claimed back to Wolfskill. Upon his death, the land was left in the control of the Wolfskill heirs, only to be sold to Arthur Letts in 1919 (McKenna et al. 2001: 2-3).

Letts envisioned that the Rancho would be an ideal location for a new university and a college town complete with a business section, student housing, and residential area. However, Letts passed away before he saw his vision realized. The executors of Letts' estate, Dr. Edwin and Harold Janss carried out Letts plans for the Rancho by transferring the property to the Holmby Corporation.

In the mid-1920s, The University of California's southern branch had outgrown its 25-acre campus on North Vermont Avenue. A search for a new campus was conducted by the Board of Regents, and some 17 sites from Ventura County to San Diego County were formally considered. The Regents chose the Letts property.

Edwin Janss and Harold Janss, who controlled some 200 acres of the site, and Alphonzo Bell, owner of the rest of the 383-acre tract, offered to sell the land for \$1 million, though its value for subdivision purposes was several times this amount. The Janss brothers, in effect, made a gift on the order of \$3 million; Mr. Bell, a gift of \$350,000.

Shortly thereafter, the citizens of surrounding communities came forward with an offer to raise the remaining sum through a bond issue. Los Angeles provided \$70,000; Santa Monica, \$120,000; Beverly Hills, \$100,000; and Venice, \$50,000. Later, the City Council of Los Angeles augmented the gift fund by an appropriation of \$100,000.

On September 20, 1929, the first buildings were ready for occupancy. The first four buildings, the College Library, Royce Hall, the Physics-Biology Building, and the Chemistry Building, were located around a central quadrangle. Because the rolling terrain of the campus suggested northern Italy, a Romanesque or Italian Renaissance style of architecture was adopted, featuring red brick, cast stone trim, and tile roofs. Many of the early buildings were modeled from churches and universities in Bologna, Milan, and Verona (URS 2009:3).

### **6.3.2.7 Veterans Affairs Greater Los Angeles Health System**

Originally, the Veterans Affairs Medical Center (now called the Veterans Affairs Greater Los Angeles Health System) opened in 1888 in response to the growing number of Civil War veterans entering the National Home for Disabled Volunteer Soldiers. The 1884 changes in eligibility requirements allowed veterans with non-service related disabilities to enter a National Home facility. Located southwest of the University of California, Los Angeles and the Westwood area, on un-incorporated land in Los Angeles County, the Veterans Center reflects changes that took place at the National Home for Disabled Volunteer Soldiers as well as Federal veterans benefits and programs during the 1920s. Buildings from both the post-Civil War and World War I eras are located at this site. The Los Angeles National Cemetery, dating from 1889, is included in the VA Medical Center Historic District even though it is separated by Sepulveda Boulevard and the I-405 Freeway from the main campus.

In 1887, Congress authorized \$150,000 to establish a Pacific Branch of the National Home for Disabled Volunteer Soldiers located west of the Rocky Mountains. Senator Jones and Colonel Baker deeded 640 acres to the government to use for the branch. Jones also pledged \$10,000 a year for five years for the construction of buildings; his heirs donated an additional 113 acres instead of fulfilling the pledge monetarily. Construction of the campus began in 1888 with the Surgeon's Quarters. One thousand veterans arrived in 1888 and stayed in temporary barracks until the permanent quarters were completed in 1891 and 1893.

Several buildings from the early National Home period survive. The Catholic-Protestant Chapels, now known as Wadsworth Chapel, housed two separate sanctuaries for Catholic and Protestant congregations. The building has separate entrances and interiors that are decorated and furnished according to denominational customs (National Park Service 2001).

In 1921, Congress authorized additional money for new hospitals to replace aging structures, and new dormitories. The Veterans Affairs Medical Center's tuberculosis hospital dates from the early 1920s and used the standard design created by the Treasury Department for Veterans Bureau hospitals. The new buildings were constructed in the Spanish Colonial/Mission Revival style and consisted of three buildings, only one of which still stands. The Pacific Branch also added barracks to temporarily house unemployed veterans during the Great Depression. Built in 1932 and named for the president at that time, Hoover Barracks is the only one of the eight wooden barracks that still stands (National Park Service 2001).

## 6.4 Summary of Historic Built Resources

The following sections discuss the prior cultural resources investigations and previously recorded built-environment resources, followed by a series of results for this study of the Architectural APE for the refined LPA, divided by topic. These topics include discussions of the newly identified historic properties, investigations for proposed stations, investigations at the Division 20 maintenance facility, identification of cultural heritage artwork, identification of non-significant historic-period properties, and investigation of the mature trees within the VA Medical Center Historic District contributing landscape.

The final topic in this section presents a summary of all of the historic properties identified within the APE for the refined LPA by this study and the prior Alternatives analysis.

The companion Archaeological Resources Supplemental Survey Technical Report (Cogstone 2012), also prepared in support of the Final EIS/EIR, discusses the archaeological resources within the Archaeological APE for the LPA.

### 6.4.1 Prior Cultural Resources Investigations

The records searches at the SCCIC identified 129 previously conducted cultural resources investigations within a quarter-mile search radius of the APE for the LPA. Fifty (50) of these investigations, including the prior study for the Alternatives Analysis (URS 2010a) are within or immediately adjacent to the APE. For a complete listing, see the companion Archaeological Resources Supplemental Survey Technical Report (Cogstone 2012).

### 6.4.2 Previously Recorded Built-Environment Resources

During the Alternatives analysis in support of the Draft EIS/EIR, the SCCIC records search indicated that 290 historic-period properties had been previously recorded within the quarter-mile to half-mile search radius. This search included areas in Hollywood and Santa Monica west of the terminus of the refined LPA alignment at the Westwood/VA Hospital Station. Of those 290 previously recorded historic-period properties, 24 were located in the APE for the Alternatives Analysis. Of those 24, four appeared to be individually listed or eligible for listing to the NRHP, and 16 appeared to be listed or eligible for listing on local registers (URS 2010a:3-13).

During the prior field survey and analysis for the Alternatives analysis, an additional 41 individual buildings that appeared to be eligible for NRHP inclusion were identified, for a total of 85 individual properties. As shown on the APE maps accompanying the prior report (URS 2010a: Appendix D) and appended to the Draft EIS/EIR (Metro 2010a), these properties were assigned WSE numbers 1 through 86. WSE 76 was not assigned to a property. Within historic districts, contributing buildings, considered individually eligible or not individually eligible, were assigned distinct WSE numbers. The Catholic-Protestant Chapels/Wadsworth Chapel, located within the VA Medical Center Historic District, is individually listed in the NRHP and was assigned a separate number (WSE 42).

Of the 85 individual properties and six historic districts identified during the Alternatives analysis (URS 2010a, 2010b), 29 individual historic properties, the VA Medical Center Historic District (WSE 41), a portion of the Westwood-UCLA Historic District (also referenced as Historic District 1 [HD 1]), and an apartment building not individually eligible (HD1a/WSE 61) but a contributor to the Westwood-UCLA Historic District are located in the Architectural APE for the LPA (Table 6-1). Of these, 15 individual properties and the VA Medical Center Historic District had been previously

recorded, and 16 individual properties and the Westwood-UCLA Historic District were newly identified in 2009 and 2010. These 17 resources have been assigned primary numbers by the SCCIC that equal P-19-189247 or higher.

The research and survey work by Architectural Historian Daly for this study resulted in additional information pertinent to 17 historic properties within the Architectural APE for the refined LPA, including the VA Medical Center Historic District (WSE 41). DPR series 523 updates were prepared to record the additional information about the resources (Table 6-1). For the VA Medical Center Historic District, specific updates covered the Wadsworth Theater (WSE 41a) and the established historic landscape (WSE 41b). As noted below, although the landscape is a recognized contributing element to the VA Medical Center Historic District, this integral feature was not considered in the prior study for the Alternatives analysis (URS 2010a; also see Metro 2010a).

DPR series forms updating information on the 17 historic properties within the refined LPA APE (Table 6-1) are provided in Appendix E. For convenience, Appendix E also provides the DPR series forms prepared by URS for the historic properties listed in Table 6-1.

**Table 6-1: Previously Identified Historic Properties within the APE**

Resource Identifier	Primary No.	Street Address	APN	Common Name	Recorded by URS (2010a)	Updated by Cogstone
WSE 41 Historic District	P-19-173043	11301 Wilshire Blvd	4365-008-904	VA Medical Center Historic District; includes WSE 41a Wadsworth Theater, and WSE 41b historic landscape	Update	Updated
Historic District 1 (HD 1)	P-19-189304			Westwood-UCLA District; includes WSE 46, WSE 47, WSE 49, and contributor HD1a/WSE 61	New	
WSE 10	P-19-189273	10921 Wilshire Blvd	4363-023-032	Linde Medical Building	New	Updated
WSE 11	P-19-189247	2025 Avenue of the Stars	4319-004-109	Century Plaza Hotel	New	Updated
WSE 12	P-19-189249	2029 Century Park East	4319-016-029	Century Park Towers	New	Updated
WSE 13	P-19-177029	9504 Wilshire Blvd	4328-032-014	Beverly Wilshire Hotel	Update	Updated
WSE 14	P-19-189269	9460 Wilshire Blvd	4328-033-001	Union Bank Building	New	Updated
WSE 15	P-19-189267	9430 Wilshire Blvd	4331-001-045	Ace Gallery Building	New	Updated
WSE 16	P-19-189268	9450 Wilshire Blvd	4331-001-049	Glendale Federal Savings Building	New	
WSE 17	P-19-177320	9429 Wilshire Blvd	4343-013-011	California Bank Building-Sterling Plaza	Update	
WSE 18	P-19-177314	8554 Wilshire Blvd	4333-018-030	Fine Arts Theater	Update	
WSE 21	P-19-177313	8430 Wilshire Blvd	4333-029-018	Fox Wilshire Theater	Update	Updated
WSE 23	P-19-189263	6101 Wilshire Blvd	5510-027-035	Johnnie's Coffee Shop	New	
WSE 24	P-19-173051	6067 Wilshire Blvd	5508-017-007	May Company Wilshire (LACMA West)	Update	Updated
WSE 25	P-19-175237	5350-5354 Wilshire Blvd	5089-002-002 and 5089-002-003	Art Deco-style commercial building	Update	Updated

Resource Identifier	Primary No.	Street Address	APN	Common Name	Recorded by URS (2010a)	Updated by Cogstone
WSE 26	P-19-171001	5366-5376 Wilshire Blvd	5089-002-022	Darkroom Photography Store façade	Update	Updated
WSE 27	P-19-175235	5400-5420 Wilshire Blvd	5089-003-008	Art Deco-style commercial building	Update	Updated
WSE 28	P-19-188522	4201 Wilshire Blvd	5504-008-009	Tidewater (Getty) Oil building	Update	Updated
WSE 29	P-19-173428	4121 Wilshire Blvd	5504-009-002	Los Altos Hotel and Apartments	Update	
WSE 30	P-19-170997	3780 Wilshire Blvd	5093-006-030	Wiltern Theater	Update	Updated
WSE 31	P-19-189262	3807 Wilshire Blvd	5503-031-001	Pierce National Life	New	
WSE 42	P-19-167175	Catholic-Protestant Chapels	4365-008-904	Catholic-Protestant Chapels/Wadsworth Chapel	Update	Updated
WSE 43	P-19-189274	11000 Wilshire Blvd	4324-017-903	Westwood Federal Building	New	Updated
WSE 44	P-19-174110	1142 Westwood Blvd	4363-022-009	Ralph's Grocery Store	Update	
WSE 45	P-19-189250	1139 Glendon Ave	4363-022-010	Glendon Arcade Shops	New	
WSE 46	P-19-189305	10830, 10836 Lindbrook Drive	4360-003-031 to 4360-003-043	Lindbrook Village	New	
WSE 47	P-19-189307	10840 Lindbrook Drive	4360-003-044 to 4360-003-052	Monterey Revival-style courtyard apartment complex	New	
WSE 49	P-19-189308	10801 Wilshire Blvd	4360-003-014	University Bible Building	New	
WSE 54	P-19-189253	10300 Santa Monica Blvd	4319-009-030	The Barn	New	
WSE 55	P-19-177101	241 Moreno Drive	4319-001-900	Beverly Hills High School	Update	Updated
WSE 56	P-19-189270	9720 Wilshire Blvd	4328-014-035	Perpetual Savings Bank Building	New	

### 6.4.3 Newly Identified Historic Properties within APE

This portion of the Cities of Los Angeles and Beverly Hills and of unincorporated Los Angeles County within the Architectural APE is a heavily and intensively developed urban environment, characterized by various mixed uses and building forms. Buildings range from small single-use commercial buildings to high-rise skyscrapers. The urban landscape also includes single and multi-family residential neighborhoods, green space (parks, cemeteries, golf course), shopping centers, educational and cultural institutions, hotels, transportation centers, and hospitals. Wilshire Boulevard typically features a wide roadway (four to eight lanes of traffic), landscaped medians, wide sidewalk areas with ornamental street plantings, overhead utilities, street furniture (ornamental street lights and benches), and heavy concentrations of mixed developed areas consisting of commercial-use buildings immediately adjacent to residential development.

The built environment APE for the Division 20 maintenance yard is best characterized as a large industrial property with railroad tracks, railroad-use and maintenance related structures, and a few buildings. It is located on the west side of the Los Angeles River between (and under) three historic-period bridges that cross the river (1st Street Viaduct, 4th Street Bridge, and 6th Street Viaduct).



The research and survey work for this study led to the identification of buildings designed by master architects along Wilshire Boulevard, the historic landscape within the VA Medical Center Historic District, and three viaducts spanning the Los Angeles River and a segment of the Atchison Topeka & Santa Fe (AT&SF) Railroad at the Division 20 maintenance yard, which had not been identified during the prior work for the Alternatives Analysis (URS 2010a, 2010b). In addition, three acres of the 97-acre South Course of the Los Angeles Country Club is included within the Architectural APE for the refined LPA. These 11 properties were assigned WSE numbers 87 through 97.

Ten of the 11 additional historic-period built properties identified by this study within the refined APE qualify as historic properties/ historical resources and are eligible for NRHP and CRHR inclusion. The ten historic properties are listed on Table 6-2 and are shown on the series of APE map sheets provided as Appendix A.

WSE 95 was assigned to the AT&SF Railroad, a previously recorded resource (P-19-186804) that was constructed on the west side of the Los Angeles River in the late 1800s. As noted below in Sections 6.4.5 and 6.4.9, investigation of the specific portion of the AT&SF Railroad track located within the APE at the Division 20 maintenance yard showed it has been continually updated and no longer retains sufficient integrity to be significant. It has thus been determined to not be a contributing segment to the railroad, which has previously been determined eligible for listing in the NRHP and CRHR (Hupp 2000).

Of the 11 properties identified by this study, five were newly identified and recorded on DPR series 523 forms. Resource records for the remaining six previously recorded properties were updated, including the addition of the VA Medical Center Historic District contributing landscape (WSE 41b). The DPR forms are provided in Appendix E to this report.

**Table 6-2: Historic Properties Identified by this Study within APE**

Resource Identifier	Street Address	APN, Primary No. or Bridge No.	Common Name	Significance
WSE 41 Historic District	VA Medical Center Historic District, 11301 Wilshire Blvd.	P-19-173043	VA Medical Center Historic District contributing landscape (WSE 41b)	Mature trees are integral feature of established historic landscape, a contributing element to NRHP-eligible historic district.
WSE 87	1950 Century Park East	4319-001-008 P-19-189316	AAA Building	Welton Becket and Associates designed the Modern-era style office building in 1963 for the Southern California Automobile Club Century City District Office.
WSE 88	9461 Wilshire Blvd., Beverly Hills	4343-014-022 P-19-189313	Wilshire Beverly Centre Building (Bank of America Building)	Designed by Victor Gruen Associates in 1960 for the Buckeye Realty & Management Company.
WSE 89	8423 Wilshire Blvd., Beverly Hills	4334-022-060 P-19-177312	Beverly Hills Porsche	Excellent example of a drive-in style market designed in the Spanish Revival-style that was so popular in the early days of Beverly Hills.
WSE 90	5209 Wilshire Blvd., LA	5507-023-017 P-19-170998	Security National Bank Building / Zephyr Club	Outstanding example of Art Deco building design; built in 1929.
WSE 91	1st Street Viaduct (Crosses Los Angeles River)	P-19-150195; 53C1166	1st Street Viaduct	Built in 1929; one of 12 significant bridges across the Los Angeles River.

Resource Identifier	Street Address	APN, Primary No. or Bridge No.	Common Name	Significance
WSE 92	4th Street Bridge (Crosses Los Angeles River)	P-19-150194; 53C0044	4th Street Bridge	Built in 1930; one of 12 significant bridges across the Los Angeles River.
WSE 93	6th Street Viaduct (Crosses Los Angeles River)	P-19-188524; 53C1880	6th Street Viaduct	Built in 1932; one of 12 significant bridges across the Los Angeles River.
WSE 94	5217-5231 Wilshire Blvd., 672-682 S. La Brea Ave., LA	5507-023-018 P-19-173045	Clem Wilson /Mutual of Omaha Building	An Art Deco building with Gothic influence built in 1932 (“Superman” building).
WSE 96	8400 Wilshire Blvd., Beverly Hills	4333-029-015 P-19-189315	[currently unoccupied]	Commercial building designed in the Art Deco style and built in 1935 with alterations in 1947.
WSE 97	10101 Wilshire Blvd., LA	4327-027-001 P-19-189314	Los Angeles Country Club (South Course)	A private, members-only golf course that was established in 1897.

#### 6.4.4 Investigations for Proposed Stations

Each the buildings located within the APE discussed in this section fall into one of three categories: (1) buildings not evaluated due to age (constructed after 1968); (2) buildings constructed in or before 1968 determined not eligible for listing in the NRHP or CRHR due to lack of integrity or significance; or (3) buildings previously determined eligible for NRHP or CRHR listing or otherwise significant (e.g., listed on local registers), or buildings that appeared eligible for NRHP or CRHR listing and were then determined to qualify as historic properties or historical resources as a result of the current project (see Section 5.7 for complete methodology).

##### 6.4.4.1 Wilshire/Western Station

An existing subway station currently serves the intersection of Wilshire Boulevard and South Western Avenue. The Wilshire/Western station is the terminus of the Purple Line. As a result of the survey, Metro was presented with possible sites for alternative construction laydown areas (Appendix A: APE Map Sheet 1) that would not impact historic properties. A small strip mall dating from 2001 at 3819-3841 Wilshire Boulevard may be removed to provide a construction laydown area. At 3820-3826 Wilshire Boulevard, a collection of small commercial retail shops that date from 1937 and have been determined not eligible for listing in the NRHP may be removed to provide a construction laydown area.

##### 6.4.4.2 Wilshire/Crenshaw Laydown Area

Under the proposed LPA, there is no station planned for the intersection at Wilshire Boulevard and Crenshaw Boulevard, as previously contemplated during the Alternatives analysis for the Draft EIR/EIS (Metro 2010a). Plans for the LPA do, however, include a construction laydown area south of Wilshire Boulevard between Crenshaw and Lorraine Boulevards (Appendix A: APE Map Sheet 1). An existing residence on one of the parcels, which has been substantially altered and is not a historic property or historical resource, would require demolition if the parcel is to be used as a component of the laydown area. New sidewalks may be installed on the north and south sides of Wilshire Boulevard between South Bronson Avenue and Lorrain Boulevard. The planned new sidewalk will be adjacent to the Getty Oil Building (WSE 28; Appendix A: APE Map Sheet 1).



#### **6.4.4.3 Wilshire/La Brea Station**

Metro plans to construct a station entrance portal and elevator at either the northwest or southwest corner of the intersection of Wilshire Boulevard and La Brea Avenue.

Either location will be situated within the City of Los Angeles' Miracle Mile Community Design Overlay District (CDO). The CDO was created to provide guidelines and standards for public and private development projects in commercially zoned areas along the Miracle Mile. The intent of the CDO is to provide guidance and direction in the design of new and rehabilitation of existing buildings and storefronts in order to improve the appearance, enhance the identity, and promote the pedestrian environment of the CDO with the overall goal of preserving its unique Art Deco character.

The buildings located on the northwest corner of the Wilshire Boulevard and La Brea Avenue intersection consist of newer construction and one historic-period building over 50 years old that has been extensively altered and is not a historic property or historical resource. Similarly, the buildings on the parcels at the southwest corner of the intersection have also been substantially altered and do not qualify as historic properties or historical resources. The parcels at the southeast corner of the intersection have been previously cleared of all improvements.

Two historic properties identified during this supplemental survey for the refined LPA, the Clem Wilson/Mutual of Omaha building and the Security First National Bank Building (WSE 94 and WSE 90; Appendix A: APE Map Sheet 2), are located at the northeast corner of Wilshire Boulevard and La Brea Avenue. Plans include replacement of the sidewalks adjacent to these historic properties.

#### **6.4.4.4 Wilshire/Fairfax Station**

Metro is considering three options for the location of the Wilshire/Fairfax Station entrance: immediately west of Johnie's Coffee Shop on the northwest corner of Wilshire Boulevard and Fairfax Avenue, in LACMA West (the former May Company Wilshire) on the northeast corner of Wilshire Boulevard and Fairfax Avenue, or on the south side of Wilshire Boulevard, between Ogden Drive and Orange Grove Avenue (see Section 2.0).

Johnie's Coffee Shop does qualify as a historical property and historical resource and has been determined eligible for listing in the NRHP and CRHR (WSE 23; Appendix A: APE Map Sheet 3). Plans include construction of a portal entry and elevator west of this historic property, and new sidewalks along the north side of Wilshire Boulevard adjacent to the building.

