

CHAPTER 5—SECTION 4(f) EVALUATION

The Westside Subway Extension will be seeking Federal transit funding grants and discretionary approvals through the U.S. Department of Transportation (USDOT) Federal Transit Administration (FTA); therefore, documentation of compliance with Section 4(f) is required. Section 4(f), as amended, of the USDOT Act of 1966 (codified at 49 USC 303) protects public parklands and recreational lands, wildlife refuges, and historic sites of national, state, or local significance. Federal regulations that implement Section 4(f) may be found in 23 CFR 774.

The FTA may not approve the use, as defined in 23 CFR 774.17, of a Section 4(f) property unless the FTA determines the following:

- There is no prudent and feasible alternative to the use of land from the property
- The program or project includes all possible planning to minimize harm to the property resulting from such use

The regulations further require consultation with the Department of Interior and, as appropriate, the Department of Agriculture (USDA) and the Department of Housing and Urban Development (HUD), as well as relevant state and local officials, in developing transportation projects and programs that use lands protected by Section 4(f). Consultation with the USDA would occur whenever a project uses Section 4(f) land from the National Forest System. Consultation with HUD would occur whenever a project uses Section 4(f) land for/on which certain HUD funding had been used. Since neither of these conditions apply to the Project, consultation with the USDA and HUD is not required.

5.1 Section 4(f) Evaluation Overview

A preliminary inventory of Section 4(f) properties and the potential for Section 4(f) use was conducted as a part of the previous Alternatives Analysis evaluation for this project. For the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR), a more detailed analysis was undertaken to further identify strategies that could avoid or, in the case where avoidance is not possible and the use not *de minimis*, minimize the use of Section 4(f) resources. This Draft Section 4(f) Evaluation describes whether and how the Build Alternatives would use Section 4(f) resources. For such resources, their description and an overview of Section 4(f) uses is provided, followed by a description of avoidance alternatives, measures to minimize harm, and mitigation measures that have been considered. An assessment is made to determine whether any permanent or temporary use of a resource would occur and whether the proximity of the Project would cause any access disruption, ecological intrusion, noise, or aesthetic effects that would substantially impair the features or attributes that qualify a resource for protection under Section 4(f).

5.2 Section 4(f) “Use” Definitions

As defined in 23 CFR 774.17, the “use” of a protected Section 4(f) property occurs when any of the conditions described in the following sections are met.



5.2.1 Direct Use

A direct use of a Section 4(f) resource occurs when property is permanently incorporated into a proposed transportation project (23 CFR Section 774.17).

5.2.2 Temporary Use

A temporary use of a Section 4(f) resource occurs when there is a temporary occupancy of a property that is considered adverse in terms of the preservationist purpose of the Section 4(f) statute. Under FTA regulations (23 CFR Section 774.13), a temporary occupancy of a property does not constitute a use of a Section 4(f) resource when all the following conditions are satisfied:

- Duration is temporary (i.e., less than the time needed for construction of the project), and there should be no change in ownership of the land;
- Scope of work is minor (i.e., both the nature and magnitude of the changes to the Section 4(f) property are minimal);
- There are no anticipated permanent adverse physical impacts, nor is there interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- The land being used will be fully restored (i.e., the property must be returned to a condition that is at least as good as that which existed prior to the project); and
- There must be documented agreement of the official(s) having jurisdiction over the Section 4(f) resource regarding the above conditions.

5.2.3 Constructive Use

A constructive use of a Section 4(f) resource occurs when a transportation project does not permanently incorporate land from a resource, but the proximity of the project results in effects (e.g., noise, vibration, visual, and property access) so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished (23 CFR 774.15).

5.2.4 *De Minimis*

The requirements of Section 4(f) would be considered satisfied if it is determined that a transportation project would have only a *de minimis* impact on the Section 4(f) resource. The provision allows avoidance, minimization, mitigation, and enhancement measures to be considered in making the *de minimis* determination. The agencies with jurisdiction must concur in writing with the determination. *De minimis* impact is defined in 23 CFR 774.17 as follows:

- For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f); and
- For historic sites, *de minimis* impact means that the FTA has determined, in accordance with 36 CFR Part 800, that no historic property is affected by the project or the project would have “no adverse effect” on the property in question.

5.3 Project Description

The Westside Subway Extension is an extension of the existing Metro Purple Line and Metro Red Line heavy rail subway system west from its westernmost current termini at the Wilshire/Western Station and Hollywood/Highland Station toward west Los Angeles and the City of Santa Monica (Figure 5-1).

The alternatives considered for detailed analysis in the Draft EIS/EIR and this Section 4(f) Evaluation are as follows:

- No Build Alternative, which serves as the baseline for evaluating transportation and environmental impacts potentially resulting from the Build Alternatives
- Transportation System Management (TSM) Alternative

Five Build Alternatives generally extend from Wilshire/Western to Santa Monica/4th and along the West Hollywood Extension. The Build Alternatives are further discussed in detail in Chapter 2 of the Draft EIS/EIR and are as follows:

- Alternative 1—Westwood/UCLA Extension
- Alternative 2—Westwood/VA Hospital Extension
- Alternative 3—Santa Monica Extension
- Alternative 4—Westwood/VA Hospital Extension plus West Hollywood Extension
- Alternative 5—Santa Monica Extension plus West Hollywood Extension

Options considered for the Build Alternatives include optional station locations and alignments as follows:

- Option 1—Wilshire/Crenshaw Station
- Option 2—Fairfax Station Option
- Option 3—La Cienega Station Option
- Option 4—Century City Station and Alignment Options
- Option 5—Westwood/UCLA Station Option
- Option 6—Westwood/VA Hospital Station Option

Two minimum operable segments (MOS) are also included as described in Chapter 2.

- MOS 1—Fairfax Extension
- MOS 2—Century City Extension

Other components of the Build Alternatives (substations, emergency generator locations, a mid-tunnel vent shaft, a rail operations center, vehicles, maintenance yards, and operating plans) are also discussed in Chapter 2.

The technology under consideration is heavy rail transit (HRT). HRT operates in an exclusive grade-separated right-of-way. Power is collected from a third rail adjacent to and parallel with the running rail. This is the technology currently in use on the Metro Purple and Red lines.

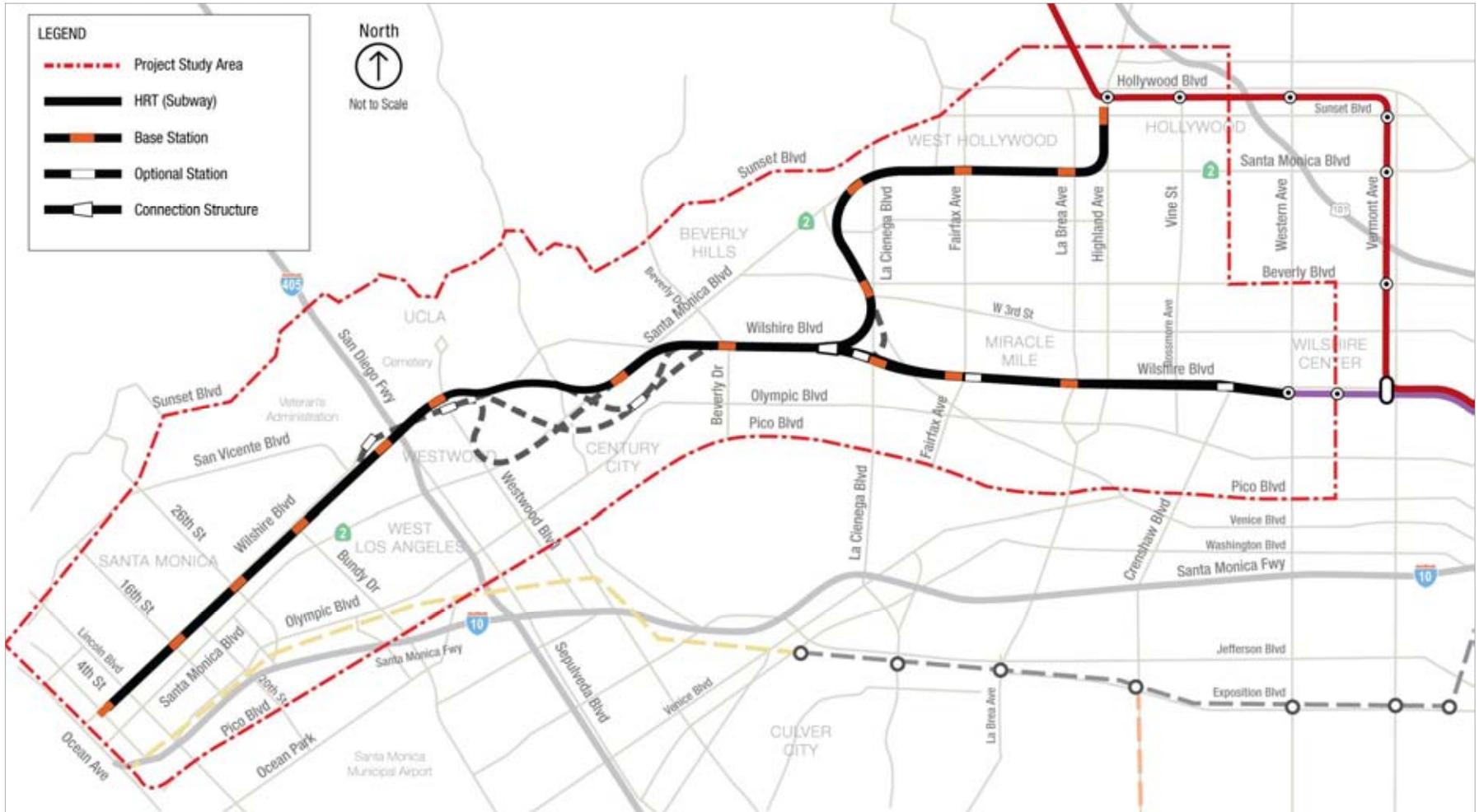


Figure 5-1. Westside Subway Extension Study Area

5.4 Description of Section 4(f) Properties

This section describes Section 4(f) properties that were considered for evaluation. Properties subject to Section 4(f) consideration include historic resources of local, state, or national significance, whether privately or publicly owned, as well as publicly owned parks, recreation areas, and wildlife refuges of national or local significance.

5.4.1 Historic Resources

This section identifies eligible properties that may be subject to Section 4(f) and describes the architectural styles that form the basis of the evaluation. Prior to completing the Section 4(f) evaluation, a Section 106 analysis was completed to identify historical and archaeological resources in the Area of Potential Effect (APE) and to determine their significance. Refer to the *Cultural Resources Technical Report*. The purpose of the Section 106 analysis was to identify cultural resources that are eligible or listed on the National Register of Historic Places (NRHP) and that may be affected by the Project.

Under Section 106, when a project will affect a historic property, the agency must apply the criteria of adverse effect to determine if the effect will be adverse or negative. Adverse effect is defined in 36 CFR § 800.5(a)(1) as an action that may

“...alter, directly or indirectly, any of the characteristics 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. 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.”

Adverse effects include, but are not limited to, demolition; alteration; removal of a property from its original setting; neglect; abandonment; or the introduction of visual, atmospheric, or audible elements.

With regard to Section 4(f), in the event a historic property has been identified within the APE that is potentially eligible for the NRHP, the property was evaluated for use.

Historic and archival research was undertaken to determine the presence of previously identified historic properties eligible for the NRHP. In addition, a historic architectural survey was completed for the APE for the Project to further identify and evaluate properties that are historically significant and meet the criteria for eligibility for listing on the NRHP within the project APE that have a preliminary determination of eligibility for the NRHP as a result of the Section 106 process are summarized in Appendix D. Appendix D describes historic properties identified within the station APE and historic properties within the alignment APE. Appendix D also describes historic properties that are contributors to potential historic districts but were preliminarily considered not individually eligible. The properties listed have a preliminary determination of eligibility for the NRHP by prior studies and through evaluation in support of the current Project. The architectural distinctions, known associations with important historic persons or events, and/or other historic features of each potentially eligible property are discussed in the *Cultural Resources Technical Report*.



Properties were determined to be potentially eligible if they meet at least one of the following NRHP criteria:

- Property is associated with events that have made a significant contribution to the broad patterns of our history; or
- Property is associated with the lives of persons significant in our past; or
- Property 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; or
- Property has yielded, or may be likely to yield, information important in prehistory or history.

The potentially eligible historic properties that would have a use by the Project are shown in Figure 5-2 through Figure 5-6 and are discussed in more detail in the following sections. The SHPO has not yet concurred with FTA's determination of eligibility.

In addition, the NRHP specifies the following criteria when resources do not meet the above criteria.

