



WESTSIDE SUBWAY EXTENSION PROJECT

Section 4(f) Evaluation Technical Report



March 2012

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1.0 SECTION 4(f) EVALUATION OVERVIEW

A preliminary inventory of Section 4(f) properties and their 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 done to further identify resources and strategies that would avoid or, in the case where avoidance is not possible and the use is not *de minimis*, minimize the use of Section 4(f) resources. Subsequent to the Draft EIS/EIR, avoiding or minimizing the use of Section 4(f) properties continued. This Section 4(f) Evaluation describes how the Locally Preferred Alternative (LPA) would use Section 4(f) resources. For such resources, a brief description (for full description refer to the *Historic Resources Properties Supplemental Survey Report* and the *Archaeological Resources Supplemental Survey Report*) and an overview of Section 4(f) use is provided. Where there is a direct use, a description of avoidance alternatives, measures to minimize harm, and mitigation measures that have been considered follows. There are 14 parks and recreation areas and 41 historic resources (39 individual properties plus two historic districts) within the 9-mile long project study area. The LPA would have a direct use of only one Section 4(f) resource in the area of potential effect.

1.1 Section 4(f) “Use” Definitions

According to 49 USC 303(c), Section 4(f) of the US Department of Transportation Act of 1966 (as amended and recodified in 1983), the FTA “may approve a transportation program or project ... requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if (1) there is no prudent and feasible alternative to using that land; and (2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.”

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.

1.1.1 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). 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.

1.1.2 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.

1.1.3 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).

1.1.4 *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.

To arrive at this determination in accordance with 36 CFR 800, effects to all identified eligible, determined eligible, or listed historic properties were evaluated within the current context and setting of the property, with regard to the identified historic significance and level of retention of historic integrity, and in relation to changes to the property or within its vicinity that the LPA would or may cause. An adverse effect determination was made when the LPA would alter, directly or indirectly, any of the characteristics of the historic property that qualify the property for inclusion in the National Register of Historic Places (NRHP) in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Consideration was given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s eligibility for the NRHP.

Using the criteria of adverse effect established in 36 CFR 800.5(a)(1) and guidance found in the National Register Bulletin *How to Apply the National Register Criteria for Evaluation*, each historic property was evaluated to determine if implementation of the LPA would alter any historically significant characteristics or features of a historic property by diminishing relevant aspects of that property's historic integrity. For some eligible or listed resources within the Area of Potential Effect (APE), certain aspects of integrity are not critical to the reasons that a property was determined to be eligible for listing. For each historic property, one of the following findings was made regarding the LPA's affect on each aspect of integrity: no effect, no adverse effect, or adverse effect.

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2.0 PROJECT DESCRIPTION

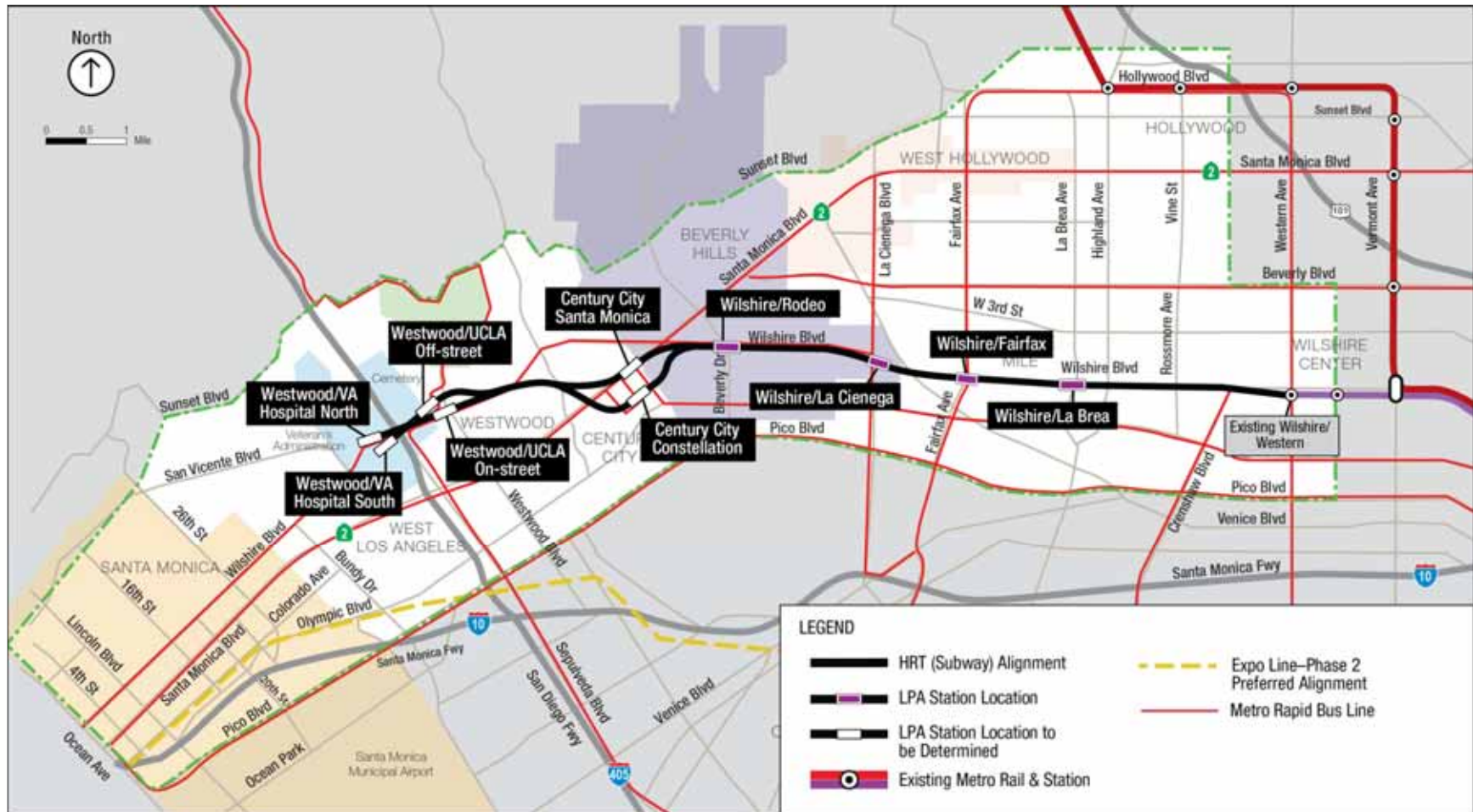
On October 28, 2010, the Metro Board selected the Westwood/VA Hospital Extension (Alternative 2 in the Draft EIS/EIR) as the Locally Preferred Alternative (LPA) for further discussion in the Final EIS/EIR. This alternative would extend HRT, in subway, from the existing Metro Purple Line Wilshire/Western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

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

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

- **Wilshire/La Brea Station** would be located in a commercial and residential area and would serve as a key transit connection. The entrance would either be located on the northwest or the southwest corner of the Wilshire Boulevard and La Brea Avenue intersection.
- **Wilshire/Fairfax Station** would offer access to a major cultural and tourism hub, and provide access to the nearby Farmer’s Market, shops along West 3rd Street and Beverly Boulevard, and The Grove. The entrance would either be located immediately west of Johnie’s Coffee Shop on the northwest corner of Wilshire Boulevard and Fairfax Avenue, in LACMA West (the former May Company Building) on the northeast corner of Wilshire Boulevard and Fairfax Avenue, or on the south side of Wilshire Boulevard, between Ogden Drive and Orange Grove Avenue.
- **Wilshire/La Cienega Station** would provide access to a mixture of commercial, residential, and restaurant uses. The entrance would be located on the northeast corner of the Wilshire Boulevard and La Cienega Boulevard intersection at the current site of the CitiBank building.
- **Wilshire/Rodeo Station** would serve the Beverly Hills “Golden Triangle,” a local and regional shopping destination as well as a hub for tourists visiting the famous Rodeo Drive and shops along Wilshire Boulevard, Beverly Drive, and other streets. The entrance would either be located on the southwest corner of Wilshire Boulevard and Reeves Drive at the current site of the Ace Gallery, on the northwest corner of Wilshire Boulevard and Beverly Drive (adjacent to the Bank of America Building), or on the southeast corner of the Wilshire Boulevard and El Camino Drive intersection at the current site of the Union Bank Building.

Figure 2-1: Westside Subway Extension



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- **Century City Station** would serve a high-density commercial, employment, and residential center. As part of the LPA selection, the Metro Board decided to continue to evaluate two station locations in Century City (Santa Monica Boulevard and Constellation Boulevard). The location of the Century City Station would affect the tunnel alignment to the east and west of the station.
 - **Century City Santa Monica** would be a modified version of the Century City Santa Monica Station that was in the Draft EIS/EIR. Based on the results of the further studies of the Santa Monica Fault, the Century City Santa Monica Station was shifted to the east to the Century Park East intersection to avoid locating the station box on the Santa Monica Fault. The entrance would be located on the southwest corner of Santa Monica Boulevard and Century Park East.
 - **Century City Constellation** would be located underneath Constellation Boulevard from west of Avenue of the Stars to just west of Century Park East. The entrance would be located either at the northeast corner of Constellation Boulevard and Avenue of the Stars or at the southwest corner of Constellation Boulevard and Avenue of the Stars near the Century Plaza Hotel.
- Westwood/UCLA Station would serve as a major hub station for tourists, UCLA and medical center users, students, professors, and employees. As part of the LPA selection, the Metro Board decided to continue to study two station locations at Westwood/UCLA (Off-Street and On-Street). Two entrances would be constructed given the high ridership projections at this station.
 - **Westwood/UCLA Off-Street** would be located underneath UCLA Lot 36, north of Wilshire Boulevard between Gayley Avenue and Veteran Avenue. The entrances would be on the northwest corner of the Wilshire Boulevard and Gayley Avenue intersection and the northeast corner of the Wilshire Boulevard and Veteran Avenue intersection.
 - **Westwood/UCLA On-Street** would be located under Wilshire Boulevard, extending just west of Westwood Boulevard to west of Gayley Avenue, almost to Veteran Avenue. Either both station portals would be located on the north side of Wilshire Boulevard (the northwest corner of Wilshire Boulevard and Gayley Avenue and the northwest corner of Wilshire Boulevard and Westwood Boulevard) or the entrance at the Wilshire Boulevard and Westwood Boulevard intersection would be split between the north and south sides of Wilshire Boulevard.
- Westwood/VA Hospital Station would serve veterans, visitors, and workers using the VA campus and provide connections to the West LA, Brentwood, and Santa Monica communities. As part of the LPA selection, the Metro Board decided to continue to study two station locations at Westwood/VA Hospital.
 - **Westwood/VA Hospital South** would be located at the northern edge of the VA Hospital parking lot, adjacent to Wilshire Boulevard. The entrance would be located on the Bonsall level, beneath the bus drop-off area to the north of the VA Hospital parking lot. To accommodate the grade separation at this site, additional stairs, escalators, and elevators connecting the Wilshire level and the Bonsall level would be located on both the north and south sides of Wilshire Boulevard. A parking structure providing both permanent and temporary replacement parking would be located in the existing physician's parking lot, east of the VA Hospital.

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

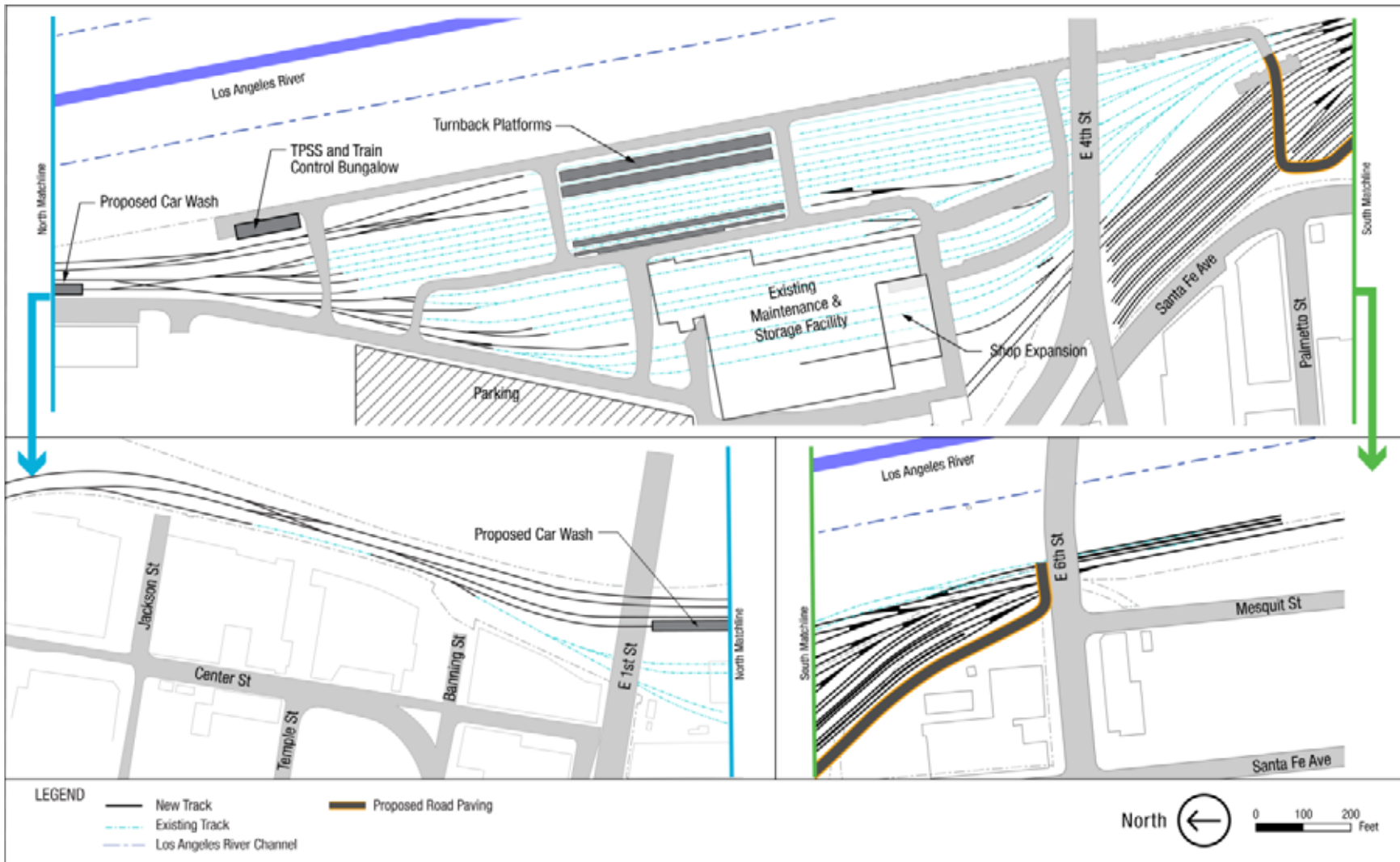
The estimated one-way running time would range from approximately 14 minutes, 26 seconds to 15 minutes, 21 seconds from the Wilshire/Western Station to the Westwood/VA Hospital Station depending on the alignment between the Wilshire/Rodeo and Westwood/VA Hospital Stations. The LPA is expected to operate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

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

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

Based on the current 30/10 funding schedule, the Project is expected to be operational to Westwood/VA Hospital in 2022 with construction beginning in 2013. As currently planned, the parallel construction of portions of the alignment and stations would allow the entire Project to be open and operational at the same time and not in phases. In the event that accelerated Federal funding is not secured, the Project would be constructed in three sequential phases. The first phase to the Wilshire/La Cienega Station would open in 2022, the second phase to the Century City Station would open in 2025, and the final phase to Westwood/VA Hospital Station would open in 2035.

Figure 2-2: Division 20 Maintenance and Storage Facility



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3.0 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.

3.1 Historic Resources

This section identifies eligible properties that are 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 APE and to determine their significance. Refer to the *Historic Resources Properties Supplemental Survey Report* and the *Archaeological Resources Supplemental Survey Report*. The purpose of the Section 106 analysis was to identify cultural resources that are eligible or listed on the NRHP and that may be affected by the LPA.

Under Section 106, when a federally funded 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 will 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 project 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 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 LPA to further identify and evaluate properties that are historically significant and meet the criteria for eligibility for listing on the NRHP. Properties within the APE that have a determination of eligibility for the NRHP as a result of the Section 106 process, as summarized in Appendices B and C. Appendix C describes historic properties identified within the station APE and historic properties within the alignment APE. Appendix C also describes historic properties that are contributors to historic districts but were considered not individually eligible. The properties listed have a determination of eligibility for the NRHP by prior studies and through evaluation in support of the current LPA. The architectural distinctions, known associations with important historic persons or events, and/or other historic features of each eligible property are discussed in the *Historic Resources Properties Supplemental Survey Report*.

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

- Criterion A—resource is associated with events that have made a significant contribution to the broad patterns of our history
- Criterion B—resource is associated with the lives of persons significant in our past
- Criterion C—resource 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
- Criterion D—resource has yielded, or may be likely to yield, information important in prehistory or history
- Criterion Consideration G—a property achieving significance within the past 50 years if is of exceptional importance

Section 4(f) protects historic resources that are on or eligible for the NRHP under Criteria A, B, and C. The LPA may result in a Section 4(f) use of several eligible historic properties as shown in Figure 3-1 through Figure 3-4 and are discussed in more detail in the following sections. The FTA has finalized determination of eligibility through consultation with the State Historic Preservation Office (SHPO) (see letter from SHPO in Appendix D of the Final EIS/EIR). Appendix B presents effects to these historic properties as established by current consultation.

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.

Figure 3-1: Section 4(f) Resources (Wilshire/Western Station to Wilshire/La Brea Station)

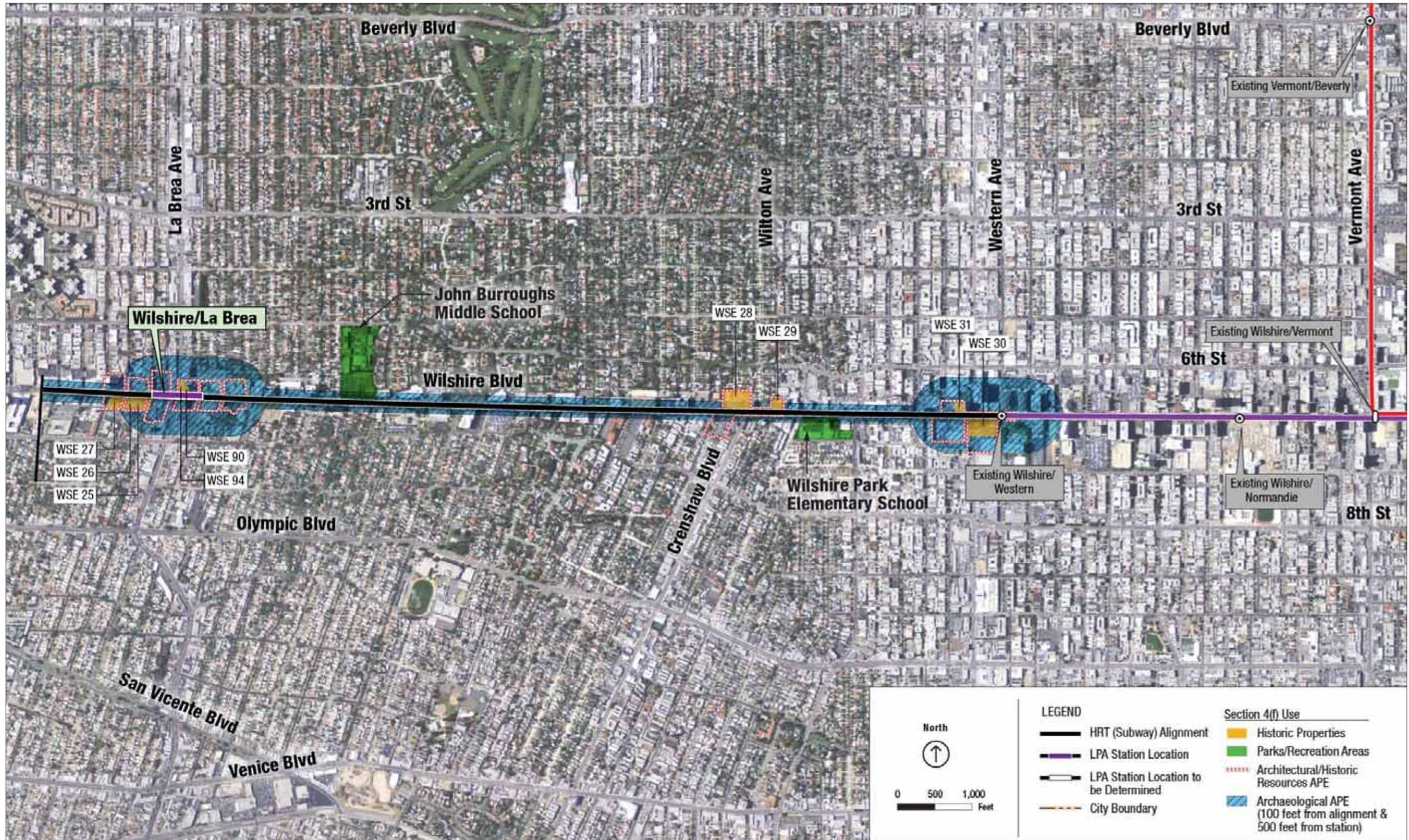


Figure 3-2: Section 4(f) Resources (Wilshire/Fairfax Station to Wilshire/Rodeo Station)

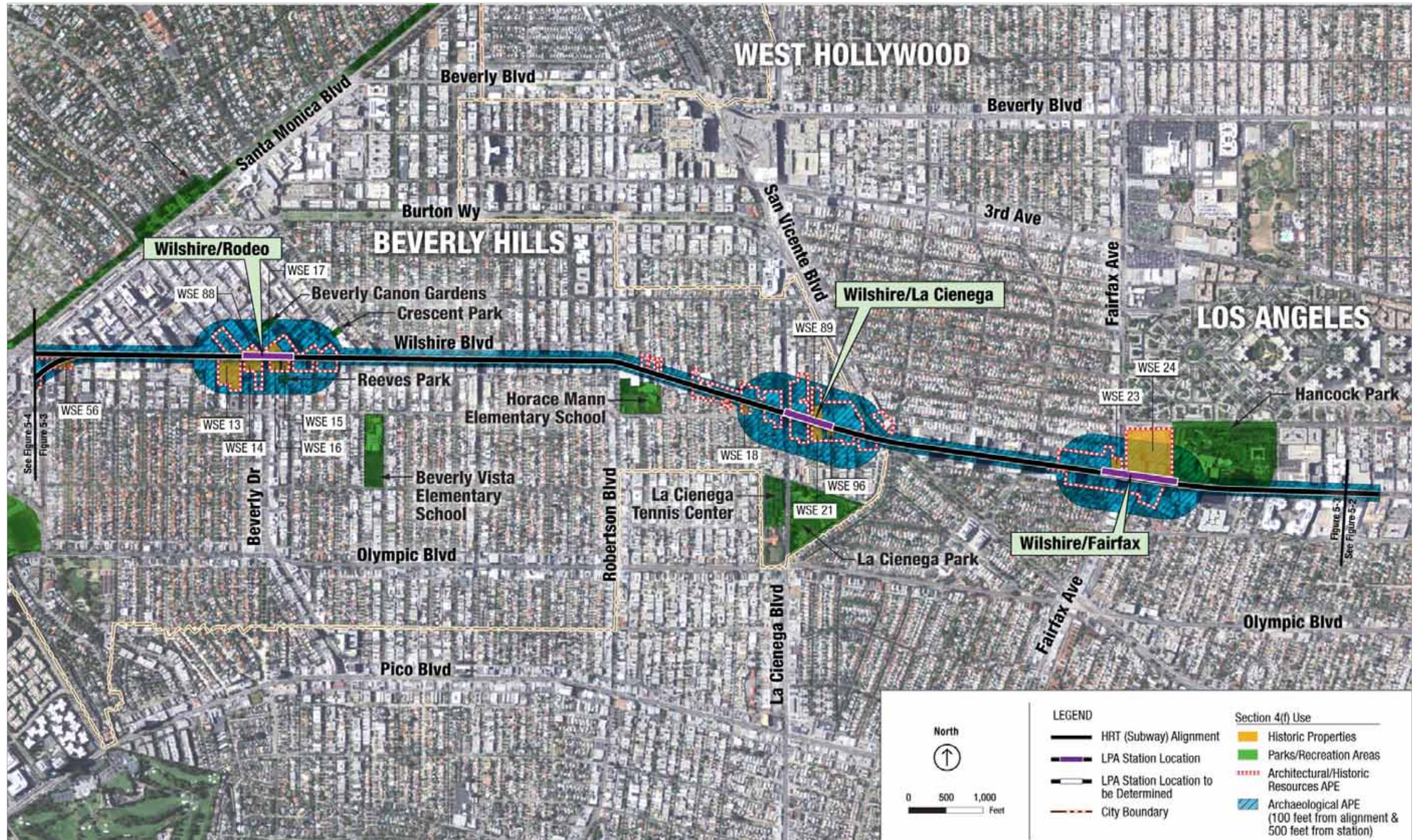


Figure 3-3: Section 4(f) Resources (Century City Station to Westwood/VA Hospital Station)

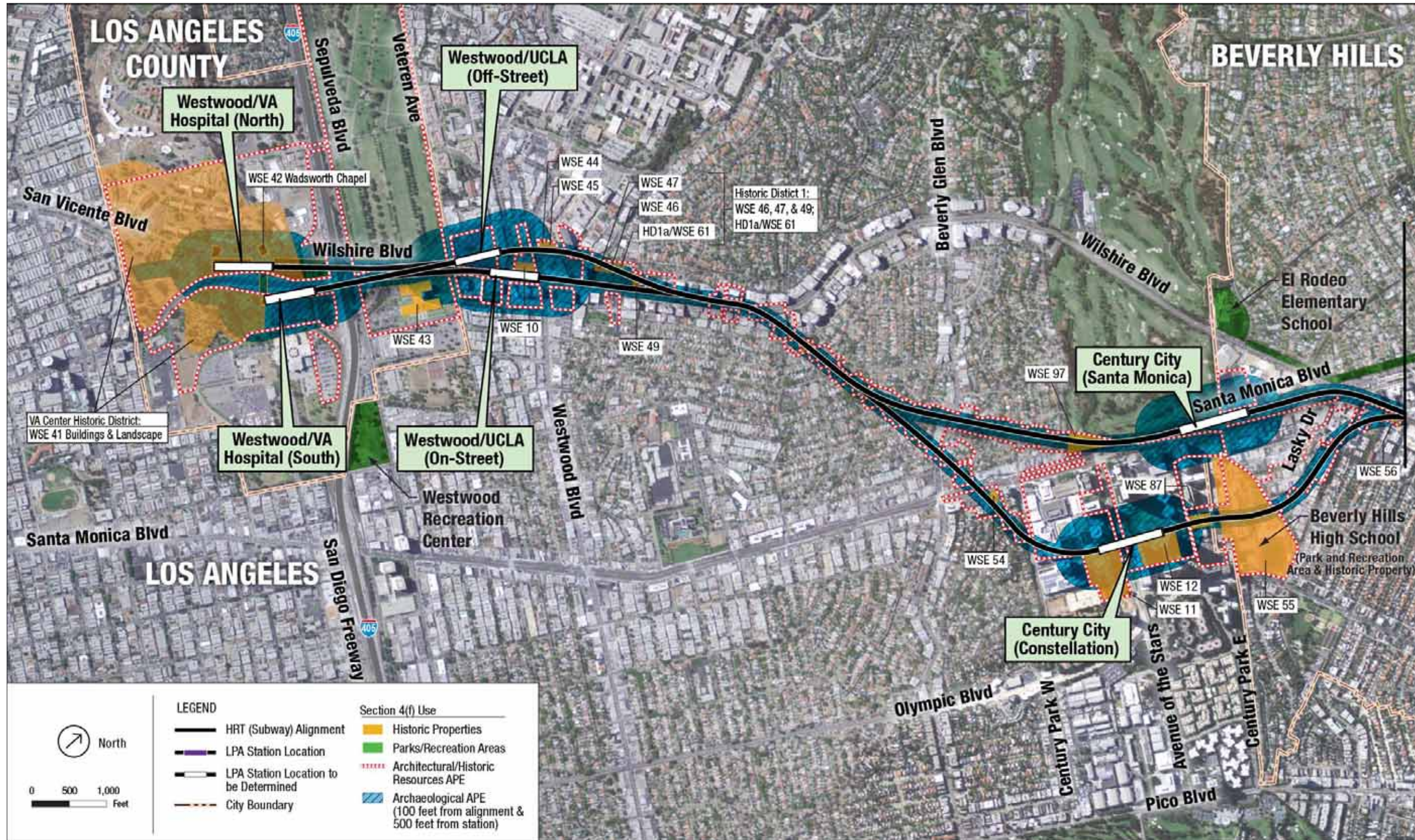


Figure 3-4: Section 4(f) Resources (Division 20 Maintenance Yard)