The building located to the west of Johnie's Coffee Shop was determined not eligible for listing in the NRHP or CRHR due to age, and may be removed for the station entrance option or a construction staging and laydown area.

The buildings that may be removed at the station entrance and elevator option and/or construction staging and laydown area on the parcels on the south side of Wilshire Boulevard between South Ogden Drive and South Orange Grove Avenue have been substantially altered and do not qualify as historic properties or historical resources.

The distinctive exterior of the May Company Wilshire (LACMA West) on the northeast corner of Wilshire Boulevard and Fairfax Avenue is a listed City of Los Angeles Historic Cultural Monument (No. 566) and qualifies as a historic property and historical resource (WSE 24; Appendix A: APE Map Sheet 3). The interior of the southwest corner of this building, which is owned by LACMA, is one of the station entrance options and one that will use existing building entryways. Survey of the interior

of the building confirmed there are no significant historic features in the interior of the first floor level. Plans include the construction of new sidewalks on the north side of Wilshire Boulevard adjacent to the building.

#### **6.4.4.5 Wilshire/La Cienega Station**

Metro plans to construct a station entrance and elevator on the northeast corner of the Wilshire Boulevard and La Cienega Boulevard intersection at the current site of the CitiBank building (Appendix A: APE Map Sheet 3). The existing CitiBank Building and a restaurant located on the next parcel will be removed. The Citibank Building is newer construction and the restaurant occupies an older building that has been extensively altered to its current appearance (new roof addition, removal of original front façade and signage).

A construction staging and laydown area may be located farther to the east on the north side of Wilshire Boulevard, at the northwest corner of Wilshire Boulevard and North Gale Drive. The buildings to be demolished at that location have been extensively altered and are not eligible for NRHP or CRHR inclusion.

Two historic properties were identified during this supplemental survey for the refined LPA, the Beverly Hills Porsche Dealership building (WSE 89) and a small Art Deco restaurant building at 8400 Wilshire Boulevard (WSE 96) (Appendix A: APE Map Sheet 3). The Beverly Hills Porsche Dealership is located within the original Clock Market building complex, a drive-in style market that dates from 1929. A third historic property, the Fox Wilshire Theater (WSE 21; see APE Map Sheet 3), was identified near the planned Wilshire/La Cienega station for this station by the prior study (URS 2010a). Plans call for demolition of the extensively altered, immediately adjacent building on the east of the Porsche Dealership building. New sidewalks will be constructed on the north and south sides of Wilshire Boulevard between North San Vicente Boulevard and La Cienega Boulevard.

#### **6.4.4.6 Wilshire/Rodeo Station**

Under current plans for the LPA, the entrance for the Wilshire/ Rodeo Station would be located on the southwest corner of Wilshire Boulevard and Reeves Drive at the current site of the Ace Gallery, on the northwest corner of Wilshire Boulevard and North Beverly Drive (adjacent to the Bank of America Building), or on the southeast corner of the Wilshire Boulevard and El Camino Drive intersection at the current site of the Union Bank Building. The site of the Ace Gallery is the recommended station location.

In the Draft EIR/EIS (Metro 2010a), the removal of the western portion of the first level of the Union Bank Building had been proposed (WSE 14; Appendix A: APE Map Sheet 4). Architectural Historian Daly recommended the design team locate the station entrance and elevator inside the western end of the first level of the building. This approach will avoid the removal of the western half of the Union Bank Building.

The design team for the LPA presented Architectural Historian Daly with the option of installing a station entrance and elevator at the Bank of America Building at 9461 Wilshire Boulevard. Survey of and research on the building determined it is a qualified historic property/ historical resource and is eligible for NRHP and CRHR inclusion (Wilshire Beverly Centre Building, WSE 88; Appendix A: APE Map Sheet 4). The Metro design team, after discussions with Ms. Daly, prepared plans for a station entrance option to be constructed along the exterior of the building along North Beverly Drive, with the sidewalk located between the station entrance and the northeast façade of the

building. This plan will place the station portal along a minor elevation of the building, and will not block the primary view of the building as one drives west on Wilshire Boulevard. The design team is working to place the station elevator inside the lobby of the building. There will be minimal and conservative street level signage to direct passengers.

A construction staging and laydown area is planned for the northeast corner of Wilshire Boulevard and North Canon Drive. The four buildings located on the parcels at this location have all been substantially altered and do not meet the NRHP or CRHR eligibility criteria.

Demolition of the Ace Gallery at 9430 Wilshire Boulevard would be required for the Wilshire/Rodeo Station entrance on the south side of Wilshire Boulevard and for construction staging (WSE 15; Appendix A: APE Map Sheet 4).

The California Bank Building/Sterling Plaza (WSE 17) and the Glendale Federal Savings/Commercial Capital Bank Building (WSE 16) are located near the station but plans call for avoidance of these historic properties. New sidewalks are planned for construction on the north side of Wilshire Boulevard between North Rodeo Drive and North Canon Drive, and on the south side between South Reeves Drive and El Camino Drive.

#### **6.4.4.7 Century City Constellation Station**

Two station entrance options are being considered for the Century City Constellation Station. One is located at the northeast corner of Constellation Boulevard and Avenue of the Stars, a parcel that is presently free of improvements. The other station entrance is proposed for the southwest corner of Constellation Boulevard and Avenue of the Stars, on a parcel of land occupied by the Hyatt Regency Century Plaza Hotel (WSE 11; Appendix A: APE Map Sheet 5). Metro's design team is working with the property owner to develop an entrance at street level at the northeast corner of the historic property, in order to integrate the portal into the landscape.

Should the Century City Constellation Station option be chosen, a construction staging and laydown area is planned for the area on the east side of Century Park East where it intersects with Constellation Boulevard. Architectural Historian Daly identified the building at 1950 Century Park East as a historic property, originally designed by Welton Becket and Associates for the Automobile Club of Southern California (AAA Building, WSE 87; Appendix A: APE Map Sheet 5). Plans initially called for demolition of the AAA building should the Century City Constellation Station option be chosen. Metro's team however, redesigned the plans to avoid demolition of the building. At present, only the tangentially-attached parking garage on the east elevation, which was not influenced by the design of the AAA Building, will be demolished for a construction laydown area if the Constellation Station option is chosen.

#### **6.4.4.8 Century City Santa Monica Station**

No known historic properties or historical resources will be affected by construction activities at this alternate station location. All properties planned for demolition have been evaluated and determined not eligible for listing in the NRHP due to extensive alterations and lack of significance.

#### **6.4.4.9 Westwood/UCLA Station**

Two station location options are planned at Westwood/UCLA (Off-Street and On-Street). For the On-Street entrance, Metro initially proposed a station location at the historic property at 10921 Wilshire Boulevard, the Linde Medical/Westwood Medical Building (WSE 10; Appendix A: APE Map Sheet 6). At the design stage for the refined LPA, Metro requested Architectural Historian Daly review the

proposed alterations to the southeast façade of the building. Additional research into the history of the building determined that it had been designed by Paul R. Williams, a master architect. Upon that discovery, the Metro design team and Ms. Daly developed alternate plans to reduce as much as feasible any changes to the historic façade of the building. Under current design plans, the station entrance would be accessed through the attached, original parking garage into the building and escalator to the train level. An elevator would be constructed in the adjacent, open courtyard/patio area away from the building's façade on the east elevation, so as not to detract from the building's historic appearance.

There are no historic properties or historical resources at the Off-Street option entrance and/or construction staging area for the Westwood/UCLA Station.

#### **6.4.4.10 Westwood/VA Hospital Station**

Two station location options are planned at Westwood/VA Hospital (North and South). Both locations are situated within the VA Medical Center Historic District (WSE 41; Appendix A: APE Map Sheet 7).

While the Metro design team had prepared station plans to avoid any impacts to the district's contributing elements, including the Wadsworth Theater and the individually NRHP-listed Wadsworth Chapel (WSE 42), the prior study (URS 2010a, 2010b) failed to identify the historic landscape that is recorded in the National Register nomination as a contributing feature of the Historic District (Mollenhoff et al. 1981). Features of this historic landscape are present within the Alternatives Analysis APE as well as Architectural APE for the LPA.

Architectural Historian Daly intensively surveyed the historic landscape within the Historic District, and then requested that a licensed landscape architect with experience with historic landscapes, survey the area where project plans proposed the permanent removal of valuable historic greenscape. As detailed below in Section 6.4.7, the historic landscape architect and licensed arborist surveyed the area and determined that a grove of very large ficus trees near Wadsworth Theater, and a large eucalyptus on the grounds south of Wilshire Boulevard, may date from the 1890s and the National Home for Disabled Volunteer Soldiers as it was then known (Christoph 2011; Appendix B). The report also describes a grove of palm specimens located in the northeast corner of the intersection of Wilshire Boulevard and Bonsall Avenue. All of these mature trees, which comprise an integral feature of the historic landscape, are located within the area planned for "cut-and-cover" excavation activities associated with the construction of a tunnel on the north and/or south sides of Wilshire Boulevard. The portion of the 103-acre Medical Center Historic District contributing landscape affected by construction of the LPA is 3.3 acres.

#### **6.4.5 Investigations at Division 20 Facility**

Proposed improvements at the Division 20 maintenance yard call for the replacement of two modern Metro-owned, maintenance-of-way buildings located to the east of South Santa Fe Avenue between 1<sup>st</sup> Street and 4<sup>th</sup> Street (Appendix A: APE Map Sheet 8). Additional buildings within the proposed improvement areas immediately north of 6<sup>th</sup> Street and east of South Santa Fe Avenue have been extensively altered and do not qualify as historic properties or historical resources.

The specific portion of the AT&SF Railroad track located within the yard has been continually updated and is not a contributing segment to the historic significance of the railroad, which has been determined eligible for listing in the NRHP and CRHR (Hupp 2000).

The prior study (URS 2010a, 2010b) failed to identify three historic properties within the APE for the Division 20 facility; namely three bridges that cross the river and proceed westward over the maintenance yard. The maintenance facility under the 1<sup>st</sup> Street Viaduct, 4<sup>th</sup> Street Bridge, and 6<sup>th</sup> Street Viaduct (WSE 91, WSE 92 and WSE 93; Appendix A: APE Map Sheet 8) is being expanded for additional rail lines, and yard improvements will also occur adjacent to the 6<sup>th</sup> Street Viaduct abutments.

#### **6.4.6 Cultural Heritage Artwork Identified**

During the intensive pedestrian survey of the VA Medical Center Historic District landscape north and south of Wilshire Boulevard, Architectural Historian Daly discovered a large, military-themed mural painted on the walls of the Bonsall Avenue underpass and ramps in 1995 by Peter Stewart. Although not a historic property or a historical resource protected by Section 106 of the NHPA or CEQA, the mural is a public work of art that is protected by State and Federal law (California Art Preservation Act [California Civil Code §987] and the Federal Visual Artists Rights Act [17 USC 106A]). Metro plans to ensure the artwork is protected from damage during construction activities.

#### **6.4.7 Mature Trees in VA Medical Center Historic District Contributing Landscape**

The VA Medical Center Historic District (WSE 41) has been operational since 1888 (formerly National Home for Disabled Volunteer Soldiers; National Park Service 2011) and is located within 103 acres of landscaped grounds in a park-like setting. Within the APE for the LPA are 3.3 acres of an established 103-acre historic landscape (WSE 41b), including a grove of large ficus trees and a palm garden north of Wilshire Boulevard east and west of Bonsall Avenue, and a 100-year old eucalyptus tree, south of Wilshire Boulevard, west of Bonsall Avenue. Many of the mature trees to the north and south of Wilshire Boulevard are the remains of a larger stand of trees shown in historic aerials dating to 1952 (Christoph 2011; Appendix B). The trees were already a good size in 1952. By 1972 the on- and off-ramps for Wilshire Boulevard had been constructed and the aerial imagery shows many of the mature trees visible in the 1952 historic aerials had disappeared.

Given the size of the trees and considering when the target species were introduced to California in the mid-1800s or earlier during the Mission period (Christoph 2011; Appendix B), it is feasible the ficus, palm, and eucalyptus trees may date from the beginning of the medical facility in the late 1880s. The size and age of the trees beautifully complement the adjacent historic-period buildings.

The report by the landscape architect and licensed arborist describes appropriate treatment for these historic landscape features to avoid and/or minimize adverse effects (Christoph 2011; Appendix B). The report assesses the feasibility of protecting in place or temporarily removing and then replanting the extant, mature trees in their original location, including how the trees should be moved and temporarily stored.

#### **6.4.8 Non-Significant Historic-Period Properties within APE**

Throughout this supplemental study and the prior study for the Alternatives analysis, the reconnaissance or intensive-level surveys identified historic-period properties in accordance with the project's survey criterion to focus on parcels containing improvements constructed in or before 1968 (see Section 5.7) but that were not considered significant. Non-significant properties are not contributors to a historic district, are not considered individually eligible for listing in the NRHP or CRHR, and are not considered a historical resource for purposes of CEQA.

Except for the segment of the AT&SF Railroad within the Division 20 yard, all identified non-significant, ineligible properties were noted on field forms but not formally recorded on DPR 523 series forms. An update for the previously recorded AT&SF Railroad (P-19-186804) was completed and is provided here in Appendix E.

Table 6-3 presents a list of the total of 76 non-significant historic-period properties within the APE for the LPA, including the non-contributing segment of the AT&SF Railroad. The data in the table builds on that presented in the prior study for the Alternatives analysis (URS 2010a: Table 3-7).

By letters dated November 1, 2011, and December 8, 2011 (Appendix C), the SHPO concurred with the determination by the FTA that the 76 properties listed in Table 6-3 are not eligible for inclusion in the NRHP.

**Table 6-3: Non-Significant Historic-Period Properties within APE**

APN/AIN and Address	Construction Year	Map Sheet Number (MS)	NRHP Status Code
4363-021-018—1100 Glendon Avenue	1962	MS 6	6Z
4360-002-037—10841 Lindbrook Drive	1938/1949	MS 6	6Z
4360-004-012—10777 Wilshire Blvd.	1954	MS 6	6Z
4360-004013—10763 Wilshire Blvd.	1940/1956	MS 6	6Z
4319-009-033—10318-10322 W. Santa Monica Blvd.	1953	MS 5	6Z
4319-009-032—10316 W. Santa Monica Blvd.	1954	MS 5	6Z
4319-009-031—10306-10310 W. Santa Monica Blvd.	1953	MS 5	6Z
4319-002-046—1800 Avenue of the Stars	1963	MS 5	6Z
4319-002-057—10100 Santa Monica Blvd.	1971	MS 5	6Z
4319-003-063—1930 Century Park West	1966	MS 5	6Z
4319-003-064—10250 Santa Monica Blvd.	1964	MS 5	6Z
4319-001-803—1960 Century Park East	1967	MS 5	6Z
4328-008-001—9800 Wilshire Blvd.	1958	MS 5	6Z
4343-005-004—9397 Wilshire Blvd.	1954	MS 4	6Z
4343-005-005—9393 Wilshire Blvd.	1925/1950	MS 4	6Z
4343-005-006—9385 Wilshire Blvd.	1925/1955	MS 4	6Z
4334-010-056—8725 Wilshire Blvd.	1930	MS 3	6Z
4334-010-041—8713 Wilshire Blvd.	1952	MS 3	6Z
4334-010-058—8701 Wilshire Blvd.	1955	MS 3	6Z
4334-013-019—8665 Wilshire Blvd.	1960	MS 3	6Z
4333-018-008—8660 Wilshire Blvd.	1953	MS 3	6Z
4333-018-007—8654 Wilshire Blvd.	1957	MS 3	6Z
4333-018-006—8648 Wilshire Blvd.	1955	MS 3	6Z
4333-018-004—8638 Wilshire Blvd.	1946	MS 3	6Z
4333-018-005—8542 Wilshire Blvd.	1946	MS 3	6Z
4333-018-036—8624 Wilshire Blvd.	1949	MS 3	6Z
4333-018-031—8560 Wilshire Blvd.	1938	MS 3	6Z
4334-017-045—8545 Wilshire Blvd.	1951	MS 3	6Z
4334-017-046—8537 Wilshire Blvd.	1964	MS 3	6Z



APN/AIN and Address	Construction Year	Map Sheet Number (MS)	NRHP Status Code
4333-027-014—8530 Wilshire Blvd.	1959	MS 3	6Z
4333-027-028—8500 Wilshire Blvd.	1964	MS 3	6Z
4333-029-017—8420 Wilshire Blvd.	1957	MS 3	6Z
4334-021-060—8447 Wilshire Blvd.	1962	MS 3	6Z
4334-022-061—8401 Wilshire Blvd.	1929/1943	MS 3	6Z
4333-029-016—8412 Wilshire Blvd.	1957	MS 3	6Z
4334-022-062—8421 Wilshire Blvd.	1955	MS 3	6Z
4334-021-055—38 N. La Cienega Blvd.	1958/1965	MS 3	6Z
4334-021-058—14 N. La Cienega Blvd.	1957	MS 3	6Z
4334-021-061—113 N. Hamilton Dr.	1952	MS 3	6Z
4334-021-062—117 N. Hamilton Dr.	1965	MS 3	6Z
4334-021-063—121 N. Hamilton Dr.	1965/1975	MS 3	6Z
4334-021-064—123 N. Hamilton Dr.	1929	MS 3	6Z
4334-021-065—125 N. Hamilton Dr.	1953	MS 3	6Z
4333-030-001—8300 Wilshire Blvd.	1929/1940	MS 3	6Z
5510-022-035—650 S. San Vicente Blvd.	1946	MS 3	6Z
5510-022-034—658 S. San Vicente Blvd.	1951	MS 3	6Z
5510-022-028—6600 Orange St.	1940	MS 3	6Z
5510-022-029—6610 Orange St.	1929	MS 3	6Z
5510-027-037—6221 Wilshire Blvd.	1957	MS 3	6Z
5088-015-003—6210 Wilshire Blvd.	1959	MS 3	6Z
5088-002-038—6146 Wilshire Blvd.	1938/1942	MS 3	6Z
5088-002-035—6122 Wilshire Blvd.	1925	MS 3	6Z
5086-010-001—6030 Wilshire Blvd.	1941	MS 3	6Z
5086-010-002—6018 Wilshire Blvd.	1936	MS 3	6Z
5086-010-003—6010 Wilshire Blvd.	1953	MS 3	6Z
5086-010-013—716 S. Orange Grove Ave.	1928	MS 3	6Z
5086-010-012—716 S. Orange Grove Ave.	1927	MS 3	6Z
5086-010-011—726 S. Orange Grove Ave.	1935	MS 3	6Z
5507-026-001—5100-5114 Wilshire Blvd.	1932	MS 2	6Z
5507-025-021—5156 Wilshire Blvd.	1957	MS 2	6Z
5508-007-022—655 S. La Brea Ave.	1929	MS 2	6Z
5508-007-023—659-661 S. La Brea Ave.	1931	MS 2	6Z
5508-007-024—667-671 S. La Brea Ave.	1929	MS 2	6Z
5508-008-027—5369-5377 Wilshire Blvd.	1928	MS 2	6Z
5508-009-029—5419-5425 Wilshire Blvd.	1935	MS 2	6Z
5508-009-001—5401-5405 Wilshire Blvd.	1936	MS 2	6Z
5089-001-026—5324-5326 Wilshire Blvd.	1936	MS 2	6Z
5089-001-027—5308-5310 Wilshire Blvd.	1942	MS 2	6Z
5090-032-005—675 S. Crenshaw Blvd.	1919	MS 1	6Z
5093-005-001—3850-3852 Wilshire Blvd.	1957	MS 1	6Z
5093-005-003—3832-3844 Wilshire Blvd.	1935	MS 1	6Z

**WESTSIDE SUBWAY EXTENSION PROJECT**



APN/AIN and Address	Construction Year	Map Sheet Number (MS)	NRHP Status Code
5093-005-005—3820-3826 Wilshire Blvd.	1937	MS 1	6Z
5093-005-006—3818 Wilshire Blvd.	1942	MS 1	6Z
5096-005-009—3835 W. Ingraham St.	1968	MS 1	6Z
5093-027-054 (Condominium, multiple parcels) 3800-3810 Wilshire Blvd. and 667 S. Western Ave.	1962	MS 1	6Z
Atchison Topeka & Santa Fe (AT&SF) Railroad: Non-contributing segment west of Los Angeles River between 1st Street and 6th Street Viaducts (P-19-186804)	1885-1888	MS 8	6Z

#### 6.4.9 All Historic Properties Identified within APE

A total of 117 historic-period built properties within the APE for the refined LPA alignment and the related Division 20 maintenance yard were inventoried by this study and the prior survey for the Alternatives Analysis (URS 2010a). Of this total:

- 41 properties qualify as historic properties and historical resources and have been determined eligible for NRHP and CRHR inclusion
- 76 are non-significant properties that are not contributors to a historic district, and are not considered individually eligible for listing in the NRHP or CRHR

The total of 41 historic properties includes:

- 39 individual properties, of which -
  - 5 are listed in the NRHP
  - 10 are listed as Los Angeles Historic-Cultural Monuments
- 2 historic districts
  - VA Medical Center Historic District
  - Westwood/UCLA Historic District

The five properties that have been listed individually in the NRHP are:

- Catholic-Protestant Chapels/Wadsworth Chapel (WSE 42) (also a contributor to VA Medical Center Historic District)
- Beverly Wilshire Hotel (WSE 13)
- Ralphs Grocery Store (WSE 44)
- Wiltern Theater (WSE 30)
- Los Altos Hotel and Apartments (WSE 29)

The ten properties within the Architectural APE for the LPA that have been listed as City of Los Angeles Historic-Cultural Monuments (LAHCM) are:

- #118 Wiltern Theater (WSE 30)
- #311 Los Altos Hotel and Apartments (WSE 29)
- #446 Lindbrook Village (WSE 46)
- #447 Courtyard Apartment Complex (10840 Lindbrook Drive) (WSE 47)
- #451 Darkroom Photography Store façade (WSE 26)
- #566 May Company Wilshire (LACMA West) (WSE 24)
- #813 Security National Bank Building/Zephyr Club (WSE 90)
- #905 6<sup>th</sup> Street Viaduct (WSE 93)
- #906 4<sup>th</sup> Street Bridge (WSE 92)
- #909 1<sup>st</sup> Street Viaduct (WSE 91)

The VA Medical Center Historic District (WSE 41), only a portion of which is located within the APE, was determined eligible by the Keeper of the National Register in 1981. This property has multiple contributing resources, including the Wadsworth Theater (WSE 41a) and the established landscape (WSE 41b). The Catholic-Protestant Chapels/Wadsworth Chapel (WSE 42), also located within the VA Medical Center Historic District, is individually listed in the NRHP, and is included separately in the total of historic properties within the APE.