- In general, cemeteries, birthplaces, or graves of historical figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; properties primarily commemorative in nature; and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:
 - ▶ A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
 - ▶ A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
 - ▶ A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his/her productive life.
 - ▶ A cemetery which derives its primary significance from graves of persons of transcendent importance from age, from distinctive design features, or from association with historic events; or
 - ▶ A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
 - ▶ A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
 - ▶ A property achieving significance within the past 50 years if it is of exceptional importance. Public Parks and Recreational Resources¹

¹There are no wildlife or waterfowl refuges and, therefore, use due to ecological intrusion is not applicable.

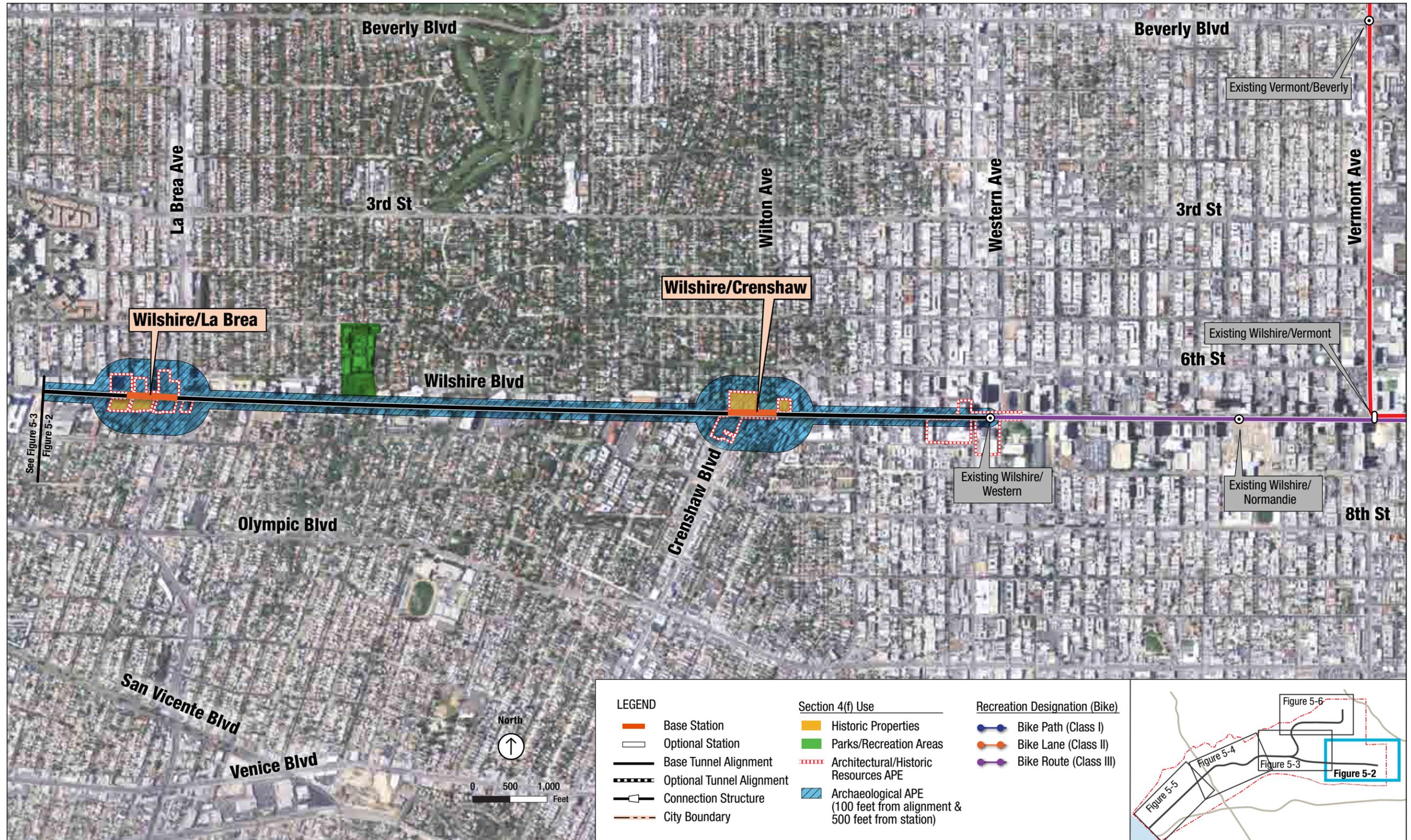
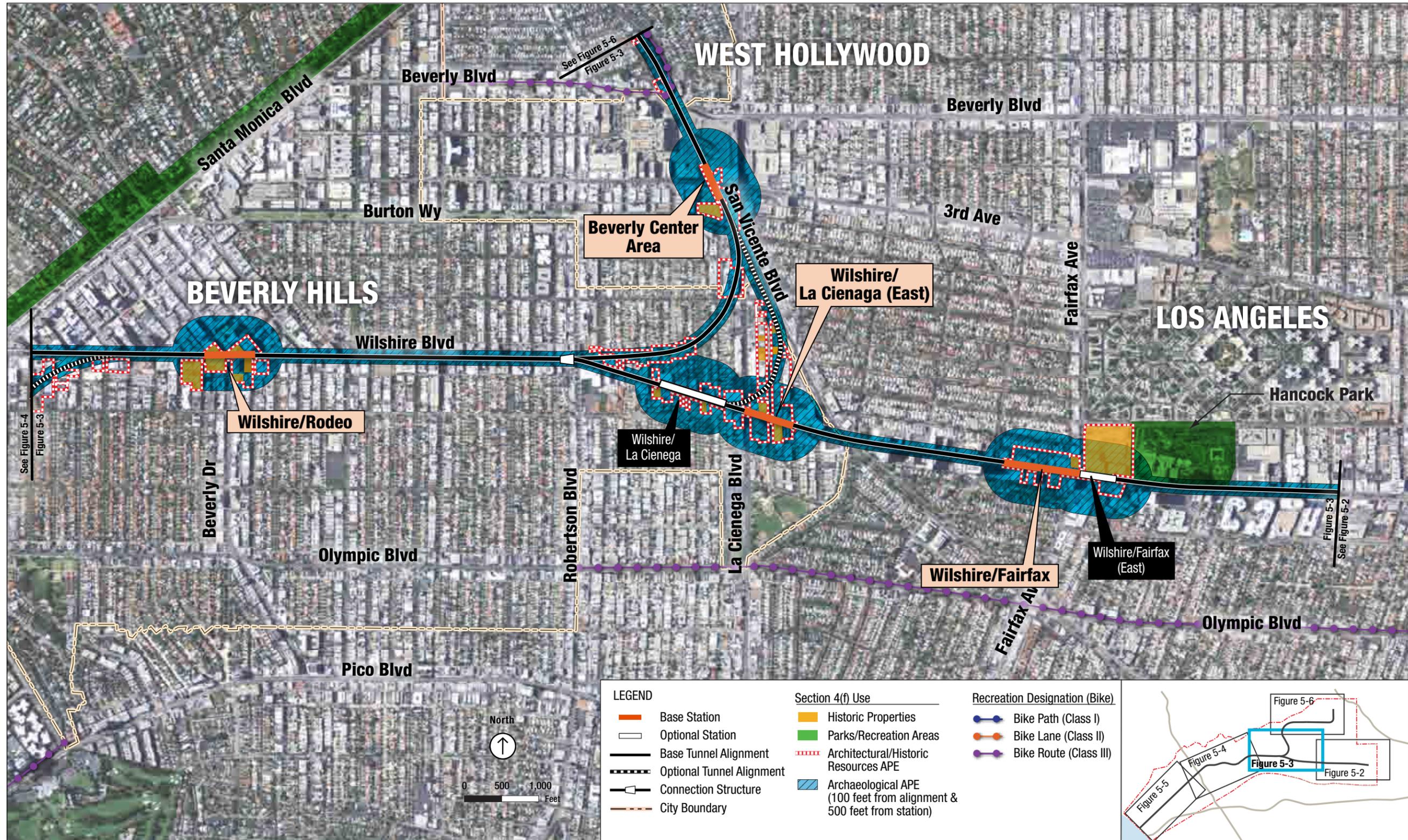


Figure 5-2. Section 4(f) Resources (Wilshire/Crenshaw Station to Wilshire La Brea Station)



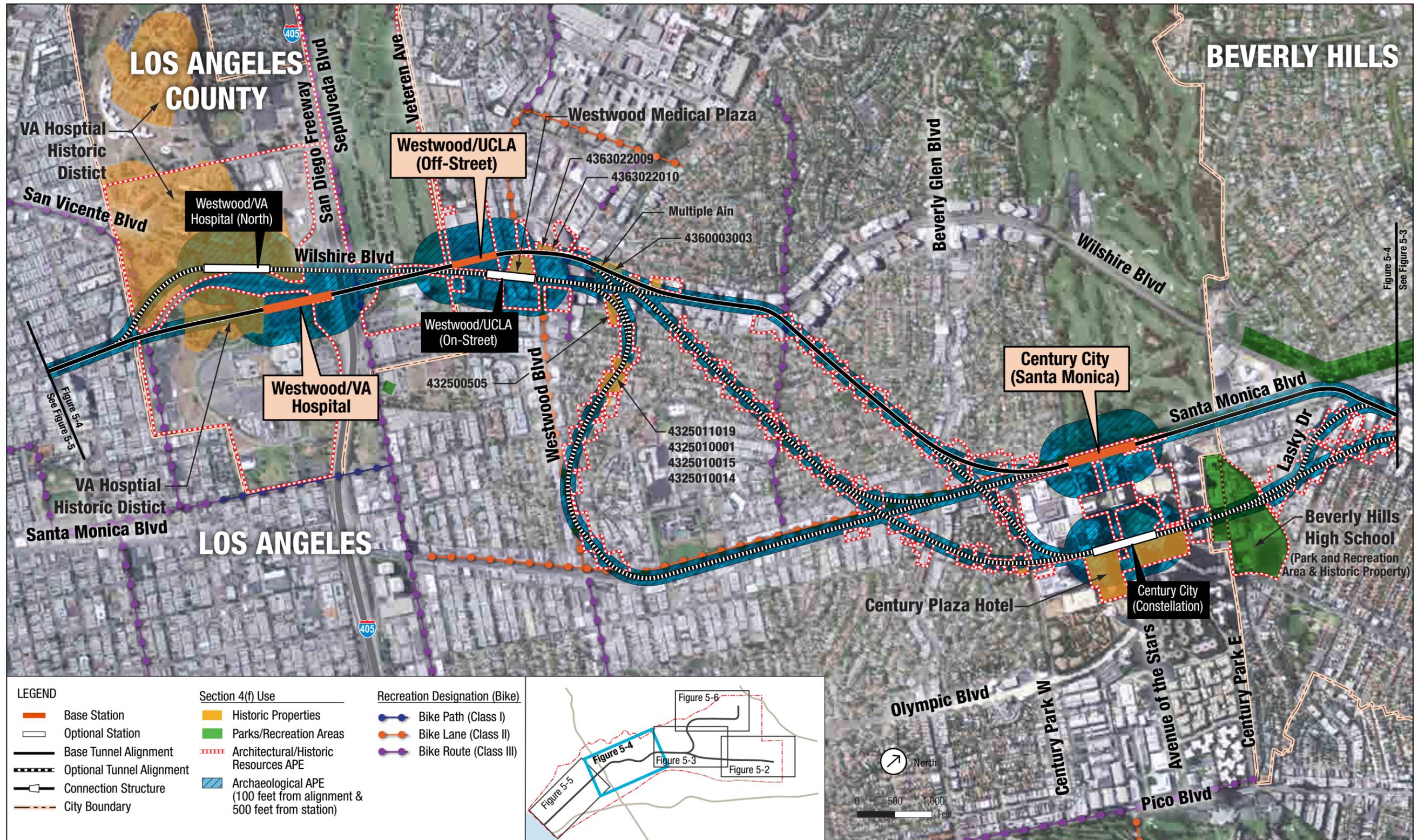


Figure 5-4. Section 4(f) Resources (Century City Station to Westwood/VA Hospital Station)