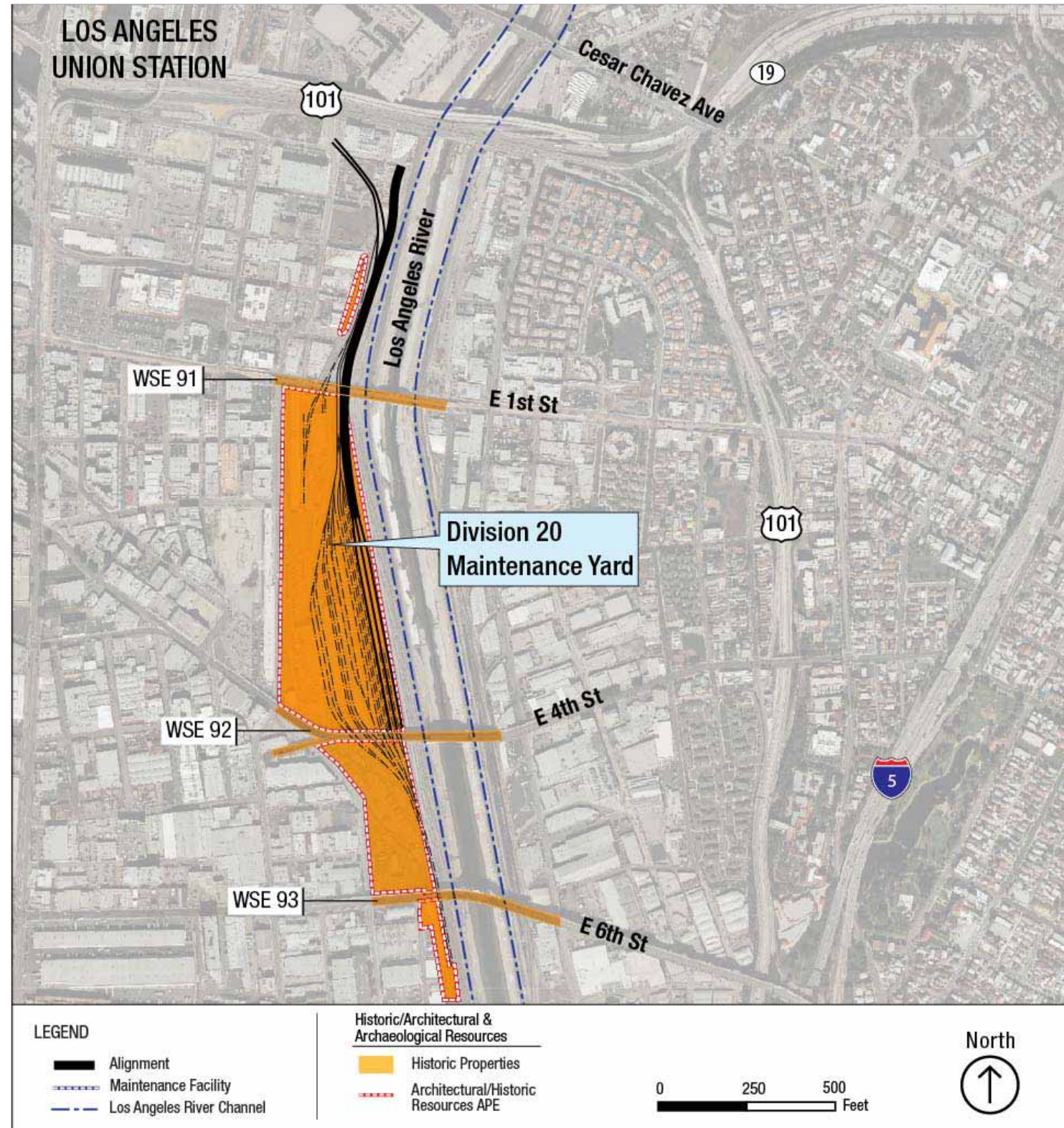


Table 3-1: Park and Recreation Areas on or Adjacent to Westside Subway Extension LPA Alignment or within One-quarter Mile of a Station or Maintenance Facility

Alternative/Option	Resource Name	On or Immediately Adjacent to Tunnel Alignment?	On or Immediately Adjacent to Station?		Publically Owned?	Major Purpose for Park or Recreational Activities?	Direct Use	Tunnel Under—No Use ¹
			On or Immediately Adjacent to Station?	Publically Owned?				
LPA: Wilshire/Crenshaw Construction Laydown	Wilshire Park Elementary School	Yes adjacent	No Wilshire/Western 0.30 miles (1,584 feet) west and .16 miles (844 feet) east of Crenshaw construction laydown	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		
LPA: Wilshire/La Brea Station	John Burroughs Middle School	Yes adjacent	No 0.25 miles (1,320 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		
LPA: Wilshire/Fairfax Station	Hancock Park	Yes adjacent	No Park is located 150 feet east of Wilshire/Fairfax Station box The station entrances all west of the Park range from approximately 300 feet (Grove Avenue entrance) to 650 feet (Johnie's entrance) to reach the Page Museum. Construction laydown for the station and any of the 3 entrances would occur immediately south of Wilshire Boulevard between Orange Grove Avenue and South Ogden Drive. The site would be just south and immediately west of the Page Museum building.	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 and George C. Page Museum of La Brea Discoveries and the Los Angeles County Museum of Art (LACMA). 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 this Final EIS/EIR For more information about LACMA also refer to section 4.14 in the Final EIS./EIR and Section 5.5.1 in this Section 4(f) Evaluation.	No use No direct use of land		
LPA: Wilshire/La Cienega Station	La Cienega Park	No .17 miles (approximately 980 feet)	No 0.18 miles (950 feet) south of the Wilshire/La Cienega Station. Facility is not adjacent to surface disturbing construction areas.	Yes Owned by the City of Beverly Hills	Yes Park has three baseball diamonds, two soccer fields, a jogging track, various playground equipment, picnic tables, and barbecue grills. The La Cienega Park Community Center offers a variety of classes for children and adults, as well as year-round pre-school. There are also meeting and party rooms available for rent.	No use No direct use of the land.		
LPA: Wilshire/La Cienega Station	La Cienega Tennis Center	No .18 miles (approximately 950 feet)	No 0.18 miles (950 feet) south of the Wilshire/La Cienega Station. Facility is not adjacent to surface disturbing construction areas.	Yes Owned by the City of Beverly Hills	The Tennis Center has 16 courts. The tennis facility also includes locker rooms with showers and a secured covered parking. La Cienega Tennis Center was named one of the nation's most Outstanding Public Tennis Facilities by the United States Tennis Associations (USTA).	No use No direct use of the land.		
LPA: Wilshire/La Cienega Station	Horace Mann Elementary School	No .02 miles (Approximately 100 feet)	No 0.26 miles (1,372 feet) southwest of the Wilshire/La Cienega Station. Facility is not adjacent to surface-disturbing construction areas,	Yes Owned by the Beverly Hills Unified School District	No Major purpose is school. Recreational facilities and playgrounds	No use No direct use of land		
LPA: Wilshire/Rodeo Station	Reeves Park	Yes .Adjacent	Yes Park would be adjacent to the Wilshire/Rodeo-Ace Gallery Station entrance. Construction laydown for the station and any of the 3 entrances would occur on the Ace gallery property immediately top the north.	Yes Owned by the City of Beverly Hills	Yes Mini-park with passive setting, art sculptures, small playground, and fountain.	No use No direct use of land.		
LPA: Wilshire/Rodeo Station	Crescent Park	No .04 miles (Approximately 211 feet)	No 0.11 miles (600 feet) northeast of Wilshire/Rodeo Station. Facility is not adjacent to surface-disturbing construction areas.	Yes Owned by the City of Beverly Hills	Yes Mini-park with passive setting, art sculptures	No use No direct use of land.		
LPA: Wilshire/Rodeo Station	Beverly Canon Gardens	No .04 miles (Approximately 211 feet)	No 0.11 miles (600 feet) north of Wilshire/Rodeo Station. Facility is not adjacent to surface-disturbing construction areas.	Yes Owned by the City of Beverly Hills	Yes Mini-park with passive setting, art sculptures	No use No direct use of land.		

Table 3-1: Park and Recreation Areas on or Adjacent to Westside Subway Extension LPA Alignment or within One-quarter Mile of a Station or Maintenance Facility (continued)

Alternative/Option	Resource Name	On or Immediately Adjacent to Tunnel Alignment?	On or Immediately Adjacent to Station?	Publically Owned?	Major Purpose for Park or Recreational Activities?	Direct Use	Tunnel Under—No Use ¹
LPA: Wilshire/Rodeo	Beverly Vista Elementary School	No .1 miles (Approximately 550 feet)	No 0.15 miles (800 feet) east of Wilshire/Rodeo Station. Facility is not adjacent to surface disturbing construction areas.	Yes Owned by the Beverly Hills Unified School District	No Major purpose is school. Recreational facilities for baseball, basketball, soccer and playgrounds	No use No direct use of land	
LPA: Century City Station	Beverly Gardens Park	Yes .02 mile (Approximately 106 feet)	No 0.25 mile (1,320 feet) east of the Century City (Santa Monica Boulevard) Station and 0.35 mile (1,848 feet) east of the Century City (Constellation 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	
LPA: Century City Station	El Rodeo School	No .19 miles (Approximately 1,003 feet)	No 0.25 miles (1,320 feet) northeast of Century City Santa Monica Station. Facility is not adjacent to surface disturbing construction areas.	Yes Owned by the Beverly Hills Unified School District	No Major purpose is school. Recreational facilities for baseball, basketball, soccer and playgrounds	No use No direct use of land	
LPA: Century City Constellation	Beverly Hills High School	Yes tunnel under for Century City—Constellation Station	No 0.21 miles (1,101 feet) east of Century City (Constellation Boulevard) Station. Facility 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	Tunnel under for Century City Constellation Station
LPA: Westwood/UCLA Station	Westwood Recreation Center	No .22 miles (Approximately 1,160 feet)	No 0.22 miles (1,160 feet) northeast of the Westwood/UCLA Station. Facility is not adjacent to surface disturbing construction areas	Yes Owned by the City of Los Angeles	Yes Swimming pool, tennis courts, recreation center	No use No direct use of land	

Source: Section 4(f) Policy Paper, March 2005.

¹ Where tunneling will occur under a publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site and an easement is required, Section 4(f) will apply only if the tunneling:

- 1) Disturbs any archaeological sites on or eligible for the NRHP that warrant preservation in place, or
- 2) Causes disruption that would permanently harm the purposes for which the park, recreation, wildlife or waterfowl refuge was established, or
- 3) Substantially impairs the historic values of the historic site.

3.2 Public Parks and Recreational Resources

Since the LPA is a subway, the study area established for the evaluation of Section 4(f) parks and recreational resources is 500 feet on each side of the alignments. The study area around the stations is one-quarter-mile (1,320 feet) study area used as reported in the *Parks and Community Facilities Technical Report*. Public parks and recreational areas inventoried within the study area are shown in Figure 3-1 through Figure 3-4 and listed on Table 3-1, which includes all parks and recreational resources publically owned and available for public use, and all schools with recreational facilities available for public use.

Eight public parks and recreation areas and six public schools (with public recreational facilities) are located immediately on, adjacent to or within 500 feet of the LPA alignment or within one-quarter mile of a station (see *Parklands and Other Community Facilities Supplemental Report*).

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4.0 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).

In addition, according to Section 4(f) Policy Paper (March 2005), where tunneling would occur under a publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site and an easement is required, “Section 4(f) would apply only if the tunneling:

- Disturbs any archaeological sites on or eligible for the NRHP that warrant preservation in place, or
- Causes disruption that would permanently harm the purposes for which the park, recreation, wildlife or waterfowl refuge was established, or
- Substantially impairs the historic values of the historic site. “

4.1 Historic Resources

Section 4(f) protects historic resources that are on or eligible for the NRHP under Criteria A, B, and C. FTA, with SHPO concurrence, has made a determination under Section 106 of “No Adverse Effect” (see Appendix B) for 38 of the 39 individual properties and the two historic districts. Only one of the individual historic properties within the LPA APE has a determination of Adverse Effect, the Ace Gallery. Table 4-1 shows the historic properties that would have a use under Section 4(f). Appendix B, Architectural Historic Resources within the APE, provides a more detailed list of historic Section 4(f) properties. Of the 39 historic properties and two historic districts, 4 historic properties would be *de minimis* use. Only one of the 41 total properties would have a direct use, the Ace Gallery.

The properties discussed in greater detail in the following section were identified as having a use by the LPA under Section 4(f). The discussion of historic resources is discussed by station and associated alignment options. It includes those historic structures located at the Wilshire/La Brea and Wilshire/Fairfax Stations, followed by those at the Wilshire/La Cienega, Wilshire/Rodeo Station, Century City, Westwood/UCLA Stations and finally at the Westwood/VA Hospital Station.

In addition, one archaeological site, CA-LAN-2610, a remnant of the circa 1893 cobblestone street and street car tracks associated with the La Grande Railroad Station that was adjacent to the Los Angeles River at the former eastern extent of the Little Tokyo Historic District, is within the APE. Since this resource is situated beneath developed areas, direct examination of its condition, horizontal extent, and integrity is prohibited. It will be avoided by construction for the LPA at the Division 20 maintenance yard and, therefore, has no use under Section 4(f).



Table 4-1: Historic Properties and Archaeological Sites with Section 4(f) Use in the Study Area

Historic Properties with Section 4(f) Use	Station	Direct Use	de minimis	No Use ¹
Individual Properties				
Wiltern Theater (WSE 30)	Wilshire/Western			No Use
Pierce National Life (WSE 31)	Wilshire/Western			No Use
Los Altos Hotel and Apartments (WSE 29)	Wilshire/Crenshaw			No Use
Tidewater (Getty) Oil building (WSE 28)	Wilshire/Crenshaw			No Use
Security National Bank Building/Zephyr Club (WSE 90)	Wilshire/La Brea			No Use
Art Deco-style Commerical Building (WSE 27)	Wilshire/La Brea			No Use
Darkroom Photographahy Store Façade (WSE 26)	Wilshire/La Brea			No Use
Art Deco-style Commerical Building (WSE 25)	Wilshire/La Brea			No Use
Clem Wilson/Mutual of Omaha Building (WSE 94)	Wilshire/La Brea			No Use
Johnie’s Coffee Shop (WSE 23)	Wilshire/Fairfax			No Use
May Company Wilshire/LACMA West (WSE 24)	Wilshire/Fairfax		LPA—Station entrance would be inside LACMA	
Beverly Hills Porsche Dealership (WSE 89)	Wilshire/La Cienega			No Use
Fox Wilshire Theater (WSE 21)	Wilshire/La Cienega			No Use
Fine Arts Theater (WSE 18)	Wilshire/La Cienega			No Use
Unoccupied (WSE 96)	Wilshire/La Cienega			No Use
California Bank Building – Sterling Plaza (WSE 17)	Wilshire/Rodeo			No Use
Ace Gallery Building (WSE 15)	Wilshire/Rodeo	LPA—building demolished		
Union Bank Building (WSE 14)	Wilshire/Rodeo		LPA— Station entrance may be inside garage, alteration west end wall	
Glendale Federal Savings Building (Commercial Capital Bank) (WSE 16)	Wilshire/Rodeo			No Use
Wilshire-Beverly Centre Building (Bank of America) (WSE 88)	Wilshire/Rodeo			No Use
Beverly Wilshire Hotel (WSE 13)	Wilshire/Rodeo			No Use
Perpetual Savings Bank (WSE 56)	Wilshire/Rodeo			No Use ¹
Los Angeles CountryClub (South Course) (WSE 97)	Century City—Santa Monica Boulevard			No Use ¹
Beverly Hills High School (WSE 55)	Century City—Constellation Boulevard			No Use ¹

Table 4-1: Historic Properties and Archaeological Sites with Section 4(f) Use in the Study Area (continued)

Historic Properties with Section 4(f) Use	Station	Direct Use	de minimis	No Use ¹
Century Plaza Hotel (WSE 11)	Century City—Constellation Boulevard			No Use
Century Park Towers (WSE 12)	Century City—Constellation Boulevard			No Use
AAA Building (WSE 87)	Century City—Constellation Boulevard			No Use ¹
The Barn (WSE 54)	Century City—Constellation Boulevard			No Use ¹
Ralph's Grocery Store (WSE 44)	Westwood/UCLA—Off-Street			No Use
Glendon Arcade Shops (WSE 45)	Westwood/UCLA—Off-Street			No Use
Lindbrook Village (WSE 46)	Westwood/UCLA—Off-Street			No Use ¹
Courtyard Apartment Complex (WSE 47)	Westwood/UCLA—Off-Street			No Use ¹
University Bible Building (WSE 49)	Westwood/UCLA—Off-Street			No Use ¹
Westwood Federal Building (WSE 43)	Westwood/VA Hospital—South			No Use
Linde (Westwood) Medical Plaza (WSE 10)	Westwood/UCLA—On-Street		LPA—Removal of section of wall between garage and main structure for entrance	
Catholic-Protestant Chapel/Wadsworth Chapel (WSE 42)	Westwood/VA Hospital—North			No Use
1 st Street Viaduct (WSE 91)	Division 20 Maintenance Yard			No Use
4 th Street Bridge (WSE 92)	Division 20 Maintenance Yard			No Use
6 th Viaduct (WSE 93)	Division 20 Maintenance Yard			No Use
Historic Districts				
Westwood-UCLA District (HD 1) ²	Westwood/UCLA			No Use ¹
Veterans Administration Medical Center Historic District (WSE 41)	Westwood/VA Hospital		LPA—Station entrance, cut-and-cover construction, tree removal	

Source: *Section 4(f) Policy Paper*, March 2005.

¹ Where tunneling will occur under a publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site and an easement is required, Section 4(f) would apply only if the tunneling:

- 1) Disturbs any archaeological sites on or eligible for the NRHP that warrant preservation in place, or
- 2) Causes disruption that would permanently harm the purposes for which the park, recreation, wildlife or waterfowl refuge was established, or
- 3) Substantially impairs the historic values of the historic site.

² Includes WSE 46, WSE 47, WSE 49 and WSE 61 as contributing element.

4.1.1 Wilshire/La Brea Station

This station box would be located beneath Wilshire Boulevard from Detroit Street to just east of Orange Drive. Two locations for the station entrance are under consideration:

- North of Wilshire Boulevard -The first option would locate the station entrance on the northwest corner of the Wilshire Boulevard and La Brea Avenue intersection on Metro-owned property, at the current site of the Metro Customer Center.
- South of Wilshire Boulevard -Alternatively, the station entrance would be located on the southwest corner of the Wilshire Boulevard and La Brea Avenue intersection, at the current location of the Bank of America building.

Wilshire/La Brea would also be a launch site for tunnel boring machines (TBMs) and the location for the equipment needed to support the operation of the TBMs in addition to typical station excavation activities. Therefore, approximately three acres of construction staging and laydown area would be needed at Wilshire/La Brea Station. As shown in Table 4-1 and Figure 3-1, five historic properties are located within the APE for the Wilshire/La Brea Station. These are:

- Security National Bank Building/Zephyr Club—WSE 90 (5209 Wilshire Boulevard)
- Clem Wilson/Mutual of Omaha Building—WSE 94 (5217 Wilshire Boulevard)
- Art Deco-style Commercial Building—WSE 25 (5350 Wilshire Boulevard)
- Darkroom Photography Store Façade—WSE 26 (5366 Wilshire Boulevard)
- Art Deco-style Commercial Building—WSE 27 (5400 Wilshire Boulevard)

The five properties are completely avoided or untouched by the LPA and there are no impairments to the properties due to noise, vibration, or visual quality; therefore, there is no use under Section 4(f). For further discussion of the properties, refer to the *Historic Resources Properties Supplemental Survey Report*.

4.1.2 Wilshire/Fairfax Station

The Wilshire/Fairfax Station box would be located under Wilshire Boulevard from just west of Fairfax Avenue to just east of Orange Grove Avenue. With the Wilshire/Fairfax Station, three entrances are under consideration—one adjacent to Johnie’s Coffee Shop, one within May Company Wilshire/LACMA West, and one at the southeast corner of Wilshire Boulevard and Orange Grove Avenue. The latter site would also serve as a construction staging and laydown area regardless of the station entrance selected. Only one station entrance would be constructed at the Wilshire/Fairfax Station as part of the LPA. As shown in Table 4-1 and Figure 3-2, two historic properties are located within the APE for the Wilshire/Fairfax Station:

- Johnie’s Coffee Shop—WSE 23 (6101 Wilshire Boulevard)
- May Company Wilshire/LACMA West —WSE 24 (6067 Wilshire Boulevard)

Johnie’s Coffee Shop is completely avoided or untouched by the LPA and there are no impairments to the property due to noise, vibration, or visual quality; therefore, there is no use under Section 4(f). For further discussion of Johnie’s Coffee Shop, refer to the *Historic Resources Properties Supplemental Survey Report*.

4.1.2.1 May Company Wilshire/LACMA West (1939-1940) WSE 24
Description and Significance of Property

APN 5508017007, 6067 Wilshire Boulevard, Los Angeles



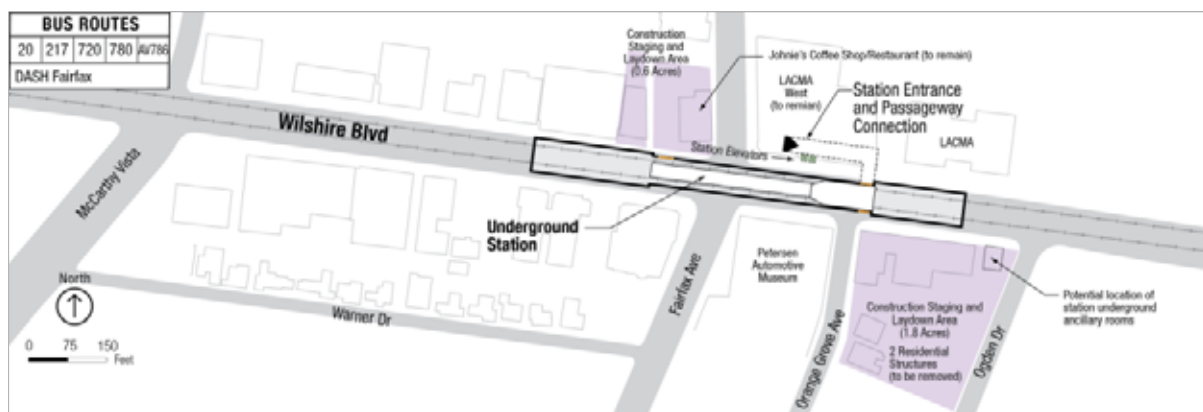
WSE 24 is a Streamline Moderne-style commercial building (May Company Wilshire/LACMA West) designed by Albert C. Martin and Samuel A. Marx and constructed in 1939-40. It occupies the southwest corner of the lot and has a southwest-facing orientation. It is four stories with a generally square plan. The building features a flat roof. The southwest corner contains a massive gold, round column that rises from the second story to the roof and is backed by a curved black tile surround. The ground level window bays are steel frame fixed pane glass window walls, which are tucked beneath a cantilevered roof that

curves around the southeast corner. The window bays on the top story are narrow horizontal bands, slightly protruding from the wall, that are filled with metal frame, fixed, single pane sashes. The walls are coated in stucco. The primary façade is generally symmetrical with a main entry on the northwest corner filled with metal frame, fixed glass pane, standard commercial doors. The building appears to be minimally altered and is in good condition. Based on observation, the storefront window sashes and doors may be new construction.

Application of Section 4(f) — *De Minimis*

The station entrance would be on the northeast corner of the Wilshire/Fairfax intersection (Figure 4-1). The entrance would be located within the lobby of the May Company Wilshire/LACMA West building with two sets of stairs and escalators leading to the basement level where there would be a connection into the station box. Station elevators would be located within the building lobby, connecting to the basement level. For further discussion of the May Company Wilshire/LACMA West building, refer to the *Historic Resources Properties Supplemental Survey Report*.

Figure 4-1: Wilshire/Fairfax Station—May Company Wilshire/LACMA West



4.1.3 FTA, with SHPO concurrence on the May Company Wilshire/LACMA West, has determined the proposed activity (undertaking) of the property would result in a “no adverse

effect” in accordance with Section 106 consultation (36 CFR Part 800). Under 4(f) regulations, *de minimis* impact findings for a historic site can be made following a determination that the project will have “no adverse effects” on the historic property. As a result, FTA has determined the proposed Wilshire/Fairfax Station and alignment would have a *de minimis* impact on the May Company Wilshire/LACMA West. Wilshire/La Cienega Station

The station box would be located beneath Wilshire Boulevard from La Cienega Boulevard to Tower Drive. The station entrance would be located on the northeast corner of the Wilshire Boulevard and La Cienega Boulevard intersection at the current site of the CitiBank building. Approximately 1 acre of construction staging and laydown area would be needed at the Wilshire/La Cienega Station, principally for construction of the station. In addition to the construction staging and laydown area surrounding the station entrance, a construction staging and laydown area would be located on the northwest corner of the Wilshire Boulevard and Gale Drive intersection, at the current location of an office building and a residential structure.

As shown in Table 4-1 and Figure 3-2, four historic properties are located within the APE for the Wilshire/La Cienega Station. These are:

- Unoccupied—WSE 96 (8400 Wilshire Boulevard)
- Fox Wilshire Theater—WSE 21 (8430 Wilshire Boulevard)
- Beverly Hills Porsche Dealership—WSE 89 (8423 Wilshire Boulevard)
- Fine Arts Theater—WSE 18 (8554 Wilshire Boulevard)

The four properties are completely avoided or untouched by the Project and there are no impairments to the properties due to noise, vibration, or visual quality; therefore, there is no use under Section 4(f). For further discussion of the properties, refer to the *Historic Resources Properties Supplemental Survey Report*.

4.1.4 Wilshire/Rodeo Station

This station would be under the center of Wilshire Boulevard, extending between El Camino Drive on the west and just past Canon Drive on the east. Three locations for the station entrance at the Wilshire/Rodeo Station are under consideration: on the northwest corner of the Wilshire/Beverly intersection (Bank of America site), on the southwest corner of the Wilshire/Reeves intersection (Ace Gallery site), and on the southeast corner of the Wilshire/El Camino intersection (Union Bank site). Only one station entrance will be constructed at the Wilshire/Rodeo Station as part of the LPA. The Ace Gallery Building site is the recommended site.

In addition to the construction activity around a station entrance, approximately 1 acre of construction staging and laydown area would be needed to support construction of the Wilshire/Rodeo Station. The recommended construction staging areas would be located at the southwest corner of Wilshire Boulevard and Reeves Drive at the site of the Ace Gallery Building and on the northeast corner of Wilshire Boulevard and Canon Drive. All existing structures on the identified properties would be demolished and businesses would be relocated to accommodate construction activities. The construction staging and laydown areas would be the same regardless of the location of the station entrance, with the exception of construction activities surrounding the station entrance.

As shown in Table 4-1 and Figure 3-2, seven historic properties are located within the APE for the Wilshire/Rodeo Station. These are:

- Ace Gallery Building—WSE 15 (9430 Wilshire Boulevard)
- Glendale Federal Savings Building—WSE 16 (9450 Wilshire Boulevard)
- Union Bank Building—WSE 14 (9460 Wilshire Boulevard)
- Beverly Wilshire Hotel—WSE 13 (9504 Wilshire Boulevard)
- Wilshire Beverly Centre Building (Bank of America)—WSE 88 (9461 Wilshire Boulevard)
- California Bank Building/Sterling Plaza—WSE 17 (9429 Wilshire Boulevard)
- Perpetual Savings Bank—WSE 56 (9720 Wilshire Boulevard)

Four historic properties, the Glendale Federal Savings Building, the Beverly Wilshire Hotel, the Wilshire Beverly Centre Building (Bank of America Building), and the California Bank Building/Sterling Plaza are completely avoided or untouched by the LPA and there are no impairments to the properties due to noise, vibration, or visual quality; therefore, there is no use under Section 4(f). For further discussion of the properties, refer to the *Historic Resources Properties Supplemental Survey Report*.

One property, Perpetual Savings Bank, would require an easement for the tunnel under the property between the Wilshire/Rodeo Station and the Century City Constellation Station. Where tunneling would occur under a publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site and an easement is required, “Section 4(f) would apply only if the tunneling ... substantially impairs the historic values of the historic site” (*Section 4(f) Policy Paper*). There are no impairments to the property due to noise, vibration, or visual quality; therefore, there is no use under Section 4(f). For further discussion of the property, refer to the *Historic Resources Properties Supplemental Survey Report*.