The Westwood/UCLA Historic District (HD 1) is currently comprised of four contributing buildings. They were built in Revival architectural styles between 1933 and 1940 and front Wilshire Boulevard or Lindbrook Drive in the APE for the LPA alignment near the Westwood/UCLA Station. Three of these buildings (WSE 46, WSE 47, and WSE 49) are individually eligible for NRHP inclusion and are included separately in the total of historic properties within the APE. The fourth building (HD1a/WSE 61) is a contributing element to the district but is not individually eligible, and is not included separately in the historic properties total.

By letter dated December 8, 2011 (Appendix C), the SHPO concurred with FTA's determination that of the total of 117 historic-period built properties within the refined LPA APE, 41 properties qualify as historic properties and are eligible for inclusion in the NRHP.

The following three tables provide the WSE numbers, addresses, APN numbers, description, relation to LPA station or Division 20 yard association, APE Map Sheet (see Appendix A), and eligibility status and related notes on the 41 historic properties within the Architectural APE for this study:

- Table 6-4: thirty-six (36) individual historic properties located within the APE for the refined LPA alignment. For ease of comparison with the APE Map Sheets, the properties in the table are ordered by the map sheet number, beginning at the west end of the refined LPA alignment and moving eastward.

- Table 6-5: two (2) historic districts within the APE for the refined LPA alignment (VA Medical Center Historic District and Westwood/UCLA Historic District), including reference to contributors to each district.
- Table 6-6: three (3) individual historic properties located within the APE for the associated LPA component, the Division 20 Maintenance and Storage Facility.

**Table 6-4: Individual Historic Properties within APE for Refined LPA Alignment**

WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
WSE 42	Catholic-Protestant Chapels 4365-008-904	<b>Catholic-Protestant Chapels/ Wadsworth Chapel</b>	Westwood/ VA Hospital North Station	Map Sheet 7	Status Code 1S, 2D2. NRIS 72000229
WSE 43	11000 Wilshire Blvd., LA 4324-017-903	WSE 43 is a Modern-era institutional office building complex ( <b>Westwood Federal Building</b> ) designed by Welton Becket and Associates with Paul R. Williams, and A. C. Martin and Associates and constructed in 1966. It occupies the northwest part of the parcel and is set back from Wilshire Boulevard and Veteran Avenue. It has a north-facing orientation. The rectangular-plan, eighteen-story skyscraper is set on a rectangular-plan podium and organized axially. Attached perpendicularly on the south side is a one-story, square-plan structure, which is subsequently attached perpendicularly to a one-story, rectangular plan building on the south. Combined, the three buildings have an H-shaped plan. The skyscraper features a flat roof, symmetrically organized metal-framed fixed windows, and concrete clad walls. Centered on the south elevation are two solid large rectangular towers that are about three stories higher than the main skyscraper. The skyscraper's bands of windows are continuous across the elevation and alternate horizontally with solid black bands. The bands are deeply recessed behind a screen of projecting vertical concrete mullions that resemble louver window slats. At the shorter ends of the skyscraper there are concrete-panel walls that extend out, ending with a vertical line of concrete panels; a solid wall of concrete that appears to be set away from the wall plane, rises the full length of the shorter sides. The primary façade is symmetrical with entry from Veteran Avenue (east) through the middle one-story structure. The middle structure has a flat roof of concrete with overhanging eaves, floor-to-ceiling windows with protruding metal mullions, and access by stairs with custom-designed benches. The southern building is four bays wide and twenty-one bays deep. Each bay consists of stone panel walls framed by simple concrete piers and a flat cornice-like band. For the central seven bays,	Westwood/VA Hospital South Station	Map Sheet 6	Status Codes 3S and 3CS. The building is less than fifty years of age, and has met NRHP Criteria Consideration G. Based on site investigations and historic research, WSE 43 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Modern-era architectural style.

WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
		the piers remain but are without walls or roof, creating a landscaped courtyard that connects to the center structure. The complex appears to be unaltered and is in good condition. The buildings are surrounded by formal landscaping and there is a parking lot to the south.			
WSE 10	10921 Wilshire Blvd., LA 4363-023-032	WSE 10 is the <b>Linde Medical Building</b> designed by Paul R. Williams and constructed in 1961/1962. It is a Corporate International-style building. The building is designed in the classic Modern-era style with a tall vertical mass of the building set against a long, horizontal mass. The building is further stylized by the setting of the vertical mass on what appear to be large stilts to lift it from the ground level. The building occupies the southern portion of the lot and has a south-facing orientation. This 12-story building with a flat roof is located atop a two-story tall pedestal. The window units are divided by protruding marble-sheathed columns that extend slightly beyond the roofline. The exterior walls between the rows of windows on each story are sheathed with architectural glass. The ground floor of the building has an east wing extension that features black marble bulkheads. The entrance to the building is centrally located, and recessed within the stilt supports. The building appears to be minimally altered and in good condition. An attached parking garage was designed in conjunction with the building, and allows for parking atop the roof of the pedestal portion of the building.	Westwood/ UCLA	Map Sheet 6	Status Codes 3S and 3CS.  The building is less than fifty years of age, and has met NRHP Criteria Consideration G. Based on site investigations and historic research, WSE 10 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the International architectural style.
WSE 44	1142 Westwood Blvd., LA 4363-022-009	WSE 44 is a Spanish Colonial/Mission Revival-style commercial building ( <b>Ralph's Grocery Store</b> ; Bratskeller-Egyptian Theater) designed by Russell Collins and constructed in 1929. It occupies the entire roughly V-shaped corner lot and has a south-facing orientation. It is one story with an irregular plan characterized by two colonnades and a central tower. The building features low-pitched side-gable roofs on the two colonnades and a round, low-pitch roof with a denticulated cornice above an arcaded band of ornament with shell shapes that alternate upward and downward on the tower. The tower is crowned by a low octagonal cupola with vent openings. The roofs are covered in red clay tile.	Westwood/ UCLA	Map Sheet 6	Status Codes 1S and 5S1. Primary No. 19-174110 It was listed as City of Los Angeles Historic-Cultural Monument #360 in 1988.  It was listed in the National Register (NRIS 92000969) and in the California Register in 1992 as significant on the local level.

WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
		Under the colonnade roofs, there are decorative bracket-like rafters. The building features mission-style gables. The building is clad in stucco, which has been scored to give the appearance of large stone shingles. The primary façade is symmetrical with the tower entry filled with a recessed metal frame, double door with transom and a surround comprised of cast stone pilasters and a pediment. The text “Ralph’s Grocery Store” is barely visible as having been carved beneath the pediment. The transom windows of the eastern four arches (facing Lindbrook Drive) are filled. The building appears to be minimally altered and is in excellent condition. The Assessor reports alterations/additions that took place in 1968. The alteration date may refer to the remodel for the Bratskeller restaurant, which had a medieval castle design from 1968 to the mid-1980s. In 1968-89, the east end was used as a movie theater and the transom windows were filled in that area. The exterior was restored in 1991-92. Many of the window sashes and doors appear to be new construction.			
WSE 45	1139 Glendon Ave., LA 4363-022-010	WSE 45 is located at <b>Glendon Arcade Shops</b> in a heavily developed urban commercial setting. It is a Spanish Colonial Revival-style two-part commercial block building (Gardens) designed by N. Timmerman and constructed in 1933. It occupies the entire irregularly-shaped corner lot and has a southeast-facing orientation. It is a largely one story, though it is two stories on the south elevation. The building has an irregular plan. On the south and east elevations, the building features a gable roof that is covered with red clay tile, sometimes with visible wooden decorative brackets. The window bays are recessed and contain multi-pane and bay window sashes, some with decorative iron grill screens. The building is clad in brick. The upper story may have originally served as an office; it features a wood frame casement window sash and decorative iron grill balcony. The north and southwest corners contain one-story towers with circular roofs covered in red clay tile and topped with a finial; they also feature bands of decorative brick and tile under the eaves. The primary corner façade contains an original wood door with decorative metal work screen, which is framed by	Westwood/ UCLA	Map Sheet 6	Status Codes 3S and 3CS. Based on site investigations and historic research, WSE 45 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Spanish Colonial Revival architectural style.

WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
		<p>an inlaid brick pediment. There are also two chimneys with decorative brick and tile work. In the middle of the roof, there is a glass dome that appears to have enclosed a previously open courtyard. Entrance is through commercial glass double doors on the east and south elevations. The building appears to be minimally altered and is in good condition. The Assessor reports alterations/additions that took place in 1975, but the details are currently unknown. Based on observation, the recorded alterations probably refer to the addition of a glass dome in the middle of the property and the glass entry doors on the south and east elevations. The building has also been seismically retrofitted with concrete lintels and metal ties visible on the north elevation.</p>			
WSE 46	10830, 10836 Lindbrook Dr., LA 4360-003-031 to 4360-003-043	<p>WSE 46 is a Spanish Colonial Revival-style courtyard apartment complex (<b>Lindbrook Village</b>) designed by Frederick N. Clark and constructed in 1936. It occupies the east half of the parcel and has a courtyard-facing orientation. It is two stories with a roughly U-shaped plan. The building features cross-gabled red tile roofs that are hipped at the corners and have exposed rafter tails; asymmetrically arranged recessed, metal fixed, bay, and casement window sashes, some with decorative grilles or shutters; and stucco and lower-story brick clad walls. On the elevation facing Lindbrook Drive, there is a brick chimney with decorative brick chimney stack. Entries are filled with historic-age wood panel doors; the entries feature a variety of details, such as a brick arch, stairs clad in square terracotta tiles and surrounded by wrought iron railings, small canopies, and/or brick stairs. There are trees and shrubs, stained wooden ceiling beams, and a glazed-tile panel of a ship in the courtyard. At the rear (southeast) are two rectangular plan two-story buildings in the same style as the apartment complex with parking spaces. The building appears to be unaltered and is in excellent condition. The Assessor reports alterations/ additions that took place in 1972, but the details are currently unknown. Based on observation, there have been no major alterations or additions.</p>	Westwood/ UCLA	Map Sheet 6	<p>Status Codes 3B, 3CB, and 5S1. WSE 46 was listed as City of Los Angeles Historic-Cultural Monument #446 on September 1, 1989, for its architectural value. Based on site investigations and historic research, WSE 46 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that embodies the distinctive characteristics of the Spanish Colonial Revival architectural style as applied to the courtyard apartment complex. It also appears to be eligible under Criterion C of the NRHP and Criterion 3 of the CRHR as a contributor to Historic District 1 (along with WSE 47, WSE 49, and WSE 61).</p>
WSE 47	10840	WSE 47 is a Monterey Revival-style <b>Courtyard Apartment</b>	Westwood/	Map Sheet 6	Status Codes 3B, 3CB, and 5S1.

WESTSIDE SUBWAY EXTENSION PROJECT



WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
	Lindbrook Dr., LA 4360-003-044 to 4360-003-052	<b>Complex</b> designed by A.W. Angel and constructed in 1933. It occupies the west half of the parcel and has a courtyard-facing orientation. It is two stories with a roughly U-shaped plan. The building features rambling cross-gabled red tile roofs that are hipped at the corners and have exposed rafter tails; asymmetrically arranged recessed, metal frame, fixed, bay, and casement window sashes, some with decorative grilles or shutters; and mostly stucco and some lower-story brick cladding. On the elevation facing Lindbrook Dr., there is a chimney with stucco cladding and a decorative brick chimney stack. Entries contain historic-age wood panel doors and feature a variety of details, such as a metal canopy with scalloped metal sheet, terracotta square tile stairs with wrought iron railings, iron light fixtures, small canopies, and/or brick stairs. The second stories feature projecting balconies with wood supports, exposed roof beams, wrought iron railings, and board and batten siding. There is a variety of low tropical landscaping, brick pavement, and curved brick walls in the courtyard. At the rear (southeast) are two rectangular plan two-story buildings in the same style and parking spaces. The building appears to be unaltered and is in excellent condition. The Assessor reports alterations/additions that took place in 1972, but the details are currently unknown. Based on observation, there have been no major alterations or additions.	UCLA		WSE 47 was listed as City of Los Angeles Historic-Cultural Monument #447 on September 1, 1989, for its architectural value. Based on site investigations and historic research, WSE 47 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that embodies the distinctive characteristics of the Monterey Revival architectural style as applied to the courtyard apartment complex. It also appears to be eligible under Criterion C of the NRHP and Criterion 3 of the CRHR as a contributor to Historic District 1 (along with WSE 46, WSE 49, and WSE 61).
WSE 49	10801 Wilshire Blvd., LA 4360-003-014	WSE 49 is a Late Gothic Revival-style church building ( <b>University Bible Building</b> ) constructed in 1940. It occupies the front of the parcel and has a south-facing orientation. It is two stories with an L-shaped plan. At the southeast corner, there is a two-story square tower with a multi-sided spire. The building features a medium-pitch, cross-gable roof covered with non-historic age composite shingles; pairs of pointed arched window bays filled with fixed diamond-paned window sashes; and stucco cladding. The primary façade is asymmetrical with a pointed arch entry on Malcolm Avenue that is filled with historic-age wooden double doors. The side elevation and east elevation feature evenly spaced, pointed-arch stained glass windows with sills. The gable-front, east	Westwood/ UCLA	Map Sheet 6	Status Codes 3B and 3CB. Based on site investigations and historic research, WSE 49 possesses the requisite significance and levels of integrity to be determined significance to be eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criteria Consideration A of the NRHP and Criterion 3 of the CRHR, as a building that embodies the distinctive characteristics of the Late Gothic Revival architectural style in a modern manner. It also appears to be eligible as a contributor to

**WESTSIDE SUBWAY EXTENSION PROJECT**

WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
		<p>elevation also has a row of wood frame, small, rectangular windows with sills. The tower features vents and two louvers, diamond-paned window sashes with sills. A wing perpendicular to the sanctuary connects the sanctuary to another gabled entrance off of Malcolm Avenue. Landscaping fronts both street sidewalks. The building appears to be minimally altered and is in good condition. Based on observation, the building appears to have been re-roofed.</p>			<p>Historic District 1 (along with WSE 46, WSE 47, and WSE 61).</p>
WSE 54	10300 Santa Monica Blvd., LA 4319-009-030	<p>WSE 54 is a New England barn-style commercial and residential building (<b>The Barn</b>) constructed in 1949-1950. It occupies the majority of the parcel and has main elevations facing Fox Hills Drive and Santa Monica Boulevard. It is two stories with an L-shaped plan. The building features a moderate pitch, cross-gable, asphalt shingled roof with small eave overhang and exposed rafters. The roof has non-historic age skylights and roof vents. In general, the window bays are regularly arranged and filled with grille covered window sashes on the ground story; wood frame, three-over-two double-hung window sashes on the second floor; and metal frame, square window sashes on the north elevation gable. The building is clad in wood clapboard siding with end boards. The primary façade is symmetrical with entry from Fox Hills Drive. The entrance contains non-historic age plywood panels attached to the sides of a large, deeply recessed square entry and a small flight of tiled steps. A second entry from Santa Monica Boulevard is a recessed, end-boarded square entry with a casement style, multi-light window sash. Above the second entry is a large dormer with a square, multi-light window sash. The remaining ground floor doors have been filled with plywood panels. The building appears to be minimally altered and is in excellent condition. Based on observation, the window sash on the north elevation and the plywood may be new construction.</p>	Century City/ Constellation	Map Sheet 5	<p>Status Codes 3S and 3CS. The building at 10300 Santa Monica Blvd. is associated with the later career of architect Archibald Quincy Jones who bought the property in 1965 and used it as his residence and studio from 1965 until his death in 1979. Though the building is more than fifty years old, it achieved significance less than fifty years of age (1965-79) and must meet NRHP Criteria Consideration G to be listed in the NRHP. Based on site investigations and historic research, WSE 54 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion B of the NRHP and Criterion 2 of the CRHR.</p>
WSE 11	2025 Avenue of the Stars, Century City 4319-004-109	<p>WSE 11 is the <b>Century Plaza Hotel</b>, a Modern-era hotel designed by Minoru Yamasaki and constructed in 1965. It occupies the center of the lot and has a northwest-facing orientation. It is twenty stories with a curved plan. The building</p>	Century City/ Constellation	Map Sheet 5	<p>Status Codes 3S and 3CS. The Century Plaza Hotel is a building that significantly embodies the distinctive</p>

WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
		<p>features a flat, overhanging roof ornamented by an aluminum panel entablature with an abstracted egg-and-dart design. The longitudinal sides consist of a rhythmic series of bays of recessed concrete hotel room balconies with metal railings that are separated by aluminum-clad concrete vertical walls. The floors of the balconies are rectangular with concave corners and the rooms have sliding glass doors and fixed metal window sashes. The ends of the building have three bays. The middle bays feature balconies and the side bays are covered in aluminum panels. The southwest elevation features two towers evenly spaced in the center and clad with rectangular aluminum panels. Both protrude from the roof. The northern tower is flush with the wall surface, while the rectangular tower on the south protrudes about five panels from the wall surface. The primary façade (northeast elevation facing Avenue of the Stars) is symmetrical with central, four-story glazed, multi-bay entrance under a non-historic age canopy and through non-historic age doors. A pool and gymnasium (probably non-original or heavily remodeled original garden structure) are at the rear of the property (southwest and west of building). In front (northeast) of the building is a plaza with pedestrian access to the plaza fountain on Avenue of the Stars. The building appears to be minimally altered and is in good condition. Based on observation and historic research, the gymnasium at the south corner of the parcel may be new construction or a heavy remodel of the original garden structure. The entry doors and canopy on the first floor do not appear to be original.</p>			<p>characteristics of the articulated concrete Modern-era architectural style and as the work of master architect Minoru Yamasaki. Since the building is less than 50 years old, it must meet Criteria Consideration G to be listed in the NRHP. Based on site investigations and historic research, WSE 11 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR.</p>
WSE 12	2029 Century Park Towers, Century City 4319-016-029	<p>WSE 12 is the <b>Century Plaza Towers</b>, two Modern-era commercial skyscrapers designed by Minoru Yamasaki and constructed in 1973. The two towers share the lot, set juxtaposed to each other. They are both forty-four stories, including the ground floor pedestal, with a triangular plan. The buildings feature a flat roof, twenty-three vertical bays on each side that are filled with aluminum frame, fixed pane window sashes, and concrete and steel cladding. The façades are symmetrical with the front entrance facing Century Park East. The entries are slightly recessed and filled with metal-framed glass doors. The buildings appear to be minimally</p>	Century City/ Constellation	Map Sheet 5	<p>Status Codes 3S and 3CS.</p> <p>The Century Plaza Towers significantly embody the distinctive characteristics of the Modern-era tall office building with geometric aesthetics and as the work of master architect Minoru Yamasaki. Since the buildings are less than 50 years old, they must meet NRHP Criteria Consideration G. Based on site investigations and initial historic research, the Century Plaza Towers possess the exceptional</p>

WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
		altered and are in excellent condition. The Assessor reports alterations/additions that took place in 1977, but the details are currently unknown. Due to security concerns, the original lobby, which was open, was enclosed in mullion-free glass at some point. Based on observation, the building remains otherwise unaltered.			significance and level of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR.
WSE 87	1950 Century Park East, 4319-001-008	The <b>AAA Building</b> (Meridian Fitness) is a three-story articulated concrete structure enclosing a three-story glass wall inner structure. Welton Becket and Associates designed the Modern-era style office building in 1963 for the Southern California Automobile Club Century City District Office. It was given an award in 1965 as one of the ten most outstanding structures in the United States using pre-stressed concrete building construction. The building served as the West Los Angeles headquarters for the Automobile Club of Southern California.  The building has a rectangular mass with a flat roof. The three-story, glass-walled office space is located within the exterior concrete framing structure. The narrow ends of the main block provide the main entrance on the west elevation and the tangentially-attached parking garage on the east elevation. The arched concrete frames on the north and south elevations allow for ample light into the interior space, and the ends of the arched frames appear to be supporting the long horizontal concrete beams on each level of the front (west) façade. The front entrance is located in a three-story glass wall recessed behind an opening between the solid concrete end walls of the front elevation. The building does not appear to have been altered. The parking garage was not designed to be a contributing feature of the building.	Century City/ Constellation	Map Sheet 5	Status Codes 3S and 3CS.  Based on current site investigations and historic research, WSE 87 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Modern-era articulated concrete frame architectural style.
WSE 55	241 S. Moreno Dr., Beverly Hills 4319-001-900	WSE 55 is a French Eclectic-style assembly of educational buildings ( <b>Beverly Hills High School</b> ), constructed in 1936-37. Additions to the main building were designed by Rowland H. Crawford and the Streamline Moderne pool was designed by Stiles O. Clement. The property occupies the east side of the parcel (west of Health Avenue) and has an east-facing orientation. It is two stories with a roughly U-shaped plan that wraps around a large central lawn. Access to the	Century City/ Constellation	Map Sheet 5	Status Codes 3S and 3CS. Based on site investigations and historic research, WSE 55 (Beverly Hills High School and pool) possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and