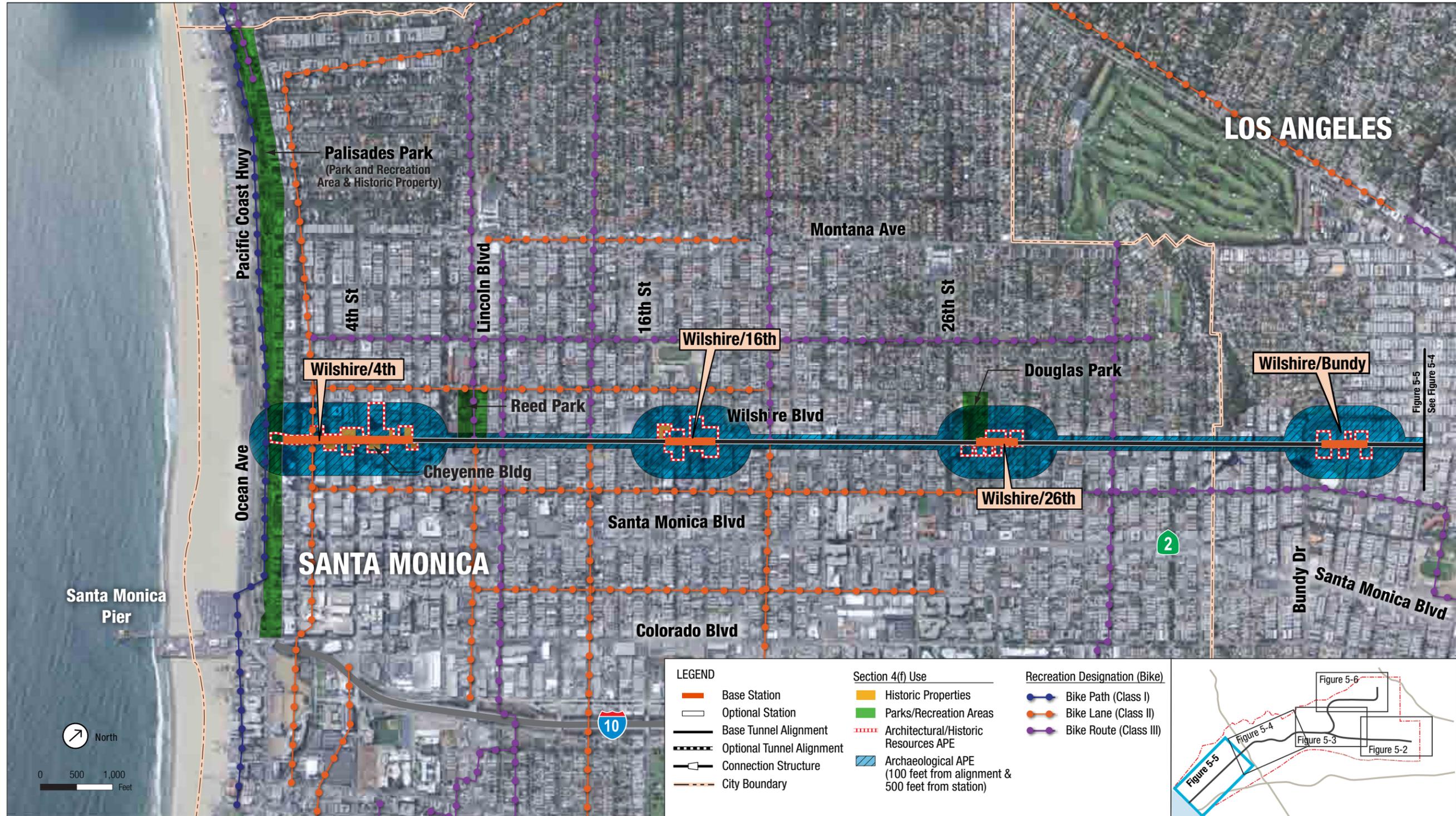


Figure 5-5. Section 4(f) Resources (Wilshire/Bundy Station to Wilshire/4th Station)

Table 5-1. Park and Recreation Areas Adjacent to Westside Subway Extension Alternatives and Options

Alternatives	Resource Name	On or Adjacent to Tunnel Alignment?	On or Adjacent to Station?	Publically owned?	Major purpose for park or recreational activities?	Direct Use	Assessed for Constructive Use
Alternatives 1, 2, 3, 4, 5 MOSs 1,2: Wilshire/Fairfax Station and Wilshire/Fairfax Station—East Option	Hancock Park	Yes 0 miles	No For Alternatives 1, 2, 3, 4, 5, MOS 1, MOS 2 Park is located 0.12 miles (634 ft) east of Wilshire/Fairfax Station. Station Option B construction areas are located 0.17 miles (898 feet) west from park and are separated by three large museum buildings.	Yes Owned by the County of Los Angeles. Maintained and operated by the County Department of Museum of Natural History	Yes. Park is used for walking/ jogging, travel to and from museums, organized community events. Location of the La Brea Tar Pits, the George C. Page Museum of La Brea Discoveries, and the Los Angeles County Museum of Art (LACMA). The La Brea Tar Pits are a famous cluster of tar pits around which Hancock Park was formed. For additional information regarding paleontology refer to Section 4.14 in the Draft EIS/EIR.	No Use. No direct use of land.	No constructive use. Park is not located close enough to surface-disturbing construction areas as to experience a constructive use.
Alternatives 1, 2, 3, 4, 5 MOS 2: Century City Station	Beverly Gardens Park	Yes .01 miles (53 feet)	No 0.35 miles (1,848 feet) east of the Century City (Santa Monica Boulevard) Station	Yes Owned by the City of Beverly Hills	Yes. 1.9 mile linear landscaped pedestrian Park.	No Use. No direct use of land.	No constructive use. Park is not located close enough to surface-disturbing construction areas as to experience a constructive use.
Alternatives 3, 5: Wilshire/4th Station	Reed Park	Yes 0 miles	No 0.11 miles (581 feet) east of Wilshire/4th Station	Yes Owned by the City of Santa Monica	Yes Park amenities include 2 basketball courts, croquet and horseshoes court, children's playground, tennis courts, auditorium, youth offices	No Use. No direct use of land.	No constructive use. Park is not located close enough to surface-disturbing construction areas as to experience a constructive use.
Alternatives 3, 5: Wilshire/4th Station	Palisades Park	Yes 0 miles	Yes immediately west of Wilshire/4th Station	Yes Owned by the City of Santa Monica	Yes Park amenities include picnicking areas/benches, scenery lookout points and historic landmark.	No Use. No direct use of land	No constructive use. Park is not located close enough to surface-disturbing construction areas as to experience a constructive use.
Alternatives 3, 5: Wilshire/26th Station	Douglas Park	Yes 0 miles	Yes immediately northwest of Wilshire /26th Station	Yes Owned by the City of Santa Monica	Yes Recreational activities include fly fishing, picnic tables, benches, children's playground, 2 tennis courts	No Use. No direct use of land	No constructive use. Park is not located close enough to surface-disturbing construction areas as to experience a constructive use.
Alternative 4, 5: Santa Monica/San Vicente Station	West Hollywood Park	Yes 0 miles	No 0.22 miles (1,162 feet) south of Santa Monica/San Vicente Station	Yes Owned by the City of West Hollywood	Yes Picnicking Areas, Tennis, Basketball, and Swimming Pool	No Use. No direct use of land	No constructive use. Park is not located close enough to surface-disturbing construction areas as to experience a constructive use.
Alternatives 4, 5: Santa Monica/La Brea Station	Plummer Park	Yes 0 miles	No 0.21 miles (1,101 feet) west of Santa Monica/La Brea Station	Yes Owned by the City of West Hollywood	Yes Amenities include picnicking, tennis and paddle courts. Park is a State Historic Landmark	No Use. No direct use of land	No constructive use. Park is not located close enough to surface-disturbing construction areas as to experience a constructive use.
Alternatives 4, 5: Century City Station	Beverly Hills High School	Yes 0 miles	No 0.21 miles (1,101 feet) east of Century City (Constellation Blvd.)Station. Park is not adjacent to surface-disturbing construction areas.	Yes Owned by the Beverly Hills Unified School District	No Major purpose is school. Recreational amenities include football field, baseball field, basketball courts, track and field, and soccer field.	No Use. No direct use of land.	No constructive use. Park is not located close enough to surface-disturbing construction areas as to experience a constructive use.
Alternatives 4, 5: Wilshire/La Brea Station	Burroughs Middle School	Yes 0 miles	No 0.39 miles (2,059 feet) east of Wilshire/La Brea Station	Yes Owned by the Los Angeles Unified School District	No Major purpose is school. Recreational facilities for baseball, basketball, soccer and playgrounds.	No Use. No direct use of land.	No constructive use. Park is not located close enough to surface-disturbing construction areas as to experience a constructive use.
Alternatives 4, 5: Hollywood/Highland Station	Hollywood Senior High School	Yes .08 miles (422 feet)	Yes immediately west of the Hollywood/Highland Station	Yes Owned by the Los Angeles Unified School District	No Major purpose is school. Public recreational amenities include track, field, and swimming pool.	No Use No use of land Due to the distance of the school's recreational facilities from the construction sites, any use is unlikely to occur.	No constructive use. Park is not located close enough to surface-disturbing construction areas as to experience a constructive use.

The study area established for the evaluation of Section 4(f) parks and recreational resources is 500 feet on each side of the alignments and stations. Since the Project is a subway, the study area was narrowed to a one-quarter-mile study area used in the *Parks and Community Facilities Technical Report*. Public parks and recreational areas inventoried within the Study Area are shown in Figure 5-2 through Figure 5-6, Section 4(f) Properties, and listed on Table 5-1, which includes all parks and recreational resources publically owned and available for public use, and all schools with recreational facilities available for public use.

Seven public parks and three public schools (with public recreational facilities) are located immediately adjacent or in very close proximity to the alignments and stations (see Section 4.14).

5.5 Direct Use of Section 4(f) Properties

A direct use of a Section 4(f) resource occurs when property is permanently incorporated into a proposed transportation project (23 CFR Section 774.17). This may occur as a result of partial or full acquisition of the Section 4(f) property, permanent easements, or temporary easements that exceed regulatory limits noted below (23 CFR Section 774.17).

5.5.1 Historic Resources

Table 5-2 shows the historic properties that would have a use under Section 4(f). Appendix D, List of Historic Resources within the APE, provides a more detailed list of historic Section 4(f) properties and includes Section 4(f) use determinations. For some of the properties, there has been a Section 106 preliminary determination of “No Adverse Effect” (see *Cultural Resources Technical Report*). Consideration was given in making a preliminary determination of No Adverse Effect to consider if that property would have a *de minimis* use or “no use” of the historic properties. Nineteen properties that have a preliminary “Adverse Effect” would, therefore, have a use under Section 4(f). There would be a direct use to three historic properties along the alignment and a *de minimis* use of the remaining 16 historic properties. For historic resources that would have a use under Section 4(f), the following narrative is provided by alternative and property.

Table 5-2. Historic Properties with Section 4(f) Use in the Study Area

Historic Properties with Section 4(f) Use	Station/Alignment	Preliminary Effect under Section 106	Direct Use	Direct Use— <i>de minimis</i>
Individual Historic Properties				
Johnie's Coffee Shop	Wilshire/Fairfax	No Adverse Effect		Alt 1, 2, 3, 4, 5, MOS 1, 2–Option 2
LACMA/May Co Building	Wilshire/Fairfax	No Adverse Effect		Alt 1, 2, 3, 4, 5, MOS 1, 2–Option 2,
Sterling Plaza/Bank of California	Wilshire/Rodeo	No Adverse Effect		Alt 1, 2, 3, 4, 5, MOS 2
Ace Gallery	Wilshire/Rodeo	Adverse Effect	Alt 1, 2, 3, 4, 5, MOS 2	
Union Bank Building	Wilshire/Rodeo	Adverse Effect	Alt 1, 2, 3, 4, 5, MOS 2	
Century Plaza Hotel	Century City/Constellation Blvd	No Adverse Effect		Alt 1, 2, 3, 4, 5–Option 4 with Century City/Constellation Station, MOS 2
Westwood Medical Plaza	Westwood/UCLA	No Adverse Effect		Alt 1, 2, 3, 4, 5–Option 5
Catholic-Protestant Chapel	Westwood/VA Hospital	No Adverse Effect		Alt 2, 3, 4, 5–Option 6
Wadsworth Theater	Westwood/VA Hospital	No Adverse Effect		Alt 2, 3, 4, 5–Option 6
Cheyenne Building	Wilshire/4th	Adverse Effect	Alt 4, 5	
Potential Historic Districts				
Century City District	Century City/ Constellation and Century City/Santa Monica Blvd	No Adverse Effect		Alt 1, 2, 3, 4, 5, MOS 2, Option 4
Westwood-UCLA District	Westwood/UCLA	No Adverse Effect		Alt 1, 2, 3, 4, 5, Options 4, 5
Veterans Administration Medical Center District—includes two individual properties above	Westwood/VA Hospital	No Adverse Effect		Alt 1, 2, 3, 4, 5, Option 6
Beverly Center Area District	Beverly Area Station	No Adverse Effect		Alt 4, 5
Hollywood Blvd Commercial and Entertainment	Hollywood/Highland	No Adverse Effect		Alt 4, 5

5.5.2 Alternative 1—Westwood/UCLA Extension and Options 1 through 5

Under Alternative 1, the properties discussed in the following section were identified as having a potential use under Section 4(f).