If the Union Bank Building property is selected as a station entrance, the effect on the property is expected to meet the *Secretary of Interior Standards for Rehabilitation*. FTA, with SHPO concurrence on the Union Bank Building under Section 106, has determined that selection of the Union Bank Building for a station entrance would result in a “no adverse effect. Following the Section 106 determination, FTA has determined under Section 4(f) that a Wilshire/Rodeo Station entrance at the Union Bank Building would have a *de minimis* finding. Following the discussion of the direct use of Ace Gallery, there is a brief discussion of the *de minimis* finding for the Union Bank Building.

The Ace Gallery Building, the recommended station entrance site, would require demolition of the existing building. FTA, with SHPO concurrence on the Ace Gallery Building under Section 106, has determined that selection of the Ace Gallery Building as a station entrance would result in an “adverse effect.” Following the Section 106 determination, FTA has determined under Section 4(f) that a Wilshire/Rodeo Station at the Ace Gallery Building will have a “Direct Use.” The following sections first briefly describe the Ace Gallery and its significance (for further discussion of the property refer to the *Historic Resources Properties Supplemental Survey Report*) then applies Section (4) for the Ace Gallery Building’s use as a station entrance followed by the application of Section 4(f) for the Ace Gallery Building’s use as a construction staging site.

4.1.4.1 Ace Gallery Building (1957) WSE 15

Description and Significance of Property

APN 4331001045, 9430 Wilshire Boulevard, Beverly Hills



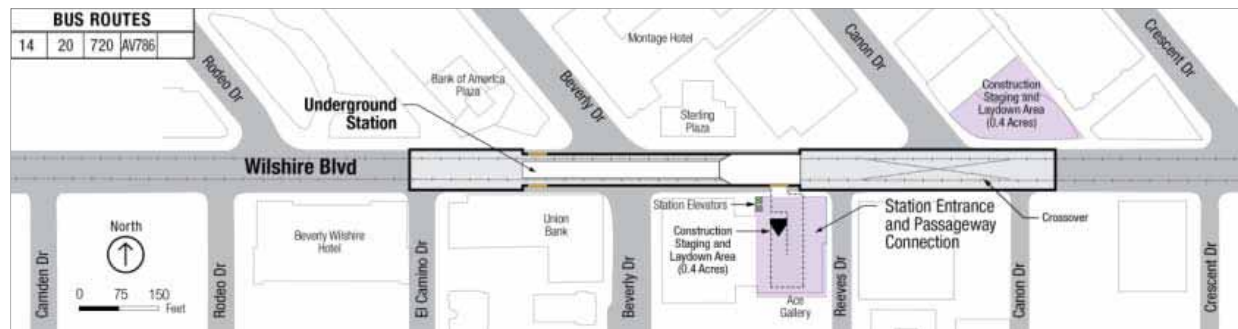
The Ace Gallery Building is a commercial building located on the southwest corner of Wilshire Boulevard and Reeves Drive. The original building on the site was a commercial restaurant building dating from 1932 that was enveloped by the new façade that was designed in the Brutalism style of architecture on the front (north) and east side elevations when Bank of America purchased and rehabilitated the building in 1950. It occupies the majority of the lot and has a north-facing orientation.

Ace Gallery possesses 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. For a more detailed description refer to Appendix B in this report and the *Historic Resources Properties Supplemental Survey Report*.

Application of Section 4(f)—Direct Use as a Station Entrance

A station entrance on this site (Figure 4-2) would require demolition of the Ace Gallery Building.

Figure 4-2: Wilshire/Rodeo Station—Ace Gallery Building



Avoidance Alternatives

The following discusses avoidance alternatives. The discussion begins with the No Build Alternative, then the development of the overall project alternatives, and concludes with the selection of the station locations.

No Build Alternative

Under the No Build Alternative, no new infrastructure would be built within the Study Area, aside from projects currently under construction or projects funded for construction, environmentally cleared, planned to be in operation by 2035, and identified in the adopted Metro LRTP. 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 of the Project to some degree.

The No Build Alternative, unlike the Build Alternatives, fails to meet all the Project purposes and was dropped from further consideration as a prudent alternative.

Alignment and Station Box Location Development in Alternatives Analysis

In October 2007 an Early Scoping process was used to help define the appropriate range of issues and alternatives to be addressed in the AA Study. Two principal alignment alternatives were presented to the public. These two corridors (Wilshire Boulevard and Santa Monica Boulevard) were the recommended routes for the Westside Subway Extension Project based on previous corridor alignment studies conducted in the 1980s, 1990s, and early 2000s, and represented street rights-of-way that would reasonably be used in an at-grade, elevated, or subway configuration. The public provided comments on station locations along the two principal routes, as well as in those areas not located along those routes. Based on public input and an evaluation of alternatives to meet the project goals and objectives, 17 representative Build Alternatives were developed for further evaluation in the AA Study. More details regarding project goals and the screening process can be found in the *Westside Transit Corridor Alternatives Analysis Study*.

In the 2009 AA Study objectives and measures were developed and applied to assess the extent to which each alternative met each goal. Based on the pros and cons of the 17 conceptual alternatives (through an evaluation that applied technology carrying capacity and the goals and objectives—all of which responded to the Project's Purpose and Need), alternatives were either dropped from further consideration or carried forward for additional screening. The *Westside Transit Corridor Alternatives Analysis Study* provides details on the evaluation results.

After further comparative analysis as to what would be the best performing Wilshire alignment and the best performing “combined” Wilshire-Santa Monica alignment, the remaining alternatives were then reduced to heavy rail subway alignment alternatives. Two alternatives, including a station box location on Wilshire Boulevard near Rodeo Drive, were recommended in the *Westside Transit Corridor Alternatives Analysis Study* to be carried forward for more detailed analysis in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Station locations were selected approximately one-mile apart and with consideration of existing and future land uses and walkability along the alignment. The Wilshire/Rodeo Station would serve the Beverly Hills “Golden Triangle,” a local and regional shopping destination and a hub for tourists visiting the famous Rodeo Drive and shops along Beverly Drive.

Prior to the start of the Alternatives Analysis Study, the City of Beverly Hills appointed a Mass Transit Committee and retained consultants to advise the Committee on the best possible location for stations in the City of Beverly Hills. The Committee studied traffic flows and land uses and published a final report in January 2007. The Committee strongly recommended stations at Wilshire/Beverly and Wilshire/La Cienega intersections. Later work by Metro during the Alternatives Analysis Study confirmed these locations, which have been carried forward into the more detailed environmental studies.

Alignment and Station Location Development in the Draft EIS/EIR

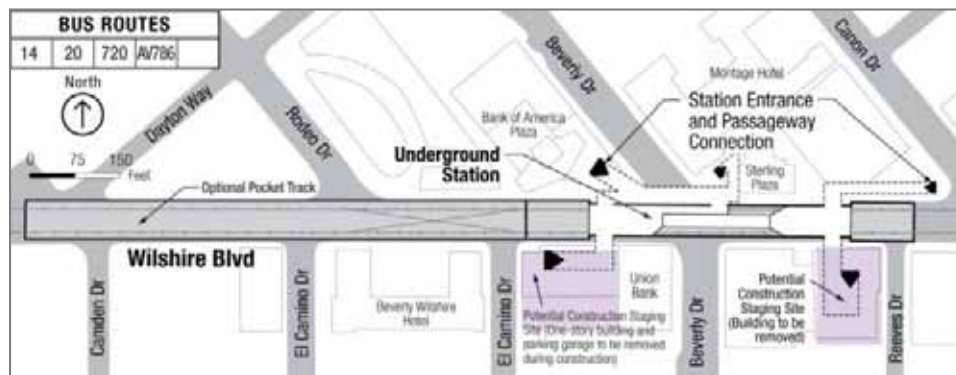
With the approval by the Metro Board of Directors of the *Westside Transit Corridor Alternatives Analysis Study* and the recommended alternatives, Metro initiated the Draft EIS/EIR phase. During the scoping process for this phase, Metro presented the public with the two recommended alternatives at a series of meetings to solicit further public input on the alternatives.

After the public scoping meetings, Metro redefined the two Build Alternatives as five Build Alternatives that included alignment and station options based on public comments, design considerations, and avoidance and minimization of impacts. These Build Alternatives generally extended in subway, from the existing Metro Purple Line Wilshire/Western Station to either a Westwood Station (Westwood/VA Hospital Station or Westwood/UCLA Station) and/or a Hollywood/Highland Station. All the Build Alternatives that extended the subway on Wilshire Boulevard beyond the Wilshire/La Cienega Station included a Wilshire/Rodeo Station.

Having determined the general station location, the more specific location of the station box and station entrance options was further analyzed. Locations for stations and station entrances were further developed, continuing to consider land use, engineering, and environmental constraints as well as linkages to existing transit, bicycles, and pedestrian access, employment and activity centers, and neighborhoods.

The Wilshire/Rodeo Station as studied in the Draft EIS/EIR would be under the center of Wilshire Boulevard, beginning just west of South Canon Drive and extending to El Camino Drive (Figure 4-3). Five potential station entrances were considered in the Draft EIS/EIR at the following locations: on the northwest corner of the Wilshire/Canon intersection (Bank of the West), 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 (Ace Gallery), and on the southeast corner of the Wilshire/El Camino Union Bank) intersection. Only one station entrance is needed as part of the Westside Subway Extension.

Figure 4-3: Wilshire/Rodeo Station as Shown in the Draft EIS/EIR



Station Location Development in the Final EIS/EIR

On October 28, 2010, the Metro Board approved the Draft EIS/EIR and selected Draft EIS/EIR Alternative 2 as the Locally Preferred Alternative (LPA). The LPA will extend the existing Purple Line in subway from the existing Wilshire/Western Station to a Westwood/VA Hospital Station with seven new stations spaced at approximately one-mile intervals, including the Wilshire/Rodeo Station. Based on the selection of Alternative 2 as the LPA, the Metro Board authorized preparation of this Final EIS/EIR to further evaluate the No Build Alternative and the LPA. Chapter 2 of this report provides a general overview of the LPA.

These refinements resulted from public comments received, follow-up agency consultation, and further engineering. The changes include refinements to the proposed entrance locations and construction staging and laydown areas (Figure 4-4).

Figure 4-4: Wilshire/Rodeo Station—Ace Gallery



Metro convened a Station Area Advisory Groups (SAAG) that met between February and June 2011 to consider specific questions concerning station entrance locations. The SAAG was comprised of station area property owners, stakeholders, and representatives from the Beverly Hills Planning and Transportation Departments and the City Planning Commission. Major themes coming out of the SAAG meetings were that the station box should be located as far to the west as possible in order to be close to Rodeo Drive, but not farther west than El Camino Drive so as to minimize construction impacts on the Beverly Wilshire Hotel and the shops and businesses at Rodeo Drive.

Shifting the station to the east to avoid impacts was not encouraged by the SAAG because this would move the station entrance too far from Rodeo Drive. The SAAG preferred station entrances at the west end of the station box, but these entrances at Beverly and El Camino were determined to be difficult to construct given the existing buildings and the need to maintain them, with the resulting conclusion that the Ace Gallery site was the only site among the three that should be advanced into Preliminary Engineering. The SAAG requested that a knockout panel be provided at the west end of the station box so that a smaller, secondary entrance could be provided at some time in the future at Beverly Drive. If the station box were moved farther to the east, this future entrance would not be possible.

Station Entrance Alternatives

Eight properties along the north and south sides of Wilshire Boulevard are adjacent to or in close proximity of the subway station platform area. The recommended station entrance location is the Ace Gallery site. For the eight properties refer to Figure 4-5. The following is a summary of the Ace Gallery site as a station entrance and the avoidance alternatives considered.

- **Ace Gallery Building** (southwest corner of Wilshire Boulevard and Reeves Drive)—The Ace Gallery site (refer to Figure 4-5, site #2) is the recommended site for the Wilshire/Rodeo Station entrance. This property is adjacent to the subway station platform area and would accommodate a full station entrance (escalator and stairs). This site, as recommended, would also accommodate construction staging. This site also was the SAAG station entrance recommendation.

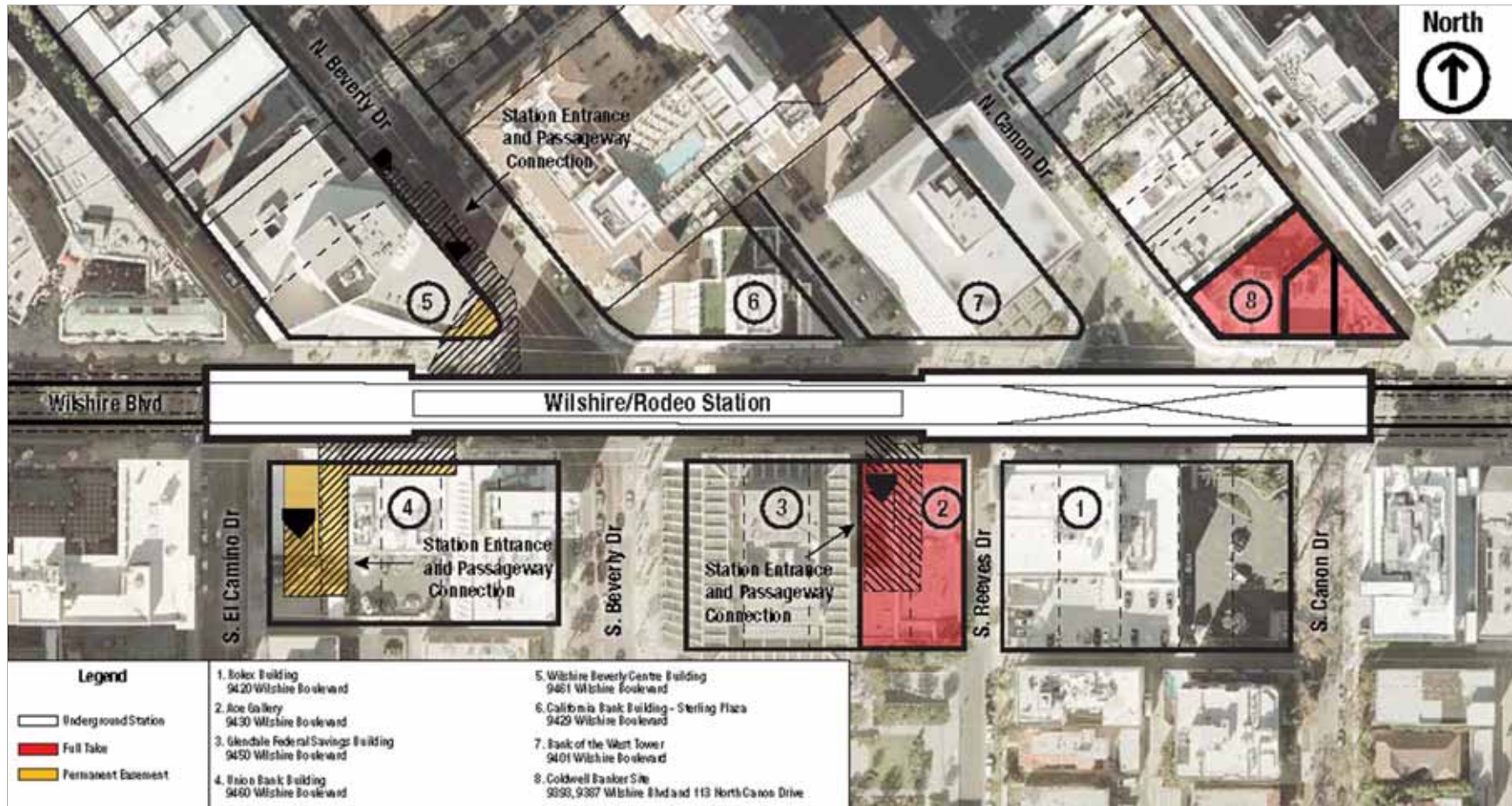
The two-story Ace Gallery Building has been determined eligible for the National Register of Historic Places (NRHP).

The construction of the station entrance would be accomplished preserving a portion of the exterior façade or demolishing the entire structure. However, there would be additional construction costs to maintain the façade (the interior and a portion of the exterior would be gutted) and to use another site for construction staging as this site with preservation of a portion of the façade would not be able to accommodate the construction staging function, which would, increase costs. The preservation of the façade would limit any future development of the site.

As compared to other alternatives considered, this is a relatively small structure to acquire with only one tenant. The cost of property acquisition and construction without preserving a portion of the building façade is approximately \$24 million³ (approximately \$15 million¹ is for property acquisition). The cost of the station entrance within a portion of the existing façade would increase the total cost to \$45 million due to the costs of underpinning, seismic underpinning, and supporting the existing structure in place. The construction staging area needs are further discussed in the next section under avoidance alternatives for the Ace Gallery as a construction staging area.

³ The right-of-way budget is composed of costs for appraisal, title and escrow, acquisition (purchase price of land, improvements and fixtures and equipment), environmental site assessment, relocation benefits, and loss of goodwill. Cost estimates for property acquisition were developed during the Draft EIS/EIR phase. MTA appraisal staff provided preliminary unit values for various classes of real estate based on land use and location and calculating the area of each proposed take. The unit values were then multiplied by the individual take areas based on the preliminary right-of-way drawings, experience with the local real estate market, and inspection of the proposed take areas. An estimate for buildings and other improvements, damages to remaining property, loss of goodwill, and estimated relocation benefits was added to the land value. This provided the base figures for the acquisition and relocation budget. The budget for acquisition and relocation-related services also considered previous acquisition and relocation-related expenses experienced with other projects and previous experience in acquiring parcels for other transit projects. Some acquisition services costs (such as title and escrow services) were derived as a percentage of the acquisition cost; some were based on contracts for similar services on comparably sized projects or scopes of work. The cost for the relocation consultant services is based on the consultant cost proposal for completing the Relocation Plan and providing relocation services. The Project real estate budget will be updated as actual appraisal data become available. A contingency amount of 24.2 percent was applied to the total acquisition and relocation costs.

Figure 4-5: Wilshire/Rodeo Station Adjacent Properties



- **Rolex Building** (southwest of Wilshire Boulevard between Reeves Drive and Canon Drive)—This property (refer to Figure 4-5, site #1) is not adjacent to the subway station platform area and, therefore, would not accommodate a full station entrance (escalator and stairs) as a 150 foot long pedestrian tunnel walkway and additional easement and property acquisition would be required to make such a connection. The SAAG did not recommend this site as a station entrance (Appendix E).

The five-story Rolex Building has been determined not eligible for the NRHP. The 1950s, 46,420 square-foot office and retail building was redeveloped by Architect Richard Keating in 1998. This 46,000-square foot project is a renovation of two existing buildings that were combined to create a five-story office and retail space for the lead tenant, Rolex International. The ground floor provides office space and a watch repair facility. The building earned first place awards for outstanding renovation from the Los Angeles Business Council and the City of Beverly Hills.

The building would require closure during construction of the station entrance with the permanent loss of basement parking as well as ground-floor tenants. The Rolex Building currently has five tenants with some additional space for the business tenants available. The full parking requirements for the building would not be met once construction was concluded. In addition, there would be additional costs for easements and property acquisition to the west (Ace Gallery) for the connecting facility since the property is not immediately adjacent to the station platform area. An open-cut excavation would be needed within the footprint of the Ace Gallery driveway and also Reeves Drive.

The cost of property acquisition is approximately \$43 million³. The cost construction and an easement on the Ace Gallery property for the station entrance access to the platform would add approximately \$24 million, increasing the total construction cost to \$67 million.

The Rolex Building was dropped from further consideration as a prudent alternative to the Ace Gallery Building as a station entrance.

- **Glendale Federal Savings and Loan Building** (southeast corner of Wilshire Boulevard and Beverly Drive)—This property (refer to Figure 4-5, site #3) is adjacent to the subway station and would accommodate a full station entrance (escalator and stairs). This site would not accommodate construction staging unless the 12-story building was demolished. The SAAG did not recommend this site as a station entrance (Appendix E).

The 12-story Glendale Federal Savings and Loan Building, also known as the Commercial Capital Tower, has been determined eligible for the NRHP. The use of the Glendale Federal Savings and Loan Building property as a station entrance would not avoid the use of an historic property.

As compared to the Ace Gallery Building, this is a larger (12-story) structure with multiple business tenants. Furthermore, the Glendale Federal Savings and Loan Building has a multi-story underground parking garage that includes parcels to the south of the building. The cost of property acquisition is approximately \$86 million¹. The building would require closure during construction of the station entrance with the permanent loss of some parking as well as ground-floor tenants; therefore, acquisition would be required to complete construction. The full parking requirements for the building would not be met once construction is concluded.

Given the high costs and its eligibility for the NRHP, the Glendale Federal Savings and Loan Building was dropped from further consideration as a prudent alternative to the Ace Gallery Building as a station entrance.

- **Union Bank Building** (southwest corner Wilshire/Beverly)—This property (refer to Figure 4-5, site #4) is adjacent to the subway station and would accommodate a full station entrance (escalator and stairs). This site would not accommodate construction staging unless the nine-story building was demolished. The SAAG did not recommend this site as a station entrance (Appendix E).

The nine-story Union Bank Building and associated parking has been determined eligible for the NRHP.

As compared to the Ace Gallery Building, this is a larger (nine-story) structure with multiple business tenants. The Union Bank tower would remain untouched, but underground parking would be relocated during construction to accommodate station entrance construction and then partially restored at the completion of construction. Since this parking is tied to the office tower and replacement parking immediately adjacent to the building is not available, this would require the acquisition of the full property, both the office tower and the parking garage (approximately \$46 million¹ for property acquisition and an approximate total of \$69 million¹ including construction). In addition, the full parking requirements for the building would not be met once construction ends due to the reconfiguration of the garage required for the station entrance.

The Union Bank building was dropped from further consideration as a prudent alternative to the Ace Gallery Building as a station entrance.

- **Wilshire Beverly Centre (Bank of America) Building** (northwest corner Wilshire Boulevard and Beverly Drive)—This property (refer to Figure 4-5, site #5) is adjacent to the subway station platform area and would accommodate a full station entrance (escalator and stairs). However, the Wilshire Beverly Centre (Bank of America) station entrance option would place two half portals (up and down escalators separated by access points) end-to-end along Beverly Drive at the northwest corner of Wilshire Boulevard and Beverly Drive resulting in traffic and parking impacts. This site would not accommodate construction staging. The SAAG did not recommend this site as a station entrance at this time; however, the SAAG did recommend a knockout panel to provide for a second future entrance (Appendix E).

This station entrance option would require the following modifications to Beverly Drive between Dayton Way and Wilshire Boulevard:

- Widen the sidewalk on the western side to 15 feet
- Removal of the southbound right-turn lane
- Removal of three metered parking spaces and one loading zone space on the western (southbound travel direction) side
- Removal of up to 13 metered parking spaces on the eastern side (northbound travel direction) side
- Removal of the mid-block curb extension on the eastern side

- Removal of the mid-block northbound and southbound left-turn pockets that serve commercial development

A traffic impact analysis⁴ was conducted to assess the localized impacts resulting from reduced southbound capacity of Beverly Drive. In addition to Wilshire Boulevard and Beverly Drive being assessed for impacts, 16 intersections (comprising those within the Wilshire/Rodeo Station area) were also assessed for impacts due to the potential for a traffic shift to occur when lane capacity is reduced.

The results indicate that a Wilshire Beverly Centre (Bank of America) station entrance option at the Wilshire/Rodeo Station would result in a significant impact at the intersection of Wilshire Boulevard and Beverly Drive if the project were built under future conditions. Average intersection delay would increase 25 seconds in the a.m. peak hour and 50 seconds in the p.m. peak hour. Approach delay in the southbound direction would increase by 147 seconds in the a.m. peak hour and 281 seconds in the p.m. peak hour. The analysis found that no other Study Area intersections would be impacted. The entrance at the Ace Gallery Building and the other avoidance alternatives would not result in any traffic impacts and would avoid all traffic impacts associated with the Wilshire Beverly Centre (Bank of America) station entrance.

The eight-story Wilshire Beverly Centre (Bank of America) building and associated parking has been determined eligible for the NRHP. The use of the Wilshire Beverly Centre (Bank of America) building property as a station entrance would not avoid the use of an historic property.

The cost for an easement on the property to construct a full station entrance would be approximately \$11 million¹ plus seismic upgrades to the existing structure at approximately \$10 million¹. Including construction costs of approximately \$27 million¹, the total cost would be \$47 million¹.

The Wilshire Beverly Centre (Bank of America) was dropped from further consideration as a prudent alternative to the Ace Gallery Building as a station entrance.

- **Bank of California/Sterling Plaza** (northeast corner Wilshire Boulevard and Beverly Drive)—The Bank of California/Sterling Plaza building (refer to Figure 4-5, site #6) is adjacent to the subway station platform area; however, the building does not have sufficient room to meet the space requirements of a full station entrance (escalator and stairs). This site would not accommodate construction staging. The SAAG¹ did not recommend this site as a station entrance.

The seven-story Bank of California/Sterling Plaza building has been determined eligible for the NRHP. The use of the Bank of California/Sterling Plaza building property as a station entrance would not avoid the use of an historic property. Therefore, the Bank of California/Sterling Plaza building was dropped from further consideration as a prudent alternative to the Ace Gallery Building as a station entrance due to the feasibility of construction on the property due to its size and its status as a property eligible for the NRHP.

- **Bank of the West Tower** (northwest corner Wilshire Boulevard and Canon Drive)—The Bank of the West Tower (9401 Wilshire Building) (refer to Figure 4-5, site #7) is partially located adjacent

⁴ *Westside Subway Extension Wilshire/Rodeo Station Bank of America Portal Traffic Impact Analysis Report*, 2011.

to the subway station platform area and would accommodate a full station entrance (escalator and stairs) in the plaza area with a pedestrian tunnel to provide access to the location of the entrance within the site. There is insufficient room in the interior of the Bank of the West Tower to place a full station entrance (escalator and stairs). This site would not accommodate construction staging. The SAAG did not recommend this site as a station entrance (Appendix E).

The 12-story Bank of the West Tower has been determined not eligible for the NRHP.

The 12-story Bank of the West Tower pedestrian tunnel reaches the site from the platform area to an area where, with some loss of underground parking, the station entrance would open onto the plaza. The loss of some underground parking and building closure during construction would require property acquisition. The cost of property acquisition is approximately \$46 million³. The pedestrian tunnel, approximately 80 feet in length, would increase costs due to the distance from the station box to the station entrance with construction costs at approximately \$18 million. The total cost of property acquisition and construction is approximately \$64 million³.

The Bank of the West Tower was dropped from further consideration as a prudent alternative to the Ace Gallery Building as a station entrance.

- **Coldwell Banker Site** (northeast corner of Wilshire Boulevard and Canon Drive)—The Coldwell Banker site (three parcels) (refer to Figure 4-5, site #8) is not located adjacent to the subway station platform area; however, it would accommodate a full station entrance (escalator and stairs) if tunnel access were provided. The site would be used for a portion of the construction staging regardless of the station entrance selected. The SAAG did not recommend this site as a station entrance (Appendix E).

The three structures at the Coldwell Banker site have been determined not eligible for the NRHP.

The acquisition of these three properties combined, including relocation, would be \$15 million³, but there would be additional construction costs to provide a long pedestrian tunnel entrance to the station platform access and some acquisition and easements at the Bank of the West Tower as well as some loss of parking at that tower. The tunnel length would be approximately 320 feet. Construction costs of approximately \$22 million combined with property acquisition brings the total costs to approximately \$54 million³.

The three structures/three parcels at the Coldwell Banker site were dropped from further consideration as a prudent alternative to the Ace Gallery Building as a station entrance.

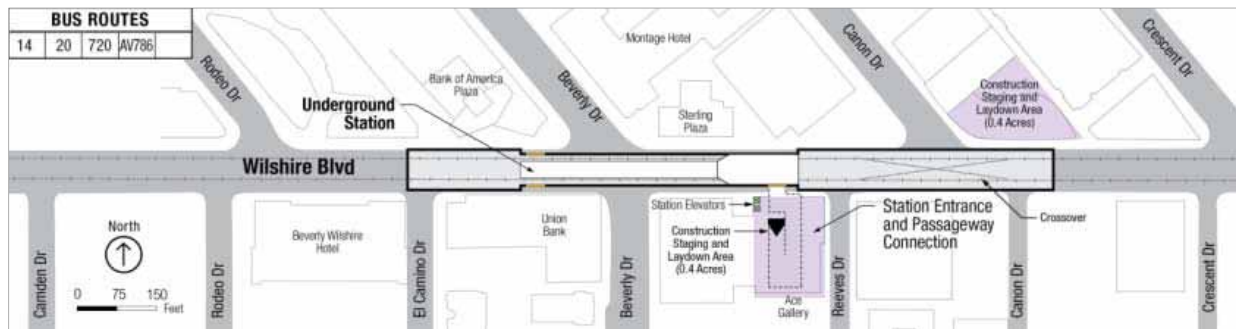
Summary

While all alternatives meet the Purpose and Need for the Project, the Ace Gallery remains the prudent alternative as a station entrance. The site has sufficient room to include a full station entrance (escalator and stairs) either by maintaining the existing façade at greater overall Project cost or demolishing the existing structure. Given it is a two-story building with a single tenant, there is less community impact and no loss of parking. The Ace Gallery Building can accommodate both a station entrance and construction staging area at a much lower cost than the other alternatives.