WESTSIDE SUBWAY EXTENSION PROJECT

WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
		<p>property is from Moreno Drive by way of a flight of steps featuring metal crossed and circular patterned railings. The buildings feature moderate-pitch, hipped roofs, covered with composite shingles, and dormer vents. The window bays are regularly arranged and filled with metal frame sash window. The walls are clad in stucco and brick with quoins. The primary façade is asymmetrical with multiple entries framed by cast concrete surrounds with segmental pediments. In the center there is a square tower with a round clock and finial. On the south side of the parcel is a Streamline Moderne cylindrical-roofed swimming pool. The projecting end areas of the pool building have rounded corners, horizontal bands, glass block windows, and coping above the windows. There are new classrooms and a science center to the west of Health Avenue, a private street which divides the parcel. The buildings appear to be minimally altered and are in excellent condition. Major additions (north wing to main building, five-story building with classrooms and two-level parking garage) occurred in 1967-70 and were designed by Rowland H. Crawford. In 2005-2007, the Science and Technology Center designed by LPA was added.</p>			<p>Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the French Eclectic and Streamline Moderne architectural styles.</p>
WSE 97	10101 Wilshire Blvd., LA Los Angeles Country Club (South Course) 4327-027-001	<p>WSE 97 is the <b>Los Angeles Country Club (South Course)</b>, a private, members-only golf course that was established in 1897. The proposed underground alignment of the LPA will cross beneath a small section (3 acres) of the southwest corner of the 97-acre South Course.</p>	Century City/Santa Monica	Map Sheet 5	<p>Status Codes 3S and 3CS. Access to the property is restricted. Historic aerial photographs reveal that the landscape and golf course features in the Alignment APE have been unchanged since 1952. There are no buildings or structures in the Alignment APE associated with the LACC. Based on aerial investigations and initial historic research, WSE 97 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a property that significantly embodies the distinctive characteristics of a golf club, golf course and associated buildings dating from</p>

WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
					the late 19 <sup>th</sup> century.
WSE 56	9720 Wilshire Blvd., Beverly Hills 4328-014-035	WSE 56 is a Modern-era style commercial building with an articulated concrete frame ( <b>Perpetual Savings Building</b> ) designed by Durrell Stone and constructed in 1962. It is set back approximately thirty feet from Wilshire Boulevard, occupying the rear half of the lot. The building is nine stories with a rectangular plan. The building features a flat roof with a parapet and glass curtain walls of fixed metal-framed sashes enframed in a concrete grille of flaring arches (14 arched bays on each floor of primary north façade). The primary façade is symmetrical with the main entrance centered on the first floor. The building appears to be unaltered and is in excellent condition.	Wilshire/ Rodeo	Map Sheet 5	Status Codes 3S and 3CS. WSE 56 is a building that significantly embodies the distinctive characteristics of the Modern-era style of commercial architecture using an articulated concrete frame. Since the building is less than 50 years of age, it must meet NRHP Criteria Consideration G. Based on site investigations and initial historic research, however, WSE 56 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR.
WSE 13	9504 Wilshire Blvd., Beverly Hills 4328-032-014	The <b>Beverly Wilshire Hotel</b> is an Italian Renaissance-style, hotel/residential building designed by Walker and Eisen and constructed in 1930. It ranges in height from three, to thirteen stories, with an E-shaped plan that gradually steps back. It is situated near the front of the lot and the main entry faces north toward Wilshire Street. The building features a flat roof, fixed window sashes arranged symmetrically to their respective sides, and Tuscan stone, Carrara marble, and brick cladding. The building appears to be minimally altered and is in good condition.	Wilshire/ Rodeo	Map Sheet 4	Status Code 1S.  WSE 13 was listed in the NRHP in 1987 (NRIS 87000908) under Criteria A and C.
WSE 14	9460 Wilshire Blvd., Beverly Hills 4328-033-001	WSE 14 is the <b>Union Bank Building</b> , an International style commercial building constructed in 1957. Sidney Eisenshtat and Associates designed the Union Bank Building for the development team of Edward Rothschild and Arthur Gilbert. It occupies the majority of the lot and has a north-facing orientation. It is an approximately nine-story building with a U-shaped plan, which has the appearance of a group of rectangular blocks adjoined, stacked, and overlapping each other. The blocks are of various heights (from one to nine stories), with the vertical blocks on the east end mounted on the roof of a long single-story block and supported by a pedestal. An additional one-story block is adjacent to the long one-story block on the west end. The building features a	Wilshire/ Rodeo	Map Sheet 4	Status Codes 3S and 3CS.  Based on site investigations and historic research, WSE 14 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the International architectural style.

WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
		flat roof. The pedestal ground story contains curtain walls filled with fixed pane glass in metal frame sashes and extends the length of the city block. The upper story window bays are recessed and extremely narrow, containing fixed pane, metal framed sashes with thick metal mullions. The ground story is clad in stucco and stone wainscoting and the upper stories are clad in steel and stucco, applied in a grid of horizontal and vertical strips. The primary façade is asymmetrical with recessed entries for each respective storefront that are filled with steel-frame commercial doors. The building appears to be minimally altered and is in good condition. Based on observation, the pedestal ground floor storefronts have been altered by the replacement of window sashes and doors, perhaps in the 1980s.			
WSE 15	9430 Wilshire Blvd., Beverly Hills 4331-001-045	The <b>Ace Gallery Building</b> is a commercial building designed in the Brutalism style of architecture. The original building on the site was a commercial restaurant building dating from 1932 that was enveloped by the new façade on the front (north) and east side elevations when Bank of American purchased and rehabilitated the building in 1950. It occupies the majority of the lot and has a north-facing orientation. It is four-stories with a C-shaped plan. The building features a flat roof with T-shaped rafters and a wide eave overhang. The upper stories extend out over the ground floor and are supported by square columns. The ground floor window bays are irregularly spaced and filled with metal frame commercial glass window walls. The upper story windows are also arranged irregularly, with long vertical fixed glass panes joined to form vertical strips of glass between square engaged columns. The building is clad in travertine. The primary façade is asymmetrical with a recessed entrance offset to the east, filled with metal frame commercial glass doors. The building appears to be unaltered and is in excellent condition.	Wilshire/ Rodeo	Map Sheet 4	Status Codes 3S and 3CS.  Based on current site investigations and historic research, WSE 15 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Brutalism architectural style.
WSE 16	9450 Wilshire Blvd, Beverly Hills 4331-001-049	The <b>Glendale Federal Savings Building</b> is a Modern-era commercial building (Commercial Capital Bank) designed by Langdon Wilson and constructed in 1968. It occupies the entire lot and has a north-facing orientation. It is eleven	Wilshire/ Rodeo	Map Sheet 4	Status Codes 3S and 3CS.  WSE 16 is a building that embodies the distinctive characteristics of the Modern-era

**WESTSIDE SUBWAY EXTENSION PROJECT**



WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
		<p>stories, including the pedestal ground story, with a rectangular plan. The building has a flat roof with wide overhang featuring distinctive stained glass filled eaves that are supported by concrete rafters. The ground story is deeply recessed below the upper floors and filled with metal frame fixed pane window walls. The upper story window bays are regularly spaced, and form vertical strips of metal frame, fixed pane glass (two types of glazing). The building is clad in concrete composed of square engaged columns that stretch from the ground floor to the roof. The primary façade is symmetrical with a deeply recessed entry on the west elevation that has a revolving glass door flanked by two sets of double doors. Other entries are present on the north and west elevations for the respective store fronts. All the doors are filled with metal frame commercial glass double doors with sidelights and transoms. The building appears to be minimally altered and is in good condition. The storefronts may have been altered by the replacement of window sashes and doors that are not of historic age.</p>			<p>style of architecture. Since the building is less than 50 years old, it must meet NRHP Criteria Consideration G. Based on site investigations and historic research, WSE 16 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR.</p>
WSE 17	9429 Wilshire Blvd., Beverly Hills 4343-013-011	<p>The <b>California Bank Building -Sterling Plaza</b> is an Art Deco-style commercial building designed by John Parkinson and Daniel B. Parkinson, and constructed in 1929. It occupies the entire triangular lot and has a south-facing orientation. It is seven stories with triangular base and rectangular-plan upper stories that step up toward a central tower. The building features a flat roof. The window bays are symmetrically arranged and contain metal frame, fixed pane storefront window walls on the ground story and metal frame, fixed pane sashes on the upper stories. The building is clad in stucco with fluted, engaged pillars, gold relief accents at the cornice line of each stack on central tower, chevrons above the ground floor, and a molded cornice with diamond gold accents separating the ground story from the upper stories. The primary façade is symmetrical with a recessed central arched entry filled with a gold colored, metal frame, glass double door. The storefront entries are filled with metal frame, standard commercial fixed pane doors. The building appears to be minimally altered and is in good</p>	Wilshire/ Rodeo	Map Sheet 4	<p>Status Codes 3S and 3CS.</p> <p>Based on site investigations and historic research, WSE 17 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that embodies the distinctive characteristics of the Art Deco architectural style.</p>

WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
		condition. Based on observation, the window sashes and door frames may have been replaced.			
WSE 88	9461 Wilshire Blvd, Beverly Hills 4343-014-022	<p>The <b>Wilshire Beverly Centre Building (Bank of America Building)</b> was designed by Victor Gruen Associates in 1960 for the Buckeye Realty &amp; Management Company. The building is an abstract modernist commercial building. The building was constructed in 1961/1962 by the Buckeye Construction Company.</p> <p>The eight-story building was designed to be approached from the east, from downtown Los Angeles. The viewer would see an irregularly shaped building with a shallow curved wall placed on the end of a wedge-shaped mass that points into the intersection of Wilshire Boulevard and Beverly Drive. The curved wall is formed from deep set windows within an articulated steel frame. The viewer would then see a smooth plaster wall along the north elevation of the wedge, with bands of ribbon windows extending along the length of each story. The south wall of the wedge facing Wilshire, with the same treatment of smooth wall with bands of ribbon windows, seems to angle in and then out without a break, giving the building the look of a giant boomerang. The rear (west) block of the building is a rectangular mass. Between the wedge mass, that has a northwest/southeast orientation and the rectangular mass, is a half-wedge shape that forms the southwest/northeast angle of the boomerang. The best way to analyze the building is to look at an aerial view to understand how the major masses of the building are joined together.</p>	Wilshire/ Rodeo	Map Sheet 4	<p>Status Codes 3S and 3CS.</p> <p>Based on current site investigations and historic research, WSE 88 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of Modern-era abstract building design.</p>
WSE 18	8554 Wilshire Blvd., Beverly Hills 4333-018-030	<p>WSE 18 is the <b>Fine Arts Theater</b>, an Art Deco-style theater (Regina Theater) constructed in 1938. It occupies the majority of the lot and has a north-facing orientation. It is one-story with a roughly rectangular-shaped plan. The building features a flat roof with a symmetrical, steeply stepped parapet on the primary façade. The façade is stucco clad, with fluted bands framing the metal framed, fixed pane window wall. The primary façade is symmetrical with three entries, the central filled with a metal frame, fixed pane double door and the two on either side filled with a metal</p>	Wilshire/ La Cienega	Map Sheet 3	<p>Status Codes 3S and 3CS.</p> <p>Based on current site investigations and historic research, WSE 18 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the</p>

WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
		frame, fixed pane single doors. A three-sided marquee is mounted above the central entry that has stylized ornamentation. The building appears to be minimally altered and is in good condition. The Assessor reports alterations/additions that took place in 1947, but the details are currently unknown. Based on observation, the window sashes and doors appear to be new construction.			distinctive characteristics of the Art Deco architectural style.
WSE 21	8430 Wilshire Blvd., Beverly Hills 4333-029-018	WSE 21 is the <b>Fox Wilshire Theater</b> , an Art Deco-style theater and commercial building constructed in 1930. It occupies the entire lot and has a north-facing orientation. It is eight stories with a rectangular plan and irregular massing, which features a two-story section on the north, a tower on the northwest corner, and a five story block on the south. The building features a flat roof with an ornamental parapet. The window bays are regularly spaced and arranged in sunken vertical panels on the tower portion. The window bays on the ground floor are filled with metal frame, fixed pane window walls and the window bays on the upper stories are filled with narrow, metal frame, multi-light casements with multi-light transoms. The building is clad in stucco, which is decorated with plaster accents such as floral reliefs and vertical fluted engaged columns. The primary façade is asymmetrical with several entries; all filled with metal frame, fixed pane standard commercial doors. A three-sided marquis is mounted above the main entrance on the north elevation. The building appears to be minimally altered and is in good condition. The Assessor reports alterations/additions that took place in 1940, but the details are currently unknown. Based on observation, the window sashes and doors on the ground floor appear to have been replaced and are not of historic age.	Wilshire/ La Cienega	Map Sheet 3	Status Codes 3S and 3CS.  Based on current site investigations and historic research, WSE 21 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Art Deco architectural style.
WSE 89	8423 Wilshire Blvd., Beverly Hills 4334-022-060	WSE 89 is the <b>Beverly Hills Porsche Dealership</b> , which is located within the original Clock Market, a drive-in market constructed in 1929. It is an excellent example of a drive-in style market building complex designed in the Spanish Revival-style that was so popular in the early days of Beverly Hills. The entire structure was constructed to create a courtyard for the shopper/driver to easily pull into the	Wilshire/La Cienega	Map Sheet 3	Status Code: 3S, 3CS  Based on current site investigations and historic research, WSE 88 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical

WESTSIDE SUBWAY EXTENSION PROJECT

WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
		parking lot and park in front of the market. While all the shopping area was on the first floor, a seven-room apartment is located on the second level of the complex. The two-story section of the complex is located facing Wilshire Blvd., with the long one-story service bay building extending from the rear (north) elevation of the two-story unit. The market building continues to the rear of the lot, where it turns at a right angle and continues uninterrupted towards the west. At the western terminal of the building is a small gable roof section that acts as an anchor of the long linear building. The building presents the decorative features of the Spanish-Revival style with a stucco wall surface, low-pitched red barrel tile roof, deeply recessed openings, arched openings, arcaded walkways, decorative vents, balconies/ balconettes, tower (clock tower), and multi-level roofs.			resource for purposes of CEQA under Criteria A and C of the NRHP and Criteria 1 and 3 of the CRHR, as an almost completely intact and excellent example of a 1920s drive-in market. The building is significant for its association with a specific type of building design created in southern California to interact with the automobile culture.
WSE 96	8400 Wilshire Blvd, 4333-029-015 Beverly Hills	WSE 96 is a <b>currently unoccupied</b> commercial building designed in the Art Deco style. The café was constructed in 1935 with alterations in 1947. The building features a tall one-story showroom area with large windows facing the street, while the rear of the building is a rectangular two-story mass devoid of exterior decoration. The front entrance is located at the northeast corner of the building facing the intersection of Wilshire Blvd. and South Gale Drive. This entrance way is heavily ornamented with a tall, scalloped parapet and geometric drip molding, with a large window set over the glass front door. Tall window panels flank the door way, emphasizing the height of the building. On the front (north) and east elevations are large windows. The windows are each set deep in the stucco/concrete wall surface and with decorative elements above and along each window panel. The hollyhock ornament used by Frank Lloyd Wright is visible on the walls. The building is currently painted in a dull monochromatic scheme with the Art Deco details being almost lost. The original windows and front doors have been replaced, but the openings have not been altered.	Wilshire/La Cienega	Map Sheet 3	Status Code: 3S, 3CS  Based on current site investigations and historic research, WSE 96 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that embodies the distinctive characteristics of a restaurant/café constructed in the Art Deco style of architecture.
WSE 23	6101 Wilshire Blvd., LA 5510-027-035	<b>Johnie's Coffee Shop</b> Restaurant is a Googie-style restaurant building constructed in 1956. It occupies the southeast corner of the lot and has a south-facing	Wilshire/Fairfax	Map Sheet 3	Status Codes 3S and 3CS.  Based on current site investigations and

**WESTSIDE SUBWAY EXTENSION PROJECT**

WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
		orientation. It is one story with a generally rectangular plan. The building features an asymmetrical folded roof covered in composite roll roofing and studded with marquee-style lights and metal cursive letters that spell “Johnie’s Coffee Shop Restaurant” on the south elevation and “Coffee Shop Restaurant” on the east elevation. Aluminum-frame, fixed pane glass sashes form a continuous band of glass around the building. Wall cladding includes veneer rock at the wall junctions, stucco, and wood panel siding below the windows. The primary façade is asymmetrical with an entry on the south elevation that is filled with a metal frame, fixed pane glass standard commercial door with transom. The building appears to be unaltered but in a neglected condition (vacant).			historic research, WSE 23 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that embodies the distinctive characteristics of the Googie architectural style.
WSE 24	6067 Wilshire Blvd., LA 5508-017-007	WSE 24 is a Streamline Moderne-style commercial building, <b>May Company Wilshire (LACMA West)</b> designed by Albert C. Martin and Samuel A. Marx and constructed in 1939-40. It occupies the southwest corner of the lot and has a southwest-facing orientation. It is four stories with a generally square plan. The building features a flat roof. The southwest corner contains a massive gold, round column that rises from the second story to the roof and is backed by a curved black tile surround. The ground level window bays are steel frame fixed pane glass window walls, which are tucked beneath a cantilevered roof that curves around the southeast corner. The window bays on the top story are narrow horizontal bands, slightly protruding from the wall, that are filled with metal frame, fixed, single pane sashes. The walls are coated in stucco. The primary façade is generally symmetrical with a main entry on the northwest corner filled with metal frame, fixed glass pane, standard commercial doors. The building appears to be minimally altered and is in good condition. Based on observation, the storefront window sashes and doors may be new construction. The interior of the building is not a contributing feature.	Wilshire/ Fairfax	Map Sheet 3	Status Codes 2S2, 5S1, 3S, 3CS.  WSE 24 was listed as City of Los Angeles Historic-Cultural Monument #566 on September 30, 1992.  Determined eligible for listing in the NRHP under DOE 19-83-011-0000.  Based on current site investigations and historic research, the exterior of WSE 24 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that embodies the distinctive characteristics of the Streamline Moderne architectural style.
WSE 25	5350 and 5364 Wilshire Blvd.,	WSE 25 is an <b>Art Deco-style commercial building</b> with an addition constructed in 1937. It occupies the entire lot and	Wilshire/ La Brea	Map Sheet 2	Status Codes 2D2, 3S, and 3CS.

WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
	LA 5089-002-002 and 5089-002-003	has a north-facing orientation. The main building is a three-story building with a rectangular plan. The main building features a flat roof with parapet, topped with a vertical narrow, tall signage board located on the north end. There are four symmetrically arranged window bays on the third story of the primary (north) elevation that have been covered (material beneath is unknown, though they appear to contain square awning window sashes each with four horizontal panes). The windows on the east and south elevations are similar, with those on the second floor of the east elevation recessed within a decorative horizontal band that separates the second story from the third story. The wall cladding is primarily stucco with geometric designs and a vertical emphasis, and tile and glass block on the primary façade's east end of the ground floor. The primary façade of the main building is generally symmetrical with two entries, the eastern featuring a steel frame commercial double door and the western entry featuring a steel frame commercial door that is recessed and framed by engage fluted pilasters. The one-story addition to the west has a flat roof and stucco cladding. The entry is through a steel frame commercial door. A band of wide stuccoed paneling is mounted between the ground and upper floors on the primary façade. The building and its addition appear to be minimally altered and are in good condition. The band of wide stuccoed paneling that is mounted between the ground and upper floors appears to be a later addition, as does the one-story addition to the west of the main building. Actual dates of these apparent additions are unknown.			5350-5364 Wilshire Boulevard was determined to be eligible for listing in the NRHP from project DOE19-83-0015-0017 and DOE19-83-0015-0018 May 1983. It was given the Status Code of 2D2.  Based on site investigations and historic research, WSE 25 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that embodies the distinctive characteristics of the Art Deco architectural style.
WSE 26	5366-5376 Wilshire Blvd., LA 5089-002-022	The <b>Darkroom Photography Store façade</b> at 5370 Wilshire Blvd. is a Streamline Moderne commercial building that was constructed in 1930. It occupies the majority of the lot and has a north-facing orientation. It is two stories with a rectangular plan. The building has a flat roof and three distinct façades. The easternmost façade is Streamline Moderne style and features large metal frame, fixed pane storefront windows on the ground floor and several recessed windows bays on the second story (now covered) that are set	Wilshire/ La Brea	Map Sheet 2	Status Codes 5S1, 2D2, 3S, and 3CS.  The Darkroom Photography Store façade of WSE 26 was listed as City of Los Angeles Historic-Cultural Monument #451 (Darkroom) on August 1, 1989.  5366-5376 Wilshire Boulevard was determined to be eligible for listing in the NRHP from

WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
		<p>in a band of horizontal stripes. The façade is clad with stucco, metal framing accents, and a metal belt course between the ground and second story. The entry is filled with a metal frame, fixed pane glass commercial door with a transom. The center façade is Futurist style and features a massive faux camera with a round window and a transom of glass blocks on the ground floor. The entry is recessed, and contains a metal framed glass commercial door. The walls are clad in stucco (painted in vertical stripes on the upper story), metal panels, and plastic. Currently a large awning is mounted above the entry and hides the original façade beneath. The western façade is simple Futurist-Googie style and features large metal frame, fixed pane storefront windows on the ground floor and a wide raised band of concrete on the upper story. The entry contains a double metal frame, fixed pane glass commercial door with transom. It is clad in stucco. The building appears to be minimally altered and is in excellent condition. Based on observation, the storefronts may contain new doors.</p>			<p>project DOE19-83-0015-0017 and DOE19-83-0015-0018 May 1983. It was given the Status Code of 2D2.</p> <p>Based on site investigations and historic research, WSE 26 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that embodies the distinctive characteristics of the Streamline Moderne architectural style.</p>
WSE 27	5400-5420 Wilshire Blvd., LA 5089-003-008	<p>WSE 27 is an <b>Art Deco-style commercial building</b> constructed in 1931. It occupies the entire lot and has a north-facing orientation. It is approximately eleven stories with a rectangular plan. The massing is irregular, with a two-story base that fills the entire lot and a central, stepped, rectangular tower of approximately nine stories that sits atop the base. The building features a flat roof. The window bays on the base are metal frame fixed pane storefront windows. The window bays on the tower are rectangular, narrow and filled with casement windows with transoms. Some of the windows and transoms have a decorative iron grille. The walls are clad in stucco and feature fluting, chevrons, florals, and zig-zag ornamentation. The primary façade is symmetrical with numerous entries associated with the respective storefronts. The entries are filled with metal framed glass commercial doors. The building appears to be minimally altered and is in good condition. Based on observation, the window sashes and doors on the base have been replaced.</p>	Wilshire/ La Brea	Map Sheet 2	<p>Status Codes 2D2, 3S and 3CS.</p> <p>5400-5420 Wilshire Boulevard was determined to be eligible for listing in the NRHP from project DOE19-83-0015-0016 May 1983. It was given the Status Code of 2D2.</p> <p>Based on current site investigations and historic research, WSE 27 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that embodies the distinctive characteristics of the Art Deco architectural style.</p>



WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
WSE 90	5209 Wilshire Blvd., LA 5507-023-017	WSE 90 is the <b>Security National Bank Building/Zephyr Club</b> , constructed in 1929. This is an outstanding example of Art Deco building design. It is modest in size, but rich in decorative elements with black and gold glazed terra cotta tiles cladding large fluted columns.	Wilshire/La Brea	Map Sheet 2	Status Code 5S1, 2S2  Is a LAHCM #813. P-19-170998  Determined eligible for listing in the NRHP under DOE 19-83-0009-0000.
WSE 94	5217-5231 Wilshire Blvd., 672-682 S. La Brea Ave., LA 5507-023-018	WSE 94 is the <b>Clem Wilson/Mutual of Omaha Building</b> , constructed in 1932. Also known as the “Superman” building for its use in the opening credits of the television show. An Art Deco building with Gothic influence, the 12-story building has suffered from the removal of the original architectural details including spires, battlements, and the fenestration of the first two floors.	Wilshire/La Brea	Map Sheet 2	Status Code 2S2, 3CD  Determined eligible for listing in the NRHP under DOE 19-83-0010-0000.  P-19-173045
WSE 28	4201 Wilshire Blvd., LA 5504-008-009	WSE 28 is the <b>Tidewater (Getty) Oil Building</b> an International Modern-era style commercial building designed by Claude Beelman & Associates for Tidewater (Getty) Oil Company, and constructed in 1958. It occupies the front of the lot (a parking lot is at the rear) and has a south-facing orientation. It is six stories, including the ground floor pedestal, with a rectangular plan comprised of two symmetrical blocks and a tower between. The ground floor is recessed below the upper floors. The building features a flat roof. The window bays are symmetrically and evenly spaced vertical bands of slightly recessed, metal frame, fixed, single pane sashes on the upper stories, and fixed pane window walls on the ground level. The ground floor is clad in black marble tile and the upper floors are clad in cream marble tile. The window wall pattern features pilasters between the vertical bands of windows and is topped with a horizontal cap that stretches across the top of the highest level of windows. The building appears to be minimally altered and is in good condition. Based on observation, the window sashes and entry may have been replaced.	Wilshire/ Crenshaw Laydown Area	Map Sheet 1	Status Codes 3S and 3CS.  Based on site investigations and historic research, WSE 28 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that embodies the distinctive characteristics of the International Modern architectural style.
WSE 29	4121 Wilshire Blvd., LA 5504-009-002	WSE 29 is a Spanish Colonial Revival-style residential building ( <b>Los Altos Hotel and Apartments</b> ) designed by Edward B. Rust and Luther Mayo and constructed in 1925. It	Wilshire/ Crenshaw Laydown Area	Map Sheet 1	Status Codes 1S and 5S1.  Primary No. 19-173428

**WESTSIDE SUBWAY EXTENSION PROJECT**

WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
		<p>occupies the entire lot and has a south-facing orientation. It is six stories with a U-shaped plan. The building features a flat roof with shed roof (faux hipped) on the west, south, and east elevations, which is covered in red clay tile. The windows are regularly spaced and are of various sizes. Most are slightly recessed, rectangular shaped, and filled with wood frame casement and double-hung sashes, some with collonette mullions and decorate boxes beneath and awnings above. The walls are clad in stucco with plateresque ornament. The primary façade is symmetrical and contains a highly decorative entry with plateresque detail. The building appears to be unaltered and is in excellent condition.</p>			<p>WSE 29 was listed as City of Los Angeles Historic-Cultural Monument #311 on October 17, 1986.</p> <p>The property was listed in the NRHP on July 1, 1999 (NRIS 99000765) under Criterion C.</p>
WSE 30	3780 Wilshire Blvd., LA 5093-006-030	<p>WSE 30 is the <b>Wiltern Theater</b>, an Art Deco-style theater and commercial tower (Pellissier Building, Franklin Life Building) designed by Stiles O. Clements and constructed in 1931. It occupies the front of the lot and has a north- and northwest facing orientation. Overall, the building has a rectangular plan and irregular massing. It has a two-story commercial base with a half-story tower (northeast corner) and a twelve-story tower (northwest corner). The towers are stepped back. The building features a flat roof and the two towers have medium-pitch round roofs. The windows are regularly arranged. On the base, the recessed window openings are ornamented with decorative plaster panels, and on the tower, the windows form vertical bands that are flanked by engaged pilasters. The ground story contains fixed pane storefront sashes, the second story of the base contains large metal frame, multi-pane window sashes, and the twelve-story tower contains narrow vertical fixed pane window sashes. A wide band separates the ground and upper floor of the base. The primary façade is asymmetrical with several entries that are filled with metal frame commercial doors; some are topped with awnings. The building is clad in blue-green terracotta tile. The building appears to be minimally altered and is in good condition. Based on observation, the storefront window sashes and doors may be new construction.</p>	Wilshire/Western	Map Sheet 1	<p>Status Codes 1S and 5S1.</p> <p>WSE 30 was listed as a City of Los Angeles Historic-Cultural Monument #118 on May 16, 1973.</p> <p>It was listed in the NRHP (NRIS 79000488) on February 23, 1979 under Criterion C.</p>
WSE 31	3807 Wilshire Blvd., LA	<p>WSE 31 is a Modern-era style commercial building with an articulated concrete frame (<b>Pierce National Life</b>) designed</p>	Wilshire/Western	Map Sheet 1	Status Codes 3S and 3CS.

WESTSIDE SUBWAY EXTENSION PROJECT

WSE No.	Address APN	Description	Station	APE Map Sheet	Eligibility/Notes
	5503-031-001	by Welton Becket and constructed in 1967/1969. It occupies the majority of the lot and has a south-facing orientation. It is thirteen stories, including the ground story pedestal, with a square plan. The building features a flat roof. The ground story is recessed below the upper stories and is supported by columns that stretch from the ground level to the parapet. The window bays are symmetrically and evenly spaced, slightly recessed, and have flared concrete surrounds. The bays are filled with metal frame, fixed, three-pane (two vertical with a transom) glass sashes on the upper stories, and fixed glass window walls on the ground level. The building is symmetrical with various entries that are filled with metal sash, fixed glass pane commercial doors. The building appears to be minimally altered and is in good condition. Based on observation, the storefront window sashes, storefront doors, and the protruding storefronts may be new construction.			Since the building is less than 50 years old, it must meet NRHP Criteria Consideration G. Based on site investigations and initial historic research, WSE 31 possesses the exceptional significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that embodies the distinctive characteristics of the Modern-era style articulated concrete frame building.

**Table 6-5: Historic Districts within APE for Refined LPA Alignment**

WSE No.	Address APN	Description	Station/ Alignment	APE Map Sheet	Eligibility/Notes
WSE 41  VA Medical Center Historic District	4365-008-904 Unincorporated region of Los Angeles County	WSE 41 is the Los Angeles Veterans Administration Medical Center Historic District ( <b>VA Medical Center Historic District</b> ).  The <b>Wadsworth Theater (WSE 41a)</b> is a contributing building to the VA Medical Center Historic District. The Theater is a Spanish Colonial Revival-style theater constructed in 1940.	Westwood/ VA Hospital	Map Sheet 7	Status Code 2D2  The VA Medical Center Historic District was determined to be eligible for listing in the NRHP by the Keeper in 1981 under Criterion A (Military, Politics/Government, and Social/Humanitarian) and Criterion C (Architecture) for its association with the government's development of veteran's health care and for its distinctive architecture.
	Catholic-Protestant Chapels	<b>Catholic-Protestant Chapels/Wadsworth Chapel</b> is individually listed in the NRHP (See WSE 42). It is a contributing building to the VA Medical Center Historic District.			Wadsworth Chapel is individually listed in the NRHP and is a contributor to the VA Medical Center Historic District. NRIS 72000229

WSE No.	Address APN	Description	Station/Alignment	APE Map Sheet	Eligibility/Notes
	VA Medical Center Historic District, 11301 Wilshire Blvd.	The boundary line for the NRHP-eligible VA Medical Center Historic District includes the landscape within the district. The <b>VA Medical Center Historic District Landscape</b> (WSE 41b) is a contributing element. A grove of large ficus trees near the Wadsworth Theater, and a palm garden on the east side of Bonsall Avenue are located in the “cut-and-cover” area of the station APE.			The historic landscape is included in the boundary of the VA Medical Center Historic District and is a contributing element to the VA Medical Center Historic District.
HD 1 Historic District 1	Westwood-UCLA District	Historic District 1 (HD 1) is the <b>Westwood/UCLA Historic District</b> . The district’s most prevalent property type is the multiple family apartment building built in a Revival architectural style. One contributor is a church. Located in a heavily developed urban mixed-use setting, the identification of Historic District 1 is not intended to include the full extent of the district. The complete boundaries of the district are not currently known.  <b>Dracker Apartments/Lindbrook Manor</b> is a contributor to HD 1 (HD1a/WSE 61). The Spanish Colonial Revival-style courtyard apartment building at 10824 Lindbrook Drive (APN 4360-003-003) was constructed in 1938.	Westwood/UCLA	Map Sheet 6	Westwood/UCLA Historic District (Historic District 1) possesses the requisite significance and levels of integrity to be determined eligible under Criterion C of the NRHP and Criterion 3 of the CRHR because it embodies the distinctive characteristics of the Revival architectural styles, specifically as applied to multiple family properties. The Revival styles represented in the district include Spanish Colonial Revival, Late Gothic Revival, and Monterey Revival.
	10830, 10836 Lindbrook Dr., LA 4360-003-031 to 4360-003-043	<b>Lindbrook Village</b> is a contributor to HD 1 and is individually eligible for listing in the NRHP (see WSE 46). The Spanish Colonial Revival-style courtyard apartment complex was constructed in 1936.			Lindbrook Village is listed as City of Los Angeles Historic-Cultural Monument #446, is individually eligible and is a contributor to HD 1.
	10840 Lindbrook Dr., LA 4360-003-044 to 4360-003-052	<b>Courtyard Apartment Complex</b> is a contributor to HD 1 and is individually eligible for listing in the NRHP (see WSE 47). The Monterey Revival-style complex was constructed in 1933.			The Courtyard Apartment Complex is listed as City of Los Angeles Historic-Cultural Monument #447, is individually eligible and is a contributor to HD 1.
	10801 Wilshire Blvd., LA 4360-003-014	<b>University Bible Building</b> is a contributor to HD 1 and is individually eligible for listing in the NRHP (see WSE 49). The Late Gothic Revival-style church building was constructed in 1940.			The University Bible Building is individually eligible and is a contributor to HD 1.

**Table 6-6: Historic Properties within APE for Division 20 Maintenance Facility**

WSE No.	Resource Primary No. (Bridge No.)	Description	APE Map Sheet	Eligibility/Notes
WSE 91	1 <sup>st</sup> Street Viaduct (Crosses Los Angeles River)  P-19-150195 (53C1166)	The <b>1<sup>st</sup> Street Viaduct</b> is one of twelve significant bridges across the Los Angeles River.	Map Sheet 8	Status Code: 2S2, 5S1  LAHCM (#LA 909)  Determined eligible for listing in the NRHP from the U.S. Department of Transportation in 1982. DOE-19-86-0071-0000. (CHRIS Report LA-8252).
WSE 92	4 <sup>th</sup> Street Bridge Crosses Los Angeles River) P-19-150194 (53C0044)	The <b>4<sup>th</sup> Street Viaduct</b> is one of twelve significant bridges across the Los Angeles River.	Map Sheet 8	Status Code: 2S2, 5S1  LAHCM (#LA 906)  Determined eligible for listing in the NRHP from the U.S. Department of Transportation in 1982. DOE-19-86-0071-0000. (CHRIS Report LA-8252).
WSE 93	6 <sup>th</sup> Street Viaduct Crosses Los Angeles River) P-19-188524 (53C1880)	The <b>6<sup>th</sup> Street Viaduct</b> is one of twelve significant bridges across the Los Angeles River.	Map Sheet 8	Status Code: 2S2, 5S1  LAHCM (#LA 905)  Determined eligible for listing in the NRHP from the U.S. Department of Transportation in 1982. DOE-19-86-0071-0000. (CHRIS Report LA-8252).

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## 7.0 ENVIRONMENTAL IMPACTS/ENVIRONMENTAL CONSEQUENCES

For any identified resources that are listed in or appear eligible for inclusion in the NRHP or CRHR, the Criteria of Effect and Adverse Effects (36 CFR Part 800.5) is applied. A finding of adverse effect under these criteria will also be considered a significant impact under CEQA as a substantial adverse change in the significance of a historical resource.

### 7.1 Determination of Effects

#### 7.1.1 Regulatory Requirements

As mandated by Section 106 of the NHPA, federal agencies must take into account the effects of their undertakings on historic properties, assess the effects, and seek ways to avoid, minimize, or mitigate any adverse effects on such properties (36 CFR 800.1[a]). For identified historic properties within the APE, the agency shall apply the criteria of adverse effect (36 CFR 800.5[a]). According to federal regulations, “*Effect* means alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register” (36 CFR 800.16[i]). The criteria of adverse effect are:

*An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative. (36 CFR 800.5[a][1]).*

When the effects of the proposed undertaking do not meet the criteria of adverse effect, then a finding of no adverse effect may be proposed (36 CFR 800.5[b]). If an adverse effect is found, the agency shall act pursuant to 36 CFR 800.6 (36 CFR 800.5[d][2]) to resolve the adverse effect by developing and evaluating alternatives or modifications to the undertaking that “could avoid, minimize or mitigate adverse effects on historic properties” (36 CFR 800.6[a]).

Under CEQA Guidelines Appendix G Criteria, adverse impacts to cultural resources would be considered significant if the proposed project would:

- Cause a substantial adverse change in the significance of a historical resource as defined in CCR Section 15064.5. (Defined as: listed or determined eligible for a state or local register, or any building, structure, or object that is determined to be historically significant to California history.)
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to CCR Section 15064.5.
- Directly or indirectly destroy a unique paleontological resource or site.
- Disturb any human remains, including those interred outside of formal cemeteries.



Section 15064.5 of CEQA Guidelines provides that, in general, a resource not listed on state or local registers of historical resources shall be considered by the Lead agency to be historically significant if the resource meets the criteria for listing on the CRHR. This section also provides standards for determining what constitutes a “substantial adverse change” that must be considered a significant impact on archaeological or historical resources. For example, a “substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (CEQA Guidelines, 14 CCR §15064.5 [b][1]).

The following table provides a brief discussion of indirect and direct effects that are not considered adverse, as well as effects that are considered adverse. For this study, indirect and direct effects to identified historic properties were considered as part of the application of the Criteria of Adverse Effect (36 CFR Part 800.5[a]).

**Table 7-1: Types of Effects (Indirect/Direct Not Adverse and Adverse)**

Type of Effect	Definition
No Adverse Effect	The following types of direct and indirect effects are not considered adverse effects to historic properties. (1) Indirect Effects associated primarily with audible, vibration, visual, shadow, changes in use, or atmospheric changes that do not diminish the integrity of the property’s significant features. Typically, these effects stem from improvements occurring at adjacent properties or near a historic property, and are not associated with physical alterations to the historic property. Indirect Effects are expected to meet the Secretary of Interior Standards for Rehabilitation, and therefore would have No Adverse Effect to a historic property. (2) Direct Effects associated primarily with alterations to a historic property (e.g., restoration, rehabilitation, repair, maintenance, stabilization, etc.) that are consistent with the Secretary of Interior Standards for Rehabilitation, or do not diminish the significance or historic integrity of a historic property, or do not cause a change of the character of the property’s use or physical features within the property’s setting. Non-Adverse Direct Effects are expected to meet the Secretary of Interior Standards for Rehabilitation, and therefore would have No Adverse Effect to a historic property.
Adverse Effect	Adverse Effects are associated with adverse indirect and/or direct effects that may include alterations that are not consistent with the Secretary of Interior Standards for Rehabilitation; physical destruction or damage to all or part of a historic property (e.g., demolition); removal of a property from its historic location; change in the character or use of a property’s physical features within its setting that contributes to a historic property’s significance; introduction of audible, vibration, visual, shadows, changes in use, or atmospheric changes that diminish the integrity of the property’s significant features; neglect of a property that causes its deterioration; and, transfer, lease, or sale out of Federal ownership without conditions to ensure long-term preservation.

**7.1.2 No Build Alternative**

The No Build Alternative will not affect architectural resources. No construction will be undertaken as a result of the No Build Alternative and therefore, no historic properties will be affected.

**7.1.3 Locally Preferred Alternative (LPA)**

The refined alignment for the LPA has been designed to minimize adverse effects on historic properties and the majority remains within the existing right-of-way boundaries of the major roadways (e.g., Santa Monica Boulevard and Wilshire Boulevard). As detailed below, of the total of 41 historic properties within the APE (39 individual properties and two historic districts), only one individual historic property has a determination of Adverse Effect.



The FTA determined there would be No Adverse Effect on 40 of the 41 historic properties within the APE, including 38 individual architectural historic properties and the two historic districts ( and Table 7-3). As discussed further below, four historic properties, including the VA Center Historic District contributing landscape (WSE 41b), will be altered by either construction staging activities or station entrance options but also have a determination of No Adverse Effect. Further, underground tunneling outside the existing right-of-way will occur beneath eight individual historic properties and the two historic districts. These actions are expected to meet the *Secretary of Interior Standards for Rehabilitation* or the *Secretary of Interior Standards for Treatment of Cultural Landscapes* and will not be adverse.

Plans call for placement of a station portal in the building or attached original garage at the following three historic properties:

- Linde Medical Building (WSE 10)
- Union Bank Building (WSE 14)
- May Company Wilshire (LACMA West) (WSE 24)

As detailed in Table 7-2, plans call for placement of a station portal inside the interior of the May Company Wilshire (LACMA West) building (WSE 24) for the west entrance option for the Wilshire/Fairfax Station, avoiding alterations to the historic exterior of the building. At the Linde Medical Building (WSE 10), one of the entrance options for the Westwood/UCLA Station would place the portal in the attached, integrated parking garage, which would require the removal of a portion of the meeting wall between the garage and interior of the main building. The station elevator/escalator would be located away from front (south) exterior elevation of the building in the adjacent courtyard/ patio area. Placement of a station portal within the west end of the first level of the Union Bank Building (WSE 14) for a Wilshire/Rodeo Station option would alter the west exterior wall. These actions are expected to meet the *Secretary of Interior Standards for Rehabilitation* and will have No Adverse Effect on the three historic properties.

Plans call for placement of two station portal options within one historic district:

- VA Medical Center Historic District (WSE 41), including the contributing landscape (WSE 41b)

The portion of the established 103-acre landscape (WSE 41b) within the VA Medical Center Historic District (WSE 41) to be affected by construction of the LPA is 3.3 acres. This acreage includes a grove of large ficus trees near the Wadsworth Theater (WSE 41a) and a palm garden on the east side of Bonsall Avenue north of Wilshire Boulevard, as well as mature trees, particularly a large eucalyptus (blue gum), on the south side of Wilshire Boulevard, west of Bonsall Avenue. The mature trees, which comprise an integral feature of the historic landscape (WSE 41b), are located within the area planned for “cut-and-cover” excavation activities associated with the construction of tunnels for the Westwood/VA Hospital (North and South) Station options on the north and/or south sides of Wilshire Boulevard. Impacts to the historic landscape will be resolved by returning the landscape to its original condition. The mature trees will be protected or temporarily removed and then returned to their original site. These actions are expected to meet the *Secretary of Interior Standards for Treatment of Cultural Landscapes* and will have No Adverse Effect on the VA Medical Center Historic District or its contributing landscape.