The first group of historic structures discussed under Alternative 1 includes those historic structures located at the Wilshire/Fairfax Station, followed by those in Century City and finally those at the Westwood/UCLA Station.

Wilshire/Fairfax Station

With the Wilshire/Fairfax Station two potential entrances are under consideration—one adjacent to Johnie's Coffee Shop which includes a construction staging site and one within LACMA. The Wilshire/Fairfax Station—East Option includes the two station entrances with the Wilshire/Fairfax Station but also considers a station entrance and construction staging on the southeast corner of the intersection. Only one station entrance will be constructed at the selected station.

Johnie's Coffee Shop (1956)

Description and Significance of Property

APN 5510027035, 6101 Wilshire Boulevard, Los Angeles

Johnie's Coffee Shop is a Futurist-Googie-style restaurant building that occupies the southeast corner of the lot and has a south-facing orientation. The Futurist-Googie style,



popular from circa 1950 to 1965, is characterized by abstract, angular, or curved shapes; expressive roof forms (flat, gabled, upswept, butterfly, parabolic, boomerang, or folded); large windows (aluminum framed); prominent signage (neon or lighted); a variety of exterior finishes, including stucco, concrete block, brick, stone, plastic, and wood siding; bright colors; screen block and shadow block accents; use of the building as a billboard; and asymmetrical façades.

Architects Louis Armet and Eldon Davis designed the building, contributing to their reputation as the premier designers of Space Age or Googie coffee shops, including the landmark Pann's Coffee Shop in Ladera Heights, Norm's Restaurant on La Cienega Boulevard, and several Bob's Big Boy restaurants. The interior was designed by Helen Liu Fong in 1955. Fong was a key member of the architecture firm Armet and Davis when it translated post-World War II optimism into distinctive designs.

Johnie's Coffee Shop appears to possess the requisite significance to be eligible for listing on the NRHP and California Register of Historic Resources (CRHR) or considered a historical resource for purposes of the California Environmental Quality Act (CEQA) under Criterion C of the NRHP and Criterion 3 of the CRHR as a building that significantly embodies the distinctive characteristics of the Futurist-Googie architectural style. In addition, the building appears to retain sufficient historic integrity of location, design, setting, materials, and feeling.

Application of Section 4(f)—Direct Use (*de minimis*)

A potential station entrance is proposed on the northwest corner of Wilshire Boulevard/Fairfax intersection, west of Johnie's Coffee Shop (Figure 5-7). The entrance for the base Wilshire/Fairfax or Option 2, Wilshire/Fairfax East Station (Figure 5-8), would be adjacent to Johnie's Coffee Shop, in the parking lot, and would use a portion of the parking lot and part of the existing driveway. The location of a station portal closest to the intersection provides for more efficient bus/rail interface.

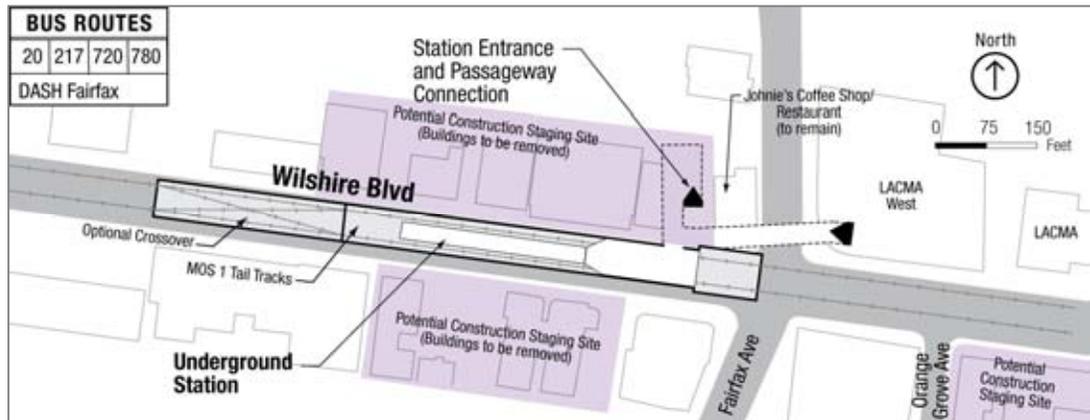


Figure 5-7. Wilshire/Fairfax Station

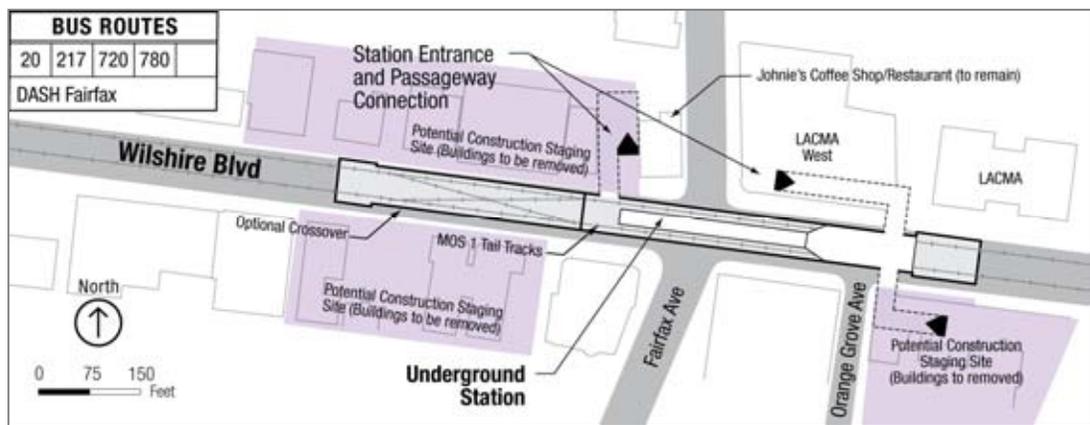


Figure 5-8. Wilshire/Fairfax Station—East Station Option

No use of the structure is proposed for either station (see Figure 4-1 and Appendix A, Westside Subway Extension Advance Conceptual Engineering Drawings). Under Section 4(f) the use would be considered *de minimis* regardless of which station is selected since the use of the parking lot and part of the driveway would not affect the historic significance of the property.

Measures to Minimize Harm

Engineering setbacks, as part of the Project, would create a buffer between excavation and construction activities and the foundations of historic structures. Architectural monitoring of construction would be undertaken to check for vibration, noise, and potential direct effects (see *Construction Report*). A mitigation monitoring program would ensure that noise and vibration are below the level that would harm historic structures. Because of the depths associated with operation of the Project, no operational effects are anticipated (see *Noise and Vibration Report*).

LACMA West/May Company Building (1939-1940)

Description and Significance of Property



APN 5508017007, 6067 Wilshire Boulevard, Los Angeles

The LACMA West/May Company Building, located in the Los Angeles County Museum of Art complex, is an example of Streamline Moderne style and was constructed in 1939/1940. It is located in a heavily developed urban commercial setting. This structure was listed as City of Los Angeles Historic-Cultural Monument #566 on September 30, 1992.

The Streamline Moderne style, popular between 1920 and 1941, is characterized by stucco boxes, often with rounded corners and parapets. The horizontal is emphasized on

buildings of this style through the use of banded surfaces and windows. This building style often features curved projecting wings, glass brick, round windows (ship portholes), steel (ship) railing, and brightly colored vitrelights.

This Streamline Moderne-style commercial building, currently operating as an art museum, occupies the southwest corner of the lot and has a southwest-facing orientation. The four-story building, with a generally square plan, features a flat roof and a massive round column on the southwest corner that is backed by a curved surround. The ground-level window bays are steel-framed, fixed-pane glass window walls, which are topped with 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-framed, fixed single-pane sashes. The walls are coated in stucco. The main façade is generally symmetrical, with a main entry on the northwest corner filled with metal-framed, fixed-glass pane commercial doors. The building appears to be minimally altered and is in good condition.

The LACMA West/May Company Building appears to possess the requisite significance to be eligible for listing on the NRHP and CRHR, or 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 Streamline Moderne architectural style. In addition, the building appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

Application of Section 4(f)—Direct Use (*De minimis*)

A potential station entrance (Wilshire/Fairfax or Option 2, Wilshire/Fairfax East) is proposed for the LACMA property, which is on the northeast corner of the Wilshire/Fairfax intersection (see Figure 5-7). The proposed entrance for either station could be located within the building. This would result in a *de minimis* use and consideration of avoidance alternative is not required.

Measures to Minimize Harm

Design guidelines consistent with the *Secretary of Interior's Standards for the Rehabilitation of Historic Properties* would be prepared and used. Since the contributing elements of the historic structures would be minimized by modifying the structures per



the *Secretary of Interior's Standards for the Treatment of Historic Properties*, there is a preliminary *de minimis* finding.

Engineering setbacks, as part of the Project, would create a buffer between excavation and construction activities and the foundations of historic structures. Architectural monitoring of construction would be undertaken to check for vibration, noise, and potential direct effects (see *Construction Report*). A mitigation monitoring program would ensure that noise and vibration are below the level that would harm historic structures. Because of the depths associated with operation of the Project, no operational effects are anticipated (see *Noise and Vibration Report*).

Wilshire/Rodeo Station

This station would be under the center of Wilshire Boulevard, beginning just west of South Canon Drive and extending to El Camino Drive. The five potential station entrances are on the northwest corner of the Wilshire/Canon intersection, on the northeast corner of the Wilshire/Beverly intersection (within the Sterling Plaza Building), on the northwest corner of the Wilshire/Beverly intersection (within the Bank of America Building), on the southwest corner of the Wilshire/Reeves intersection, and on the southeast corner of the Wilshire/El Camino intersection.

Potential construction sites are proposed for the property on the southwest corner of the Wilshire/Reeves intersection (within the Ace Gallery site) and on the southeast corner of the Wilshire/El Camino intersection within the one-story podium and parking structure of the Union Bank Tower. Approximately 0.5-acre is required for construction staging. Pocket tracks are located under Wilshire Boulevard to the west of the station, extending past Canon Drive.

There have been extensive meetings with the City of Beverly Hills regarding the preferred location for the subway station that will serve the Downtown Beverly Hills "Golden Triangle" business district that is centered north of Wilshire Boulevard along the world famous Rodeo Drive. The City of Beverly Hills convened the *City of Beverly Hills Mass Transit Committee* in 2006 to advise on issues related to subway planning including the preferred sites for future subway stations. The Committee retained consultant support and issued a Final Report in January 2007 which identified the preferred location for the downtown Beverly Hills station at the intersection of Wilshire Boulevard and Beverly Drive. This preferred station site was recommended due to its close proximity to the downtown business district and the major north-south thoroughfares of Beverly Drive and Rodeo Drive.

Other station sites in this downtown area were eliminated from consideration because they would not serve the primary business district and major civic structures in that area. On August 4, 2009, the Beverly Hills City Council adopted the recommendations of the Beverly Hills Mass Transit Committee including noting the preferred station location at Beverly Drive/Rodeo Drive in the downtown area. There are five station entrances under consideration – only one of which will be selected for this station.

Locating a corresponding construction staging site for this subway station location is challenging because that the site is immediately surrounded by mid-rise buildings that

range from 5 to 10 stories in height. In order to construct a subway station at the location, adjacent land must be identified from which to excavate the station box and stage construction. Additionally to the west is the Beverly Wilshire Hotel, a NRHP resource. To avoid any direct or indirect use of this property, the station box and station entrances under consideration do not extend as far west to this hotel. One block to the south of the Wilshire/Rodeo Station is a predominately residential neighborhood which precludes most sites along Charleville Boulevard. There are no vacant sites in the station vicinity.

Currently, there are only two sites at the Wilshire/Rodeo Station site on Wilshire Boulevard that are low-rise. These are the one story podium and underground parking garage attached to the Union Bank Office Tower and the 4-level Ace Gallery; both these structures have a preliminary determination of edibility for the NRHP. The use of any other site would require the demolition of much larger structures. In coordination with the City, a strategy has been developed to consider locating a construction staging site at one of these only two low-rise structures located adjacent to the station site. Depending on construction timing, other sites as well as some limited use of street right-of-way would be considered. The following provides additional information on the structures and their potential use.

Union Bank of California (1957)

Description and Significance of Property

APN 4328033001, 9460 Wilshire Boulevard, Beverly Hills

The Union Bank of California building was built in 1957 and is an International-style commercial building that occupies most of the lot and has a north-facing orientation.