Application of Section 4(f)—Direct Use as a Construction Staging Site

The recommended construction staging site for the Wilshire/Rodeo Station (Figure 4-6) would require demolition of the Ace Gallery Building. The Ace Gallery was identified as one of two construction staging sites required for station construction immediately adjacent to the station box. The combination of both properties is approximately 1 acre. Under Section 106, FTA, with SHPO concurrence, has determined that the demolition of the Ace Gallery for construction staging would result in an “adverse effect.” Under Section 4(f), the Ace Gallery as a construction staging site would be a “Direct Use.” For additional details on the avoidance alternatives, such as their NRHP status, refer to the previous discussion on their potential use as station entrances.

Figure 4-6: Wilshire/Rodeo Station—Ace Gallery



Avoidance Alternatives

The following discusses the use of the Ace Gallery site for construction staging and avoidance alternatives. Refer to the discussion under the Avoidance Alternatives for use of the Ace Gallery as the Wilshire/Rodeo Station entrance and for No Build Alternative and overall project alternatives development.

Construction Staging Location Development in the Draft EIS/EIR

Construction staging areas were identified during the alignment and station location development process for the Draft EIS/EIR. The need for construction staging sites on the Westside Subway Extension varies between 1 to 3 acres for each subway station site, depending upon the types of construction activities and whether or not tunnel boring machine (TBM) activities are being initiated at each site. The Wilshire/Rodeo Station would not support TBM facilities; therefore, only 1 acre would be needed. Initially, the construction laydown areas would be used to support advance works associated with the relocation of utilities within the station footprint, street modifications, and to store the materials and equipment used for installing the temporary shoring and street decking.

The laydown areas are required to be directly adjacent to the station excavation to store materials and equipment used to construct the station excavation and decking and for “access adits” into the shaft from the laydown areas that would allow the contractor to freely move personnel, materials, and equipment between the laydown area and the station excavation beneath the decked street without need to close traffic lanes. During the station excavation, the “access adit” would allow excavated materials to be removed without disruption to traffic. It would allow concrete pumps and concrete trucks to be set up off street and work without interruption to traffic and to be able to work through peak traffic periods without lane closures. The laydown area also would allow excavated materials to

be temporarily stockpiled so that haulage can be scheduled for off-peak traffic hours while excavation and construction work can continue on regularly scheduled shift times.

Once the tunnel excavation is completed, the laydown area would also be used to receive and store the rebar and concrete formwork needed for the station structural concrete and later for architectural materials and mechanical and electrical equipment.

In the Draft EIS/EIR potential construction sites were 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 Building.

Construction Staging Site Development in the Final EIS/EIR

In addition to the construction activity around the station entrance, approximately 1 acre of construction staging and laydown area would be needed at the Wilshire/Rodeo Station site to support construction of the Wilshire/Rodeo Station. Construction staging areas were further considered and recommended at the southwest corner of Wilshire Boulevard and Reeves Drive at the site of the Ace Gallery and on the northeast corner of Wilshire Boulevard and Canon Drive. All existing structures on the identified properties would need to be demolished to accommodate construction activities.

The construction staging sites adjacent to the station box were continually reviewed during project development to select the site that best served construction needs and minimized impacts. The recommended construction staging plan is to acquire the two separate sites in order to provide 0.7 acre for construction staging, which is less than the 1 acre criteria. In order to make this work, certain functions, such as contractor field offices and parking, would be located at an adjacent station site. There are no vacant sites in the immediate station vicinity. Beyond these two recommended sites, no further acquisitions are recommended.

Station construction will take between four and six years. Wilshire Boulevard is one of the most congested arterials in Los Angeles, particularly in the “Golden Triangle.” Other streets in the immediate vicinity also experience congestion⁵. Outside of some periodic lane closures, full construction staging sites within the city streets has been ruled out for this project. The traffic impacts as a result of full lane closure for multiple years would result in extraordinary community disruption.

Eight properties located along the north and south sides of Wilshire Boulevard are contiguous to the station subway box and were reviewed for possible construction staging sites. All of these properties when used as construction staging sites support the overall project Purpose and Need and all properties (some in combination with a second site to assemble the area necessary) would meet the size requirements of approximately 1 acre. The following is a summary of construction staging considerations for the eight properties shown in Figure 4-5, proceeding on the south side from east to west and then on the north side from west to east. Also refer to Table 4-2, which provides a brief comparison of the eight properties.

- **Ace Gallery Building** (southwest corner of Wilshire Boulevard and Reeves Drive)—The two-story Ace Gallery (refer to Figure 4-5, site #2) is optimally located for combining construction staging

⁵ *Westside Subway Extension Traffic Impact Analysis Report*, 2010.

and a station entrance as it is adjacent to the station box and station platform area. The property is approximately 0.38 acre in size. This combined with the 0.38 acre at the Coldwell Banker properties yields slightly less than 1 acre, meeting the general criteria of the area required for a construction staging site without a TBM machine drop location. The cost of property acquisition of the Ace Gallery property is approximately \$15 million¹. If this site were used as a station entrance and construction staging site in junction with the Coldwell Banker site, the total cost, as previously mentioned, would be approximately \$34 million¹. One business tenant would be displaced as would three business tenants on the three combined Coldwell Banker properties.

Table 4-2: Properties Adjacent to the Wilshire/Rodeo Station for Construction Staging

No.	Property	Avoids Properties on or Eligible for the NRHP ¹	Suitable for Construction Staging	Suitable for Station Entrance (Adjacent to Station Platform)	Avoids Construction Staging Adjacent Hotel Property	Avoids Multiple Business Tenant Displacement
1	Rolex Building	◆	◆		◆	
2	Ace Gallery		◆	◆	◆	◆
3	Glendale Federal Savings and Loan Building	◆	◆	◆	◆	
4	Union Bank Building		◆	◆		
5	Wilshire Beverly Centre (Bank of America) Building			◆	◆	
6	Bank of California/Sterling Plaza			◆		
7	Bank of the West Tower	◆		◆		
8	Coldwell Banker Site	◆			◆	◆

¹ NRHP—National Register of Historic Places

During the Metro Station Area Advisory Committee workshops (refer to Appendix E), which included representatives of the City of Beverly Hills, this site was recommended for use as a construction staging site because it would be less disruptive to traffic at the intersection of Beverly Drive and Wilshire Boulevard. This property would also accommodate a full station entrance (escalator and stairs), which many of the Wilshire/Rodeo Station sites cannot fully accommodate (see previous discussion).

- **Rolex Building** (southwest of Wilshire Boulevard between Reeves Drive and Canon Drive) — The Rolex Building property (refer to Figure 4-5, site #1) was reviewed and not recommended as a construction staging site for the following reasons.

The property is comprised of an office building and an adjacent parking lot. In order for either the parking lot or the land under the office building to be used for construction staging, it would need to be acquired in its entirety (0.7 acre) as the visitor parking lot is tied to meeting the parking requirements for the building and, therefore, cannot be acquired separately as a portion of the construction laydown area needed. Parking is limited in this area of Beverly Hills and the building's parking structure cannot accommodate additional parking to make up for the visitor parking loss. Property acquisition (two parcels: building at \$28 million⁶ plus visitor parking lot at \$12 million⁴) including relocation costs would be approximately \$40 million⁴. However, because the property is not adjacent to the station platform area, additional property would be required for a station entrance. (For station entrance property acquisition costs, refer to the previous discussion on avoidance alternatives for the station entrance location).

The need for a station entrance at a site other than that used for construction staging would increase the costs of property acquisition and construction. This separation of the construction staging area from the station entrance site would also add additional construction disruption to the community and businesses. For example, if the recommended station entrance remains at the Ace Gallery property, the cost of the Ace Gallery is currently estimated at approximately \$15 million¹, excluding station construction costs, which would bring the total property acquisition cost for this station with the Ace Gallery and Rolex Building to approximately \$55 million. This is well above the comparable cost of the Ace Gallery and Coldwell Banker sites property acquisition combined, at approximately \$34 million.

- **Glendale Federal Savings and Loan Building** (southeast corner of Wilshire Boulevard and Beverly Drive)— The use of the Glendale Federal Savings and Loan Building property (refer to Figure 4-5, site #3) as a construction staging site requires the demolition of the building and, therefore, would not avoid the use of an historic property; therefore, the Glendale Federal Savings and Loan Building is not under consideration as a viable avoidance alternative for use as a construction staging site.
- **Union Bank Building** (southwest corner Wilshire/Beverly)—The 9-story Union Bank Building and associated parking has been determined eligible for the National Register of Historic Places (NRHP). The use of the Union Bank Building property (refer to Figure 4-5, site #4) as a construction staging site, which would necessitate the demolition of the building, would not avoid the use of an historic property; therefore, the Union Bank Building property is not under consideration as a viable avoidance alternative for use as a construction staging site.
- **Wilshire Beverly Centre (Bank of America) Building** (northwest corner Wilshire Boulevard and Beverly Drive)— The use of the Wilshire Beverly Centre (Bank of America) building property (refer to Figure 4-5, site #5) as a construction staging site, which would necessitate the demolition of the building, would not avoid the use of an historic property; therefore, the Wilshire Beverly Centre (Bank of America) building is not under consideration as a viable avoidance alternative for use as a construction staging site.
- **Bank of California/Sterling Plaza** (northeast corner Wilshire Boulevard and Beverly Drive)— The use of the Bank of California/Sterling Plaza building property (refer to Figure 4-5, site #6) as a

⁶ Acquisition Cost pdf, Metro 2011.

construction staging site, which would necessitate the demolition of the building, would not avoid the use of an historic property; therefore, the Bank of California/Sterling Plaza building is not under consideration as a viable avoidance alternative for use as a construction staging site.

- **Bank of the West Tower** (northwest corner Wilshire Boulevard and Canon Drive)—The 12-story Bank of the West Tower (refer to Figure 4-5, site #7) with underground parking would require acquisition and demolition of the existing structure to facilitate its use as a construction staging site. The cost of property acquisition is approximately \$67 million¹. There would be displacement of multiple tenants as well as significant increased costs of acquisition as compared to the combined Ace Gallery and Coldwell Banker sites.
- **Coldwell Banker Site** (northeast corner of Wilshire Boulevard and Canon Drive)—Three parcels (refer to Figure 4-5, site #8) comprise this site for a total of 0.36 acre. There are a total of three tenants and two property owners. These parcels currently have Coldwell Banker, Winnie Couture and the Shanghai Grill as tenants—a single tenant on each parcel. The structures on these parcels are 1-2 stories in height. While not sufficient on their own to make up the size necessary for a construction staging site, these properties would comprise almost half the amount needed for construction staging. The acquisition of these three properties combined, including relocation, would be \$19 million¹. When combined with the Ace Gallery property this would constitute sufficient property to serve as the construction laydown site at much lower cost than the acquisition of other properties as discussed above. However, the properties would not also serve as a station entrance because they are not contiguous to the station platform.

Based on additional study to optimize the Westside Subway Extension operations since the Section 4(f) Evaluation in the draft phase, a double crossover was added to the east end of the station box. Given the location of the Beverly Wilshire Hotel, to the west it was determined early on that the station box location would need to be to the east of Beverly Drive; therefore the additional length was to the east. This additional easterly length created access to additional properties adjacent to the station box and created the opportunity to use property on the northeast corner of Wilshire Boulevard and Canon Drive.

Summary

The use of the Union Bank Building, Glendale Federal Savings and Loan, Wilshire Beverly Centre (Bank of America) Building, and Bank of California/Sterling Plaza for construction staging would not avoid the use of historic resources for construction. Therefore, they were eliminated from further consideration. The use of the Rolex Building property would necessitate the acquisition of the Rolex Building, displacing five business tenants. Since the Rolex Building is not adjacent to the station platform, a property easement or acquisition for use as a station entrance would still have been required elsewhere. As described above, this would almost double, at a minimum, the cost of property acquisition for just this station. Bank Tower of the West, also necessitating demolition of a 12-story structure and displacement of multiple business tenants, as well as its location next to the Montage Hotel, would present extraordinary costs and community disruption for this single station.

Therefore, the combination of the Ace Gallery Building and the Coldwell Banker sites (site comprises three total properties) would best serve as the construction laydown site. One of the two sites is not an historic property, thereby minimizing the need to use other historic properties to make up the 1-acre site. The location of the Ace Gallery adjacent to the station platform allows for its combined use

as a construction staging site and station entrance to minimize costs for this station. These are the only properties with single business tenants in each of the properties, thereby minimizing tenant displacement and relocation costs.

Measures to Minimize Harm

All efforts were made during the development and design of the Wilshire/Rodeo Station to minimize harm to Section 4(f) resources; however, given the constrained nature of the corridor, the need to have a construction staging site immediately adjacent to the station box, the cost of using other properties and the number (6) of properties in the area that are historic, the acquisition and demolition of one historic property, the Ace Gallery Building, is the prudent alternative. Measures to minimize harm were incorporated into the Memorandum of Agreement (MOA) signed and executed by FTA, Metro, and the SHPO.

- **HABS/HAER Documentation**—The adverse effects of the project on the Ace Gallery will be resolved by FTA by requiring Metro to implement and complete National Park Service Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) documentation, pursuant to Section 110(b) of the National Historic Preservation Act for the adversely affected property. Prior to any action, the photo-recording and documentation consistent with the standards of the National Park Service HABS or HAER will be prepared by a Secretary of Interior qualified professional architectural historian or historic architect. Whenever possible, HABS/HAER documentation Level 2 would be employed whenever measured drawings for a property are available. If measured drawings are not available, HABS/HAER documentation Level 1 would be employed.

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

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

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

4.1.4.2 Union Bank Building (1957) WSE 14

Description and Significance of Property

APN 4328033001, 9460 Wilshire Boulevard, Beverly Hills

WSE 14 is the Union Bank Building, an International style commercial building constructed in 1957. The building appears to be minimally altered and is in good condition. For a more detailed

description of the property refer to Appendix B in this report and the *Historic Resources Properties Supplemental Survey Report*.

Application of Section 4(f)—*De Minimis*

A station entrance was considered for the southeast corner of the Wilshire/El Camino intersection for the Wilshire/Rodeo Station. The Union Bank tower would remain untouched, but underground parking would be relocated during construction to accommodate station entrance construction and then partially restored at the completion of construction (Figure 4-5). Since this parking is tied to the office tower, this would require the acquisition of the full property; both the office tower and the parking garage.

FTA, with SHPO concurrence on the Union Bank Building, has determined the proposed activity (undertaking) of the property would result in a “no adverse effect” in accordance with Section 106 consultation (36 CFR Part 800). Under 4(f) regulations, *de minimis* impact findings for a historic site can be made following a determination that the project will have “no adverse effects” on the historic property. As a result, FTA has determined the proposed Wilshire/Rodeo Station and alignment would have a *de minimis* impact on the Union Bank Building.

The Union Bank Building is not recommended as either a station entrance or a construction staging site.

4.1.5 Century City Station—Santa Monica Boulevard

If this station is selected, the station box would extend from just west of Moreno Drive to just west of Century Park East. Double crossover tracks would be located east of the station. The station entrance would be located on the southwest corner of Santa Monica Boulevard and Century Park East. The station entrance would be oriented to the west and would consist of two sets of stairs and escalators. The Century City Santa Monica Station would also serve as a launch site for TBMs and the location for the equipment needed to support the operation of the TBMs. Approximately 3 acres of construction staging and laydown area would be needed at this station. Two alternatives for the construction staging and laydown area have been identified.

As shown in Table 4-1 and Figure 3-3, one historic property is located within the APE for the Century City Station—Santa Monica Boulevard. This is:

- Los Angeles Country Club (South Course)—WSE 97 (10101 Wilshire Boulevard)

The alignment would require an easement for the tunnel under the Los Angeles Country Club (South Course). Where tunneling would occur under a publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site and an easement is required, “Section 4(f) would apply only if the tunneling ... substantially impairs the historic values of the historic site” (*Section 4(f) Policy Paper*). There is no impairment to the property due to noise, vibration, or visual quality; therefore, there is no use under Section 4(f). For further discussion of the properties refer to the *Historic Resources Properties Supplemental Survey Report*

4.1.6 Century City Station—Constellation Boulevard

If this station is selected, the Century City Constellation Boulevard Station Option would be located underneath Constellation Boulevard from west of Avenue of the Stars to just west of Century Park East. This station location has two construction staging and station entrance location options: the northeast corner or the southwest corner of Constellation Boulevard and Avenue of the Stars. The

Century City Constellation Boulevard Station would serve as a launch site for the tunnel boring machines (TBMs) and the location for the equipment needed to support operation of the TBMs. Approximately 3 acres of construction staging and laydown area would be needed for this station.

As shown in Table 4-1 and Figure 3-3, five historic properties are located within the APE for the Century City Station—Constellation Boulevard and alignment option. These are:

- Century Park Towers—WSE 12 (2029 Century Park East)
- Century Plaza Hotel—WSE 11 (2025 Avenue of the Stars)
- Beverly Hills High School—WSE 55 (241 Moreno Drive)
- AAA Building—WSE 87 (1950 Century Park East)
- The Barn—WSE 54 (10300 Santa Monica Boulevard)

Two of the five properties (Century Park Towers and Century Park Hotel) are completely avoided or untouched by this alignment and there would be no impairments to the properties due to noise, vibration, or visual quality; therefore, there is no use under Section 4(f). For further discussion of the properties refer to the *Historic Resources Properties Supplemental Survey Report*.

The alignment would require an easement for the tunnel under three of the five properties: Beverly Hills High School, AAA Building, and The Barn. Where tunneling would occur under a publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site and an easement is required, “Section 4(f) would apply only if the tunneling ... substantially impairs the historic values of the historic site” (*Section 4(f) Policy Paper*). There would be no impairments to the properties due to noise, vibration, or visual quality; therefore, there is no use under Section 4(f). For further discussion of the properties refer to the *Historic Resources Properties Supplemental Survey Report*.

4.1.7 Westwood/UCLA Station

As part of the LPA selection, the Metro Board decided to continue to study two station locations at Westwood/UCLA (Off-Street and On-Street). As shown in Table 4-1 and Figure 3-3, seven historic properties are located within the APE for the Westwood/UCLA Station and alignment option. These are:

- Ralph’s Grocery Store—WSE 44 (1142 Westwood Boulevard)
- Glendon Arcade Shops—WSE 45 (1139 Glendon Avenue)
- Lindbrook Village—WSE 46 (10830,10836 Lindbrook Drive)
- Courtyard Apartment Complex—WSE 47 (10840 Lindbrook Drive)
- University Bible Building—WSE 49 (10801 Wilshire Boulevard)
- Westwood/UCLA Historic District—(includes WSEs 46, 47, 49)
- Linde (Westwood) Medical Plaza—WSE 10 (10921 Wilshire Boulevard)

4.1.7.1 Westwood/UCLA Station (Off-Street)

Six of the seven properties, including the Westwood/UCLA Historic District, listed above are only associated with the Westwood/UCLA Station (Off-Street) Station. Two of the six properties associated

with the Westwood/UCLA Station (Off-Street) (Ralph’s Grocery Store and Glendon Arcade Shops) are completely avoided or untouched by the LPA and there are no impairments to the properties due to noise, vibration, or visual quality; therefore, there is no use under Section 4(f). For further discussion of the properties refer to the *Historic Resources Properties Supplemental Survey Report*.

The alignment would require an easement for the tunnel under four of the six properties associated with the Westwood/UCLA Station (Off-Street): Lindbrook Village, Courtyard Apartment Complex, University Bible Building, and Westwood/UCLA Historic District. Where tunneling would occur under a publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site and an easement is required, “Section 4(f) would apply only if the tunneling ... substantially impairs the historic values of the historic site” (*Section 4(f) Policy Paper*). There are no impairments to the properties due to noise, vibration, or visual quality; therefore, there is no use under Section 4(f). For further discussion of the properties refer to the *Historic Resources Properties Supplemental Survey Report*.

4.1.7.2 Westwood/UCLA Station (On-Street)

The Westwood/UCLA On-Street Station box would be located under Wilshire Boulevard, extending just west of Westwood Boulevard to west of Gayley Avenue, almost to Veteran Avenue. Two options for the station entrance locations are under consideration at this location. A station entrance on the northwest corner of Wilshire Boulevard and Westwood Boulevard would potentially be located in the Linde (Westwood) Medical Plaza building, a resource eligible for the NRHP.

Linde (Westwood) Medical Plaza (1962-1963) WSE 10

Description and Significance of Property

APN 4363023032, 10921 Wilshire Boulevard, Los Angeles



The Linde Medical Plaza is an International-style commercial building constructed in 1962/1963. The building appears to be minimally altered and in good condition. An attached parking garage was designed in conjunction with the building, and allows for parking atop the roof of the pedestal portion of the building. For a more detailed description refer to Appendix B in this report and the *Historic Resources Properties Supplemental Survey Report*.

Application of Section 4(f)—De Minimis

The Westwood/UCLA Station box would be located under Wilshire Boulevard, extending just west of Westwood Boulevard to west of Gayley Avenue, almost to Veteran Avenue. Two station entrances would be constructed given the high ridership projections at this station. In both options for the two on-street station entrances, one of the entrances would be in the Linde (Westwood) Medical Plaza building (Figure 4-7 and Figure 4-8).

- **North of Wilshire Boulevard**—In the first option, both station entrances would be located on the north side of Wilshire Boulevard. One station entrance would be located at the north side of Wilshire Boulevard between Gayley Avenue and Veteran Avenue in Lot 36, and the other would be located on the northwest corner of the Wilshire Boulevard and Westwood Boulevard intersection. The station entrance at the Wilshire Boulevard and Westwood Boulevard

intersection would be retrofitted into the Linde (Westwood) Medical Plaza. The station entrance would be designed to enter the Linde (Westwood) Medical Plaza building within the parking garage along Westwood Boulevard to avoid impacting the historic façade of the building along Wilshire Boulevard.

- North and South of Wilshire Boulevard**—In the second option, the station entrance on the northwest corner of Wilshire Boulevard and Gayley Avenue in Lot 36 would be in the same location, but the station entrance at the Wilshire Boulevard and Westwood Boulevard intersection would be split between the north and south sides of Wilshire Boulevard. The two station entrances near Westwood Boulevard would be “half-station entrances,” consisting of only one set of escalators and stairs each, as well as one elevator adjacent to each station entrance. The station entrance on the north side of Wilshire Boulevard in the Linde (Westwood) Medical Plaza building would be oriented toward the north, and the station elevator would be located to the west of the station entrance, along Wilshire Boulevard.

Figure 4-7: Westwood/UCLA On-Street Station North of Wilshire Option

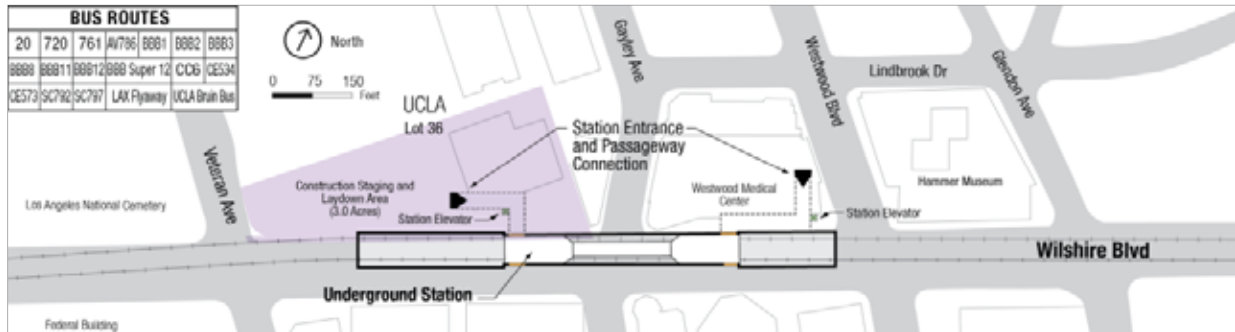
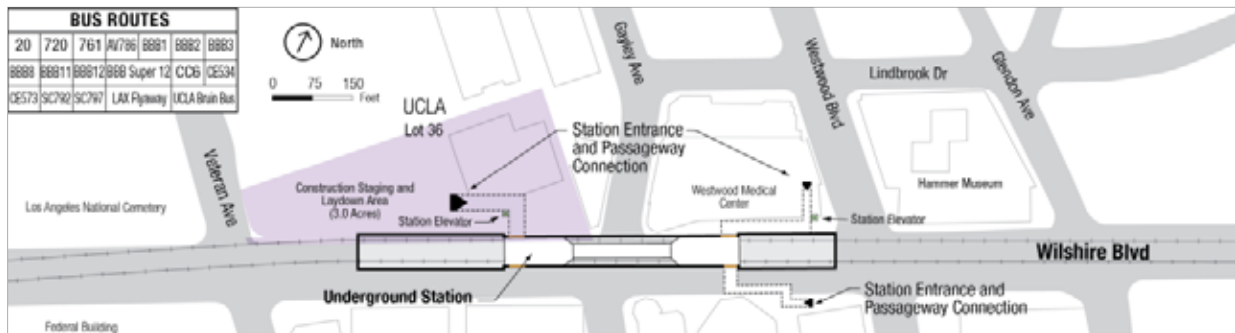


Figure 4-8: Westwood/UCLA On-Street Station South of Wilshire Option



4.1.8 Although this historic property would be a station entrance, the effect by the LPA is expected to meet the Secretary of Interior Standards for Rehabilitation. **FTA, with SHPO concurrence on the Linde (Westwood) Medical Plaza, has determined the proposed activity (undertaking) of the property would result in a “no adverse effect” in accordance with Section 106 consultation (36 CFR Part 800). Under 4(f) regulations, *de minimis* impact findings for a historic site can be made following a determination that the project will have “no adverse effects” on the historic property. As a result,**

FTA has determined the proposed Westwood/UCLA On-Street Station and alignment would have a *de minimis* impact on the Linde (Westwood) Medical Plaza. Westwood/VA Hospital Station

As part of the LPA selection, the Metro Board decided to continue to study two station locations at Westwood/VA Hospital (South of Wilshire Boulevard and North of Wilshire Boulevard). The north station option would locate the Westwood/VA Hospital Station on the north side of Wilshire Boulevard. The end of the station box would begin east of Bonsall Avenue, west of the I-405 on-ramp, and end just to the south of the Wadsworth Theater.

The south station would be located on VA and California Department of Transportation (Caltrans) property, south of Wilshire Boulevard. The station box would be located at the northern edge of the VA Hospital parking lot and would be adjacent to Wilshire Boulevard. The station box would begin at the northern tip of the cloverleaf for the I-405 on/off-ramp on the east, and extend to just west of Bonsall Avenue on the west (Figure 4-9 and Figure 4-10).