The FTA determined only one individual historic property has a Determination of Adverse Effect (see Table 7-2):

- Ace Gallery (WSE 15)

The core building of the current Ace Gallery building was a commercial restaurant building constructed in the 1930s, which was rehabilitated in 1948/1949 to create a larger building designed in the Brutalism style of architecture. Located at 9430 Wilshire Boulevard, the building was purchased by the Bank of America in 1950. Brutalist-style buildings, many of which are constructed from concrete and were built between World War II and the mid-1980s, are typically designed with striking repetitive angular geometries. Demolition of the Ace Gallery would be required for the Wilshire/Rodeo Station entrance on the south side of Wilshire Boulevard and for construction staging (WSE 15; Appendix A: APE Map Sheet 4).

The LPA will require underground easements outside the existing right-of-way for the following eight individual historic properties and the two historic districts (Table 7-3):

- VA Medical Center Historic District (WSE 41), including the contributing landscape (WSE 41b)
- Westwood/UCLA Historic District (HD 1), including contributor HD1a/WSE 61
- Lindbrook Village (WSE 46)
- Courtyard Apartment Complex (10840 Lindbrook Drive) (WSE 47)
- University Bible Building (WSE 49)
- The Barn (WSE 54)
- Beverly Hills High School (WSE 55)
- Perpetual Savings Building (WSE 56)
- AAA Building (WSE 87)
- Los Angeles Country Club (South Course) (WSE 97) (3-acre APE in southwest corner)

The subsurface easements for tunneling outside the existing right-of-way would be located below the existing properties at a depth of 30 to 70 feet or more, and would not cause temporary or permanent direct effects to built historic properties, such as physical destruction or damage, alterations not consistent with the *Secretary of Interior Standards for Rehabilitation*, removal, or neglect of the property. Considering the depth as well as the use of state-of-the-art technology for tunneling and subway operations, the *Noise and Vibration Study* (Metro 2010b, 2010c) concluded noise or vibration from tunneling or subway operations are not expected to adversely affect historic resources. Indirect effects from tunneling or subway noise and vibration will not diminish the integrity of the property's significant features, and the FTA determined there would be No Adverse Effect for the eight individual historic properties and two historic districts requiring subsurface easements (Table 7-3).

By letter dated December 8, 2011, the SHPO concurred with FTA's determination of effect for the project (Appendix C).

The impacts of the undertaking and the effects determinations for the 41 historic properties within the APE are presented in the following two tables:



- Table 7-2: Aboveground Effects to Historic Properties by the LPA
- Table 7-3: Underground Effects to Historic Properties by the LPA

Table 7-2: Aboveground Effects to Historic Properties by LPA

WSE No.	Common Name /Primary No./ Street Address	Station	Map Sheet and Location Name	Brief Description and Impact by LPA	NRHP Eligibility/ Listing (Criteria)	Impact/ Determination
WSE 41	VA Medical Center Historic District P-19-173043 Los Angeles County	Westwood/VA Hospital	Map Sheet 7	Old Soldiers Home and VA Medical Center buildings; includes WSE 41a Wadsworth Theater, and WSE 41b historic landscape	Eligible (A, C)	
			North of Wilshire	WSE 41b landscape on north side of Wilshire includes a grove of large ficus trees near Wadsworth Theater (WSE 41a), and a palm garden on east side of Bonsall Avenue in “cut-and-cover” area of station APE. Ficus trees near the Theater and the palm garden will be removed during construction activities and then replaced in their original spaces.		Temporary removal and return of trees to original site, and return of historic landscape to original condition: No Adverse Effect
			South of Wilshire	WSE 41b landscape on south side of Wilshire includes large mature trees. The trees, particularly a large eucalyptus (blue gum), will be protected from project impacts.		Protection of trees and return of historic landscape to original condition: No Adverse Effect
WSE 10	Linde Medical Building P-19-189273 10921 Wilshire Blvd., Los Angeles	Westwood/UCLA	Map Sheet 6; On-Street Entrance and Split North/South Portal at Westwood Entrance	Mid-Century International style. Station entrance will be constructed with entrance through the attached, original parking garage. Station elevator will be located away from front (south) exterior elevation of WSE 10 in adjacent courtyard/patio area.	Eligible (G, C)	Removal for station entrance of a section of meeting wall between attached, integrated garage and rear of main structure: No Adverse Effect
WSE 11	Century Plaza Hotel P-19-189247 2025 Avenue of the Stars, Century City	Century City/ Constellation	Map Sheet 5	Mid-Century Modern style. Undertaking will avoid.	Eligible (G, C)	Avoid: No Adverse Effect
WSE 12	Century Plaza Towers P-19-189249 2029 Century Park East, Century City	Century City/ Constellation	Map Sheet 5	Mid-Century Modern style. Undertaking will avoid.	Eligible (G, C)	Avoid: No Adverse Effect



WSE No.	Common Name /Primary No./ Street Address	Station	Map Sheet and Location Name	Brief Description and Impact by LPA	NRHP Eligibility/ Listing (Criteria)	Impact/ Determination
WSE 13	Beverly Wilshire Hotel P-19-177029 9504 Wilshire Blvd., Beverly Hills	Wilshire/Rodeo	Map Sheet 4	Italian Renaissance. Undertaking will avoid.	Listed (A, C)	Avoid: No Adverse Effect
WSE 14	Union Bank Building P-19-189269 9460 Wilshire Blvd., Beverly Hills	Wilshire/Rodeo	Map Sheet 4; Union Bank Entrance	Mid-Century International style. Station portal entrance will be constructed within the west end of the first level. The wall on this exterior will be altered.	Eligible (C)	Alteration for station entrance of exterior wall on west end of first level: No Adverse Effect
WSE 15	Ace Gallery Building P-19-189267 9430 Wilshire Blvd., Beverly Hills	Wilshire/Rodeo	Map Sheet 4; All Station Entry Options (Union Bank, Ace Gallery, Bank of America Entrances)	Mid-Century Modern – Brutalism. Station entrance and construction site (building to be removed) planned for southwest corner of Wilshire/S. Reeves intersection.	Eligible (C)	Demolish: Adverse Effect
WSE 16	Glendale Federal Savings Building P-19-189268 9450 Wilshire Blvd., Beverly Hills	Wilshire/Rodeo	Map Sheet 4	Mid-Century Modern style. Undertaking will avoid.	Eligible (G, C)	Avoid: No Adverse Effect
WSE 17	California Bank Building-Sterling Plaza P-19-177320 9429 Wilshire Blvd., Beverly Hills	Wilshire/Rodeo	Map Sheet 4	Art Deco commercial. Undertaking will avoid.	Eligible (C)	Avoid: No Adverse Effect
WSE 18	Fine Arts Theater P-19-177314 8554 Wilshire Blvd., Beverly Hills	Wilshire/La Cienega	Map Sheet 3	Art Deco style. Undertaking will avoid.	Eligible (C)	Avoid: No Adverse Effect
WSE 21	Fox Wilshire Theater P-19-177313 8430 Wilshire Blvd., Beverly Hills	Wilshire/La Cienega	Map Sheet 3	Art Deco style. Undertaking will avoid.	Eligible (C)	Avoid: No Adverse Effect

WESTSIDE SUBWAY EXTENSION PROJECT

WSE No.	Common Name /Primary No./ Street Address	Station	Map Sheet and Location Name	Brief Description and Impact by LPA	NRHP Eligibility/ Listing (Criteria)	Impact/ Determination
WSE 23	Johnie's Coffee Shop P-19-189263 6101 Wilshire Blvd., Los Angeles	Wilshire/Fairfax	Map Sheet 3; Johnie's Entrance Option	Googie style design. Undertaking will avoid.	Eligible (C)	Avoid: No Adverse Effect
WSE 24	May Company Building (LACMA West) P-19-173051 5905 Wilshire Blvd., Los Angeles	Wilshire/Fairfax	Map Sheet 3; LACMA West Entrance	Streamline Moderne. Station portal entrance will be constructed within interior of the southwest area of the first level and will use existing public entryways, avoiding alterations to the historic exterior of the building, including existing doorways.	Eligible (C)	Avoid alterations to building exterior with placement of station entrance in interior: No Adverse Effect
WSE 25	Art Deco-style commercial building P-19-175237 5350-5354 Wilshire Blvd., Los Angeles	Wilshire/La Brea	Map Sheet 2	Art Deco style. Undertaking will avoid.	Eligible (C)	Avoid: No Adverse Effect
WSE 26	Darkroom Photography Store façade P-19-171001 5366-5376 Wilshire Blvd., Los Angeles	Wilshire/La Brea	Map Sheet 2	Streamline Moderne style. Undertaking will avoid.	Eligible (C)	Avoid: No Adverse Effect
WSE 27	Art Deco-style commercial building P-19-175235 5400-5420 Wilshire Blvd., Los Angeles	Wilshire/La Brea	Map Sheet 2	Art Deco-style commercial building. Undertaking will avoid.	Eligible (C)	Avoid: No Adverse Effect
WSE 28	Tidewater (Getty) Oil building P-19-188522 4201 Wilshire Blvd., Los Angeles	Wilshire/ Crenshaw (laydown area)	Map Sheet 1	International style. Undertaking will avoid.	Eligible (C)	Avoid: No Adverse Effect
WSE 29	Los Altos Hotel and Apartments P-19- 173428 4121 Wilshire Blvd., Los Angeles	Wilshire/ Crenshaw (laydown area)	Map Sheet 1; Laydown Area	Spanish Revival. Undertaking will avoid.	Listed (C)	Avoid: No Adverse Effect



<b>WSE No.</b>	<b>Common Name /Primary No./ Street Address</b>	<b>Station</b>	<b>Map Sheet and Location Name</b>	<b>Brief Description and Impact by LPA</b>	<b>NRHP Eligibility/ Listing (Criteria)</b>	<b>Impact/ Determination</b>
WSE 30	Wiltern Theater P-19-170997 3780 Wilshire Blvd., Los Angeles	Wilshire/ Western	Map Sheet 1	Art Deco style. Undertaking will avoid.	Listed (C)	Avoid: No Adverse Effect
WSE 31	Pierce National Life P-19-189262 3807 Wilshire Blvd., Los Angeles	Wilshire/ Western	Map Sheet 1	Mid-Century Modern. Undertaking will avoid.	Eligible (C)	Avoid: No Adverse Effect
WSE 42	Catholic-Protestant Chapels/ Wadsworth Chapel P-19-167175 Los Angeles County	Wilshire/VA Hospital	Map Sheet 7; North of Wilshire	1890 Chapel. Undertaking will avoid.	Listed (A, C)	Avoid: No Adverse Effect
WSE 43	Westwood Federal Building P-19-189274 11000 Wilshire Blvd., Los Angeles	Wilshire/VA Hospital	Map Sheet 7; South of Wilshire	Mid-Century Modern. Undertaking will avoid.	Eligible (G, C)	Avoid: No Adverse Effect
WSE 44	Ralph's Grocery Store P-19-174110 1142 Westwood Blvd., Los Angeles	Westwood/UCLA	Map Sheet 6; On- Street Entrance and Split North/South Portal at Westwood Entrance	Spanish Revival. Undertaking will avoid.	Listed (C)	Avoid: No Adverse Effect
WSE 45	Glendon Arcade Shops P-19-189250 1139 Glendon Ave., Los Angeles	Westwood/UCLA	Map Sheet 6; On- Street Entrance and Split North/South Portal at Westwood Entrance	Spanish Revival. Undertaking will avoid.	Eligible (C)	Avoid: No Adverse Effect
WSE 88	Wilshire-Beverly Centre Building P-19-189313 9461 Wilshire Blvd.,	Wilshire/Rodeo	Map Sheet 4; Bank of America Entrance	Mid-Century Abstract Modern. Undertaking will avoid.	Eligible (C)	Avoid: No Adverse Effect

**WESTSIDE SUBWAY EXTENSION PROJECT**

WSE No.	Common Name /Primary No./ Street Address	Station	Map Sheet and Location Name	Brief Description and Impact by LPA	NRHP Eligibility/ Listing (Criteria)	Impact/ Determination
	Beverly Hills					
WSE 89	Beverly Hills Porsche Dealership P-19-177312 8423 Wilshire Blvd., Beverly Hills	Wilshire/La Cienega	Map Sheet 3	1920s Spanish Revival style drive-in market. Undertaking will avoid.	Eligible (A, C)	Avoid: No Adverse Effect
WSE 90	Security National Bank Building/ Zephyr Club P-19-170998 5209 Wilshire Blvd., Los Angeles	Wilshire/La Brea	Map Sheet 2	Art Deco commercial. Undertaking will avoid.	Eligible (C)	Avoid: No Adverse Effect
WSE 91	1 <sup>st</sup> Street Viaduct P-19-150195 Los Angeles River Bridge 53C1166, Los Angeles	Division 20 Maintenance Yard	Map Sheet 8	1920s concrete bridge. Undertaking will avoid.	Eligible (C)	Avoid: No Adverse Effect
WSE 92	4 <sup>th</sup> Street Bridge P-19-150194 Los Angeles River Bridge 53C0044, Los Angeles	Division 20 Maintenance Yard	Map Sheet 8	1920s concrete bridge. Undertaking will avoid.	Eligible (C)	Avoid: No Adverse Effect
WSE 93	6 <sup>th</sup> Street Viaduct P-19-188524 Los Angeles River Bridge 53C1880, Los Angeles	Division 20 Maintenance Yard	Map Sheet 8	1920s concrete bridge. Undertaking will avoid.	Eligible (C)	Avoid: No Adverse Effect
WSE 94	Clem Wilson /Mutual of Omaha Building P-19-173045 5217-5231 Wilshire Blvd., 672-682 S. La Brea Ave., Los Angeles	Wilshire/La Brea	Map Sheet 2	Art Deco and Gothic. Undertaking will avoid.	Eligible (C)	Avoid: No Adverse Effect
WSE 96	[unoccupied] P-19-189315	Wilshire/La Cienega	Map Sheet 3	Art Deco. Undertaking will avoid.	Eligible (C)	Avoid: No Adverse Effect

WSE No.	Common Name /Primary No./ Street Address	Station	Map Sheet and Location Name	Brief Description and Impact by LPA	NRHP Eligibility/ Listing (Criteria)	Impact/ Determination
	8400 Wilshire Blvd., Beverly Hills					

**Table 7-3: Underground Effects to Historic Properties by LPA**

WSE No.	Common Name /Primary No./ Street Address	Station	Map Sheet and Location Name	Brief Description and Indirect Underground Effect	NRHP Eligibility/ Listing (Criteria)	Impact/ Determination
WSE 41 Historic District	VA Medical Center Historic District P-19-173043	Westwood/VA Hospital	Map Sheet 7; North of Wilshire	Old Soldiers Home and VA Medical Center buildings; includes WSE 41a Wadsworth Theater, and WSE 41b historic landscape Underground easement for tunneling (depth of 30-70 feet or more) outside existing ROW.	Eligible (A, C)	No impact by tunneling noise or vibration: No Adverse Effect
HD 1	Westwood/UCLA Historic District (Historic District 1)	Westwood/ UCLA	Map Sheet 6; Lindbrook Dr.	Spanish Revival, Monterey Revival; includes WSE 46, WSE 47, WSE 49, and contributor HD1a/WSE 61. Underground easement for tunneling (depth of 30-70 feet or more) outside existing ROW.	Eligible (C)	No impact by tunneling noise or vibration: No Adverse Effect
WSE 46	Lindbrook Village P-19-189305 10830, 10836 Lindbrook Drive	Westwood/ UCLA	Map Sheet 6; Lindbrook Dr.	Spanish Revival. Underground easement for tunneling (depth of 30-70 feet or more) outside existing ROW.	Eligible (C)	No impact by tunneling noise or vibration: No Adverse Effect
WSE 47	Courtyard Apartment Complex P-19-189307 10840 Lindbrook Drive	Westwood/ UCLA	Map Sheet 6; Lindbrook Dr.	Monterey Revival. Underground easement for tunneling (depth of 30-70 feet or more) outside existing ROW.	Eligible (C)	No impact by tunneling noise or vibration: No Adverse Effect
WSE 49	University Bible Building P-19-189308 10801 Wilshire Blvd	Westwood/ UCLA	Map Sheet 6; Lindbrook Dr.	Gothic Revival. Underground easement for tunneling (depth of 30-70 feet or more) outside existing ROW.	Eligible (C)	No impact by tunneling noise or vibration: No Adverse Effect
WSE 54	The Barn P-19-189253 10300 Santa Monica Blvd	Century City/ Constellation	Map Sheet 5	Home and office of A.Q. Jones architect. Underground easement for tunneling (depth of 30-70 feet or more) outside	Eligible (G, B)	No impact by tunneling noise or vibration: No Adverse Effect

WSE No.	Common Name /Primary No./ Street Address	Station	Map Sheet and Location Name	Brief Description and Indirect Underground Effect	NRHP Eligibility/ Listing (Criteria)	Impact/ Determination
				existing ROW.		
WSE 55	Beverly Hills High School P-19-177101 241 Moreno Drive	Century City/ Constellation	Map Sheet 5	French Eclectic and Streamline Moderne. Underground easement for tunneling (depth of 30-70 feet or more) outside existing ROW.	Eligible (C)	No impact by tunneling noise or vibration: No Adverse Effect
WSE 56	Perpetual Savings Bank Building P-19-189270 9720 Wilshire Blvd	Wilshire/ Rodeo	Map Sheet 5	Mid-Century Modern. Underground easement for tunneling (depth of 30-70 feet or more) outside existing ROW.	Eligible (C)	No impact by tunneling noise or vibration: No Adverse Effect
WSE 87	AAA Building P-19-189316 1950 Century Park East	Century City/ Constellation	Map Sheet 5	Mid-Century Modern. Underground easement for tunneling (depth of 30-70 feet or more) outside existing ROW.	Eligible (C)	No impact by tunneling noise or vibration: No Adverse Effect
WSE 97	Los Angeles Country Club (South Course) P-19-189314 10101 Wilshire Blvd., LA	Century City/ Santa Monica	Map Sheet 5	Private club established in 1897. Underground easement for tunneling (depth of 30-70 feet or more) outside existing ROW (3 acres of southwest corner of 97-acre South Course).	Eligible (C)	No impact by tunneling noise or vibration: No Adverse Effect



### **7.1.4 Resolution of Adverse Effects**

Implementation of Mitigation Measure HR-1 described in Section 8 will ensure the LPA is designed to avoid or minimize adverse effects to the identified historic properties that may be adversely affected by construction of the LPA. Treatment to resolve the Determination of Adverse Effect for the Ace Gallery (WSE 15) (Table 7-2) is addressed in HR-2.

Implementation of geotechnical investigations, survey of the VA Medical Center Historic District contributing landscape, and construction monitoring under Mitigation Measure HR-3 will ensure compliance with approved designs and ensure the protection of the historic fabric of historic properties being affected by the project as well as of those historic properties in close proximity to planned construction, for which no construction impacts are anticipated.

Mitigation Measures HR-1, HR-2, and HR-3 were developed as part of the MOA that was prepared in accordance with 36 CFR Parts 800.4(b)(2) and 800.6(c) and executed by the FTA, SHPO, and Metro (Appendix D).

Implementation of HR-4 would ensure construction of the LPA would have no effect on eligible historic properties built after 1968 not previously inventoried during preparation of the Draft EIS/EIR or the Final EIS/EIR.

## **7.2 CEQA Determination**

Pursuant to the statutes of CEQA, as noted above, an impact by the LPA to built environment resources would be considered significant if it will:

- Cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5

The LPA will result in a significant impact to one historical resource, the Ace Gallery at the Wilshire/Rodeo Station. Demolition of the Ace Gallery (WSE 15) would be required for the station entrance on the south side of Wilshire Boulevard and for construction staging. Documentation of the property in accordance with the treatment measures developed in the MOA and provided here as Mitigation Measure HR-2 in Section 8 will reduce the impact to less than significant.

Implementation of Mitigation Measure HR-1 during the design phase and related monitoring as described in Section 8 will reduce the level of impacts for the construction of station portals or construction staging activities to four historical resources to less than significant. There will be no material impairment or substantial adverse change in the significance of the four historical resources:

- Linde Medical Building (WSE 10)
- Union Bank Building (WSE 14)
- May Company Wilshire (LACMA West) (WSE 24)
- VA Medical Center Historic District (WSE 41), including the contributing landscape (WSE 41b)

Implementation of geotechnical investigations, survey of the VA Medical Center Historic District contributing landscape, and construction monitoring under Mitigation Measure HR-3 would reduce impacts to less than significant by ensuring compliance with approved designs and protecting the historic fabric of the historical resources being impacted by the project as well as of those historical resources in close proximity to planned construction, for which no construction impacts are anticipated.

Although the military-themed mural located at the Bonsall Avenue underpass is not a historical resource, it is protected by state and federal law (California Civil Code §987; Federal Visual Artists Rights Act [17 USC 106A]). Metro will protect this civic artwork from damage during construction activities in concert with implementation of the construction monitoring described in Mitigation Measures HR-1 and HR-3 provided in Section 8. Given the protection of the resource, the LPA will not result in a significant impact.

## 8.0 MITIGATION MEASURES

The refined alignment for the LPA has been designed to avoid and minimize adverse effects on historic properties. The majority remains within the existing right-of-way boundaries of the major roadways, and the FTA determined there will be No Adverse Effect to 40 of the 41 historic properties within the Architectural APE (39 individual properties and two historic districts). The SHPO has concurred with this determination of effect (Appendix C).