The International style, popular from 1945 to the 1960s, is characterized by a vertical box massing with a suggestion of being set above the ground on stilts, skin of machine-produced elements, expansive windows, windows and vertical surfaces all on the same plane and all as weightless as possible, smooth walls, cantilevers, buildings that appear fragile, horizontal layering of floors, and the repetitious cell-like character of interior space that can be read in the exterior fenestration.

It is an eight-story building with U-shaped plan that 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 piers. An additional one-story block is adjacent to the long one-story block on the west end. The building features a flat roof. The ground floor contains curtain walls filled with fixed-pane glass in metal-frame sashes. The upper floor window bays are recessed and extremely narrow, containing fixed-pane, metal-framed sashes with thick metal mullions. The ground floor 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 main façade is asymmetrical with recessed entries for each respective storefront and are filled with steel-frame commercial doors. The building appears to be minimally altered and is in good condition.

The Union Bank of California building appears to possess the requisite significance to be eligible for listing on the NRHP and CRHR, or 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. In addition, the building appears to retain sufficient historic integrity of location, design, setting, materials, and feeling.

Application of Section 4(f)—Direct Use

A potential station entrance and construction site are proposed for the southeast corner of the Wilshire/El Camino intersection for the Wilshire/Rodeo Station. The Union Bank tower would remain untouched, but the one-story podium and the underground parking garage would be removed during the construction phase and the site used as a construction site. Parking in the underground garage would be relocated during the construction phase and reconstructed on the same site following the completion of construction. The one-story podium could be rebuilt following construction of the subway station or the property owner could choose to redevelop the site (see Figure 5-9 and Appendix A, Westside Subway Extension Advance Conceptual Engineering Drawings). The demolition of the one-story podium and the underground parking garage would be a Section 4(f) use. This applies to all Build Alternatives. The eight-story building will remain.

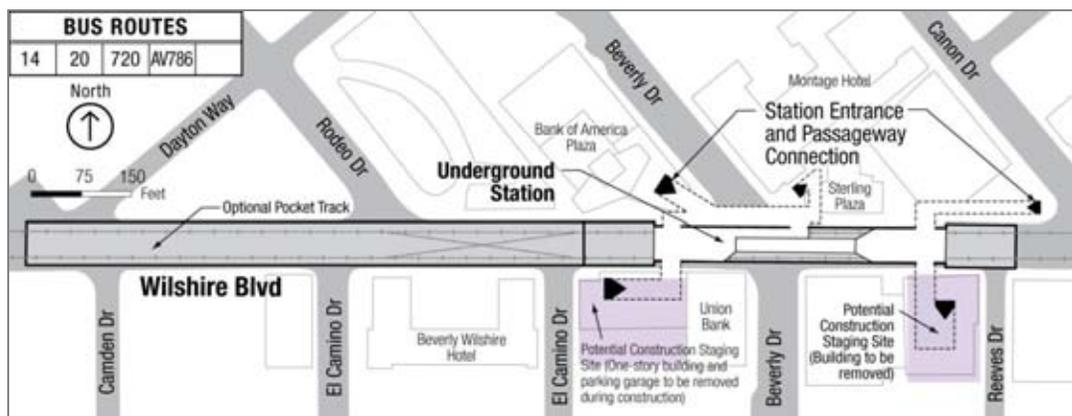


Figure 5-9. Wilshire/Rodeo Station

Avoidance Alternatives

The Wilshire/Rodeo Station box is under the center of Wilshire Boulevard, beginning just west of South Canon Drive and extending to Beverly Drive (Figure 5-9). There are five potential station entrances: on the northwest corner of the Wilshire/Canon intersection; on the northeast and northwest corners of the Wilshire/Beverly intersection; on the southwest corner of the Wilshire/Reeves intersection; and on the southeast corner of the Wilshire/El Camino intersection (Union Bank Building property). Initially only one of the potential entrances would be selected for incorporation into the Project, although “knock-out” panels may be placed in the station box for access to future station entrances.

Potential construction staging sites are also proposed for the property on the southwest corner of the Wilshire/Reeves intersection and on the southeast corner of Wilshire/El Camino intersection

Since the scoping meetings, the station box was shifted westward from Beverly Drive to El Camino Drive to provide greater proximity to Rodeo Drive. This reconsideration of location was based on comments from community meetings and the City of Beverly Hills. As a consequence of the shift, a potential entrance has been added south of Wilshire Boulevard, between El Camino Drive and South Beverly Drive, to provide direct access to the station from the south. This station entrance uses a portion of the Union Bank property and requires the demolition of the one-story structure adjacent to the eight-story building. This site would also be used for construction staging.

Another potential entrance was added at the ACE Gallery located at 9430 Wilshire Boulevard. This entrance also would provide access to the south side of Wilshire Boulevard and to nearby office buildings. The ACE Gallery property could be used as a construction staging area in addition to a station entrance. However, this also would be a Section 4(f) use.

A station entrance is also proposed for the northeast corner of the Wilshire/Beverly Drive intersection. The station entrance would be located within the front one-story portion of the Bank of California/Sterling Plaza. However, with limited space a construction staging area could not be located on this site—thus another property would still be required.

Of the five station entrances, the three discussed above are in or on properties potentially eligible for the NRHP. A fourth property, the Bank of America Plaza, has limited space and could pose design limitation for implementation as a station entrance. It also could not be used as a construction staging area—thus another property would still be required.

Likewise the fifth property at 9401 Wilshire Boulevard (northwest corner of Wilshire Boulevard and Canon Drive) would place a station entrance in the plaza in front of the building. Its orientation is further from Rodeo and Beverly Drives. It also could not be used as a construction staging area—thus another property would still be required. Construction staging would need to occur at either or both the Union Bank or Ace Gallery sites or continuing to work with the City of Beverly Hills on other sites depending on the timing of construction.

The use of the Union Bank Building as a station entrance can be avoided only if another site is selected for construction staging or the station is eliminated, another station entrance is selected or the station entrance is incorporated into the existing structure. Depending on construction timing, other sites as well as some limited use of street right-of-way would be considered. Measures to minimize use of the Union Bank Building, should it be selected, would be considered in consultation with the SHPO and the City of Beverly Hills.



Measures to Minimize Harm

Given that the Project could require the partial acquisition of the Union Bank Building, the following measures are proposed:

- Incorporation of the structure as a station portal only, moving construction staging to another site and designing the portal so as to comply with the *Secretary of the Interior's Standards*.
- A portion of the structure could be demolished as part of the Project. Demolition of a portion of the NRHP-eligible property would result in a use of a Section 4(f) property. Therefore, prior to demolition, a Historic American Building Survey (HABS) document would be prepared to document the property. While a HABS document does not completely mitigate the removal of a portion of the NRHP-eligible property, the completion of a HABS document ensures that important historic information regarding the property is recorded for the benefit of future generations.

Ace Gallery (1957)

Description and Significance of Property

APN 4331001045, 9430 Wilshire Boulevard, Beverly Hills

Ace Gallery is a New Formalist-style commercial building, which occupies most of its lot and has a north-facing orientation.



The New Formalist style, popular between the 1960s and the present, features delicate buildings separate from nature and typically set on podium. Single volume is preferred and buildings often exhibit an exotic Near Eastern/Indian flavor. Buildings of this style have strict symmetry; flat projecting rooflines; grilles of polished metal, concrete and stone; and smooth wall surfaces, often elegantly sheathed in stone. Building designs often suggest the use of classical columns (piers) and entablatures. The buildings are often set in a formal landscape with pools, fountains, and the frequent use of monumental High Art sculpture.

The Ace Gallery building is four stories with a C-shaped plan. It 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-framed 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 main façade is asymmetrical with a recessed entrance offset to the east, filled with metal-framed commercial glass doors. The building appears to be unaltered and is in excellent condition.

Ace Gallery appears to possess the requisite significance to be eligible for listing on the NRHP and CRHR, or 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 New Formalist architectural style. In

addition, the building appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

Application of Section 4(f)—Direct Use

A station entrance and construction staging site are proposed for the southwest corner of the Wilshire/Reeves intersection (see Figure 5-9), which would require demolition of the building; therefore, it would be a Section 4(f) use. The Ace Gallery was identified as the only other potential construction staging site adjacent to the station. However, this site is slightly smaller than the Union Bank site and may not accommodate all the needs of a construction staging site. It was identified as an alternative to the Union Bank site. However, the use of either the Ace gallery or the Union Bank site is a Section 4(f) use.

Avoidance Alternatives

Ace Gallery would be affected by all Build Alternatives due to its location as a proposed Wilshire/Rodeo Station entrance and construction staging area. There are five station entrances: on the northwest corner of the Wilshire/Canon intersection; on the northeast and northwest corners of the Wilshire/Beverly intersection; on the southwest corner of the Wilshire/Reeves intersection; and on the southeast corner of the Wilshire/El Camino intersection (Union Bank Building property). Initially only one of the potential entrances would be selected for incorporation into the Project, although “knock-out” panels may be placed in the station box for access to future entrances.

Since the scoping meetings, the station box was shifted westward from Beverly Drive to El Camino Drive to shift the station closer to Rodeo Drive. A potential entrance has been added at the Ace Gallery. This entrance would provide direct access to the south side of Wilshire Boulevard and to nearby office buildings. The Ace Gallery property could also be used as a construction staging area.

Another second entrance was also added after scoping south of Wilshire Boulevard, between El Camino Drive and South Beverly Drive, to provide access to the potential station from the south. This entrance would use the Union Bank Building, and was added based on comments from the community meetings and the City of Beverly Hills.

A station entrance is also proposed for the northeast corner of the Wilshire/Beverly Drive intersection. The station entrance would be located within the front one-story portion of the Bank of California/Sterling Plaza. With limited space a construction staging area could not be located on this site—thus another property would still be required.

Of the five station entrances, the three discussed above are in or on properties potentially eligible for the NRHP. A fourth property, the Bank of America Plaza, has limited space and could pose design limitation for implementation. It also could not be used as a construction staging area—thus another property would still be required.

Likewise the fifth property at 9401 Wilshire Boulevard (northwest corner of Wilshire Boulevard and Canon Drive) would be placed in the plaza in front of the building. Its orientation is further from Rodeo and Beverly Drives. It also could not be used as a construction staging area—thus another property would still be required. Construction staging would need to occur at either or both the Union Bank or Ace Gallery sites.



Use of the Ace Gallery as a station entrance can be avoided only if another site is selected for construction staging or the station is eliminated, another station entrance is selected or the station entrance is incorporated into the existing structure. Depending on construction timing, other sites as well as some limited use of street right-of-way would be considered. Minimization of the use of the Ace Gallery, should it be selected, would be considered in consultation with the SHPO and the City of Beverly Hills.

Measures to Minimize Harm

Given that the Project could require the demolition of the Ace Gallery the following measures are proposed:

- Incorporation of the structure as a station portal only, moving construction staging to another site, and designing the portal so as to comply with the Secretary of the Interior's Standards.
- Demolition of the NRHP-eligible property would result in a use to a Section 4(f) property. Therefore, prior to demolition, a HABS document would be prepared to document the property. While a HABS document does not completely mitigate the removal of a portion of the NRHP-eligible property, the completion of a HABS document ensures that important historic information regarding the property is recorded for the benefit of future generations.

California Bank Building/Sterling Plaza (1929)

Description and Significance of Property

APN 4343013011, 9429 (9441) Wilshire Boulevard, Beverly Hills

The California Bank Building/Sterling Plaza is an Art Deco-style commercial building.



The Art Deco style, popular between 1920 and 1941, is characterized by smooth surfaced volumes, symmetry and balance of elevations, a flat roof typically headed by parapets, and the frequent use of a central tower. There is a tendency for buildings of this style to be monumental, formal, and heavy. Classical or Medieval terminations at the top of the building are typically not used in this style. Ornamentation of zigzags, chevrons, sunbursts, spirals, stylized plant motifs, and stylized animals such as deer and gazelle are used. The windows of this building style are arranged in sunken vertical panels.

The California Bank Building/Sterling Plaza occupies its entire triangular lot and has a south-facing orientation. It is seven stories with a triangular base with stepped-up rectangular-plan upper stories, and has a flat roof. The window bays are symmetrically arranged and contain large metal-framed fixed-pane storefront ceiling walls on the ground floor and metal-framed, single, fixed-pane sashes on the upper floors, with no surrounds. The building is clad in stucco overall with fluted, engaged pillars, gold relief accents at the cornice line of each stack on the central tower, geometric designs such as chevrons above the ground floor, diamond and gold accents on the first-floor cornice, and a molded steel cornice separating the ground floor from the upper stories. The main façade is symmetrical with a recessed, central arched entry filled with gold metal-framed

glass double doors; the storefront entries are filled with metal-framed single-glass pane doors. The building appears to be minimally altered and is in good condition.