Figure 4-9: Westwood/VA Hospital North Station

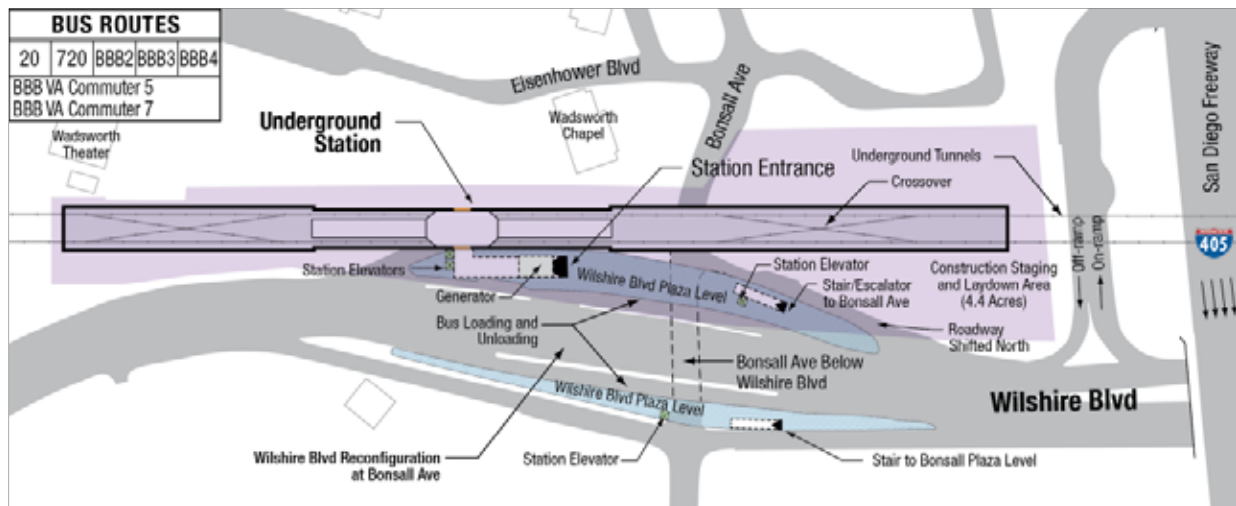
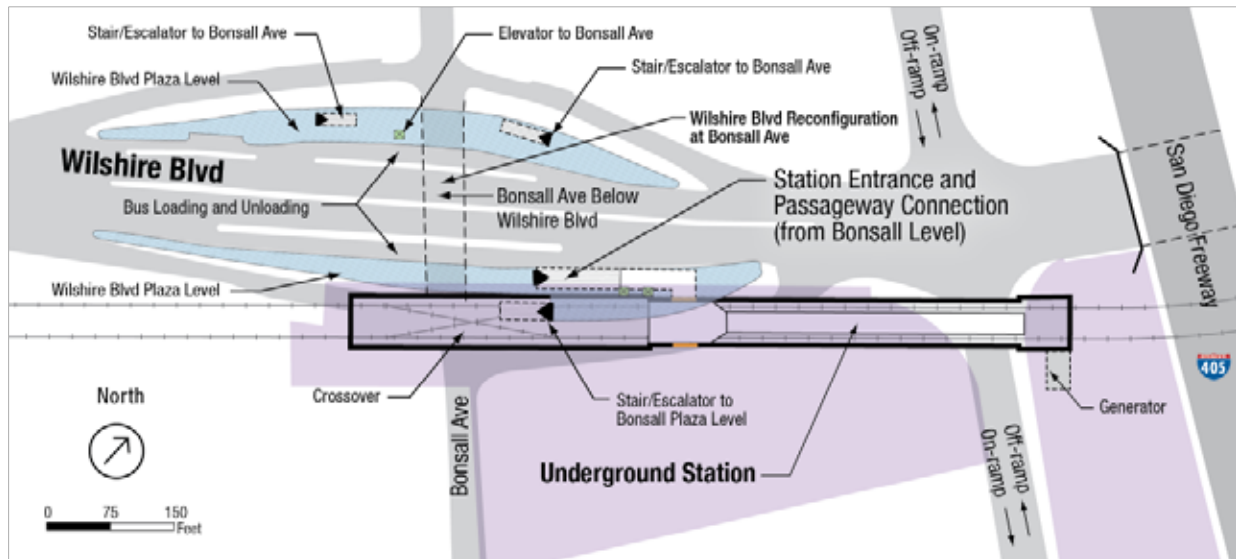


Figure 4-10: Westwood/VA Hospital South Station Site Plan


As shown in Table 4-1 and Figure 3-3, two historic properties and an historic district are located within the APE for the Westwood/VA Station and alignment options. This includes the following:

- Westwood Federal Building—WSE 43 (11000 Wilshire Boulevard)
- Catholic-Protestant Chapel/Wadsworth Chapel—WSE 42
- VA Medical Center Historic District—WSE 41 (11301 Wilshire Boulevard)

The Catholic-Protestant Chapel/Wadsworth Chapel is avoided by either station entrance and there are no impairments to the properties due to noise, vibration, or visual quality; therefore, there would be no use under Section 4(f). For further discussion of the properties refer to the *Historic Resources Properties Supplemental Survey Report*.

The alignment would require an easement for the tunnel under the Westwood Federal Building. Where tunneling occurs under a publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site and an easement is required, “Section 4(f) would apply only if the tunneling ... substantially impairs the historic values of the historic site” (*Section 4(f) Policy Paper*). There is no impairment to the property due to noise, vibration, or visual quality; therefore, there is no use under Section 4(f). For further discussion of the properties refer to the *Resources Properties Supplemental Survey Report*.

The Westwood/VA Hospital North Station Option would be within the VA Medical Center Historic District. A portion of the Westwood/VA Hospital South Station Option would be within the VA Medical Center Historic District. The following discusses the use of the VA property and the *de minimis* finding.

4.1.8.1 Veterans Administration Medical Center District WSE 41

Description and Significance of Property

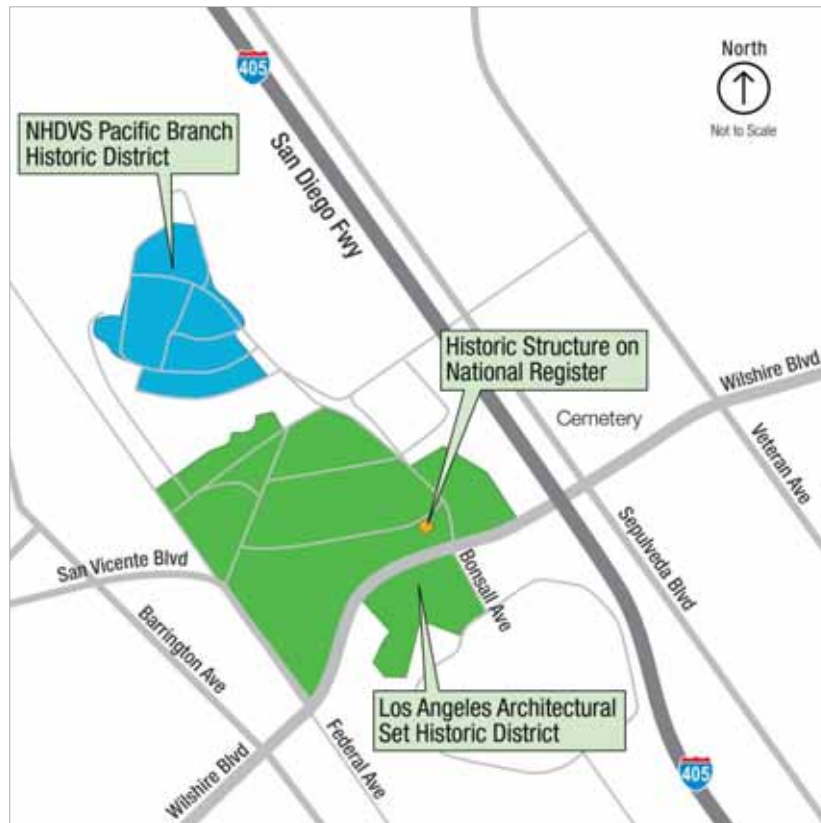
The Los Angeles Veterans Administration Medical Center District is a thematic historic district, which is comprised of properties related in time and historical significance through an established theme, in this case, Veterans Administration facilities. The NRHP district nomination describes the boundaries 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 (Figure 4-11). Wilshire Boulevard runs through the southern portion of the district.

The boundary line for the NRHP-eligible VA Center Historic District includes the Protestant Chapel/Wadsworth Chapel, the Wadsworth Theater, and contributing landscape within the district. A grove of large ficus trees near the Wadsworth Theater, and a palm garden on the east side of Bonsall Avenue are located in the “cut-and-cover” area of the station APE. For further discussion of the properties, refer to the *Historic Resources Properties Supplemental Survey Report*.

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

The Westwood/VA Hospital North Station is within the VA Medical Center Historic District. This station option would locate the Westwood/VA Hospital Station on the north side of Wilshire Boulevard. However, the access road from Wilshire Boulevard to Bonsall Avenue would need to be reconfigured on the north and south sides of Wilshire Boulevard to accommodate the station entrance and access features. The access road would be reconfigured both east and west of Bonsall Avenue on the north side of Wilshire Boulevard and only east of Bonsall Avenue on the south side of Wilshire Boulevard.

Although this historic property would be used as a temporary construction laydown area, the effect of the North Station Option is expected to meet the *Secretary of Interior Standards for Rehabilitation*. FTA, with SHPO concurrence has determined that a station entrance and subsurface tunneling within the VA Medical Center Historic District would result in a “no adverse effect.” As a result, FTA has determined the proposed Westwood/VA Hospital North Station and alignment would have a *de minimis* impact on the VA Medical Center Historic District.

Figure 4-11: Veterans Administration Medical Center District


The portion of the Westwood/VA Hospital South Station Option is within the VA Medical Center Historic District. This station option would locate the Westwood/VA Hospital Station on the south side of Wilshire Boulevard. The access road from Wilshire Boulevard to Bonsall Avenue would need to be reconfigured on the north and south sides of Wilshire Boulevard to accommodate the proposed station entrance and access features.

4.1.9 Although this historic property would be used as a temporary construction laydown area and some property would be used for cut-and-cover tunneling (less than 300 feet), the effect of the South Station Option is expected to meet the *Secretary of Interior Standards for Rehabilitation*. FTA, with SHPO concurrence has determined that a station entrance and subsurface tunneling within the VA Medical Center Historic District would result in a “no adverse effect.” As a result, FTA has determined the proposed Westwood/VA Hospital South Station and alignment would have a *de minimis* impact on the VA Medical Center Historic District. **Division 20 Maintenance Yard**

As shown in Table 4-1 and Figure 3-4, three historic properties are located within the APE for the Division 20 Maintenance Yard. These include the following:

- 1st Street Viaduct—WSE 91 (Los Angeles River Bridge 53C1166)
- 4th Street Viaduct—WSE 92 (Los Angeles River Bridge 553C0044)
- 6th Street Viaduct—WSE 93 (Los Angeles River Bridge 553C1880)

The 1st, 4th, and 6th Street Viaducts are avoided by the LPA for the Division 20 Maintenance Yard and there are no impairments to the properties due to noise, vibration, or visual quality; therefore, there is no use under Section 4(f). For further discussion of the properties, refer to the *Historic Resources Properties Supplemental Survey Report*.

In addition, one archaeological site, CA-LAN-2610, will be avoided by construction for the LPA at the Division 20 maintenance yard. The site will be avoided and, therefore, no use under Section 4(f).

4.1.10 Wilshire/Western Construction Staging and Laydown Site

At Wilshire/Western, a shaft would be constructed to retrieve the two TBMs tunneling to Wilshire/Western from Wilshire/La Brea. A construction staging and laydown area would be required adjacent to the shaft to store materials and equipment used to construct the shaft and decking and for access into the shaft from the laydown area that would allow the contractor to freely move personnel, materials, and equipment between the laydown area and the shaft beneath the decked street without the need to close traffic lanes. There are two options for the location of this construction staging and laydown area. The first option for the site is at the northeast corner of Wilshire Boulevard and Manhattan Place (Figure 4-12). Alternatively, the construction staging and laydown area would be located on the south side of Wilshire Boulevard between Western Avenue and St. Andrews Place (Figure 4-13).

Figure 4-12: Wilshire/Western Station—Transitional Structure and Construction Staging and Laydown—North of Wilshire

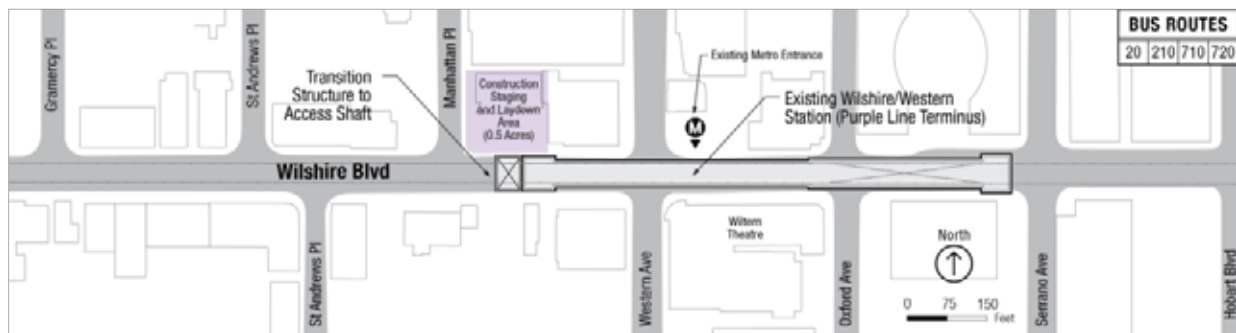


Figure 4-13: Wilshire/Western Station—Transitional Structure and Construction Staging and Laydown—South of Wilshire



As shown in Table 4-1 and Figure 3-1, two historic properties are located within the APE for the Wilshire/Western construction staging and laydown site. These include the following:

- Wiltern Theater—WSE 30 (3780 Wilshire Boulevard)
- Pierce National Life—WSE 31 (3807 Wilshire Boulevard)

The Wiltern Theater and Pierce National Life buildings are avoided by the LPA for either station entrance and there are no impairments to the properties due to noise, vibration, or visual quality; therefore, there is no use under Section 4(f). For further discussion of the properties, refer to the *Historic Resources Properties Supplemental Survey Report*.

4.1.11 Wilshire/Crenshaw Construction Staging and Laydown Site

Properties on the south side of Wilshire Boulevard between Lorraine Boulevard and Crenshaw Boulevard would be used for construction staging (Figure 4-14).

Figure 4-14: Wilshire/Crenshaw Construction Staging and Laydown



As shown in Table 4-1 and Figure 3-1, two historic properties are located within the APE for the Wilshire/Crenshaw staging construction staging and laydown site. This includes the following:

- Tidewater (Getty) Oil Building—WSE 28 (4201 Wilshire Boulevard)
- Los Altos Hotel and Apartments—WSE 29 (4121 Wilshire Boulevard)

The Tidewater (Getty) Oil Building and Los Altos Hotel and Apartments are avoided by the LPA for either station entrance and there are no impairments to the properties due to noise, vibration, or visual quality; therefore, there is no use under Section 4(f). For further discussion of the properties, refer to the *Historic Resources Properties Supplemental Survey Report*.

4.2 Public Park or Recreational Resources

The LPA would not result any Section 4(f) use of any park or recreational resource in the vicinity of or adjacent to the stations or alignments (Table 3-1).

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5.0 DETERMINATION OF SECTION 4(f) USE AND LEAST OVERALL HARM

This section summarizes Section 4(f) properties affected by the LPA.

5.1 Historical Resources

Of the 39 historic properties and two historic districts in the approximately 9-mile corridor 36 historic properties, including one historic district would have “no use”. Four (4) historic properties, including one historic district would have a *de minimis* use. For these 4 historic properties, FTA, with SHPO concurrence has made a determination under Section 106 of “No Adverse Effect” (see Appendix B). Only one property in the Westside Subway Expansion study area would have a direct use. The Ace Gallery on the southwest corner of Wilshire/Reeves at 9430 Wilshire Boulevard would be demolished for use as a construction laydown area and station entrance. Table 4-1 shows the historic properties that would have a use under Section 4(f). Appendix B, List of Historic Resources within the APE, provides a more detailed list of historic Section 4(f) properties.

5.2 Public Park or Recreational Resources

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

5.3 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)

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.

The use of the Union Bank Building, Glendale Federal Savings and Loan, Wilshire Beverly Centre (Bank of America) Building and Bank of California/Sterling Plaza for construction staging would not

avoid the use of historic properties for construction staging and were dropped from further consideration. The use of the Rolex Building property would necessitate the acquisition of the Rolex Building, displacing five business tenants. Since the Rolex Building is not located adjacent to the station platform, property easement or acquisition for use as a station entrance is required elsewhere. This would result in a substantial difference in the costs to use of the Rolex Building property as compared to the costs for the use of the Ace Gallery and Coldwell Banker site with the additional community disruption due to the need for an additional site for a station entrance. Bank Tower of the West also displaces multiple business tenants, is located next to the Montage Hotel and has a very limited area to use as a station entrance. These factors would have adverse impacts that present unique problems.

Therefore, the combination of the Ace Gallery property and the Coldwell Banker site (site comprises three total properties) would best serve as the construction laydown site. One of the two sites is not an historic property; therefore, minimizing the need to use other historic properties to make up the 1-acre site. The location of the Ace Gallery adjacent to the station platform allows for its combined use as a construction staging site and station entrance minimizing costs. Finally these are the only properties with single business tenants in each of the properties minimizing tenant displacement and relocation costs.

Based on the above, there is no prudent and feasible alternative to the use of the Ace Gallery. The proposed project includes all possible planning to minimize harm to the Section 4(f) property.

6.0 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 project, methods for identification of historic properties, and documentation standards (see the *Historic Resources Properties Supplemental Survey Report* and the *Archaeological Resources Supplemental Survey Report*). For correspondence refer to Appendix D. Initial findings were presented for public and agency review in the Draft EIS/EIR. The FTA, with concurrence of the SHPO, made determinations of eligibility and effects. See discussions in Chapter 4 and in Appendix D. The SHPO letters of concurrence can be found in Appendix D of this Final EIS/EIR.

In addition to ongoing consultation with the SHPO for the Section 106 process, there is ongoing consultation with local agencies, jurisdictions, and historical societies/preservation groups, including the following:

- City of Los Angeles
- City of Beverly Hills
- Los Angeles Conservancy
- Los Angeles City Historical Society
- Beverly Hills Historical Society

The Draft Section 4(f) Evaluation was presented in the Draft EIS/EIR circulated for public and agency review in September 2010. Recipients of the document included the Department of Interior (DOI) and local jurisdictions. No specific comments were received on the Section 4(f) Evaluation.

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 station entrances.

A key component of the station area planning for the Project is the urban design process. The urban design process initiated in the AA phase was continued during the Conceptual Engineering phase with the formation of the Urban Design Working Group (UDWG). The UDWG is composed of key staff from the Cities of Los Angeles, Beverly Hills, Santa Monica, and West Hollywood. The goals of the UDWG are as follows:

- Facilitate discussion about the vision and identity of the Westside Subway Extension and how individual station areas would be designed to fit within this framework
- Provide a forum for critical analysis of how the Project should approach considerations of land use, design, and linkages between stations along the line and their urban neighborhoods
- Propose design considerations for station areas so they would fit appropriately within the surrounding urban context
- Involve stakeholders and the Westside Extension planning team in a comprehensive station planning process

- Facilitate discussion about sensitive areas to assist in the station location decision-making process so that alternative station locations can be resolved, if necessary
- Help ensure that planning for the Project corridor considers and builds upon the needs, desires, and policies of the Westside cities
- Assist in establishing guidelines and standards that may be helpful for future Metro transit corridor initiatives

The UDWG participated in workshops discussing station location, urban design and station entrance station entrance locations that were closely coordinated with the Public Outreach effort. The UDWG participated in an initial urban design workshop on July 15, 2008, with a follow-up meeting on September 4, 2008, to discuss the urban design concepts and station location options. The UDWG examined local issues, urban design guidelines, or specific geographic concerns regarding station locations and station design. The workshops were part of the public outreach effort during the AA phase and have been part of the continuing design process for the station area planning process in future phases of the Project.

During the Final EIS/EIR phase of the Project, the UDWGs evolved into “Station Area Advisory Groups” (SAAGs) that met three times before the conclusion of this final planning stage of the Westside Subway Extension.

The purpose of the SAAGs was to provide community input to Metro subway planners and city planners on urban design and other features at each proposed station during the Final EIS/EIR and Preliminary Engineering (PE) phases of the Westside Subway Extension. Topics included station entrance locations and station design within the context of an Urban Design Station Planning Toolkit framework and station design parameters developed by Metro during this phase of the Project. The SAAGs also informed communities about the status of station planning and design.

SAAGs were formed for six of the seven stations. Membership on each SAAG was comprised of stakeholders representative of key community groups in the neighborhood of the station. This includes area residents and representatives of homeowner and residential associations, commercial property owners, area merchants, and key institutions. SAAG membership was by invitation with city officials and staff providing input about who to invite to participate. Nevertheless, meetings were open to the public to ensure that the process remained transparent. City staff and other elected officials or their representatives were not officially members of the groups but were encouraged to attend meetings to hear the SAAG’s input both about the stations and the areas beyond. Meetings were noticed to the entire project database, posted on the project website and Facebook page, and noticed through press releases and Twitter.

Since the Westwood/VA Hospital Station would affect federally owned property, a SAAG was not formed for that group. Planning discussions have instead occurred directly with VA representatives. Chapter 8 in the Final EIS/EIR lists SAAG meetings and provides additional details.

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APPENDIX A
Archaeological Resources

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WESTSIDE SUBWAY EXTENSION PROJECT

Archaeological Resources Supplemental Survey Technical Report



Metro



**U.S. Department of Transportation
Federal Transit Administration**

March 2012

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NATIONAL ARCHAEOLOGICAL DATABASE (NADB) INFORMATION

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Report Date	February 23, 2012
Report Title	Archaeological Resources Supplemental Survey Technical Report for the Westside Subway Extension Project, western Los Angeles County, California
Submitted to Lead Agencies	Federal Transit Administration 888 S. Figueroa Street, Ste. 1850 Los Angeles, CA 90017 <i>and</i> Metro One Gateway Plaza Los Angeles, CA 90012
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Cogstone Project No.	2068
USGS 7.5' Quadrangle	Beverly Hills 1995, Hollywood 1966 (PR 1981), Los Angeles 1996 (PR 1981, MR 1994)
Acreage	Supplemental survey of 102 acres (Total of 755 acres within entire APE)
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Abstract

Cogstone Resource Management Inc. conducted a supplemental record search and survey, and an assessment to determine the effects on cultural resources of construction activities by the Los Angeles County Metropolitan Transportation Authority (Metro) for the Westside Subway Extension Locally Preferred Alternative (LPA) and associated components. Located in western Los Angeles County, including portions of the Cities of Los Angeles and Beverly Hills, as well as portions of unincorporated Los Angeles County, the study was completed in compliance with Section 106 of the National Historic Preservation Act (NHPA) and the California Environmental Quality Act (CEQA), with the Federal Transit Administration (FTA) acting as the lead federal agency. The study was also completed in support of the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the undertaking.

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

The supplemental record search conducted for this study on April 21 and 28, 2011, determined that 128 prior studies had been completed and 17 archaeological resources (15 sites and 2 isolates) had been previously recorded within a 0.25-mile radius of the APE. Forty-nine of the studies are within or immediately adjacent to the APE. An additional 5 archeological resources (4 sites and 1 isolate), all dated to the historic-era, have been previously recorded within the APE for an LPA component (Division 20 Maintenance and Storage Facility). By letter dated September 8, 2010, the Native American Heritage Commission (NAHC) informed Metro that Native American cultural resources were not identified within a 0.5-mile radius of the APE.

The supplemental pedestrian survey of approximately 102 acres, including vacant lots, was conducted on June 5, 2011. Approximately 80 percent of the APE in this urban setting is developed hardscape. Ground visibility outside of hardscape was poor to fair due to landscaping and dense vegetation. Dated sidewalk stamp locations noted by the prior survey were revisited and related information was updated. Additional such stamps within the refined APE were informally recorded for this report. No prehistoric, ethnohistoric, or historic-era archaeological sites were identified during the supplemental survey.

Of the four previously recorded historic-era archaeological sites within the APE, CA-LAN-2610 is eligible for National and California Register inclusion, and thus qualifies as a historic property and historical resource. FTA determined the project will have No Adverse Effect on this site because it will be avoided by the planned improvements for the Division 20 maintenance facility. The three other historic-era archaeological sites within the APE (CA-LAN-2563, CA-LAN-4192, and CA-LAN-4193) are not eligible for National or California Register inclusion, and do not qualify as historic properties or historical resources. By definition, the isolated find (P-19-100887) is ineligible for listing on either register. Thus, as currently designed, FTA determined the project will not adversely affect or cause a substantial adverse change on any documented resource that currently

qualifies as a historic property or historical resource. The State Historic Preservation Officer has concurred with the historic property determination and determination of effect made by the FTA.

Construction of the LPA and associated components may affect undocumented cultural resources, including intact archaeological deposits. Given that the LPA right-of-way is generally within the street right-of-way, which often did not disturb more than a few feet of topsoil during its construction, construction activities may encounter subsurface prehistoric and/or historic archaeological deposits. The study uses a variety of methods to estimate the potential for buried archaeological deposits within the APE. Implementation of the unanticipated discovery mitigation measures provided at the end of the report will ensure that construction impacts to undocumented archaeological resources, including human remains, are reduced to a level that is less than significant. These measures are provided in a Memorandum of Agreement executed between the FTA and the State Historic Preservation Officer.

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



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Appendices

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Acronyms and Abbreviations

ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
APN	Assessor Parcel Number
AT&SF	Atchison Topeka & Santa Fe
CCR	California Code of Regulations
CEQA	<i>California Environmental Quality Act</i> (PRC 21000-21177)
CFR	Code of Federal Regulations
CHRIS	California Historical Resources Information System
CRHR	California Register of Historical Resources
CSUF	California State University, Fullerton
DPR	California Department of Parks and Recreation
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
GIS	Geographic information system
HOV	high-occupancy vehicle
HPOZ	historic preservation overlay zones
HRT	heavy rail transit
LPA	Locally Preferred Alternative
L RTP	Long Range Transportation Plan
Metro	Los Angeles County Metropolitan Transportation Authority
MOA	Memorandum of Agreement
MPO	Metropolitan Planning Organization
NADB	National Archaeological Database
NAHC	Native American Heritage Commission
NEPA	<i>National Environmental Policy Act</i> (42 USC 4321-4347)
NHPA	<i>National Historic Preservation Act of 1966</i> (16 USC 470)
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation
OHR	Department of City Planning's Office of Historic Resources, City of Los Angeles
PRC	State of California Public Resources Code

RCPG	<i>Regional Comprehensive Plan and Guide</i>
RPA	Registered Professional Archaeologist
RTP	<i>Regional Transportation Plan</i>
SCAG	Southern California Association of Governments
SCCIC	South Central Coastal Information Center
SHPO	State Historic Preservation Officer
SHRC	State Historical Resources Commission
TBM	Tunnel boring machine
TPSS	traction power substation
UPRR	Union Pacific Railroad
USGS	United States Geological Survey
VA	Veterans Administration



1.0 INTRODUCTION

This archaeological resources study was completed in support of the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Westside Subway Extension project proposed by the Los Angeles County Metropolitan Transportation Authority (Metro). The project is located in western Los Angeles County and includes portions of the Cities of Los Angeles and Beverly Hills, as well as portions of unincorporated Los Angeles County.

The Metro Board selected the Westwood/VA Hospital Extension (Alternative 2 in the Draft EIS/EIR) as the Locally Preferred Alternative (LPA) on October 28, 2010. A supplemental study was required because the project-specific Archaeological Area of Potential Effects (APE) was revised to encompass the refined LPA alignment, including station options and associated staging and laydown areas. This study included a literature search, communication with Native American tribal representatives, pedestrian survey of portions of the APE not encompassed by the archaeological resource surveys conducted in 2009 and 2010 (URS 2010) in support of the Draft EIS/EIR (Metro 2010), and a significance assessment of known archaeological resources within the APE.

This report also examines the effects of construction associated with the LPA alignment and associated maintenance facility on documented archaeological resources located within the APE. In addition, construction activities required to implement the LPA may result in disturbance or potential destruction of undocumented archaeological resources, including human remains, and appropriate mitigation measures are presented.

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

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

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2.0 PROJECT DESCRIPTION

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

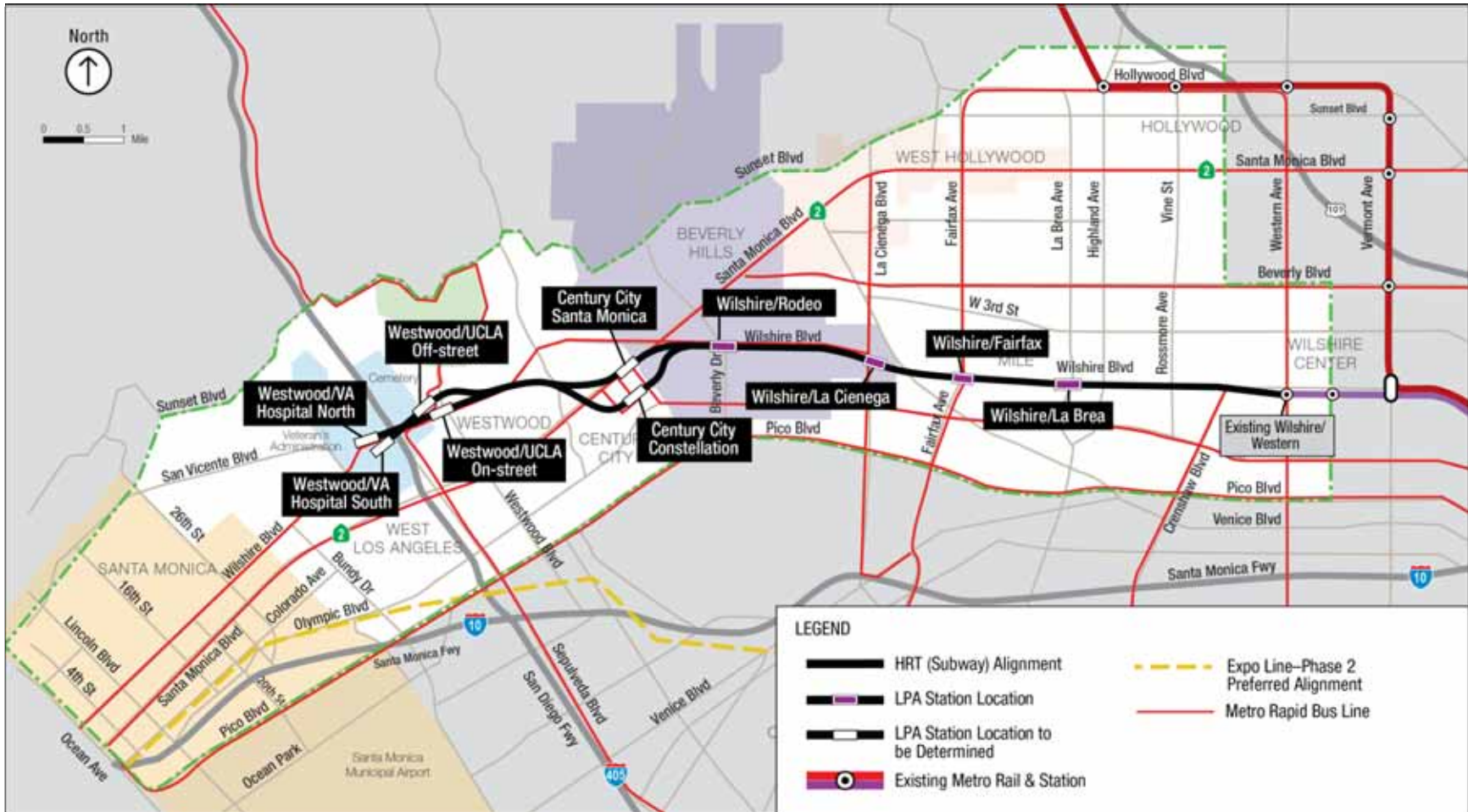
The LPA would best meet the Purpose and Need to improve mobility and provide fast, reliable, high-capacity, and environmentally sound transportation solutions in the study area. The separated right-of-way is all in a tunnel, with the top of the tunnel at least 30 to 70 feet below the ground surface.