In regard to historic buildings, structures and districts, preferred mitigation is to avoid adverse effects to historic properties/ historical resources through project design. If the resource and effect cannot be entirely avoided, mitigation measures to minimize harm to the resource shall be taken. Depending on the effects of a project, mitigation measures may include, but are not limited to:

- Implementing the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Grimmer and Weeks 1995) or the Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines for Applying the Standards (Grimmer and Weeks 1992)
- Preparing a historic resource management plan (e.g., Historic Structures Report)
- Adding new construction that is compatible in size, scale, materials, color, and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric)
- Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource
- Designing protection measures for buildings and for integral features of historic landscapes
- Implementing measures to ensure the materials, features, or finishes that are important to the integrity of a property are not altered in the event of unintended direct construction-related physical impacts

For those portions of the APE in which construction would start beyond 2019, Metro would retain the services of a Secretary of Interior professional qualified architectural historian to complete an updated historic property survey and evaluation to ensure that construction of the LPA would have no effect on eligible historic properties/historical resources built after 1968 not previously inventoried during preparation of the Draft EIS/EIR or the Final EIS/EIR for the LPA. A draft and final report on the results of the survey and evaluation would be submitted to Metro, FTA, and SHPO for review and approval prior to initiation of any beyond-2019 ground-disturbing activities within the APE for the LPA. The final report would be placed on file with Metro and Responsible Agencies, the South Central Coastal Information Center, and other appropriate local repositories identified by Metro within three months after the work has been completed.

If any of the newly inventoried built resources are determined to be historic properties or historical resources that may be adversely affected by the LPA, the FTA, with the assistance of Metro, shall review and approve appropriate mitigation measures, which shall be devised by Metro in concert with a qualified architectural historian. To the extent feasible, treatment to avoid and minimize adverse effects shall follow Mitigation Measure HR-1. In the event activities associated with the LPA cannot be implemented in a manner which meets adherence to



Secretary of the Interior's Standards under HR-1, then treatment described in HR-2 or other treatment appropriate to the specific resource(s) would be implemented.

## 8.1 Mitigation Measures HR-1 through HR-4

As discussed in Section 7.1.3, historic properties may be affected, either directly or indirectly, as part of construction for the LPA, including improvements at the Division 20 maintenance yard. To avoid or minimize adverse direct and/or indirect effects to historic properties that may be affected as part of the LPA, FTA, with the assistance of Metro and in consultation with the SHPO, developed specific mitigation measures that are incorporated into the Section 106 MOA (Appendix D). The MOA also describes the treatment that will be required to resolve the Adverse Effect that will result from demolition of the Ace Gallery (WSE 15).

The following details the mitigation measures planned as part of the LPA in accordance with 36 CFR Parts 800.6(a) and 800.6(b)(1):

**HR-1:** Treatment to Avoid Adverse Effects.

**Design Phase Planning**—The project would be designed in adherence to the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Rehabilitating Historic Buildings and the Guidelines for the Treatment of Cultural Landscapes at the following four historic properties that will be altered by either construction staging activities or station entrances to ensure there is no adverse effect to these properties:

- LACMA West May Company—WSE 24 (6067 Wilshire Boulevard)
- Union Bank Building—WSE 14 (9460 Wilshire Boulevard)
- Linde (Westwood) Medical Plaza—WSE 10 (10921 Wilshire Boulevard)
- VA Medical Center Historic District—WSE 41 (11301 Wilshire Boulevard) including the Wadsworth Theater and Contributing Landscape Elements

Designs will ensure the preservation of the character-defining features of the historic properties and would avoid damaging or destroying materials, features, or finishes that are important to the property, while also considering economic and technical feasibility. Metro will ensure that SHPO has the opportunity to review the design by the architectural historian.

**Design Review and Monitoring**—Metro will retain the services of a qualified historic preservation consultant with experience in architectural preservation to review structural designs and construction activities, and will require onsite periodic construction monitoring by a historic preservation consultant to ensure protection of historic fabric and compliance with approved designs and the *Secretary of the Interior's Standards for the Rehabilitation of Historic Properties*.

**HR-2:** Treatment to Resolve Adverse Effect

**HABS/HAER Documentation**—The adverse effects of the undertaking on the Ace Gallery will be resolved by FTA by requiring Metro to implement and complete National Park Service Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) documentation, pursuant to Section 110(b) of the National Historic Preservation Act for the adversely affected property. Prior to any action, the photo-recording and documentation consistent with the standards of the National Park Service HABS or HAER will be prepared by a Secretary of Interior

qualified professional architectural historian or historic architect. Whenever possible, HABS/HAER documentation Level 2 would be employed whenever measured drawings for a property are available. If measured drawings are not available, HABS/HAER documentation Level 1 would be employed.

The HABS/HAER documentation will be forwarded by Metro to the FTA and SHPO for review. The FTA, in consultation with Metro and SHPO, will approve the materials and permit Metro to proceed with demolition of the adversely affected property.

Following approval of the HABS/HAER documentation, Metro will ensure that the materials are placed on file with Metro and responsible agencies, historical societies and preservation groups, local university and community libraries, and other appropriate national and local repositories and archives, as identified by Metro.

**Public Website Development**—In connection with HABS/HAER documentation, Metro will develop a public website linked to Metro’s website concerning the history of the Ace Gallery. The website would be based on the photographs produced as part of the HABS/HAER documentation and historic archival research previously prepared as part of the undertaking and historic documentation. A public website, which provides historic and documentary information regarding historic properties that would be substantially altered or demolished as a result of the undertaking, will be prepared and maintained for a 10-year period.

**HR-3**—For those portions of the APE in which construction would start beyond 2019, Metro would retain the services of a Secretary of Interior professional qualified architectural historian to complete an updated historic property survey and evaluation to ensure that construction of the LPA would have no effect on eligible historic properties built after 1968 not previously inventoried during preparation of the Draft EIS/EIR or the Final EIS/EIR for the LPA. A draft and final report on the results of the survey and evaluation would be submitted to Metro, FTA, SHPO, and other signatories to the Memorandum of Agreement for review and approval prior to initiation of any beyond-2019 ground-disturbing activities within the APE for the LPA. The final report would be placed on file with Metro and Responsible Agencies, the South Central Coastal Information Center, and other appropriate local repositories identified by Metro within three months after the work has been completed.

If any of the newly inventoried built resources are determined to be eligible historic resources and may be adversely affected by the LPA, the FTA, with the assistance of Metro, shall review and approve appropriate mitigation measures, which shall be devised by Metro in concert with a qualified architectural historian. To the extent feasible, treatment to avoid and minimize adverse effects shall follow Mitigation Measure HR-1. In the event activities associated with the LPA cannot be implemented in a manner which meets adherence to Secretary of the Interior’s Standards under HR-1, then the treatment described in Mitigation Measures HR-2 or other treatment appropriate to the specific resource(s) would be implemented.

Implementation of the following measures will avoid adverse effects to the following four historic properties that will be altered by either construction staging activities or station entrances to ensure there is no adverse effect to these properties:

- LACMA West May Company—WSE 24 (6067 Wilshire Boulevard)
- Union Bank Building—WSE 14 (9460 Wilshire Boulevard)
- Linde (Westwood) Medical Plaza—WSE 10 (10921 Wilshire Boulevard)

- VA Medical Center Historic District—WSE 41 (11301 Wilshire Boulevard) including the Wadsworth Theater and Contributing Landscape Elements

#### HR-4: Pre-Construction and Construction Phases

Geotechnical Investigations—For the historic properties, further geotechnical investigations will be undertaken to evaluate soil, groundwater, seismic, and environmental conditions along the alignment. This analysis will assist in the development of appropriate support mechanisms and measures for cut and fill construction areas. The subsurface investigation would also identify areas that could cause differential settlement as a result of using a tunnel boring machine (TBM) in close proximity to historic properties. An architectural historian or historical architect who meets the Secretary of the Interior’s Professional Qualification Standards (36 CFR Part 61) will provide input and review of final design documents prior to implementation of the mechanisms and measures. The review will evaluate whether the geotechnical investigations and support measures for cut and fill, and measures to prevent differential settlement meet the Secretary of the Interior’s *Standards for the Treatment of Historic Properties*. The evaluation of the measures will be forwarded by Metro to the FTA and SHPO for review. Then FTA, in consultation with the SHPO, upon the SHPO’s concurrence, shall approve the evaluation and permit Metro to proceed with construction.

Historic District Contributing Landscape Element Pre-Construction Survey—Metro will develop a survey of the contributing landscape elements of the VA Medical Center Historic District located within 20 feet of the Westwood/VA Hospital North and South Station portal-related cut-and-cover and construction staging areas during final design. The survey will be prepared by a qualified architectural historian and historic landscape architect and/or qualified arborist with the assistance of a technician/surveyor using high-resolution GPS equipment. The survey will establish an inventory of each mature historic tree species and the precise location of each individual tree in the survey area. The inventory survey will also assess the feasibility of temporarily removing and then replanting the extant trees in their original location, including how the trees should be moved and temporarily stored.

A report on the results of the inventory will be submitted to FTA, Metro and SHPO for review and will be placed on file with Metro.

Historic District Contributing Landscape Element Protection Measures—The results of the pre-construction survey will be used for marking trees to be avoided during construction, for implementation of relocation recommendations as necessary if avoidance of any of the trees is infeasible, and for onsite use during construction activities to ensure the historic trees remaining in place are protected.

Should any of the trees that are temporarily removed not survive a reasonable period after they are replanted, as determined by a qualified arborist, Metro will obtain and plant adult-aged replacement trees of the same species to rehabilitate the historic landscape.

Historic District Contributing Landscape Element Construction Monitoring—Metro will retain the services of a qualified historic preservation consultant with experience in the preservation of historic landscapes. The consultant will review the existing landscape designs and proposed construction activities, and develop a plan for onsite periodic construction monitoring to ensure protection of historic fabric and compliance with the *Guidelines for the Treatment of Cultural Landscapes*.

## 8.2 Impacts Remaining After Mitigation

Implementation of Mitigation Measures HR-1, HR-3, and HR-4 will ensure that direct and/or indirect adverse effects are avoided where actions are expected to meet the *Secretary of the Interior's Standards for Rehabilitation or for the Treatment of Cultural Landscapes*, as outlined in Tables 7.2 and 7.3 for the historic properties that may be affected by construction of the LPA or associated improvements at the Division 20 maintenance facility.

Treatment to resolve the adverse effect of construction of the LPA to the Ace Gallery is addressed in HR-2.

Specific mitigation measures to resolve and avoid adverse effects are also addressed in the MOA executed by the FTA, SHPO, and Metro that was prepared in accordance with 36 CFR Parts 800.4(b)(2) and 800.6(c) (Appendix D).

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**Metro**

## APPENDIX A—APE MAPS (SHEETS 1-8)









Figure A-2. Architectural APE for LPA and Historic Properties (Wilshire/La Brea)



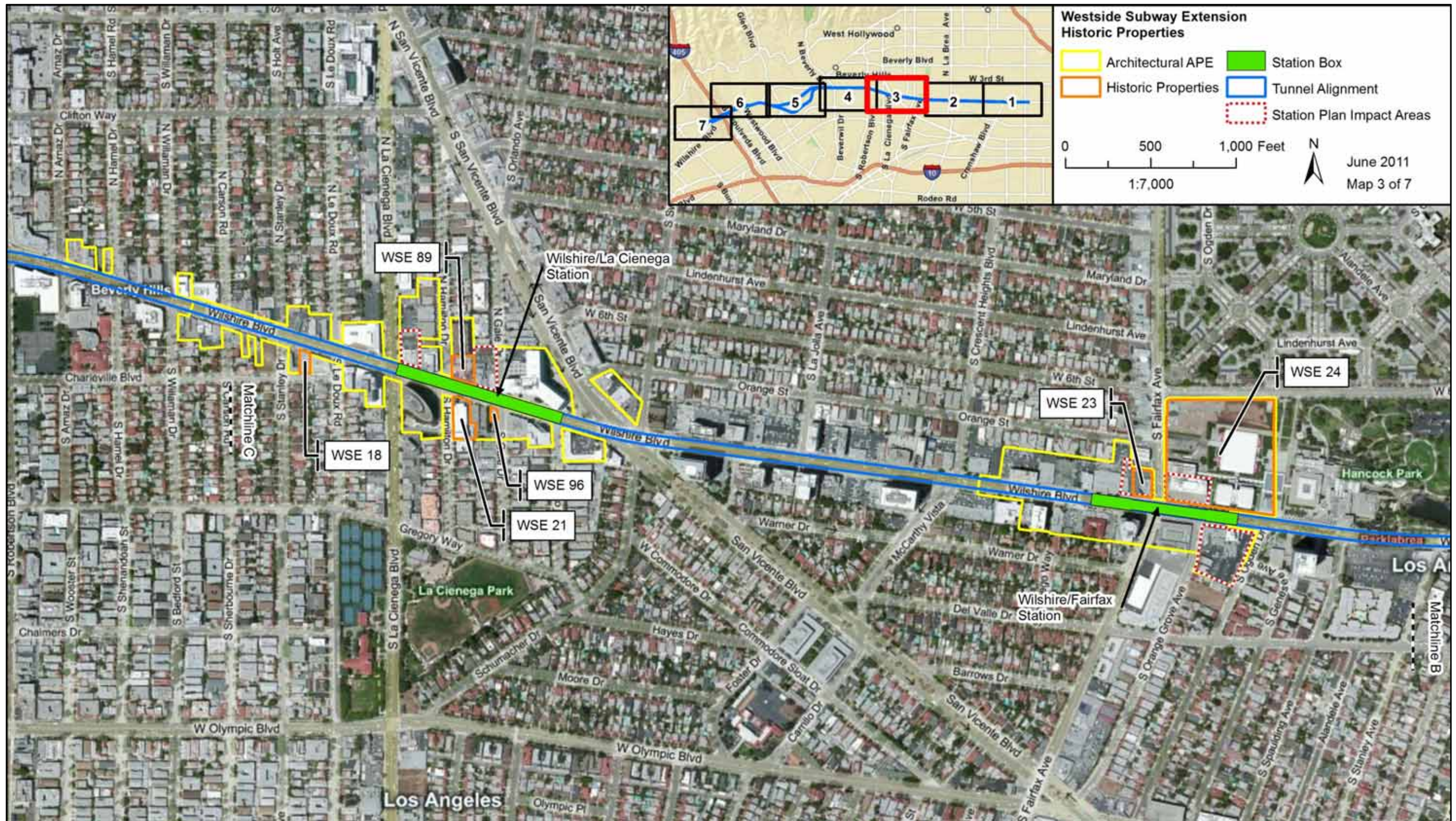


Figure A-3. Architectural APE for LPA and Historic Properties (Wilshire/Fairfax and Wilshire/La Cienega)

WESTSIDE SUBWAY EXTENSION PROJECT



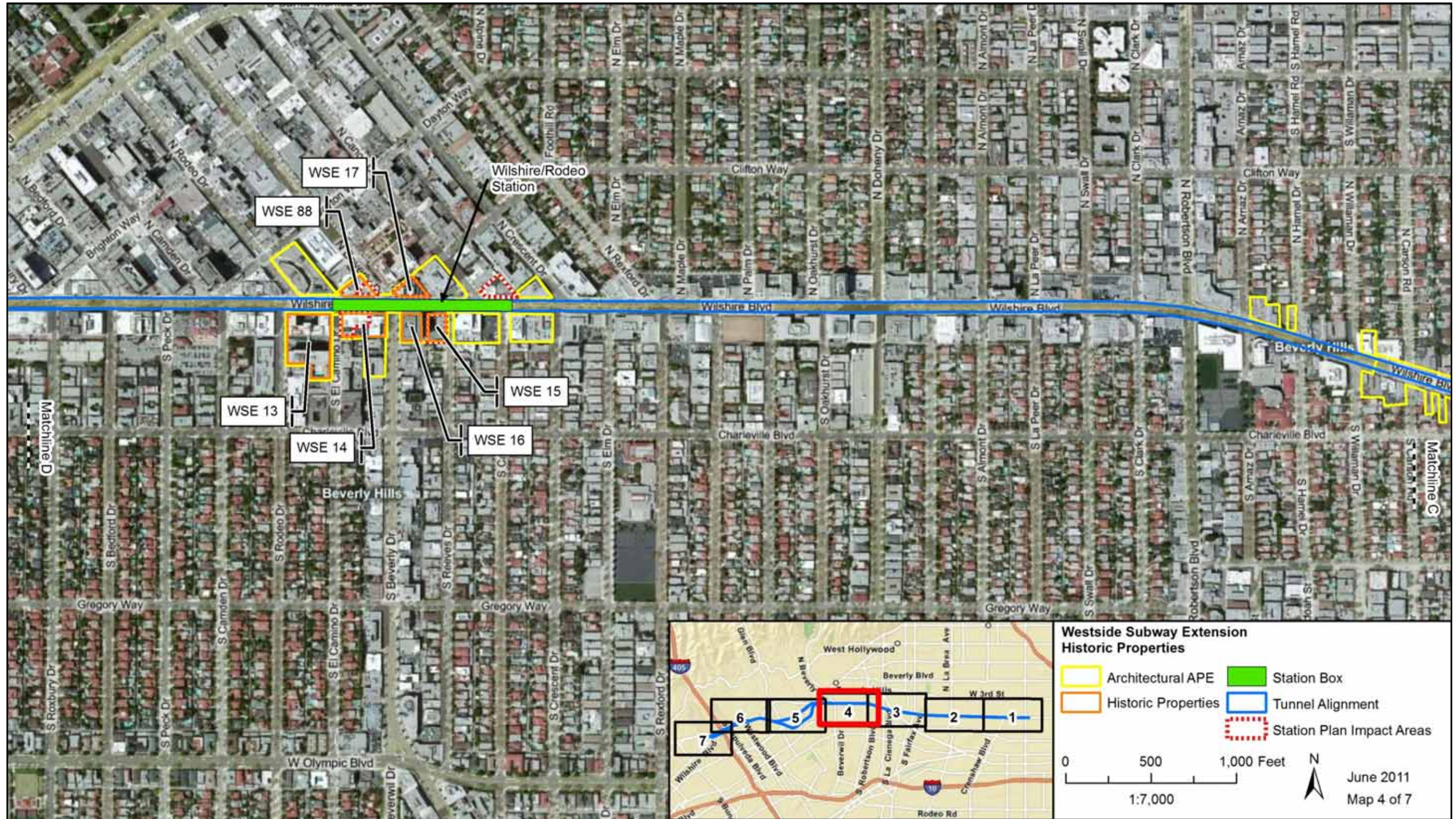


Figure A-4. Architectural APE for LPA and Historic Properties (Wilshire/Rodeo)

WESTSIDE SUBWAY EXTENSION PROJECT







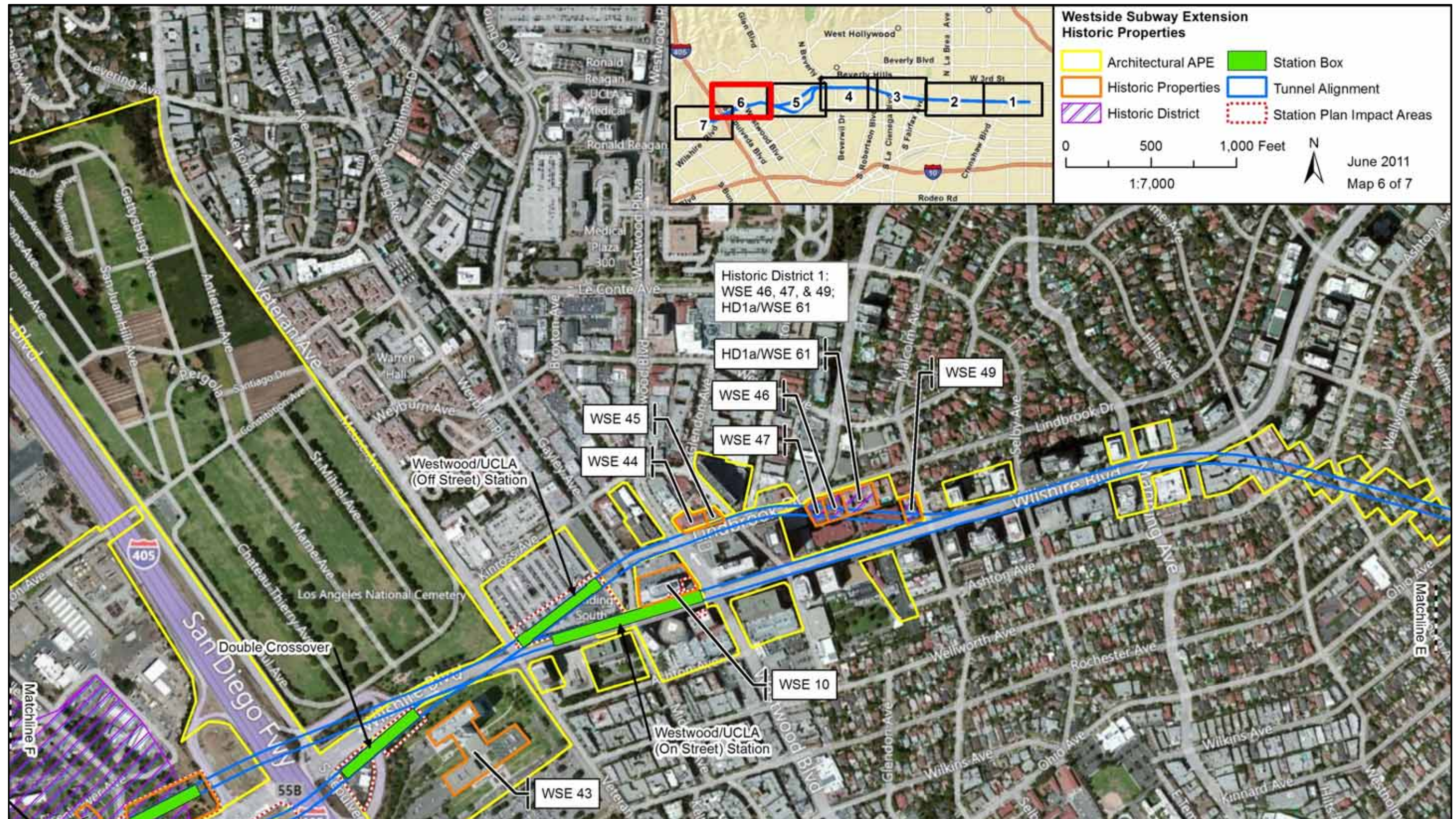


Figure A-6. Architectural APE for LPA and Historic Properties (Westwood/UCLA)