The California Bank Building/Sterling Plaza appears to possess the requisite significance to be eligible for listing on the NRHP and CRHR, or 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. In addition, the building appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

Application of Section 4(f)—Direct Use (*de minimis*)

A potential station entrance is proposed for the northeast corner of the Wilshire/Beverly Drive intersection (Figure 5-9). The proposed entrance would be located in front of the building within the one-story portion of the building (see Appendix A, Westside Subway Extension Advance Conceptual Engineering Drawings). The potential station entrance would be primarily within the existing structure with minimal exterior effect. The potential station entrance would meet the *Secretary of Interior's Standards for the Treatment of Historic Properties*. As a result, under Section 4(f) a finding of *de minimis* use has been made and consideration of an avoidance alternative is not required.

Measures to Minimize Harm

Design guidelines consistent with the *Secretary of Interior's Standards for the Rehabilitation of Historic Properties* would be prepared and used. Since the contributing elements of the historic structures would be minimized by modifying the structures per the *Secretary of Interior's Standards for the Treatment of Historic Properties*, a finding of no adverse effect was determined (see *Historic Survey Report*).

Engineering setbacks, as part of the Project, would create a buffer between excavation and construction activities and the foundations of historic structures. Architectural monitoring of construction would be undertaken to check for vibration, noise, and potential direct effects (see *Construction Report*). A mitigation monitoring program would ensure that noise and vibration are below the level that would harm historic structures. Because of the depths associated with the operation of the Project, no operational effects are anticipated (see *Noise and Vibration Report*).

Century Plaza Hotel (1965)



Description and Significance of Property

APN 4319004109, 2025 Avenue of the Stars, Century City

The Century Plaza Hotel is a New Formalist-style hotel building, which occupies the center of the lot.

The building is 20 stories with a curved plan, and features a flat, overhanging roof decorated 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 windows. The ends of the building have three bays. The center of the structure features 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 towers protrude from the roof. The tower on the north is flush with the wall surface, while the rectangular tower on the south protrudes about five panels from the wall surface. The main façade (northeast elevation facing Avenue of the Stars) is symmetrical with a central, four-story, glazed, multi-bay entrance under a non-original canopy and through non-original doors. The building appears to be minimally altered and is in good condition. 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 Century Plaza Hotel appears to possess the requisite significance to be eligible for listing on the NRHP and CRHR, or 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 New Formalism architectural style and is a representative work of a master. However, the building is not yet 50 years old. Criteria Consideration G of the NRHP generally excludes properties that achieved significance within the past 50 years unless they are of exceptional importance. The building meets Criteria Consideration G because of its exceptional importance as the only New Formalist hotel building in Century City and one of the few in the Los Angeles area designed by Minoru Yamasaki. In addition, the building appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

Application of Section 4(f)—Direct Use (*de minimis*)

A potential station entrance is proposed on the southwest corner of Constellation Boulevard and Avenue of the Stars for the Century City Station (Option 4 with a Century City/Constellation Station). The proposed entrance would be located north of the building, on the building parcel (see Appendix A, Westside Subway Extension Advance Conceptual Engineering Drawings). As a result, under Section 4(f) a preliminary finding of *de minimis* use has been made and consideration of avoidance alternative is not required.

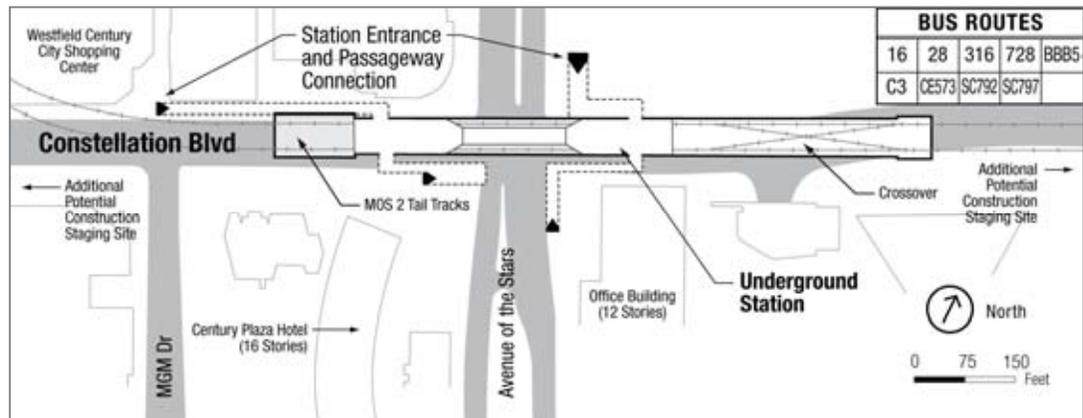


Figure 5-10. Century City Station—Constellation Boulevard (Option 4 with a Century City/Constellation Station)

Measures to Minimize Harm

A mitigation monitoring program would ensure that noise and vibration is below the level that would harm historic structures (see *Construction Report*). In addition, engineering setbacks would be used to create a buffer between excavation and construction activities and the foundations of historic structures. The structure should be used and the station should be designed per the Secretary of Interior’s standards for use as a station portal, thereby preserving the significant features of the structure.



Westwood Medical Plaza (1962-1963)

Description and Significance of Property

APN 4363023032, 10921 Wilshire Boulevard, Los Angeles

The Westwood Medical Plaza at 10921 Wilshire Boulevard is an International-style commercial building that occupies the southern portion of its lot and has a south-facing orientation. This nine-story building with a flat roof is located atop a three-story pedestal. A mechanical box is located on the rooftop. The building is eight bays wide on the north elevation, with half bays at the ends. Bays are divided by protruding marble-sheathed columns that extend slightly beyond the roofline. Each bay features a row of four windows separated by protruding vertical metal plates. The exterior walls between the rows of windows on each floor are sheathed with metal plates. The east and west elevations have identical, alternating

rows of windows and metal plates, without the marble column separations and the vertical metal plates. The ground floor of the building has an east wing extension that features black marble bulkheads and large plate glass, which appears to be non-historic. The entrance to the building is centrally located and recessed, and appears to be original. The building appears to be minimally altered and in good condition.

The building appears to possess the requisite significance to be eligible for listing on the NRHP and CRHR, or 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. However,



the building is not yet 50 years old. Criteria Consideration G of the NRHP generally excludes properties that achieved significance within the past 50 years unless they are of exceptional importance. The building appears to retain sufficient historic integrity of location, design, materials, and workmanship.

Application of Section 4(f)—Direct Use (*de minimis*)

A potential station entrance is proposed on the sidewalk at the northwest corner of the Wilshire/Westwood intersection for the proposed Westwood/UCLA On-Street Station (Option 5) (Figure 5-11). An underground easement would be needed for passageway. The potential station portal would be located in front of the adjacent one-story building (see Appendix A, Westside Subway Extension Advance Conceptual Engineering Drawings). A finding of *de minimis* use has been made for Section 4(f), and consideration of avoidance alternative is not required.

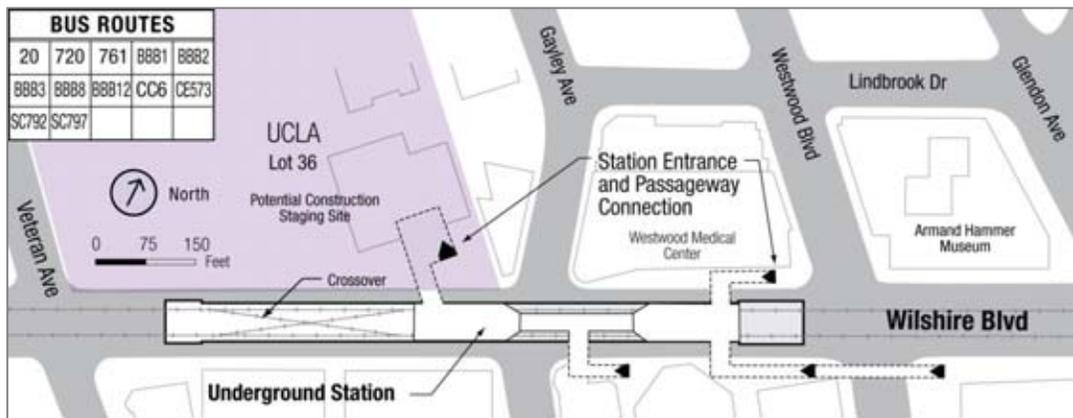


Figure 5-11. Westwood/UCLA On-Street Station (Option 5)

Measures to Minimize Harm

Avoidance to the contributing elements of the historic structures would include modifying the structures per the *Secretary of Interior's Standards for the Treatment of Historic Properties* in order to result in a finding of no adverse effect (see *Historic Survey Report*). As a result, a mitigation monitoring program would ensure that noise and vibration are below the level that would harm historic structures (see *Construction Report*). In addition, engineering setbacks would be used to create a buffer between excavation and construction activities and the foundations of historic structures.

5.5.3 Alternative 2—Westwood/VA Hospital Extension and Options 1 through 6

In addition to those properties listed for Alternative 1, affected properties for Alternative 2 include the Catholic-Protestant Chapels/Wadsworth Chapel (1900) (Option 6). The Section 4(f) use of the additional property within Alternative 2 is described below.

Potential District 4365008904 Veterans Administration Medical Center District
Description and Significance of Property

The Los Angeles Veterans Administration Medical Center District is a thematic historic district, which is comprised of properties related in time and historical significance through an established theme, in this case, Veterans Administration facilities. The



Figure 5-12. Los Angeles Veterans Administration Medical Center Historic District Boundary

NRHP district nomination describes the boundaries as irregular shaped, bounded by roadways and other physical land features within the San Diego Freeway to the east, Federal Avenue to the west, and remaining Veterans Affairs land to the north and south. Wilshire Boulevard runs through the southern portion of the district.

The facility was originally constructed as the Pacific Branch of the National Home for Disabled Volunteer Soldiers (NHDVS), which opened on May 1, 1888, for Civil War veterans in need of care. Early buildings reflected barracks-style architecture, but later growth prompted innovative design in the Queen Ann, Colonial, Victorian, Romanesque, and Spanish Colonial styles. Buildings from the NHDVS period have been grouped into an eclectic historic district, unencumbered by the modern intrusive additions nearby. The district is located in a park like setting. Onto this large site was placed a hospital compound that was fashioned from a prototype plan and health care concept. This grouping of hospital buildings forms a part of the

thematic group of 50 Veterans Hospitals developed by the Veterans Bureau between 1920 and 1946 to provide acute and long-term medical treatment to veterans. The building plans were based on the standard set plan developed by federal planners, and it emphasized the overall integration of functions with isolated health care, administrative, residential, recreational, and maintenance activities. The exterior designs for each hospital were approved at the highest levels and reflected growing sensitivity to the local traditions on the part of the planning bureaucracy. Thus, a Spanish Colonial combined with Mission Revival style was used for Los Angeles. The district is significant at the local, state, and national levels.

The 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 veterans health care and for its distinctive architecture. It was recorded in July 1981 by Gjore J. Mollenhoff, Karen R. Tupek, and Sandra A. Webb of the Veterans Administration. Portions of the district are located within the Project's APE.



The following two buildings were previously identified contributors to the district and lie within the APE:

- Building WSE 41 is a Spanish Colonial Revival-style theater (Wadsworth Veterans Theater) constructed in 1940.
- Building WSE 42 is a Victorian with Gothic Revival-style (more specifically Carpenter Gothic) religious building (Wadsworth Chapel/Catholic-Protestant Chapels) designed by J. Lee Burton and constructed in 1900.

A contributing property is a building, structure, object, or site within the boundaries of the district that adds to the historic associations or historic architectural qualities for which the historic district is significant. Non-contributing properties, those that do not contribute to the significance of the district, are not included in this study.

Application of Section 4(f)—Direct Use (*de minimis*) and Measures to Minimize Harm

Direct use (*de minimis*) would apply if Option 6, Wilshire/VA Hospital Station North were selected Section 5.5.3.2, Catholic-Protestant Chapels/Wadsworth Chapel (1900) and Section 5.5.3.3, Wadsworth Theater, discuss application of Section 4(f)—Direct Use (*de minimis*) and measures to minimize harm.