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

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

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

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



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



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

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

- **Century City Santa Monica** would be a modified version of the Century City Santa Monica Station that was in the Draft EIS/EIR. Based on the results of the further studies of the Santa Monica Fault, the Century City Santa Monica Station was shifted to the east to the Century Park East intersection to avoid locating the station box on the Santa Monica Fault. The entrance would be located on the southwest corner of Santa Monica Boulevard and Century Park East.
- **Century City Constellation** would be located underneath Constellation Boulevard from west of Avenue of the Stars to just west of Century Park East. The entrance would be located either at the northeast corner of Constellation Boulevard and Avenue of the Stars or at the southwest corner of Constellation Boulevard and Avenue of the Stars near the Century Plaza Hotel.

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

- **Westwood/UCLA Off-Street** would be located underneath UCLA Lot 36, north of Wilshire Boulevard between Gayley Avenue and Veteran Avenue. The entrances would be on the northwest corner of the Wilshire Boulevard and Gayley Avenue intersection and the northeast corner of the Wilshire Boulevard and Veteran Avenue intersection.
- **Westwood/UCLA On-Street** would be located under Wilshire Boulevard, extending just west of Westwood Boulevard to west of Gayley Avenue, almost to Veteran Avenue. Either both station portals would be located on the north side of Wilshire Boulevard (the northwest corner of Wilshire Boulevard and Gayley Avenue and the northwest corner of Wilshire Boulevard and Westwood Boulevard) or the entrance at the Wilshire Boulevard and Westwood Boulevard intersection would be split between the north and south sides of Wilshire Boulevard.

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

- **Westwood/VA Hospital South** would be located at the northern edge of the VA Hospital parking lot, adjacent to Wilshire Boulevard. The entrance would be located on the Bonsall

level, beneath the bus drop-off area to the north of the VA Hospital parking lot. To accommodate the grade separation at this site, additional stairs, escalators, and elevators connecting the Wilshire level and the Bonsall level would be located on both the north and south sides of Wilshire Boulevard. A parking structure providing both permanent and temporary replacement parking would be located in the existing physician's parking lot, east of the VA Hospital.

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

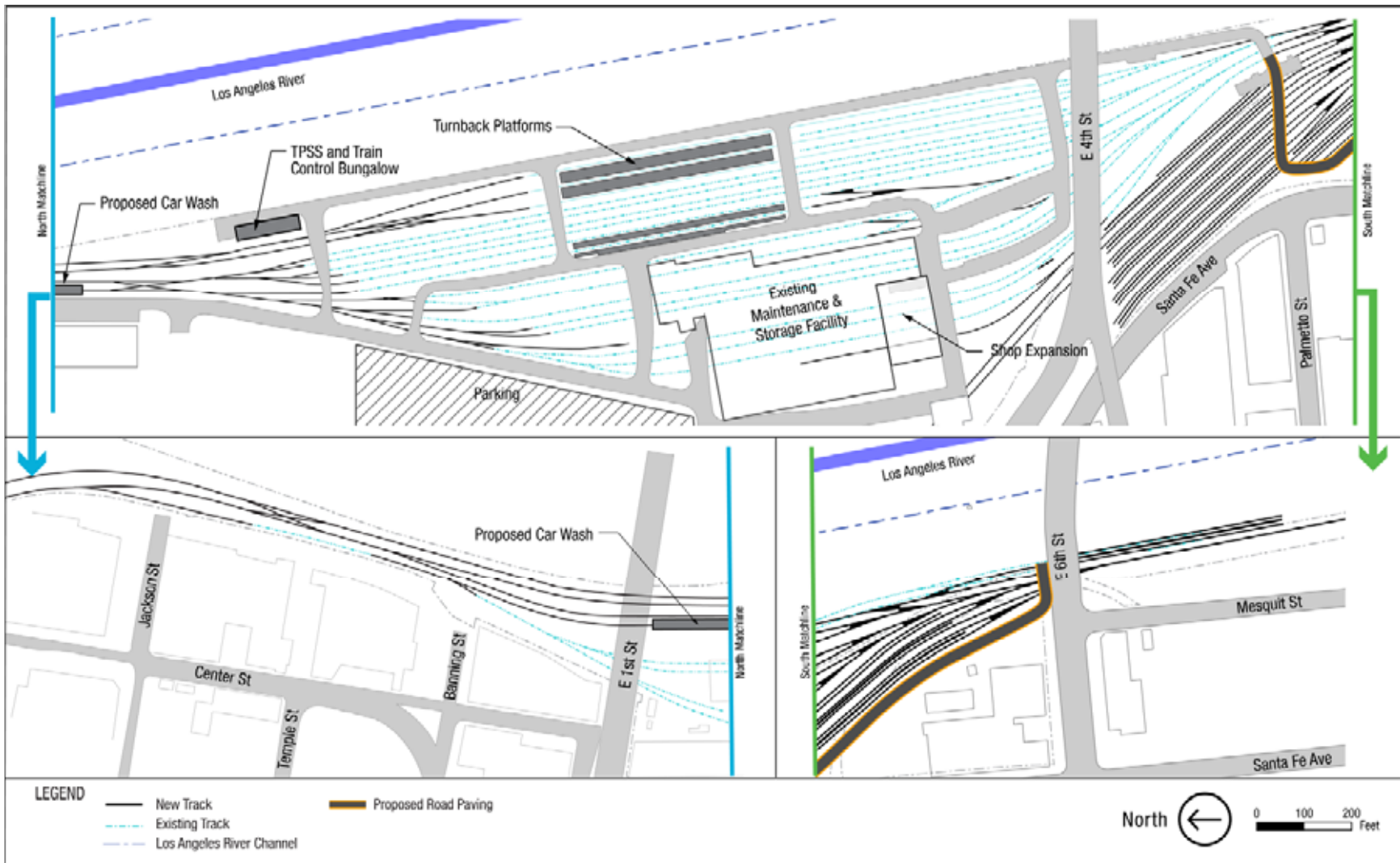
The estimated one-way running time would range from approximately 14 minutes, 26 seconds to 15 minutes, 21 seconds from the Wilshire/Western Station to the Westwood/VA Hospital Station depending on the alignment between the Wilshire/Rodeo and Westwood/VA Hospital Stations. The LPA is expected to operate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

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

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

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

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



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

WESTSIDE SUBWAY EXTENSION PROJECT

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3.0 AREA OF POTENTIAL EFFECTS

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

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

The Archaeological APE was established in compliance with 36 CFR Parts 800.4(a) and 800.16(d), and includes:

- A 200-foot wide corridor (extending 100 feet outward from both sides of the centerline) along the refined LPA alignment, including staging and laydown areas
- A 500-foot radius around all station locations
- Division 20 maintenance facility and a 100-foot radius around the facility boundaries

The parameters of the Archaeological APE, as well as the companion Architectural APE, were established during project planning in support of the Draft EIS/EIR, included guidance from Office of Historic Preservation (OHP) personnel, followed methodologies consistent with previous Metro projects, and were designed to avoid impacts to resources that qualify as historic properties or historical resources and are eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Places (CRHR).

With selection of the LPA, the Archaeological APE boundaries were refined to reflect its current appearance as depicted on the project location map showing the LPA alignment and the Division 20 maintenance facility to the east (Figure 3-1 at 1:120,000 scale).

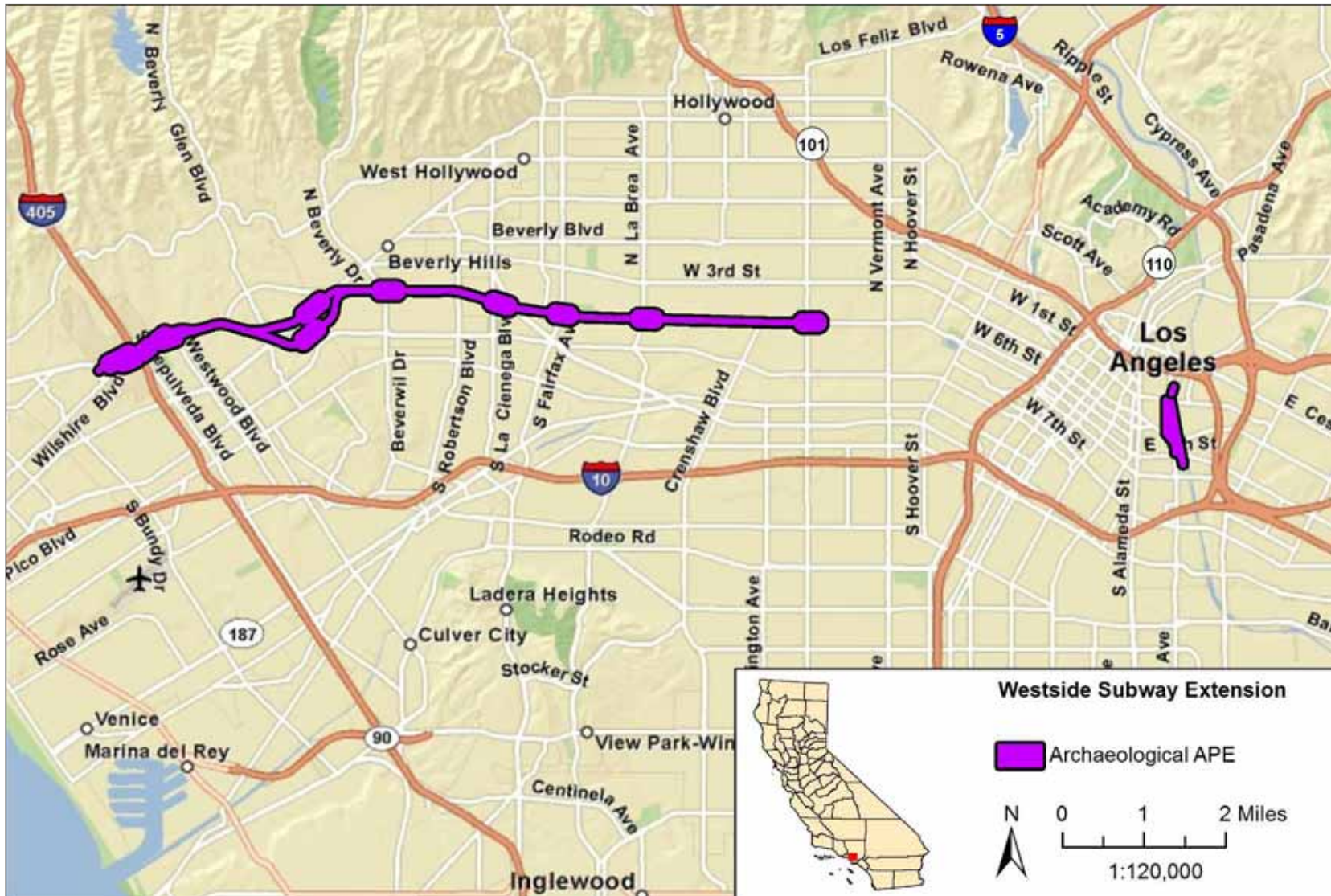
The refined Archaeological and Architectural APEs defined by the FTA, in consultation with the OHP and Metro, were subsequently approved by the SHPO as sufficient pursuant to 36 CFR Part 800.4(1)(a).

A series of eight aerial-based maps show the APE alignment and the Division 20 facility, at a scale of one inch equals 500 feet (1:7000) (Figure 3-2 through Figure 3-9).

The 755-acre APE, including 69 acres within the Division 20 facility, is located within the sections and USGS 7.5-minute quadrangles (San Bernardino Base and Meridian) listed below in Table 3-1. As discussed below under Survey Methods, 102 acres were covered by the supplemental archaeological survey for this study.

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

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



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Figure 3-1: Project Location Map

WESTSIDE SUBWAY EXTENSION PROJECT

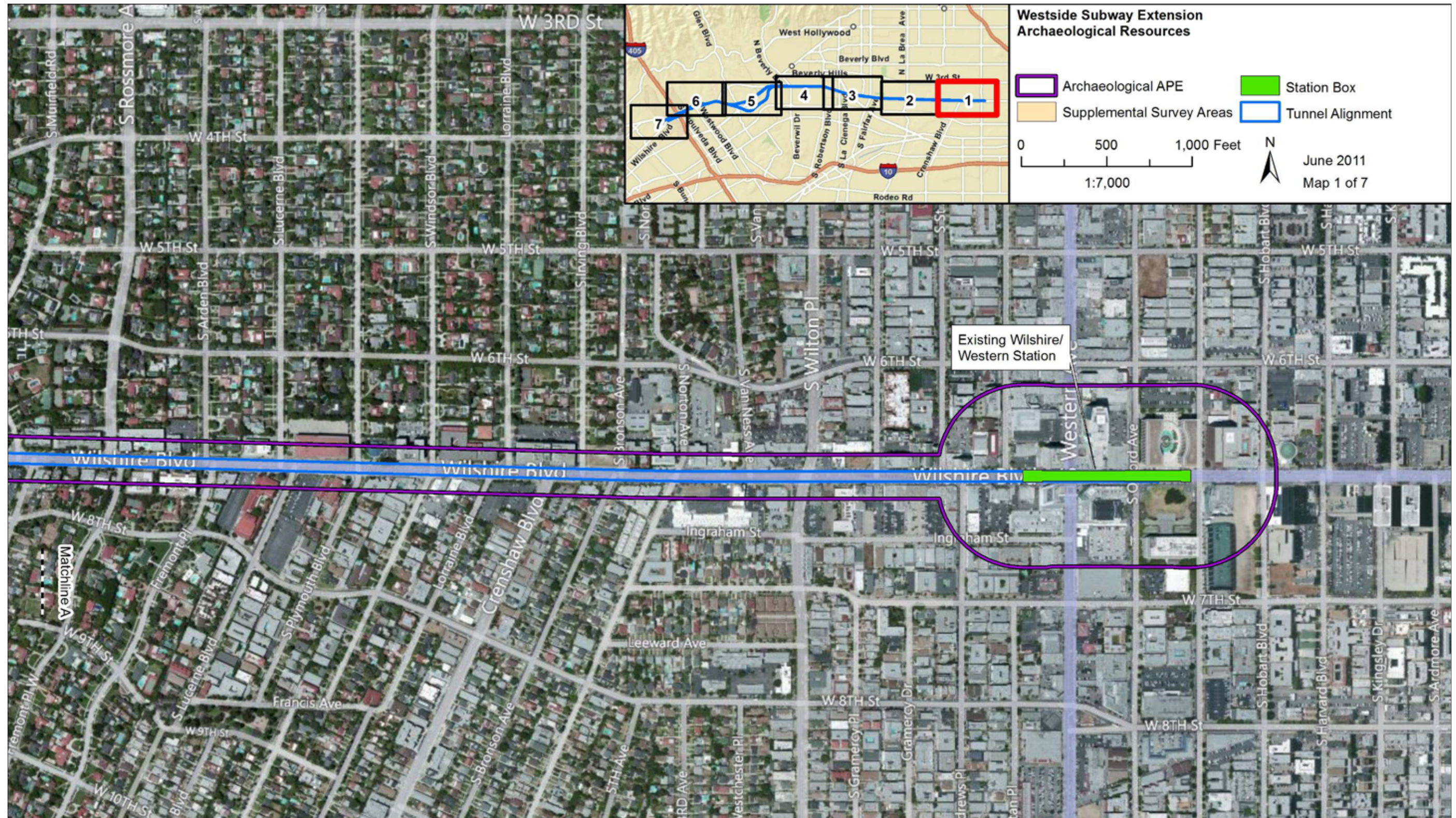
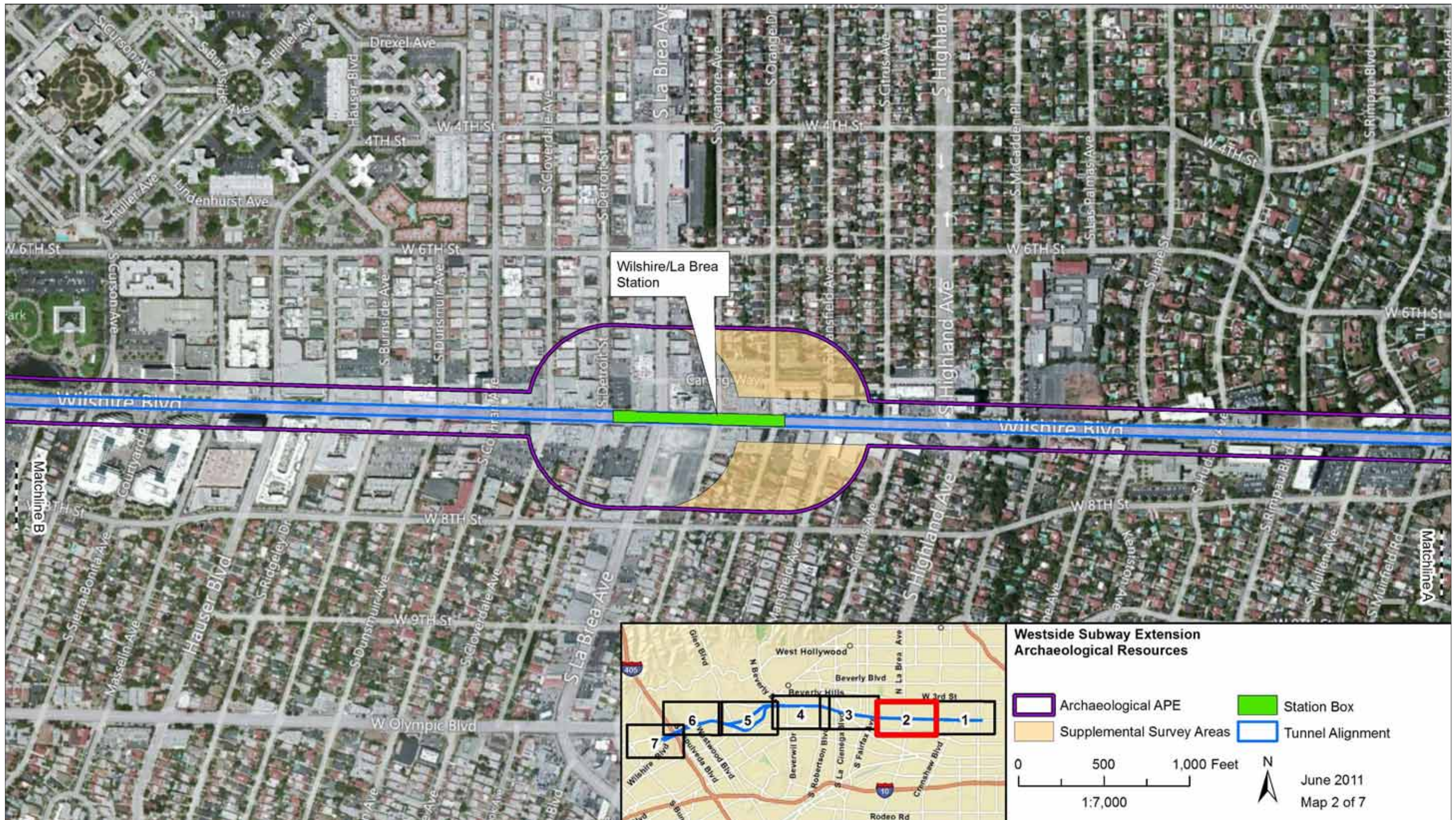


Figure 3-2: Archaeological APE for LPA Alignment (Map 1 of 7)



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Figure 3-3: Archaeological APE for LPA Alignment (Map 2 of 7)



Figure 3-4: Archaeological APE for LPA Alignment (Map 3 of 7)



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Figure 3-5: Archaeological APE for LPA Alignment (Map 4 of 7)

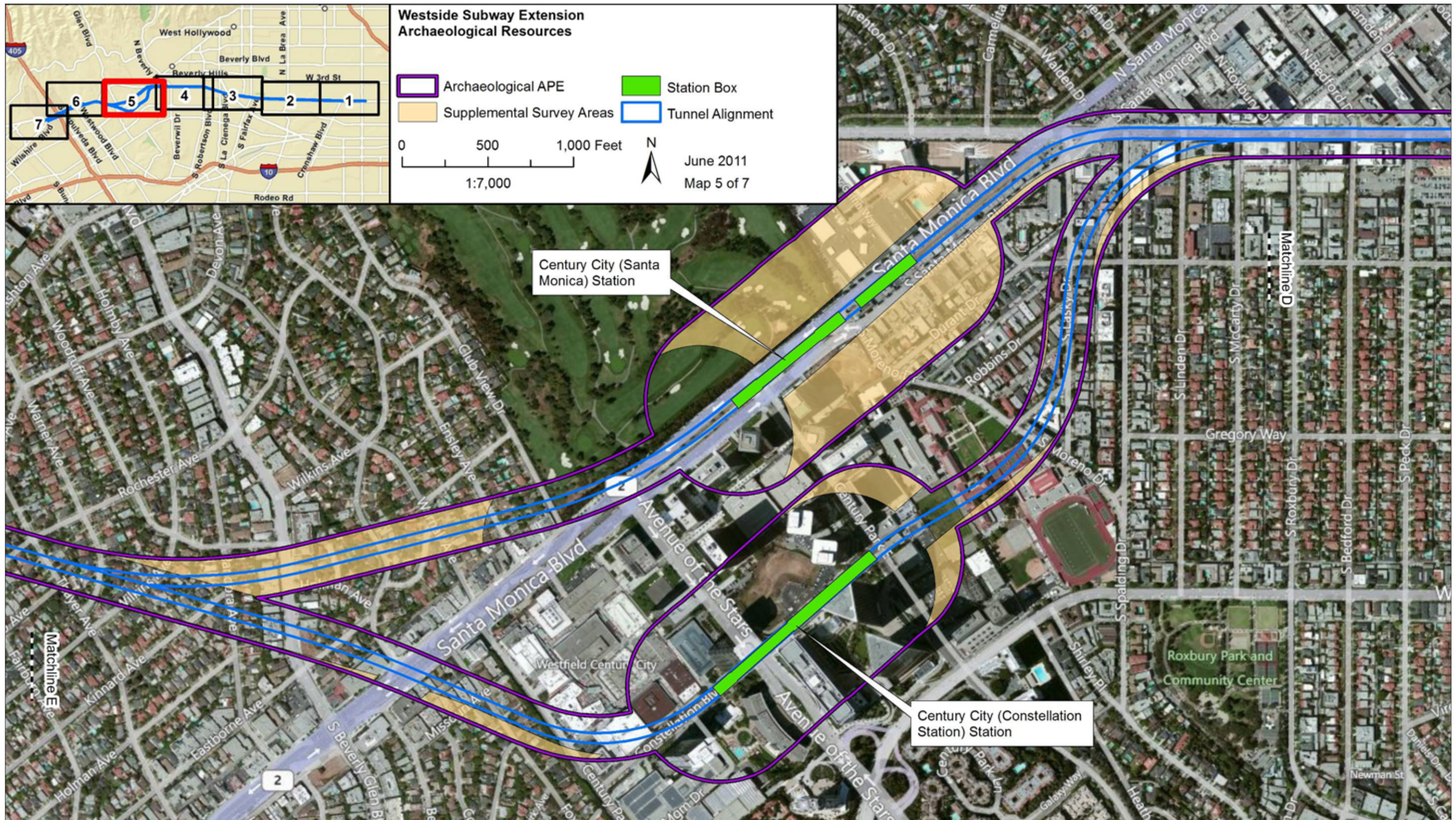
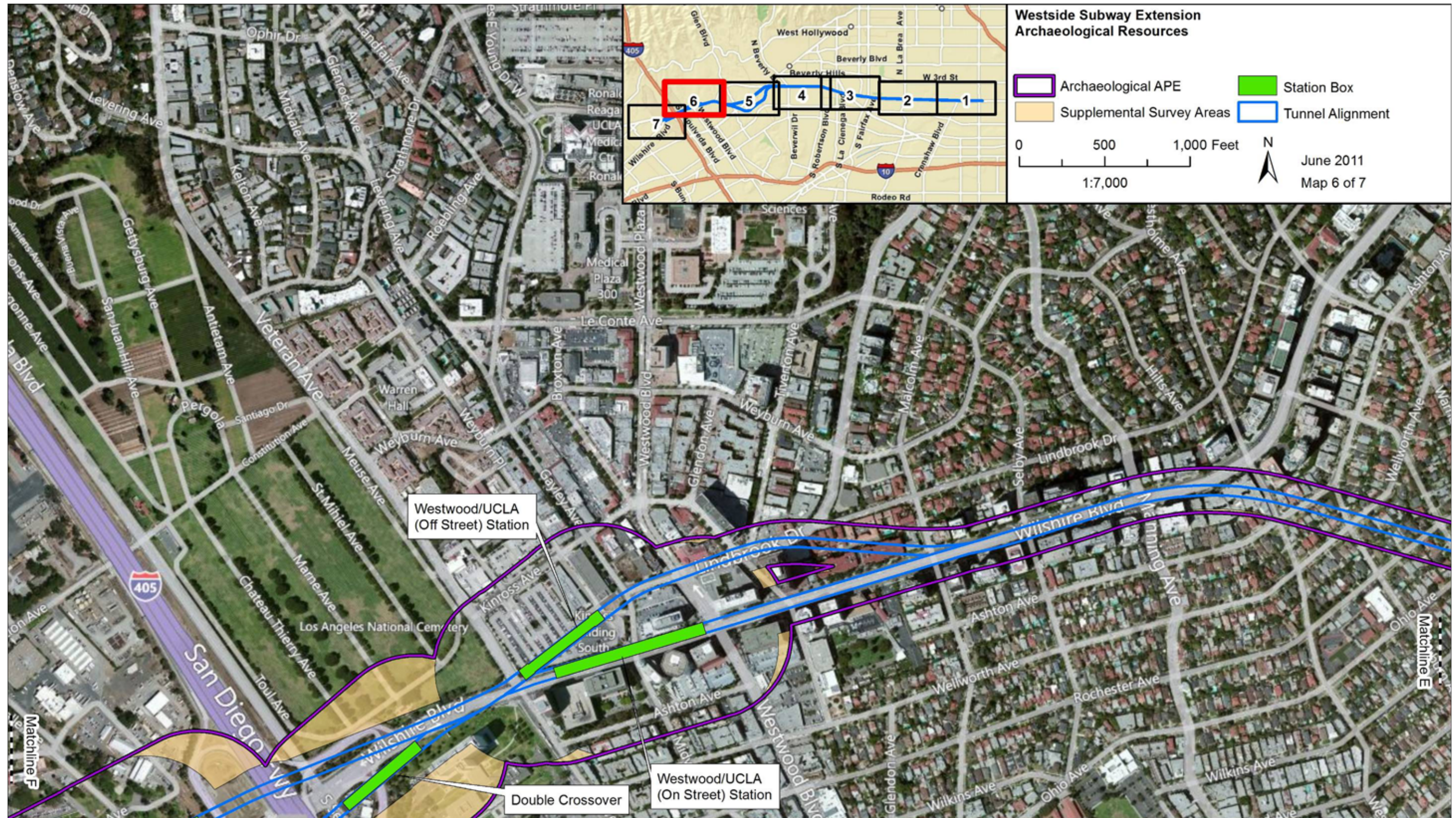
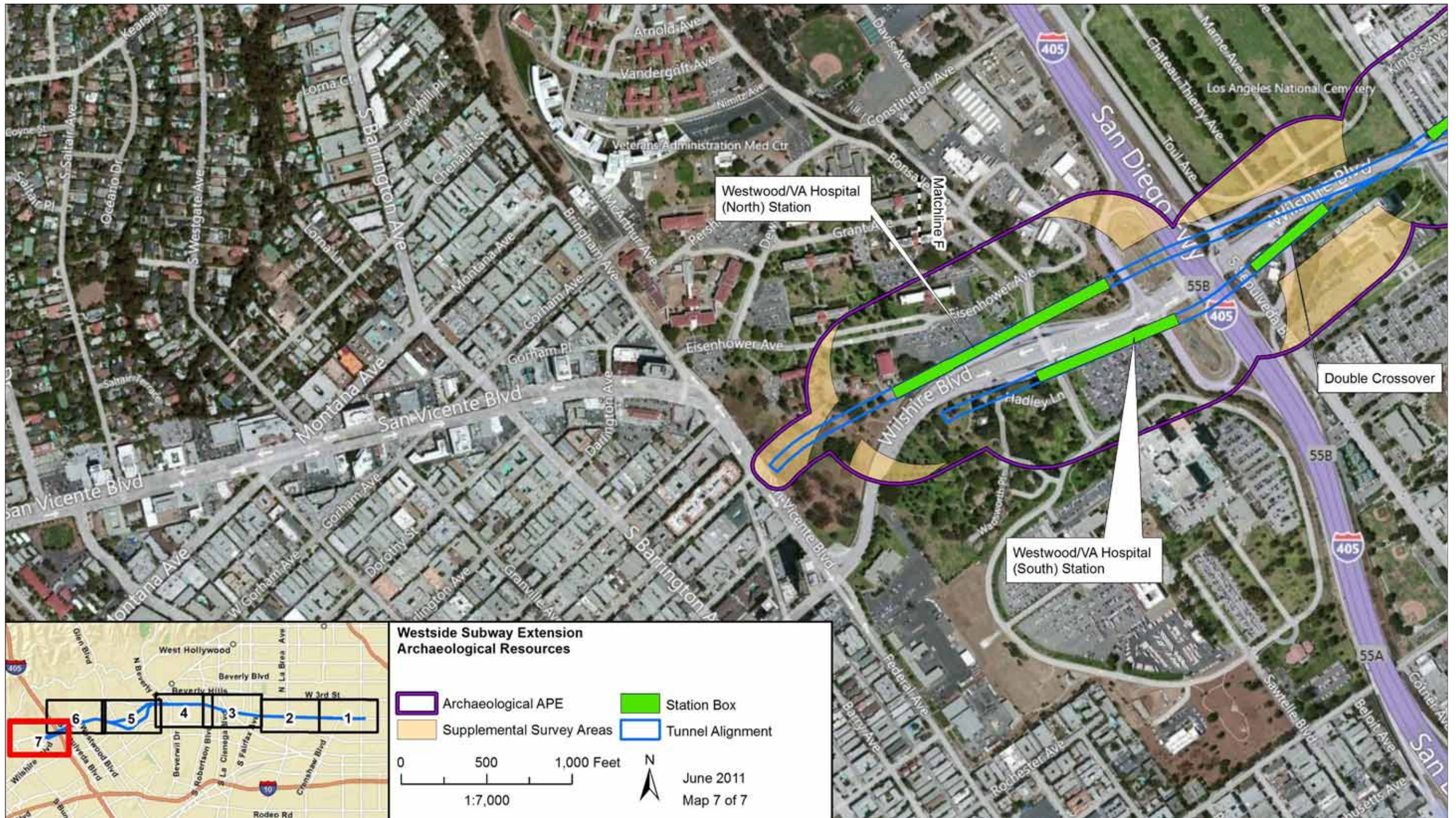