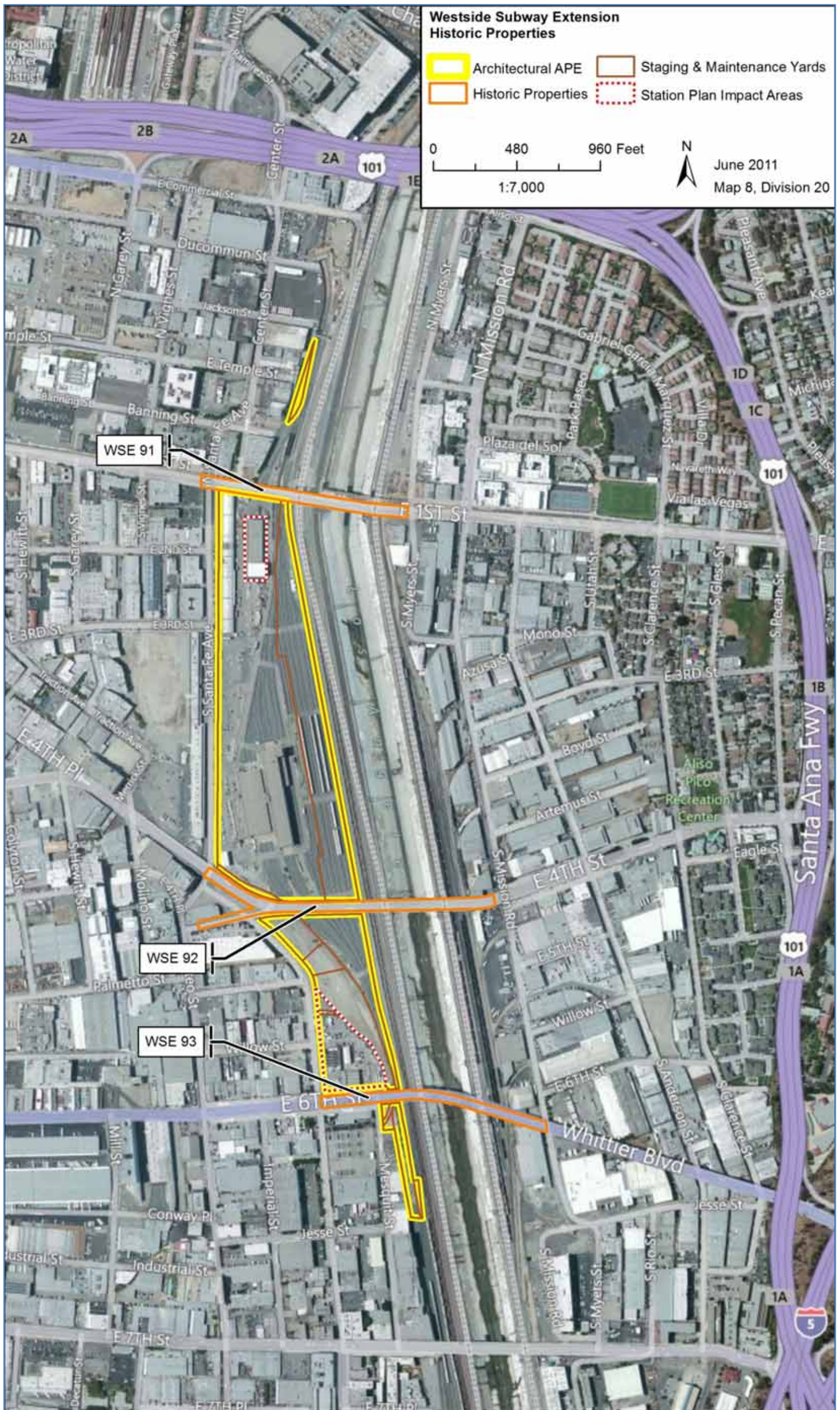


Figure A-8. Architectural APE for LPA and Historic Properties (Division 20 Maintenance Yard)



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**APPENDIX B—REPORT ON TREES AT VA MEDICAL CENTER  
HISTORIC DISTRICT (CHRISTOPH 2011)**

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Ann Christoph landscape architect asla

31713 coast highway, south laguna, california 92651

949-499-3574

fox 499-1804

May 31, 2011

Ms. Pam Daly  
Cogstone Resource Management  
1518 West Taft Ave.  
Orange, CA 92685

RE: Trees at Veterans Administration site

Dear Ms. Daly:

Arborist Greg Applegate and I walked the site of possible future Metro improvements at Wilshire Blvd. and Bonsall Avenue on May 19, 2011. His report, including detailed evaluation of the trees and the prospects for moving them is attached.

The Ficus and palm trees in the north-west quadrant near the Wadsworth Theater are mature and more than 50 years old. Ficus macrophylla and rubiginosa were introduced to California about 1865 (Butterfield), Phoenix canariensis palms are thought to have been introduced by the mission fathers (Riedel). So both of the major trees of the grouping have a history in California contemporaneous with the beginning of the Veterans facility, going back to the era of the civil war and before.

These trees appear to be the remains of a much larger stand of trees that shows in the 1952 photographs. By 1972 the on and off-ramps from Wilshire Boulevard had been built and many of the mature trees in the 1952 photo had disappeared.

The trees' age and size create a fitting setting for the adjacent historical buildings. These trees are worth preserving in place. Some of them are also candidates for boxing and relocation, although the extreme measures involved in that process as described in Applegate's report, indicate the preservation course is wiser, if possible.

A large pile of soil has been placed on top of the root areas and next to the trunks of several of the Ficus trees. This soil should be removed immediately as it can suffocate the root zone and will endanger the health of these trees.

Page 2  
May 31, 2011

The large *Ficus rubiginosa* to the west of the main grouping is sparse and appears to be in poor health. The area surrounding this tree is covered with mulch and new plantings of shrubs and perennials. It could be that conversion of this area from lawn to shrubs, accompanying lawn-killing and removal process, and reduced irrigation has affected the thrift of this tree. This tree should also be retained if possible, although in its present condition it is not a candidate for relocation. Over time, however, its health could improve.

The palm garden on the north-east side of the intersection is a collection of interesting and unusual palms, thus it seems to be the result of a specific on-going project by persons/groups as yet unknown. Many of these palms are worth preserving. Palms can be relocated if need be, and the informal groupings of palms can be recreated with the replanting.

The dominant tree in the area on the southwest side of the intersection is the very large *Eucalyptus globulus*—blue gum, introduced into California in 1859 (Butterfield.) It is a well shaped, very large example of the trees that were extensively planted in the late 1800s on for windrows, to establish homesteads, and optimistically, for lumber. Thus it has a story related to the early development of homes and agriculture in California, as well as size that recommend it. This tree cannot be moved. We recommend that it be saved in place and protected from construction damage.

Please let us know if we can help further as the plans for the station construction become more definite.

Sincerely,

A handwritten signature in blue ink that reads "Ann Christoph". The signature is written in a cursive, flowing style.

Ann Christoph  
Landscape Architect FASLA

References:

Butterfield, Harry M. "Dates of Introduction of Trees and Shrubs to California," Landscape Horticulture, UC Davis, 1964

Riedel, Peter, "Plants for Extra Tropical Regions," California Arboretum Foundation, 1957



Group of eight Ficus, including six macrophylla, one rubiginosa and one microphylla

*Ficus rubiginosa*--rusty leaf fig, west of the main group of Ficus. This tree has sparse foliage and appears to be in poor health.



*Phoenix rupicola* or hybrid, west of the main group of Ficus, with the *Phoenix canariensis* of the Wadsworth Theater on the right.



Palm garden with Wadsworth Chapel in the background.



Palm garden, north of Wilshire Blvd. including Phoenix, Sabal, Livistonia species, and Butia capitata, Chamaerops humilis, and Trachycarpus fortunei.



Eucalyptus globulus--blue gum, south of Wilshire Blvd. very large, at least 50 years old and an outstanding example of its species.



May 24, 2011

Ms. Ann Christoph  
Landscape Architect  
31713 Pacific Coast Highway  
South Laguna, CA 92677

Re: Palms, Ficus and Eucalyptus at Westside Subway Project at the VA Center

Dear Ms. Christoph

Thank you for asking me to meet with you and Pam Daly at the above project site. You wanted to know the feasibility of transplanting the large ficus trees at the south side of the parking lot, just below the Wadsworth Theatre, transplanting the large Canary Island date palms below the theater and other palms in the parking lot and palm garden.

Ms. Daly was also interested in the age of the palm garden north of Wilshire Boulevard, between Bonsall Avenue and the off ramp from the south-bound 405 freeway.

## Background and Supporting Documents

Updated Station Maps north and south of Wilshire, provided by Pam Daly  
Historical Aerial Maps from 1952 and 1972, provided by Nationwide Environmental Title  
Research, LLC (NETR)

## Observations

The group of large ficus below the Wadsworth Theatre show up in historical photographs going back to 1952, and they were good size then. Besides mostly Morton Bay figs, *Ficus macrophylla*, the grouping contains a large rusty leaf fig cultivar, *Ficus rubiginosa* 'Microphylla' and just west of the group, a large rusty leaf fig, *Ficus rubiginosa*. Because I was concerned about possibly spending tens of thousands of dollars to move each tree, I felt it wise to test for decay. I used a Resistograph angled down at the soil line at the base of the bigger trees and the one with large flush cuts near the base. I found no indication of decay in either visual symptoms or from the Resistograph testing.

The group is tightly spaced and they have compressed and distorted each others' growth in various ways. The end trees are generally the best shaped, but still fairly one-sided. Trees in the middle of the row are more compressed and flat. The rusty leaf fig has good shape, but is sparse and in poor health.

## ARBORGATE CONSULTING, INC.

Arboriculture & Horticulture

1131 Lucinda Way, Tustin, CA 92780, Ph. 714.731.6240, Cell: 714.292.7184, Fax 714.731.6138

The Canary Island date palms below the Wadsworth Theatre are over 50 years old and still in good health, with the exception of a minor magnesium deficiency, as indicated by the yellowing of the ends of the pinnae of older fronds.

Likewise, the Canary Island date palms in the parking lot are over 50 years old and in good health.

The palms in the palm garden east of Bonsall Avenue are a mixture of various Phoenix species, Livistona species, Sabal species, Butia capitata, Chamaerops humilis, and Trachycarpus fortunei. I did not see any especially rare or endangered species, but a good number are uncommon in southern California. A 1952 aerial photograph shows a few large palms near the east edge of Bonsall, but the center of this palm garden did not exist in 1952. I was not able to determine a name for this garden, who planted it or exactly when they were planted, but it was before 1972. Please see attached maps.

There is also one large blue gum, *Eucalyptus globulus*, in the lawn area south of Wilshire Boulevard. This tree is about 60 inches in trunk diameter and certainly over 50 years old.

## Matrix of Findings

#	Species	DBH	Trunk	Limbs	Branches	Foliage	Roots	Comments
1	Ficus macrophylla	71"	cod, inc, LB	1s, 2long, Lt	mDk, Lt	80%	6' to pave	Weighted to west
2	Ficus macrophylla	35"	Cod	2long, Lt	Flat, Cr#1-3	60%	Cr	Canopy flattened
3	Ficus macrophylla	19", 25"	Cod, low	2long, Lt, FC, 1s	Cr#4	60%	Cr	Weighted to west
4	Ficus macrophylla	35.5"	cod, inc	2long, Lt	Cr#5	70%	Under pile	Balanced
5	Ficus macrophylla	8,17,17,20	Cod, low	2long, Lt, 1s	Cr#4, epi	70%	Under pile	
6	Ficus r. microphylla	17,20,20,30	cod, inc	2long, Lt	Cr, epi	80%	Under pile	Cut limb in main crotch
7	Ficus macrophylla	59"	cod	2long, m1s	Cr#6	80%	Under container	Good
8	Ficus rubiginosa	17,17,23,23,35	cod, inc	2long, Lt, DL	Epi, mDb	20%	Fill?	New mulch and planting
9	Phoenix canariensis	55' th	okay	n/a	n/a	Full head		mMg def, ficus in pineapple
10	Phoenix canariensis	50' th	okay	n/a	n/a	Full head		mMg def, ficus in pineapple
11	Phoenix canariensis	55' th	okay	n/a	n/a	Full head		mMg def, ficus in pineapple
12	Phoenix canariensis	55' th	okay	n/a	n/a	Full head		ficus in pineapple
13	Phoenix rupicola	40' th	okay	n/a	n/a	Full head		Good
14	Magnolia grandiflora	15.5	FC, DK	Xing, 1s		60%		Limbed up
15	Phoenix canariensis	20'th	okay	n/a	n/a	Near full		
16	Phoenix canariensis	20'th	okay	n/a	n/a	Near full		

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## Explanation of Abbreviations Used in the Matrix

The size, species, evaluation of health, structural condition, location, and the description of defects, health and condition of the trees are listed above.

An “m” in front of an abbreviation indicates minor significance e.g., m1s = slightly one-sided.

1s=one-sided

2long = limb too long

Cod=codominant

Cr=crowded

cv = cultivar

Db=dieback

Def = deficiency

*DBH – Diameter at breast height, i.e. 4.5’*

Dk=decay

Bdk=branch decay

Rdk=root decay

Tdk = trunk decay

DL=Dog-leg

Epi=Epicormic shoots

FC=flush cut

Inc=included bark

Lt=lion-tailed

Sh = shallow roots

Sp=sparse

SS = stump sprouts

T = trunk

T-bow’d = trunk bowed

TO=tear out

Xing = crossing limbs

## Analysis

According to the current maps showing the overall project site and temporary construction easements it appears that all the above trees will be at some level of risk related to construction. Some appear to be immediately in the way of construction, needing to be transplanted or removed. Some are adjoining such areas and may be able to stay in place with strict protection measures. And some are further out on the edges of the site, only needing minor adjustments to keep them safe in a storage area, for instance. More details are needed than are available at this time to identify which of the above trees or palms are in which level of risk.

Transplanting trees the size of the ficus above should only be done as a last resort. To be a successful transplant, trees need to be in good health and well hydrated. Transplanting cuts off about 90 percent of a tree this size’s roots and sets it back for more than a decade. There is also the risk of a longer period of recovery and poor appearance, and also death.

Since so much of the root system is lost, the risk of toppling is also increased. Trees the size of these ficus can do severe damage if they topple. About the only trees in this group that are not out of balance are in poor health or compressed flat between other trees. As they sit now, the group is almost like one organism. Closely spaced trees of the same species often have fused roots and share water and nutrients between themselves as necessary. If this bond is lost we may find that some trees had little of their own resources and were just being supported by their neighbors. Such trees are more likely to die.

In addition please consider that trees in this group are so close together that digging one tree will eliminate the chance of digging the next tree because the box for the first tree comes almost to the trunk of the next tree. The first tree has a trunk almost six feet in diameter. Moving such a tree will probably require close to a 30 foot box. Fifteen feet to the west is the next tree. You will not be able to transplant both.

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The numbering of the trees in the matrix begins at the east end and works to the west and then back to the lower group of trees south of the ficus row. Both the first and third ficus are much heavier and lean to the east.

Neither the magnolia nor the eucalypt should be transplanted. Older magnolias seldom transplant successfully and this one is not in adequate health or condition. Blue gums do not transplant successfully and this one is too large to even try. The one rusty leaf fig (#8) is too unhealthy at this time. It is unlikely it could be recuperated sufficiently in the next five years to allow successful transplanting.

The Canary Island date palms by the theater and in the parking lot are healthy enough to transplant, providing they are moved properly and in the proper season – early summer. However, it appears from the updated station maps that transplanting may not be necessary. These are very tall palms and heavy palms, and may not have much longevity left. To remain stable they will need especially large root balls, at least 8-foot square. Burying them deeper for more stability at re-planting time is counterproductive and could lead to their death. Due to a common disease affecting this species, sterilization of all pruning tools is necessary. Chain saws cannot be sterilized, so they should not be used.

It appears that many of the palms in the palm garden are closely related Phoenix species that have the potential for infection with the same disease. *Phoenix reclinata* is also subject to this disease. I do not know if the *Phoenix rupicola* is subject. However, there are many valuable palms in this garden that have the value to justify transplanting as necessary. In almost all cases it is best to leave them in place with protection than to transplant them.

Transplanting trees the size of the ficus, the Canary Island date palms and other large palms is a skill set belonging to only a few large tree movers. If transplanting is necessary, it is essential that only truly qualified big tree movers be allowed to bid. Low-bid landscape contractors are likely to not have the skills or equipment necessary and are more likely to injure these valuable plants or themselves. The aftercare is also a special skill set, knowing how to care for transplanted large trees and monitoring their irrigation and checking for pests and disease, should not be left to regular landscape maintenance contractors.

For planning and budgeting purposes, consider that large *Phoenix canariensis* and *Phoenix reclinata*, and probably large *Phoenix rupicola*, can be worth ten thousand dollars or more. The large *Ficus macrophyllas* could easily appraise at \$50,000 or more. However, also keep in mind that younger trees are more resilient and have a longer remaining life span.

## Recommendations

Immediately remove the pile of soil under the middle ficus trees. Use track mounted loaders to minimize additional soil compaction.

Adjust the plans as needed to keep construction, excavation, and soil stock piles away from as many trees and palms as possible.

After the plans have become more specific, contact representatives from Valley Crest or Senna Tree Company to comment and bid on moving necessary large trees. This consultant should be retained to work with and act as an independent agent reviewing their suggestions and their work. These companies should also be contacted to provide maintenance and after care.

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Set up a storage area off the asphalt for boxed trees. This area should have a water supply that will remain uninterrupted during construction. The above companies can set up the irrigation system as trees are added to the storage area.

Do not transplant ficus #3 or 8, magnolia #14, or blue gum #16.

For the trees and palms that can be left in place the following specifications need to be applied.

## Tree Preservation Specifications

1. **Protection Barrier:** A protection barrier shall be installed around the trees or palms to be preserved in place. The barrier shall be constructed of durable fencing material, such as chain-link fencing. The barrier shall be placed as far from the base of the tree(s) as possible, at least .75-foot per inch of trunk diameter and beyond the drip-line. The fencing shall be maintained in good repair throughout the duration of the project, and shall not be removed, relocated, or encroached upon without permission of the consulting arborist involved.
2. **Storage of Materials:** There shall be NO storage of materials or supplies of any kind within the area of the protection barriers. Concrete and cement materials, block, stone, sand and soil shall not be placed within the drip-line of the trees.
3. **Fuel Storage:** Fuel storage shall NOT be permitted within 150 feet of any tree to be preserved. Refueling, servicing and maintenance of equipment and machinery shall NOT be permitted within 150 feet of protected trees.
4. **Debris and Waste Materials:** Debris and waste from construction or other activities shall NOT be permitted within protected areas. Wash down of concrete or cement handling equipment, in particular, shall NOT be permitted within 150 feet of protected trees.
5. **Planting near Trees Designated for Protection:** Any digging within designated protection zones shall be done using supersonic air directly as the digging medium, by means of a nozzle, whose nominal rated input pressure (available from manufacturer's literature) must not exceed 130 psig (pounds per square inch at gage) unless otherwise approved. Nozzles designed for input above 130 psig can damage fine roots. Air compressors rated between 100 to 125 psig recommended.
6. **Grade Changes:** Any grade changes proposed should be approved by a Registered Consulting Arborist before construction begins, and precautions taken to mitigate potential injuries. Grade changes can be particularly damaging to trees and palms. Even as little as two inches of fill can cause the death of a tree. Lowering the grade can destroy major portions of a root system.
7. **Damages:** Any tree damages or injuries should be reported to the project consulting arborist as soon as possible. Severed roots shall be pruned cleanly to healthy tissue, using proper pruning tools. Broken branches or limbs shall be pruned according to International Society of Arboriculture Pruning Guidelines and ANSI A-300 Pruning Standards.
8. **Preventive Measures:** Before construction begins, irrigation and fertilization of the affected tree(s) is recommended to improve tree vigor and health. Soil analysis testing should be completed to assure fertilization with the appropriate fertilizer products. Pruning of the tree canopies and branches should be done at the direction of the project consulting arborist to remove any dead or broken branches, and to provide the necessary clearances for the construction equipment.

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9. Trees needing better balance to allow transplanting, should be pruned immediately to allow maximum "healing" and recovery prior to transplanting. Even if the project is several years in the future, all that time will be necessary to compartmentalize the larger cuts necessary. The pruning must be guided by a registered consulting arborist.
10. Set up a regular monthly monitoring program for all transplanted and preserved in place trees and palms. A licensed pest control advisor should do quarterly inspections of all protected trees. Designate the people who should receive copies of the monitoring reports.

I have taken record photographs of the trees and palms to document their present condition. If you would like a set on CD, please let me know.

Respectfully submitted,



Arbrogate Consulting, Inc.  
Greg Applegate, ASCA, ASLA  
Registered Consulting Arborist #365

Enclosures, historic maps

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1952 aerial photograph.

The palm garden appears as an empty lot in the northeast portion of the photograph.  
The group of ficus at the right edge of the photo appears to be already well along in growth.

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1972 aerial photograph. The 405 freeway is visible in the upper right corner.

The palm garden then appears to be young.

The group of ficus at the right edge of the photo is all that is left after widening Wilshire Blvd.

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