Catholic-Protestant Chapels/Wadsworth Chapel (1900)



Description and Significance of Property

APN 4365008904, Eisenhower Avenue, Los Angeles, VA Hospital Complex

The Catholic-Protestant Chapels/Wadsworth Chapel is a Carpenter Gothic, Romanesque, and shingle-style church located on the grounds of the 388-acre Veterans Affairs Center in West Los Angeles. The building, designed by J. Lee Burton, contains two chapels separated by a double brick wall, with a Catholic chapel at the north end and a Protestant chapel at the south end. Each chapel has a separate entrance, with a tower

and belfry. The chapel is the oldest building on Wilshire Boulevard and was listed in the National Register of Historic Places in 1972.

The chapel is located in a park-like setting surrounded by lawn. It is a Victorian with Gothic Revival-style (more specifically Carpenter Gothic) religious building. It occupies a small part of a much larger lot and has northwest- and southeast-facing orientations. The building is two stories with a masonry foundation and a rectangular plan. The building features two cross-gabled roofs (the one facing Eisenhower Avenue is slightly smaller), picturesquely wood-frame lancet windows, and diamond-paned, rectangular windows, and horizontal redwood siding. The two main façades are asymmetrical with entry through a central arcaded porch for the Protestant Chapel and a front-gabled west corner entrance on the northeast elevation for the Catholic Chapel. The arcaded porch has three arches, reminiscent of Romanesque porches. There are three square towers of varying sizes (two on the southeast and one with octagonal belfry in the middle of the northeast elevation); solid, arched-knee braces; wooden window hoods; decorative brackets under windows and balconies; decorative and patterned balustrades; arched windows; and crosses at the apexes of roofs. The northwest elevation features an apse

that consists of a one-story tower with cone-shaped roof attached to the wall and only one window. The building appears to be unaltered and is in poor condition.

The style is characterized by spindlework detailing and boxed or open roof-wall junctions. When boxed, brackets are commonly found around the cornice. Buildings of this style have simple square or rectangular floor plans and steep side or front gabled roofs, sometimes with gabled dormers. Hipped roofs are seen in the examples from the early 1900s. Stylistic expressions are focused on the main façade. Typical building features include ornate entries or full-width porches with spindle-work detailing; the use of bargeboards; tall 1:1 double-hung windows, often paired; bay windows with decorative transoms and narrow sidelights; simple window and door surrounds; and tall doors with recessed panels.

Application of Section 4(f)—Direct Use (*de minimis*)

Two potential station sites, alignments, or station portals are proposed—one within the VA Historic District (Option 6, Westwood/VA Hospital North), which may be impacted by the Project due to construction activities, demolition, or partial incorporation into the Project. A construction site is proposed in the parking lot on the north side of the station box, between the Wadsworth Theater and Wadsworth Chapel (Figure 5-13) (see Appendix A, Westside Subway Extension Advance Conceptual Engineering Drawings). Use during construction would be temporary and mitigated with implementation of mitigation measures. The acquisition of a portion of the parking lot for the potential station portal would not interfere with the features, attributes, or activities of the property or the chapel; therefore, the Project would have a *de minimis* impact under Section 4(f). Consideration of avoidance alternatives is not required.

The other station site south of Wilshire Boulevard, base Westwood/VA Hospital Station, which would be outside the potential Los Angeles Veterans Administration Medical Center District and limited surface construction within the Los Angeles Veterans Administration Medical Center District could be minimized.

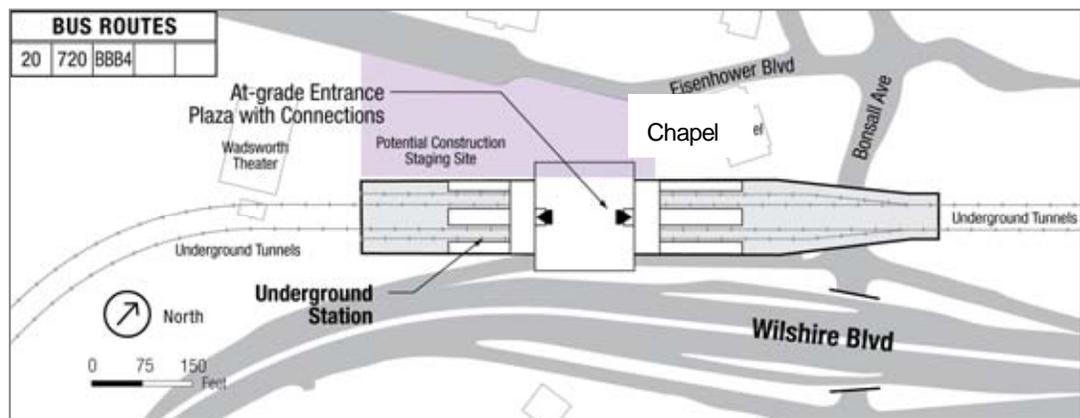


Figure 5-13. Westwood/VA Hospital Station (Option 6—North of Wilshire)

Measures to Minimize Harm

The design of the station entrance will be appropriate to its location within an historic district.



A mitigation monitoring program would ensure that noise and vibration are below a level that would harm historic structures. In addition, engineering setbacks would be used to create a buffer between excavation and construction activities and the foundations of historic structures. Architectural monitoring of construction would also occur to spot-check for vibration, noise, and potential direct effects (see *Construction Report*).

Wadsworth Theater

Description and Significance of Property

The Wadsworth Theater is a Spanish Colonial Revival-style theater located in the VA Center. The Spanish Colonial Revival style, popular between 1915 and 1941, is



characterized by low-pitched tile roofs and stucco surfaces that predominate over a limited number of openings. Buildings of this style are closely related to the outdoors through the use of French doors, terraces, and pergolas. Associated gardens are designed in a formal axial manner. Typical building features of this style include the use of decorative ironwork for windows, doors, balconies, and roof supports; and the use of glazed and unglazed tile for walls and floors. Commercial examples of this style generally

feature facades with deep-set vertical bands and recessed windows and spandrels. Plateresque and rich Churrigueresque ornament of cast concrete or terracotta occur in many commercial buildings, and occasionally in domestic designs.

Application of Section 4(f)—Direct Use (*de minimis*)

Two potential station sites, alignments, or station portals are proposed—one within the VA Historic District (Option 6, Westwood/VA Hospital North)—which may be impacted by the Project due to construction activities, demolition, or partial incorporation into the Project. A construction site is proposed in the parking lot on the north side of the station box, between the Wadsworth Theater and Wadsworth Chapel. Use during construction would be temporary and mitigated with implementation of mitigation measures, acquisition of a portion of the parking lot for the potential station portal would not interfere with the features, attributes, or activities of the property or the theater. Therefore, the Project would have a *de minimis* impact under Section 4(f).

Consideration of avoidance alternatives is not required.

Measures to Minimize Harm

A mitigation monitoring program would ensure that noise and vibration are below a level that would harm historic structures. In addition, engineering setbacks would be used to create a buffer between excavation and construction activities and the foundations of historic structures. Architectural monitoring of construction would also occur to spot check for vibration, noise, and potential direct effects.

5.5.4 Alternative 3—Santa Monica Extension and Options 1 through 6

Affected resources for Alternative 3 include all resources listed for Alternatives 1 and 2 and Options 1 through 6. Refer to Sections 5.5.2 and 5.5.3 for a description and the

significance of each of these properties, as well as a discussion of the application of Section 4(f), avoidance alternatives, agency coordination and consultation, and measures to minimize harm. In addition, affected properties for Alternative 3 include the Cheyenne Building at the Wilshire/4th Station.

Wilshire/4th Station

This station would be under Wilshire Boulevard. The two potential station entrances are on the northeast corner of the Wilshire/4th Street intersection and on the southeast corner of the Wilshire/4th Street intersection. Only one station entrance would be selected. Tail tracks extend west of the station under Wilshire Boulevard between 4th Street and Ocean Avenue. Crossover tracks are located east of the station under Wilshire Boulevard, extending past 6th Street. A potential construction site is proposed for the southeast corner of Wilshire Boulevard and 4th Street.

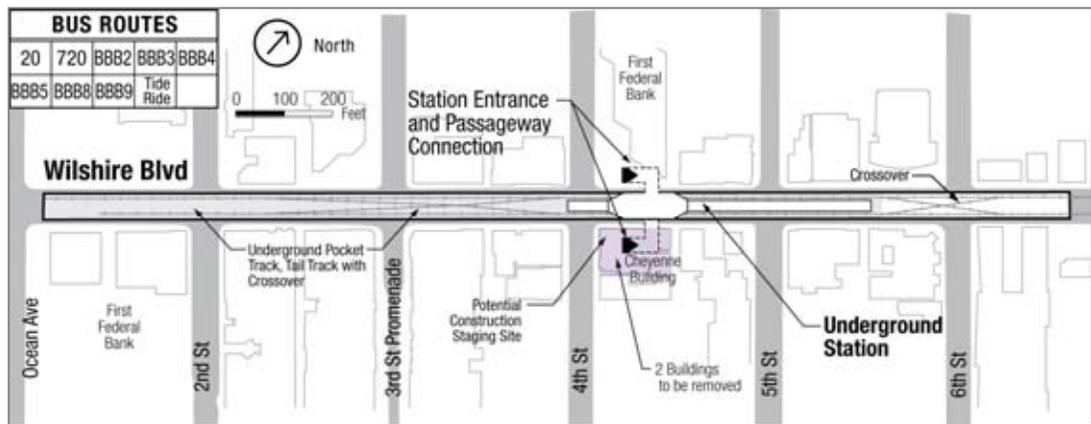


Figure 5-14. Wilshire/4th Station

Cheyenne Building 400-410 Wilshire Boulevard (1926)



Description and Significance of Property

APN 4291004015, 400-410 Wilshire Boulevard, Santa Monica

The Cheyenne Building at 400-410 Wilshire Boulevard, is a vernacular two-part commercial block-style building that occupies the entire lot and has a northeast-facing orientation. It is a two-story building with a rectangular plan. The building features a medium-pitch side-gable roof covered in red clay tile. There are six window bays on the ground floor of irregular size and distribution, which are filled with fixed-pane metal sashes and topped with

soldier-course brick lintels. The second story has 19 window bays on the primary elevation that are filled with multi-pane casement windows with multi-light transoms and soldier-course brick lintels and sills. The walls are clad in brick, including a decorative band between the ground and upper floors to differentiate building levels that form a pediment above the main entrance and a simple cornice beneath the roof eave.



The main façade is generally symmetrical with a large main entryway centrally located on the north elevation. The entrance is deeply recessed, with glass-panel walls and metal-frame doors. The building appears to be minimally altered and is in good condition.

The Cheyenne Building appears to possess the requisite significance to be eligible for listing on the NRHP and CRHR, or 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 Vernacular Two-Part Commercial Block architectural style. In addition, the building appears to retain sufficient historic integrity of location, design, setting, workmanship, and feeling.

Application of Section 4(f)—Direct Use

There are two station entrances under consideration for the Wilshire/4th Station. A potential station entrance is at the southeast corner of the intersection of Wilshire Boulevard and 4th Street (see Appendix A, Westside Subway Extension Advance Conceptual Engineering Drawings). A construction staging site is also proposed at this location. This could require property acquisition and demolition of the building; a Section 4(f) use.

Avoidance Alternatives

The station box would be under Wilshire Boulevard. It is a long station box due to tail track at its western end, extending from just west of 6th Street on the east to just east of Ocean Avenue on the west. The station box cannot move further west due to the shoreline and tail track requirements; and generally not further east due to the desired distances between stations and work with the City of Santa Monica on the location. There are two station entrances under consideration: one on the northeast and one on southeast corners of the Wilshire Boulevard/4th Street intersection. Only one station entrance will be selected to carry forward should either Alternative 3 or 5 be selected.

Since the scoping meetings, the potential entrances were re-oriented to face the ocean in response to comments during the urban design workshops. This would enhance the sense of place and arrival at the ocean destination. This also pushed the station as far west as possible. Plans were updated to include crossover and pocket tracks for this terminal station. Given the option of a station entrance on the northeast corner of the intersection, its selection would avoid the use of the Cheyenne Building as a station portal. Adaptive re-use of the building to incorporate a station entrance would be an option, if it done in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

However, use of the property as a construction staging site would require acquisition and demolition of the Cheyenne Building. Use of the Cheyenne Building as a construction site can be avoided if another site was found for construction staging. In the vicinity there are six other Section 4(f) resources – limiting potential sites that could avoid Section 4(f) use. Depending on construction timing, other sites as well as some limited use of street right-of-way would be considered. Avoidance of the use of the Cheyenne Building would be considered in consultation with the SHPO and the City of Santa Monica.