Figure 3-6: Archaeological APE for LPA Alignment (Map 5 of 7)



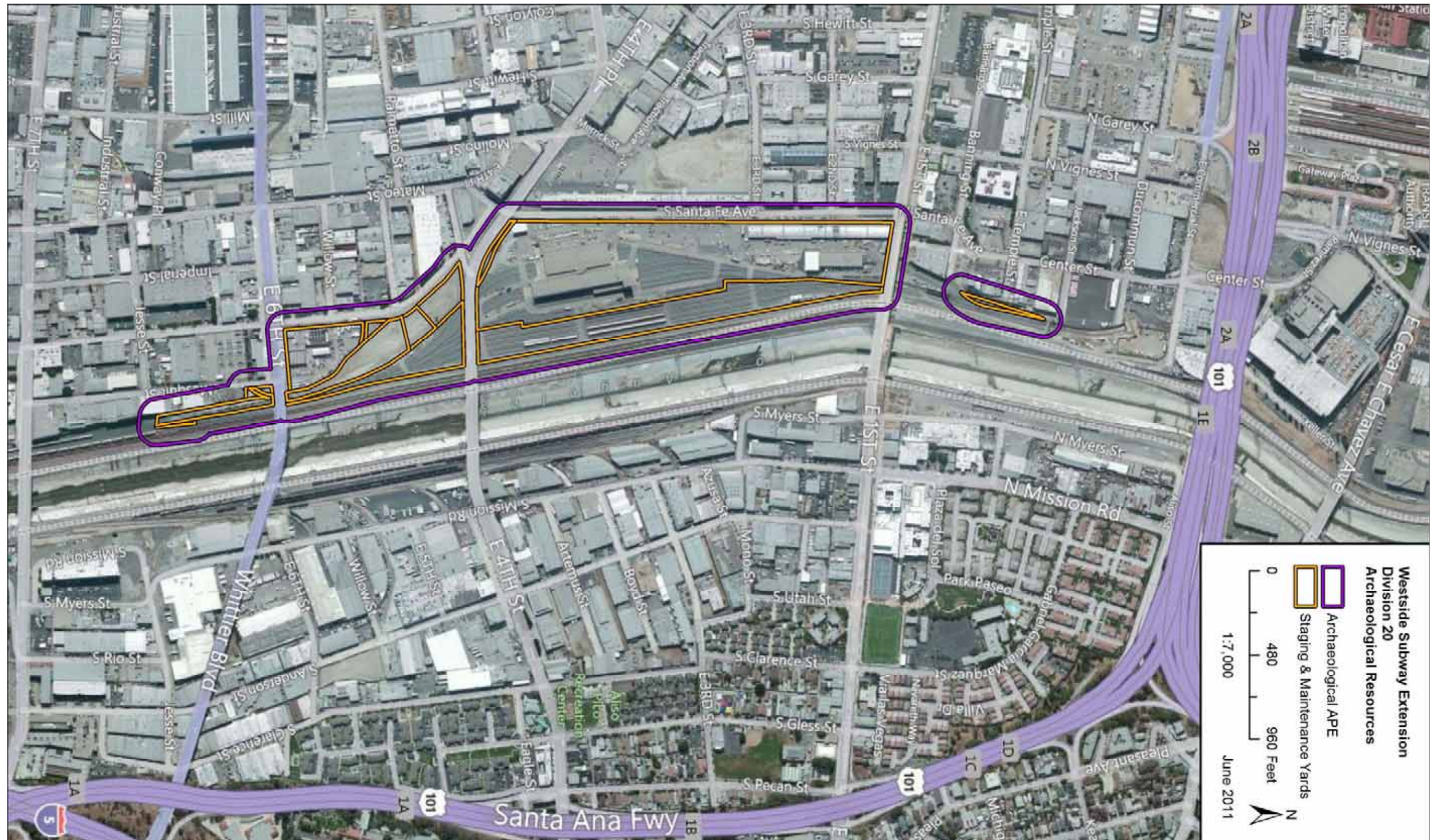
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Figure 3-7: Archaeological APE for LPA Alignment (Map 6 of 7)



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Figure 3-8: Archaeological APE for LPA Alignment (Map 7 of 7)



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Figure 3-9: Archaeological APE for Division 20 Facility



4.0 REGULATORY FRAMEWORK

Several federal, state, and local laws apply to the identification, treatment, and protection of archaeological resources. Because Metro is seeking Federal funds from the FTA, the FTA is the lead federal agency for the Project and the following laws and regulations are applicable.

4.1 Federal

4.1.1 National Environmental Policy Act (NEPA)

NEPA addresses Federal government actions in relation to all aspects of the human environment, which is defined as the “natural and physical environment and the relationship of people with that environment” (40 CFR 1508.14). NEPA requires consideration of any potentially adverse environmental effects that could result from proposed federal action.

4.1.2 National Historic Preservation Act (NHPA)

The NHPA establishes a general policy for supporting and encouraging the preservation of prehistoric and historic resources for present and future generations. Under NHPA, Section 106 requires that Federal agencies take into account the effects of their actions on historic properties, including traditional cultural properties, which refers to the beliefs, customs, and practices of a living community of people that have been passed down through the generations, usually orally or through practice. Given this perspective, a historic property’s traditional cultural significance is derived from the role it plays in a community’s historically rooted beliefs, customs, and practices (Parker and King 1998:1).

Section 106 declared a national policy of historic preservation and encourages such preservation. It established an Advisory Council on Historic Preservation (ACHP) and provided procedures for the federal agency to follow if a federal undertaking could affect a property included or eligible for inclusion in the NRHP. The ACHP’s development of 36 Code of Federal Regulations (CFR) Part 800 helps define how federal agencies could meet their statutory responsibilities under the NHPA (ACHP 2006).

For this project, the FTA is the federal agency responsible for conducting consultation under the Section 106 process with the State Historic Preservation Officer (SHPO). In consultation with the SHPO, the FTA is responsible for determining the APE, identifying other consulting parties, gathering information, determining whether a property/resource is eligible for the NRHP for Section 106 purposes, and determining the effect of the undertaking on historic properties. In accordance with 36 CFR Part 800.3, FTA and Metro initiated the Section 106 process with the SHPO and personnel from the OHP on June 22, 2009, via a notification letter.

4.1.3 National Register of Historic Places (NRHP)

The NRHP is the official list of historic properties recognized for their significance and deemed worthy of preservation. The NRHP Criteria for Evaluation offers guidance for federal, state, and local governments, private groups, and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment. As established in the NHPA, to be listed in the NRHP, or to be determined eligible for listing, properties must meet certain criteria for historic or cultural significance. Qualities of significance may be found in aspects

of American history, architecture (interpreted in the broadest sense to include landscape architecture and planning), archaeology, engineering, and culture.

For cultural resources, a property is eligible for the NRHP if it is significant under one or more of the following criteria defined in 36 CFR Part 60.4 as follows: *The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of state and local importance that possess integrity of location, design, setting, materials, workmanship, feeling, association, and*

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

4.2 State

4.2.1 California Environmental Quality Act (CEQA)

Section 15064.5(c) of CEQA, “Determining the Significance of Impacts on Historical and Unique Archaeological Resources” applies to project-related impacts on archaeological resources:

- When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource,
- If a lead agency determines that the archaeological site is an historical resource, it shall refer to the provisions of Section 21084.1 of the California Public Resources Code (PRC), and this section, Section 15126.4 of the Guidelines, and the limits contained in Section 21083.2 of the California PRC do not apply.
- If an archaeological site does not meet the criteria defined in subdivision (a), but does meet the definition of a unique archaeological resource in Section 21083.2 of the California PRC, the site shall be treated in accordance with the provisions of Section 21083.2. The time and cost limitations described in PRC Section 21083.2 (c-f) do not apply to surveys and site evaluation activities intended to determine whether the project location contains unique archaeological resources.
- If an archaeological resource is neither a unique archaeological nor an historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the EIR, but they need not be considered further in the CEQA process.

In addition, Section 15064.5(d) addresses the process of treatment of Native American human remains and the general prohibition of disinterring, disturbing, or removing human remains from any location other than the dedicated cemetery.

**4.2.2 California Penal Code, Section 622.5**

Section 622.5 of the California Penal Code establishes a misdemeanor penalty for injuring or destroying objects of historical or archaeological interest located on public or private lands, but specifically excludes the landowner.

4.2.3 California Public Resources Code, Section 5097.5

Section 5097.5 of the California PRC establishes a misdemeanor penalty for the unauthorized disturbance or removal of archaeological, historical, or paleontological resources located on public lands.

4.2.4 California Register of Historic Resources (CRHR)

The CRHR is used as a guide by state and local agencies, private groups, and citizens to identify the state's cultural and historical resources, including archaeological resources, and to indicate which properties are to be protected, to the extent prudent and feasible, from substantial adverse change. The CRHR, as instituted by the California PRC, automatically includes all California properties already listed in the NRHP and those formally determined to be eligible for the NRHP. The CRHR also may include various other types of resources that meet the criteria for eligibility, including one or more of the following:

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

4.2.5 State Historic Resources Commission and the Office of Historic Preservation

In accordance with state law (California PRC Section 5020.4), the primary responsibility of the State Historical Resources Commission (SHRC) is to review applications for listing historic and archaeological resources on the NRHP, the CRHR, and the California Historical Landmarks and California Points of Historical Interest registration programs.

The SHRC is also charged with the responsibilities of conducting a statewide inventory of historical, including archaeological, resources and maintaining comprehensive records of these resources; and establish policies and guidelines for a comprehensive statewide historical, including archaeological, resources plan, among others.

The OHP is the governmental agency primarily responsible for the statewide administration of the historic preservation program in California. The chief administrative officer for the OHP is the SHPO. The SHPO is also the executive secretary of the SHRC. The mission of the OHP and the SHRC, in partnership with the people of California and governmental agencies, is to preserve and enhance California's irreplaceable historic heritage as a matter of public interest so that its vital

legacy of cultural, educational, recreational, aesthetic, economic, social, and environmental benefits will be maintained and enriched for present and future generations (OHP 2011).

The OHP is responsible for carrying out its mission by meeting the following goals:

- Identifying, evaluating, and registering historic properties, including archeological sites
- Ensuring compliance with federal and state regulatory obligations
- Cooperating with traditional preservation partners while building new alliances with other community organizations and public agencies
- Encouraging the adoption of economic incentives programs designed to benefit property owners
- Encouraging economic revitalization by promoting a historic preservation ethic through preservation education and public awareness, and, most significantly, by demonstrating leadership and stewardship for historic preservation in California

4.3 Regional

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

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

- Obtaining consultations from qualified cultural and paleontological resource experts to identify the need for surveys and preservation of important historical, archaeological, and paleontological resources
- Implementing design and siting measures that avoid disturbance of cultural and paleontological resource areas, such as creating visual buffers/landscaping or capping/filling the site to preserve the contextual setting of the resource
- Consulting local tribes and the Native American Heritage Commission for project impacts to sacred lands and burial sites

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

4.4 Local

4.4.1 City of Los Angeles

The Historic Preservation Element of the General Plan for the City of Los Angeles (2001) contains ordinances for the preservation of archaeological, built, and paleontological resources. The City of



Los Angeles is strongly committed to historic preservation and has established a Cultural Heritage Commission to identify and protect the city's history and cultural heritage.

Section 12.20.3 of the City's Municipal Code contains procedures for the designation and protection of Historic Period Overlay Zones (HPOZ), areas that have structures, natural features, or sites of historic, architectural, cultural, or aesthetic significance and are otherwise known as historic districts. Twenty-nine areas of the city are presently classified as HPOZs, and eleven other areas are under active consideration or study (OHR 2011).

4.4.2 City of Beverly Hills

The recently amended City of Beverly Hills General Plan (2010) outlines the policies for identifying and protecting cultural resources within the city.

As defined by the Beverly Hills Municipal Code (Section 10-3-3202-Definition of Landmark), a "historical or cultural landmark" is any site (including significant trees or other plant life located thereon), building, or structure of particular historic or cultural significance to the City, such as historic structures or sites in which the broad cultural, political, economic, or social history of the nation, state, or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, state, or local history, or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction, or a notable work of a master builder, designer, or architect whose individual genius reflects his age.

4.4.3 County of Los Angeles

Cultural resources within Los Angeles County include historic buildings, structures, artifacts and archaeological sites. They also include districts of historic, architectural, archaeological, or paleontological significance. Recognized resources are important parts of the built and natural environments within Los Angeles County (Los Angeles County 2007:138).

Within the Goal C/OS 12 of the County of Los Angeles is the protection of cultural heritage resources goal. There are four key policies. Policy C/OS 12.1 supports an inter-jurisdictional collaborative system that protects and enhances the County's cultural heritage resources. Policy C/OS 12.2 supports initiatives that improve the effectiveness of the Los Angeles County Landmarks Commission and the preservation of historic buildings. Policy C/OS 12.3 ensures proper notification procedures to Native American tribes in accordance with Senate Bill 18 (2004). Policy C/OS 12.4 promotes public awareness of the County's cultural heritage resources (Los Angeles County 2007:140).

4.4.4 Specific Plans

There are no Specific Plans within the study area that address cultural or historic resources.

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5.0 METHODOLOGY

The following sections discuss in detail the personnel, agency consultation, research methodology, field methodology, identification methodology, and sensitivity assessment methodology employed for this supplemental archaeological report.

5.1 Personnel

All cultural resources work for this supplemental survey has been conducted by personnel who meet the Secretary of the Interior’s professional qualifications for archaeologists (National Park Service 1983).

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

Molly Valasik and Amy Glover performed the records search and field survey. Valasik prepared all maps and contributed to portions of the report, including the records search, field methods, field findings, and consultation with Native American representatives. Glover contributed the records search portion of the report. Valasik is a RPA with a master’s degree in Anthropology from Kent State and more than eight years of experience in archaeology, including over three in California. Glover has a bachelor’s degree in Anthropology from the University of California at Riverside and over five years of experience in southern California archaeology.

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

5.2 California Office of Historic Preservation

The Office of Historic Preservation (OHP) is the governmental agency primarily responsible for the statewide administration of the historic preservation program in California. The chief administrative officer for the OHP is the State Historic Preservation Officer (SHPO). The SHPO is also the executive secretary of the State Historical Resources Commission (SHRC). The mission of the OHP and the SHRC, in partnership with the people of California and governmental agencies, is to preserve and enhance California’s irreplaceable historic heritage as a matter of public interest so that its vital legacy of cultural, educational, recreational, aesthetic, economic, social, and environmental benefits will be maintained and enriched for present and future generations (OHP 2011).

Coordination with the OHP was undertaken throughout the cultural resources analysis. A letter was submitted to OHP in June 2009 on behalf of FTA/Metro to initiate identification of historic properties for the Alternatives analysis. Additional efforts followed in 2009, 2010, and 2011. Coordination included guidance on establishment of the Archaeological APE, cultural resource identification methods, the effect the project may have on cultural resources, and mitigation measures to avoid or reduce project effects to cultural resources. A letter concurring with the APE was received from the SHPO on September 27, 2010.

In compliance with the Section 106 process (36 CFR Part 800), the FTA provided the SHPO with the APE for the refined LPA alignment, determination of eligibility, determination of effects and related

information by letter dated September 16, 2011. The FTA also recommended a Memorandum of Agreement (MOA) be prepared to resolve the adverse effects by the LPA on one built historic property.

5.3 By letters dated November 1, 2011, and December 8, 2011, the SHPO concurred with the historic property determinations and determination of effect made by the FTA. A MOA between the FTA and the SHPO specific to the refined LPA alignment was executed in 2012, with Metro as an invited signatory.

5.3 Records Search

A records search for this supplemental archaeological resources survey was conducted on April 21 and 28, 2011, in support of the Final EIS/EIR for the LPA. This additional records search supplemented the previous cultural resources record searches accomplished on May 14, 2008, and August, 20, 2009, in support of the Draft EIS/EIR and presented in the Final Cultural Resources Technical Report of August 2010 (URS 2010).

This supplemental archaeological resources records search covered the areas within the Archaeological APE for the LPA that were not contained within the quarter-mile radii of the searches conducted in 2008 and 2009. Archaeologists Amy Glover and Molly Valasik accomplished the supplemental records search.

The record searches were conducted at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) located at California State University, Fullerton (CSUF), and included a review of available documents, historic maps, prior reports, and cultural resource records within the APE and within a quarter-mile radius of the APE centerline (creating a half-mile corridor). The searches at the SCCIC included a review of the following sources of information:

- California Inventory of Historical Resources
- Historic Property Data File
- California Register of Historical Resources
- National Register of Historic Places
- California State Historical Landmarks
- California Points of Historical Interest
- Caltrans State and Local Bridge Inventory

A search of additional archival sources by Molly Valasik included a review of historic aerials. The aerial images were reviewed to ascertain the approximate year of former development of a series of now-vacant lots within the Archaeological APE for the LPA. Relevant archival research (e.g., Sanborn Fire Insurance maps, assessor parcel numbers) completed for the companion study for the Architectural APE (Cogstone 2012; URS 2010) were also consulted, as relevant to this study.



5.4 Native American Heritage Commission

A Sacred Lands File search with the California Native American Heritage Commission (NAHC) was undertaken for knowledge of sacred sites or cultural resources that may be affected by the LPA. An initial request in support of the alternatives in the Draft EIS/EIR was made on May 28, 2009, and the NAHC responded on June 3, 2009. That response did indicate the presence of Native American cultural resources within one-half mile of the APE for the proposed alignments (see URS 2010: Appendix A).

By subsequent letter dated September 8, 2010, in response to the Draft EIS/EIR for the Westside Subway Extension Project, however, the NAHC informed Metro that “**Native American Cultural Resources were not identified** within one-half mile radius of the ‘area of potential effect (APE).’” Accordingly, this corrected information was incorporated in Section 4.14 of the Final EIS/EIR (Metro 2011), acknowledged in the Response to Comments on the Draft EIS/EIR, and is the foundation for identification of effects to known Native American traditional cultural resources within the APE for the LPA.

With each response letter in 2009 and 2010, the NAHC provided a list of tribes, groups or individuals who may have knowledge of traditional cultural resources within or near the APE. Letters requesting information regarding the presence of sacred sites or cultural resources within the project vicinity were sent to each individual on the NAHC contact lists. If no response to the letters was received, follow-up telephone calls were made to each individual on the contact lists.

The California Native American tribes contacted included the Ti’At Society, Gabrielino Tongva Indians of California Tribal Council, Gabrielino Tongva Nation, Gabrielino/Tongva San Gabriel Band of Mission Indians, Gabrielino-Tongva Tribe, Shoshoneon Gabrieleno Band of Mission Indians, and Tongva Ancestral Territorial Tribal Nation. None of these groups meet the definition of Indian tribe pursuant to 36 CFR Part 800.16(m).

By letter dated February 22, 2011, Molly Valasik contacted each of the Native American individuals provided with the NAHC letter dated September 8, 2010, who were not on the list accompanying the NAHC letter dated June 3, 2009, and who had not been previously contacted for the Westside Subway Extension project. The individuals contacted in 2011 include Linda Candelaria, Chairwoman of the Gabrieleno-Tongva Tribe, and Andy Salas, Chairperson of the Shoshonean Gabrieleno Band of Mission Indians. Follow-up emails to both individuals were sent on March 17, 2011, and again on March 25, 2011. No responses have been received from these two Native American contacts.

The NAHC letter addressed to Metro and dated September 8, 2010, and all correspondence with tribal contacts made in 2011 is provided, along with a tracking log, as Appendix A to this report.

As documented by the prior Cultural Resources Technical Report in the support of the Draft EIS/EIR (URS 2010: Appendix A), eight tribal or individual contacts provided with the NAHC’s June 3, 2009, letter had been previously consulted. These included Ron Andrade, Los Angeles City/County Native American Indian Commission; Cindi Alvitre, Ti’At Society; John Tommy Rosas, Tongva Ancestral Territorial Tribal Nation; Anthony Morales, Gabrielino/Tongva San Gabriel Band of Mission Indians; Sam Dunlap, Gabrielino Tongva Nation; Robert Dorame, Gabrielino Tongva Indians of California Tribal Council; and Felicia Sheerman and Bernie Acuna of the Gabrielino-Tongva Tribe.

Responses by three of the eight Native American contacts were discussed in the body of the prior Cultural Resources Technical Report (URS 2010:4-9), and are provided below for reference.

Between July 27, 2009 and August 4, 2009, John Tommy Rosas wrote several emails asking procedural questions, objecting to the project and what was termed as its defective process, objecting to alleged violations to their indigenous rights, and objecting to the growth inducing negative impacts under CEQA. He objected to the claimed land titles by project (owners) because it is native land and thus the land claims are illegal. He wanted to see construction drawings of excavations when they become available.

Anthony Morales telephoned on July 30, 2009, to discuss preserving archaeological resources as part of the project, the importance of having a Native monitor onsite during excavations, and that areas near the La Brea Tar Pits and Century City are culturally sensitive because of previously identified village sites in those areas. Mr. Morales was also interested in how he could stay involved, and that he had previous negative experiences with Metro.

Ron Andrade telephoned on July 31, 2009, to relay that he had no concerns regarding cultural resources or Native American sacred sites within the project area. Mr. Andrade also said that he usually defers to the Gabrielino Tribe and that he would coordinate with Mr. Morales to see if there were any concerns.

5.5 Survey Methods

Molly Valasik and Amy Glover conducted an intensive-level pedestrian survey of portions of the Archaeological APE for the LPA on June 5, 2011 (Figure 5-1 through Figure 5-3 at 1:24,000 scale). The supplemental survey covered those portions of the refined APE that were not previously surveyed for archaeological resources in 2009 and 2010 in support of the Draft EIS/EIR, including vacant lots that were previously inaccessible (URS 2010). The archaeologists also examined the sidewalks within the supplemental survey area for stamp dates older than 45 years, and relocated a series of sidewalk stamps within the current refined APE that had been previously noted during the prior survey and provided on a series of figures in the prior report (URS 2010: Figures 4-4 through 4-14). The records search at the SCCIC indicated no archaeological sites or isolates had been previously recorded within the areas covered by the supplemental survey.

Located in an urban setting, the majority of the APE is developed, precluding observation of the ground surface. Within the undeveloped areas comprising approximately 20 percent of the APE, the archaeologists walked in parallel transects, spaced at approximately 15-meter intervals, while closely inspecting the ground surface. All undeveloped ground surface and exposed surface soils were examined for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, or fire-affected rock), soil discoloration that might indicate the presence of a cultural midden, soil depressions and features indicative of the former presence of structures or buildings (e.g., postholes, foundations), or historic-era debris (e.g., metal, glass, ceramics). Ground disturbances (e.g., rodent burrows, road cuts, etc.) were visually inspected.