Measures to Minimize Harm

Given that the Project could require the demolition of the Cheyenne Building the following measures are proposed:

- Incorporation of the structure as a station portal only, moving construction staging to another site, and designing the portal so as to comply with the Secretary of the Interior's Standards.
- Demolition of the NRHP-eligible property would result in a use to a Section 4(f) property. Therefore, prior to demolition, a HABS document would be prepared to document the property. While a HABS document does not completely mitigate the removal of a portion of the NRHP-eligible property, the completion of a HABS document ensures that important historic information regarding the property is recorded for the benefit of future generations.

5.5.5 Alternative 4—Westwood/VA Hospital Extension plus West Hollywood Extension

Resources that could have a direct use by Alternative 4 include all resources listed for Alternatives 1 and 2 and Options 1 - 3. Refer to Sections 5.5.2 and 5.5.3 for a description and the significance of each of these properties, as well as a discussion of the application of Section 4(f), avoidance alternatives, agency coordination and consultation, and measures to minimize harm.

5.5.6 Alternative 5—Santa Monica Extension plus West Hollywood Extension

Resources that could have a direct use by Alternative 5 and Options 1 through 6 are identical to those identified for Alternatives 1, 2, 3, and 4 and Options 1 through 6. Refer to Alternatives 1, 2, 3, for a description and the significance of each of these properties, as well as a discussion of the application of Section 4(f), avoidance alternatives, agency coordination and consultation, and measures to minimize harm.

5.5.7 MOS 1—Fairfax Station Terminus

Resources that could have a direct use by MOS 1 include Johnie's Coffee Shop and the LACMA/West May Company Building. Refer to Alternative 1 for a description and the significance of these properties, as well as a discussion of the application of Section 4(f), agency coordination and consultation, and measures to minimize harm.

5.5.8 MOS 2—Century City Station Terminus

Resources that could have a direct use by MOS 2 include Johnie's Coffee Shop, the LACMA/West May Company Building and the Century Plaza Hotel in Century City. Refer to Alternatives 1 and 2 for a description and the significance of this property, as well as a discussion of the application of Section 4(f), agency coordination and consultation, and measures to minimize harm.

5.6 Public Park or Recreational Resources

The Project would not result in a direct use or constructive use of any Section 4(f) park or recreational resource on or adjacent to the project stations or alignments (Table 5-1).

5.7 Constructive Use

All Section 4(f) properties were evaluated for constructive use. 23 CFR 774.15(a) states that “A constructive use occurs when the transportation project does not incorporate land from a Section 4(f) property, but the Project’s proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the property are substantially diminished.”

Based on the constructive use evaluation, there is no use of the Section 4(f) properties discussed below that are within proximity to the Project. As documented in Chapter 4, of this Draft EIS/EIR, the project will not restrict access to Section 4(f) properties, will have no adverse noise and vibration impacts in accordance with FTA standards, and will result in no ecological intrusions at these Section 4(f) properties. The discussion below includes an assessment of whether visual effects are so severe as to substantially impair the historic value of the sites.

Table 5-2 lists the publicly owned parks and a recreational area adjacent to the alignment considered for Section 4(f) use and identifies the current activities, features, and attributes that qualify them for protection under Section 4(f).

These park properties are located within urban or semi-urban settings where major transportation facilities or development is a dominant visual features. While setting has some importance to these properties; they do not substantially derive their value from their setting.

5.8 Determination of Section 4(f) Use

This section summarizes Section 4(f) properties affected by each Build Alternative.

5.8.1 Historical Resources

Alternative 1—Westwood/UCLA Extension and Options 1 through 5

Alternative 1 could result in direct use of one of three historic properties at the Wilshire/Rodeo Station. Initially only one of the potential entrances would be selected for incorporation into the Project, although “knock-out” panels may be placed in the station box for access to future station entrances. The Union Bank Building would be impacted by the acquisition and demolition of the one-story portion of that building for a potential station entrance and construction staging area. A potential station entrance and construction site are proposed for the southwest corner of the Wilshire/Reeves intersection, which would also require demolition of the Ace Gallery at 9430 Wilshire Boulevard. The third building, the California Bank Building/Sterling Plaza, would be *de minimis*.

This alternative also would result in a *de minimis* use for Johnie’s Coffee Shop (Wilshire/Fairfax Station), LACMA West/May Company Building (Wilshire/Fairfax Station), California Bank Building/Sterling Plaza (Wilshire/Rodeo Station), Century Plaza Hotel (Century City/Constellation Station), and the Westwood Medical Plaza (Westwood/UCLA).

Alternative 2—Westwood/VA Hospital Extension and Options 1 through 6

The Section 4(f) determination for Alternative 2 is the same as for Alternative 1, with the addition of the potential Los Angeles Veterans Administration Medical Center District and associated structures. The potential Veterans Administration Medical Center District and two of its historic structures, the Wadsworth Theater and the Wadsworth Chapel, would have *de minimis* use under Section 4(f).

Alternative 3—Santa Monica Extension and Options 1 through 6

The Section 4(f) determination for Alternative 3 is the same as for Alternative 2 with one addition. In addition to those properties included as having use in Alternative 2, this alternative would require acquisition and demolition of the Cheyenne Building located on Wilshire/4th, resulting in a direct use of this property.

Alternative 4—Westwood/VA Hospital Extension plus West Hollywood Extension and Options 1 through 6

The Section 4(f) determination for Alternative 4 is similar to Alternative 2.

Alternative 5—Santa Monica Extension plus West Hollywood Extension and Options 1 through 6

The Section 4(f) determination for Alternative 5 is similar to Alternative 3.

MOS 1—Fairfax Station Terminus and Options 1 and 2

MOS 1 would result in a *de minimis* use for Johnie's Coffee Shop and the LACMA West/May Company Building,

MOS 2—Century City Station Terminus and Options 1 through 4

Alternative 1 could result in direct use of one of three historic properties at the Wilshire/Rodeo Station. Initially only one of the potential entrances would be selected for incorporation into the Project, although "knock-out" panels may be placed in the station box for access to future station entrances. The Union Bank Building would be impacted by the acquisition and demolition of the one-story portion of that building for a potential station entrance and construction staging area. A potential station entrance and construction site are proposed for the southwest corner of the Wilshire/Reeves intersection, which would also require demolition of the Ace Gallery at 9430 Wilshire Boulevard. The third building, the California Bank Building/Sterling Plaza, would be *de minimis*.

This alternative also would result in a *de minimis* use for Johnie's Coffee Shop (Wilshire/Fairfax Station), LACMA West/May Company Building (Wilshire/Fairfax Station), California Bank Building/Sterling Plaza (Wilshire/Rodeo Station), Century Plaza Hotel (Century City/Constellation Station),

5.8.2 Public Park or Recreational Resources

Alternative 1—Westwood/UCLA Extension and Options 1 through 5

Alternative 1 would not have a direct use of Section 4(f) parks or recreational facilities.



Alternative 2—Westwood/VA Hospital Extension and Options 1 through 6

Alternative 2 would not have a direct use of Section 4(f) parks or recreational facilities.

Alternative 3—Santa Monica Extension and Options 1 through 6

Alternative 3 would not have a direct use of Section 4(f) parks or recreational facilities.

Alternative 4—Westwood/VA Hospital Extension plus West Hollywood Extension and Options 1 through 6

Alternative 4 would not have a direct use of Section 4(f) parks or recreational facilities.

Alternative 5—Santa Monica Extension plus West Hollywood Extension and Options 1 through 6

Alternative 5 would not have a direct use of Section 4(f) parks or recreational facilities.

MOS 1—Fairfax Station Terminus and Options 1 and 2

MOS 1 would not have a direct use of Section 4(f) parks or recreational facilities.

MOS 2—Century City Station Terminus and Options 1 through 4

MOS 2 would not have a direct use of Section 4(f) parks or recreational facilities.

5.9 Least Overall Harm

In situations where all Build Alternatives use Section 4(f) properties, “the Administration may approve only the alternative that causes the least overall harm in light of the statute’s preservation purpose.” The least overall harm is determined by balancing the following factors:

- The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property)
- The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection
- The relative significance of each Section 4(f) property
- The views of official(s) with jurisdiction over each Section 4(f) property
- The degree to which each alternative meets the Purpose and Need for the Project
- After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f)
- Substantial differences in costs among the alternatives (23 CFR 774.3(c) I)

No alternative is being selected at this stage. This draft Section 4(f) evaluation is an opportunity to seek public and agency comment on the relative importance of the resources that would be used by any alternative. The purpose of the Westside Subway Extension Project is to improve transit travel time, provide more reliable transit service to the transit riders who access the Study Area today, and provide an alternative to the automobile for current and future transit riders. All alternatives with the exception of the No Build Alternative meet the Purpose and Need to some degree. Chapter 7 in the Draft EIS/EIR compares the relative costs and benefits.

The Build Alternatives where there are Section 4(f) resources with a potential direct use include choices for station entrances (only one will be selected at each station to go

forward) and construction staging sites are at the Wilshire/Rodeo Station and at the Wilshire/4th Station. All Build Alternatives include a station at Wilshire/Rodeo. Alternative 3 and 5 include a station at Wilshire/4th.

5.10 Agency Coordination and Consultation

Metro has coordinated with SHPO through meetings (August 2009) and correspondence to resolve issues on methodology, APE definition, and documentation content throughout the Project. The APE was presented to personnel from SHPO on June 22, 2009, via a notification letter from FTA to the SHPO. On August 17, 2009, Metro and its consultant team met with SHPO personnel to further discuss the proposed undertaking, methods for identification of historic properties, and documentation standards (see *Historic Survey Report*, Metro). Discussions have continued, and final determinations of eligibility are expected in June 2010 and determinations of effect in summer 2010.

In addition to ongoing consultation with the SHPO, there is ongoing consultation with local agencies, jurisdictions, and historical societies/preservation groups, including the following:

- City of Los Angeles
- City of Beverly Hills
- City of Santa Monica
- City of West Hollywood
- Los Angeles Conservancy
- Los Angeles City Historical Society
- Beverly Hills Historical Society
- Santa Monica Historical Society
- Hollywood Heritage

Metro conducted “Station Area Information Meetings” in October and November 2009 to discuss topics such as station box locations; station access points; locations for pick up/drop off; bicycle and pedestrian access; transit connections; and other issues that relate to the facilities at or near potential station entrances.

Johnie’s Coffee Shop and LACMA/May Co.—A meeting was held on October 26, 2009, for the Wilshire/Fairfax Station. Total community attendance was 122 persons. Some of the issues specific to the station related to concerns about historic integrity, which included suggestions and support of portals at LACMA and adjacent to Johnie’s Coffee Shop. Coordination efforts between Metro and the community are on-going to ensure avoidance of the use of the historic property.

Sterling Plaza/Bank of California Building, Ace Gallery, and Union Bank Building—A meeting was held in November 2009 in the City of Beverly Hills to focus on the Wilshire/Rodeo Station. Total community member attendance was 88 persons. Some of the issues included opposition to the location (has been moved), and a desire to move the station back one-half block to El Camino (current location). Metro is continuing consultation and outreach with the City of Beverly Hills.

Century Plaza Hotel and Gateway Plaza—A meeting was held on November 5, 2009, in Century City to focus on the potential Century City stations. Total community



attendance was 77 persons. Some of the issues included a preference by some for a Constellation Boulevard with a perception of better pedestrian access and a dislike of Santa Monica Boulevard as too distant from the heart of area. Metro continues to engage in ongoing public outreach with the community.

Westwood/UCLA—A meeting was held in November 2009 to focus on Westwood/UCLA Stations. Community attendance was approximately 80 persons. Some of the issues included a desire to reconsider parking, inclusion of a shuttle service, a second entrance on Gayley/parking lot, desire for southside portal, and debate over whether on-street or off-street is preferred.

Westwood/VA Hospital—A meeting was held in November 2009 at the Wadsworth Theater. Approximately 80 community members attended. Some of the issues discussed included the following:

- Importance of pedestrian access
- If parking is included, then more accessible underground parking is preferred
- Land in and around parking area should reflect the aesthetic of the VA campus
- Needed street improvements
- Consideration of a shuttle service
- Consideration of a drop-off on Bonsall
- Concern that the structure would take land away from VA use
- The station should be:
 - ▶ near the VA Hospital
 - ▶ convenient to bus stops
 - ▶ include extra elevators
 - ▶ go “above-and-beyond” for compliance with the Americans with Disabilities Act due to high volume of disabled veterans
 - ▶ accessible if underground

Metro continues to engage in ongoing coordination with the community and the VA.

Wilshire/4th—A meeting was held on October 22, 2009, in the City of Santa Monica. A total of 86 community members attended. Some of the issues included consideration of connecting with Exposition Light Rail Transit, inclusion of portals on both sides of Wilshire Boulevard, and provision of parking for commuters.

Metro is engaged in ongoing consultation and outreach with the City of Santa Monica.