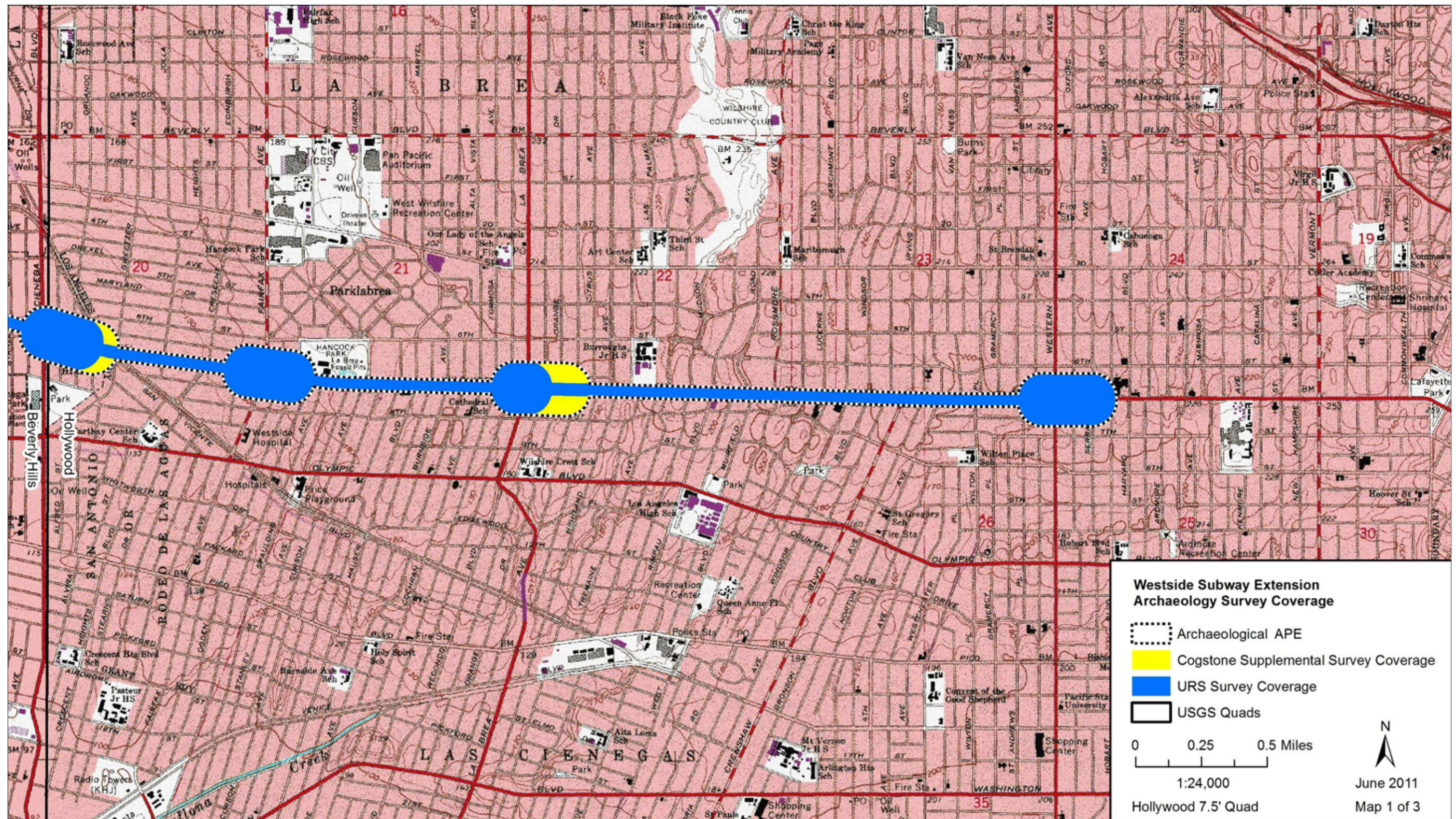
The vacant lots within the current refined APE for the LPA were initially identified by a windshield survey of the LPA alignment, including stations, staging and laydown areas. Molly Valasik also examined current aerial photographs dating to 2011 for evidence of vacant parcels. In addition, the notations on the figures in the prior technical report were taken into consideration (URS 2010: Figures 4-4 through 4-14). With the exception of one of the five vacant lots identified by these



methods, each of the vacant lots was then intensively surveyed on foot. The fifth vacant lot was not surveyed because it is completely covered with asphalt paving

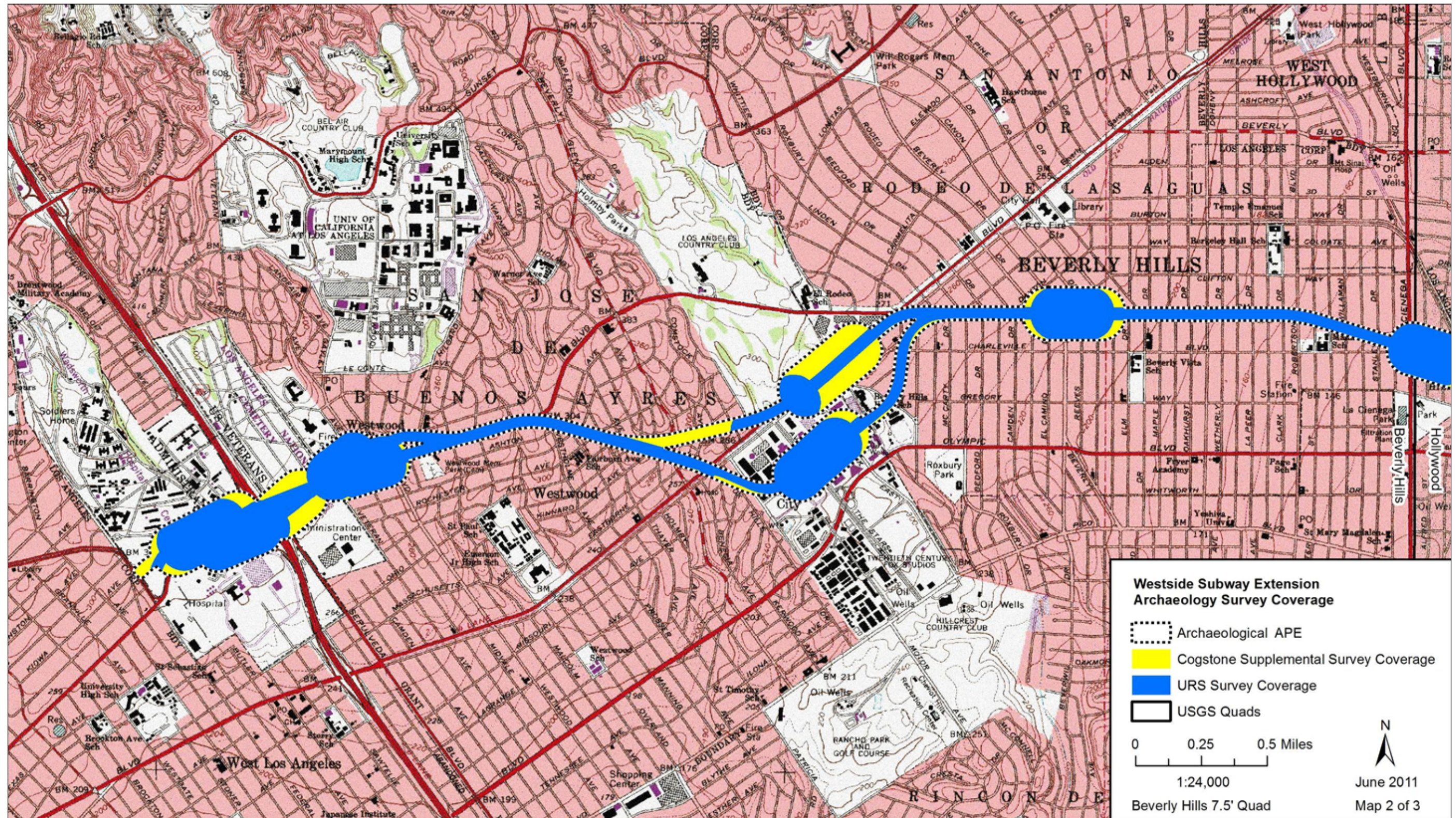
Following the methods employed for the prior inventory (URS 2010:4-53), the structural built dates on sidewalk stamps were noted and used to estimate the level of subsurface disturbance and the potential for buried archaeological deposits within the refined APE for the LPA. Sidewalk stamps noted previously were relocated within the current refined APE using the text for Alternative 2 and the figures in the technical report (URS 2010:4-64, Figures 4-4 through 4-14). The archaeologists also examined the sidewalks located within the supplemental survey area for evidence of additional stamp dates older than 45 years.

Photographs of the study area, including ground surface visibility, were taken with a digital camera. Location data was recorded with a handheld Trimble GeoXH GPS unit.



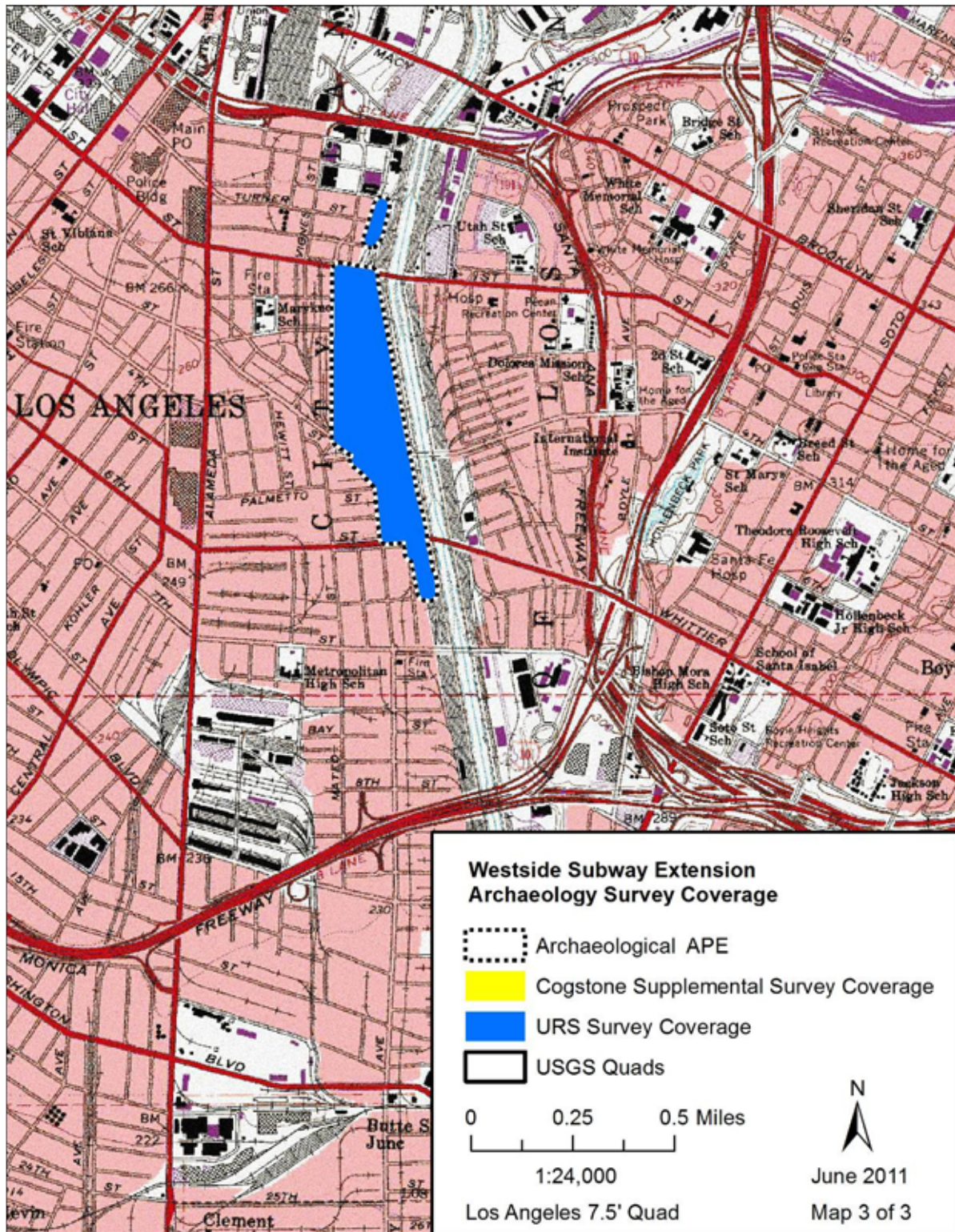
March 2012

Figure 5-1: Survey Coverage Map—East (Map 1 of 3)



March 2012

Figure 5-2: Survey Coverage Map–West (Map 2 of 3)



March 2012

Figure 5-3: Survey Coverage Map—Division 20 Facility (Map 3 of 3)

5.6 Archaeological Sensitivity and Potential for Buried Resources

5.6.1 Locally Preferred Alternative (LPA)

A predictive model feasibility study of the potential for the presence of undocumented prehistoric and historic-era resources was developed in 2009 for the Alternatives analysis and presented in the prior report (URS 2010:4-19–4-21, Appendix C). For predicting the potential for historic-era resources, the build date of the buildings located on each parcel along the Alternatives alignments was entered into a geographical information system (GIS) database and then organized the density data into five classes of relative potential ranging from low to high. A similar predictive model for prehistoric resources was not generated in 2009 because of insufficient data, mainly due to a lack of documented prehistoric archaeological sites and early urbanization of the study area prohibiting reconstruction of former ecotone boundaries and the local stream network.

Although the strength of the resultant predictive model cannot be statistically quantified, it is considered a useful tool and is used below to assess the sensitivity along the refined LPA alignment of the potential for discovery of subsurface historic-era archaeological materials, features or deposits.

In addition to the GIS-based model, the development during the American period of the cities, commercial corridors, and medical and educational campuses along the LPA, plus the structural built dates on sidewalk stamps are used to estimate the level of subsurface disturbance and the potential for buried archaeological deposits within the LPA APE. This latter method was also employed in the prior report for the Alternatives analysis (URS 2010:4.4.1.2, Figures 4-4 through 4-12).

5.6.2 Other Components of the LPA

Since it was based on the build date of buildings, the GIS-based predictive model developed in 2009 for the Alternatives analysis does not encompass the Division 20 maintenance yard (URS 2010:Appendix C). This large industrial facility has railroad tracks and railroad-use and maintenance related structures, but few buildings, some of which are modern.

Methods used here for an assessment of the sensitivity for the discovery of historic-era archaeological sites during ground disturbance for planned improvements in the yard include the presence of known archaeological resources and the local history during the American period. The yard is adjacent to the Los Angeles River at the former eastern extent of the Little Tokyo Historic District, it is the location of a railroad station in operation before its replacement in 1893 by the La Grande Railroad Station, and it is crossed by three bridge viaducts built between 1929 and 1932.



6.0 AFFECTED ENVIRONMENT

6.1 Natural and Cultural Setting

The natural and cultural setting is briefly summarized below for this supplemental report. The context is presented in full in the prior Cultural Resources Technical Report (URS 2010:4-10-4-18) prepared in support of the Draft EIS/EIR.

The project area is situated on a broad, flat plain within the Los Angeles Basin between the Peninsular and Transverse ranges. Prehistoric occupation in Los Angeles County is generally divided into four temporal periods subsequent to approximately 12,000 years ago: Paleoindian, Milling Stone, Intermediate, and Late Prehistoric. At the time of historic contact, the study area was occupied by the Tongva/Gabrieleno, one of the most distinctive tribes in all of California (Bean and Smith 1978).

The earliest explorations in this region by non-natives occurred in the mid-16th century during the Spanish Colonial period. The San Gabriel de Arcángel mission was established by the Spaniards and two Franciscan friars in 1771; the Los Angeles pueblo was founded ten years later. Mexico controlled California between 1821 and 1848, awarding lands grants in the state's interior and opening up the region to American trappers. In 1850, two years after Mexico relinquished California to the United States, California became a state, Los Angeles was created as a county, and Los Angeles was incorporated as a city.

6.2 Summary of Archaeological Resources

This section includes information on archaeological resources based on the records searches, field survey results, and other information.

The companion Historic Properties Supplemental Survey Report (Cogstone 2012), also prepared in support of the Final EIS/EIR, discusses the built environment resources within the Architectural APE for the LPA.

6.2.1 Previously Conducted Cultural Resources Investigations

The SCCIC records search identified 128 previously conducted cultural resources investigations within a quarter-mile search radius of the APE (Table 6-1). Forty-nine (49) of these investigations are within or immediately adjacent to the APE.

Table 6-1: Prior Cultural Resources Studies within 0.25-Mile of APE

Citation	Survey Year	Survey Number	Quadrangle(s) (7.5 Minute)	Survey Within APE or ¼-mile radius?
Ultra Systems. Report Missing. A one acre survey with no sites recorded.	1979	LAN-0563	Beverly Hills	APE
Padon, Beth. An Archaeological Assessment of Lots 1 and 32 on the UCLA Campus, Los Angeles County, CA. On file at SCCIC.	1982	LAN-1139	Beverly Hills	APE
Padon, Beth. An Archaeological Assessment of a Portion of the Long Range Development Plan 1982-83 of the UCLA Campus, Los Angeles County, CA. On file at SCCIC.	1982	LAN-1161	Beverly Hills	¼-mile
Wessel Richard. Letter Report: Survey of Tract 34961, 2.239 acres at 602 Masselin Avenue, Wilshire. On file at SCCIC.	1984	LAN-1330	Hollywood	¼-mile
Westec Services, Inc. Technical Report Archaeological Resources Los Angeles Rail Rapid Transit Project “Metro Rail”. On file at SCCIC.	1983	LAN-1578	Hollywood	APE
Michael Brandman Associates. Park La Brea EIR No. 88-347-2C (GPA) State Clearinghouse No. 88080307. On file at SCCIC.	1989	LAN-1932	Hollywood	¼-mile
Bissell, Ronald. Cultural Resources Literature Review of Metro Rail Red Line Western Extension Alternatives, Los Angeles, Los Angeles County, CA. On file at SCCIC.	1989	LAN-1968	Beverly Hills	¼-mile
Greenwood, Roberta. Technical Report—Archaeology for the Fox Studios Environmental Impact Report. On file at SCCIC.	1990	LAN-2200	Beverly Hills	¼-mile
Salls, Roy. The La Brea Cogged Stone. On file at SCCIC.	1978	LAN-2331	Hollywood	¼-mile
Salls, Roy. The La Brea Atlatl Foreshafts: Inferences for the Millingstone Horizon. On file at SCCIC.	1986	LAN-2360	Hollywood	¼-mile
Wlodarski, Robert J. Results of a Record Search Phase Conducted for the Proposed Alameda Corridor Project, Los Angeles County, California. On file at SCCIC.	1992	LAN-2577	Los Angeles	¼-mile
Wlodarski, Robert J. The Results of a Phase I Archaeological Study for the Proposed Alameda Transportation Corridor Project, Los Angeles County, California. On file at SCCIC.	1992	LAN-2644	Los Angeles	¼-mile
Farnsworth, Laurie, et. al. The Shinen’Kan Site: Excavations at the Historic Hancock Ranch House. On file at SCCIC.	1992	LAN-2737	Hollywood	¼-mile
Michael Brandman Associates. Park La Brea Supplemental Draft EIR No. 88-347-ZC (GPA) (SUB) (CUB) State Clearinghouse No. 88080307. On file at SCCIC.	1991	LAN-2881	Hollywood	APE
Anonymous. Draft Stage I Environmental Site Assessment Eastside Extension (from Whittier Boulevard and Atlantic Boulevard Intersection to Union Station Area) Metro Red Line Los Angeles, California. On file at SCCIC.	1993	LAN-2966	Los Angeles	APE
Greenwood, Roberta S. Cultural Resources Impact Mitigation Program Angeles Metro Red Line Segment 1. On file at SCCIC.	1993	LAN-3103	Los Angeles	APE
Wlodarski, Robert J. Addendum Report: Results of a Phase I Archaeological Study of the Proposed Construction of the Whittier Boulevard Shaft Site East Central Interceptor Sewer Project, East-West Alignment, Los Angeles County. On file at SCCIC.	1995	LA-3115	Los Angeles	¼-mile
Demcak, Carol. Report of Archaeological Survey for L.S. Cellular Site #775, 4401 Wilshire Boulevard, Los Angeles, Los Angeles County, CA. On file at SCCIC.	1996	LAN-3438	Hollywood	¼-mile

Table 6-1: Prior Cultural Resources Studies within 0.25-Mile of APE (continued)

Citation	Survey Year	Survey Number	Quadrangle(s) (7.5 Minute)	Survey Within APE or ¼-mile radius?
Gipsman, Jacob. Special Study/Analysis: Epic Discoveries I made at La Brea. On file at SCCIC.	1973	LAN-3465	Hollywood	¼-mile
Frost, David. Special Study/Analysis: A Delineation of My Experiences at Rancho La Brea. On file at SCCIC.	1973	LAN-3466	Hollywood	¼-mile
Gordon, Marlene. Special Study/Analysis: Epic Discoveries I made at La Brea. On file at SCCIC.	1973	LAN-3467	Hollywood	¼-mile
Gilden, Eugene. Special Study/Analysis: The Rancho La Brea Project. On file at SCCIC.	1973	LAN-3468	Hollywood	¼-mile
Turner, Robin and Mark Selverston. Monitoring of Median Improvements, Wilshire Boulevard from Fairfax Avenue to La Brea Avenue. On file at SCCIC.	1996	LAN-3471	Hollywood	APE
Anonymous. Draft Environmental Impact Report: Metro Rail Transit Corridor Specific Plan, Park Mile Specific Plan Amendments. On file at SCCIC.	1985	LAN-3496	Hollywood	APE
Dillon, Brian. Archaeological Record Search and Impact Evaluation for the Los Angeles Wastewater Program Management (NOS-NCOS) Project, Los Angeles, CA. On file at SCCIC.	1990	LAN-3501	Hollywood	APE
Westec Services, Inc. Technical Report: Archaeological Resources Los Angeles Rail Rapid Transit Project “Metro Rail”. On file at SCCIC.	1983	LAN-3510	Hollywood	APE
Buckman, Bonnie. The Los Angeles Basin and Vicinity: A Gazetteer and Compilation of Archaeological Site Information. On file at SCCIC.	1974	LAN-3583	Hollywood	¼-mile
ENSR. Negative Phase I Archaeological Survey of 1.2 Acre at 1401 Sepulveda Boulevard, Westwood, Los Angeles County, California. On file at SCCIC.	1997	LAN-3599	Beverly Hills	¼-mile
Anonymous. Request for Determination of Eligibility for Inclusion in the National Register of Historic Places for Beverly Gardens. On file at SCCIC.	N/A	LAN-3678	Beverly Hills	¼-mile
Anonymous. Request for Determination of Eligibility for Inclusion in the National Register of Historic Places for Beverly Gardens. On file at SCCIC.	N/A	LAN-3679	Beverly Hills	¼-mile
Anonymous. Request for Determination of Eligibility for Inclusion in the National Register of Historic Places for Beverly Gardens. On file at SCCIC.	N/A	LAN-3680	Beverly Hills	¼-mile
City of Los Angeles. Historic Property Survey: 6th Street Between Gramercy Place and Bronson Avenue. On file at SCCIC.	1977	LAN-3730	Hollywood	¼-mile
City of Los Angeles. Historic Property Survey: Carrillo Drive and Crescent Heights Boulevard—Commodore Slat Drive to First Alley South of Olympic Boulevard. On file at SCCIC.	1977	LAN-3760	Hollywood	¼-mile
Webb, Lois, et. al. Historic Property Survey: 07 LA 02 P.M. 3.65/9.57 Route 405 to Fairfax Avenue, Los Angeles County, CA. On file at SCCIC.	1983	LAN-3765	Hollywood	APE
Anonymous. An Archival Study of a Segment of the Proposed Pacific Pipeline, City of Los Angeles, California. On file at SCCIC.	1992	LAN-3813	Los Angeles	APE
Foster, John M. and Roberta S. Greenwood. Archaeological Investigations at Maintenance of Way Facility, South Santa Fe Avenue (CA-LAN-2563H). On file at SCCIC.	1998	LAN-3923	Los Angeles	APE
Greenwood, Roberta S. and Portia Lee. Transportation-Related Resources on South Santa Fe Avenue, Los Angeles. On file at SCCIC.	1998	LAN-4047	Los Angeles	APE

Table 6-1: Prior Cultural Resources Studies within 0.25-Mile of APE (continued)

Citation	Survey Year	Survey Number	Quadrangle(s) (7.5 Minute)	Survey Within APE or ¼-mile radius?
McKenna, Jeanette and Richard Shepard. Historic Documentation: The University of California, Los Angeles, Academic Health Center Westwood Campus Facility Reconstruction Project, Los Angeles County, CA. On file at SCCIC.	1997	LAN-4095	Beverly Hills	¼-mile
Lee, Portia. Seismic Retrofit of First Street Bridge Over the Los Angeles River. On file at SCCIC.	ND	LAN-4217	Los Angeles	¼-mile
ENVICOM CORPORATION. Historical Property Survey Report West Los Angeles Veloway Project. On file at SCCIC.	1989	LAN-4239	Beverly Hills	APE
Rockey, David. The Miracle Mile of Wilshire Boulevard. On file at SCCIC.	1999	LAN-4518	Hollywood	APE
Duke, Curt. Cultural Resource Assessment for Pacific Bell Mobile Services Facility LA 652-04, in the County of Los Angeles, California. On file at SCCIC.	1999	LAN-4557	Hollywood	¼-mile
Duke, Curt. Cultural Resource Assessment for Pacific Bell Mobile Services Facility LA 572-09, in the County of Los Angeles, CA. On file at SCCIC.	1999	LAN-4571	Beverly Hills	APE
Duke, Curt. Cultural Resource Assessment for Pacific Bell Mobile Services Facility LA 577-02, County of Los Angeles, California. On file at SCCIC.	1999	LAN-4603	Hollywood	¼-mile
Starzak, Richard. Historic Property Survey Report for the Proposed Alameda Corridor from the Ports of Long Beach and Los Angeles to Downtown Los Angeles in Los Angeles County, California. On file at SCCIC.	1994	LAN-4625	Los Angeles	¼-mile
Ashkar, Shahira. Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Anaheim, Los Angeles and Orange Counties. On file at SCCIC.	1999	LAN-4834	Hollywood, Los Angeles	¼-mile
Duke, Curt. Cultural Resource Assessment for Pacific Bell Mobile Services Facility LA 576-04, County of Los Angeles, CA. On file at SCCIC.	1999	LAN-5011	Beverly Hills	¼-mile
Gray, Deborah. Cultural Resource Assessment for ATT&T Wireless Services Facility Number C310.2, County of Los Angeles, CA. On file at SCCIC.	1999	LAN-5013	Beverly Hills	APE
Iverson, Gary. Negative Archaeological Survey Report: High Occupancy Vehicle Lane in the southbound center median area of Route 405 from Route 10/405 Interchange to Waterford Avenue. On file at SCCIC.	1999	LAN-5016	Beverly Hills	APE
Duke, Curt. Cultural Resource Assessment for AT&T Wireless Services Facility Number R329.2, County of Los Angeles, CA. On file at SCCIC.	2000	LAN-5032	Beverly Hills	¼-mile
Duke, Curt. Cultural Resource Assessment for ATT&T Wireless Services Facility Number R352.1, County of Los Angeles, CA. On file at SCCIC.	2000	LAN-5034	Beverly Hills	¼-mile
Lapin, Philippe. Cultural Resource Assessment for ATT&T Wireless Services Facility Number R351, County of Los Angeles, CA. On file at SCCIC.	2000	LAN-5039	Beverly Hills	APE
Duke, Curt. Cultural Resource Assessment for AT&T Wireless Services Facility Number R307.1, County of Los Angeles, CA. On file at SCCIC.	2000	LAN-5072	Hollywood	APE
Duke, Curt. Cultural Resource Assessment for Pacific Bell Mobile Services Facility LA 241-01, County of Los Angeles, CA. On file at SCCIC.	1999	LAN-5087	Hollywood	¼-mile

Table 6-1: Prior Cultural Resources Studies within 0.25-Mile of APE (continued)

Citation	Survey Year	Survey Number	Quadrangle(s) (7.5 Minute)	Survey Within APE or ¼-mile radius?
Holson, John. Archaeological Survey and Record Search for WorldCom 1901 Avenue of the Stars, Century City Loop Project. On file at SCCIC.	2001	LAN-5189	Beverly Hills	APE
Duke, Curt. Cultural Resource Assessment for Pacific Bell Mobile Services Facility LA 010-02, County of Los Angeles, CA. On file at SCCIC.	2000	LAN-5326	Hollywood	¼-mile
Duke, Curt. Cultural Resource Assessment for the ATT&T Wireless Services Facility Number R137.1, County of Los Angeles, CA. On file at SCCIC.	2000	LAN-5333	Hollywood	APE
Lapin, Philippe. Cultural Resource Assessment for Pacific Bell Wireless Facility SM 919-01, County of Los Angeles, CA. On file at SCCIC.	2000	LAN-5336	Hollywood	¼-mile
Duke, Curt. Cultural Resource Assessment for Cingular Wireless Facility No. SM 235-02, Los Angeles County, CA. On file at SCCIC.	2002	LAN-6124	Beverly Hills	¼-mile
Duke, Curt. Revised Cultural Resource Assessment, Cingular Wireless Facility No. SM 152-01, Los Angeles County, California. On file at SCCIC.	2002	LA-6133	Beverly Hills	APE
Earthtouch. Nextel Communication Kingsley (CA-7841), 3727 West Sixth Street, Los Angeles, CA. On file at SCCIC.	N/A	LAN-6431	Hollywood	¼-mile
McKenna, Jeanette. Los Angeles New Primary Center No. 1—Archaeological Records Check Summary. On file at SCCIC.	2002	LAN-6441	Hollywood	APE
Greenwood, Roberta and Peter Messick. Archaeological Monitor Report: Three Parcels at Park La Brea, Los Angeles, CA. On file at SCCIC.	2002	LAN-6444	Hollywood	¼-mile
Mason, Roger. Proposed Verizon Wireless Facility Mid-Wilshire (99900155) in the City and County of Los Angeles, CA. On file at SCCIC.	2001	LAN-6445	Hollywood	¼-mile
Duke, Curt. Cultural Resource Assessment for Cingular Wireless Facility No. SM 130-01, Los Angeles County, CA. On file at SCCIC.	2002	LAN-6452	Hollywood	APE
Duke, Curt and Judith Marvin. Cultural Resource Assessment for Cingular Wireless Facility No. SM 200-02, Los Angeles County, CA. On file at SCCIC.	2002	LAN-6455	Hollywood	¼-mile
Duke, Curt and Judith Marvin. Cultural Resource Assessment, Cingular Wireless Facility No. SM 196-03, Los Angeles County, California. On file at SCCIC.	200	LAN-6456	Hollywood	¼-mile
Duke, Curt. Cultural Resource Assessment for Pacific Bell Mobile Services Facility LA 578-11, County of Los Angeles, CA. On file at SCCIC.	1999	LAN-6462	Hollywood	¼-mile
Duke, Curt. Cultural Resource Assessment for Cingular Wireless Facility No. SM 053-01, Los Angeles County, CA. On file at SCCIC.	2001	LAN-6485	Beverly Hills	¼-mile
Wallock, Nicole. Cultural Resource Assessment, Cingular Wireless Facility No. SM 053-02, Los Angeles County, California. On file at SCCIC.	2001	LAN-6487	Beverly Hills	¼-mile
Sriro, Adam. Negative Archaeological Survey Report for Addition of a High Occupancy Vehicle (HOV) lane to the northbound Route 405 from 0.5 km south of I-10 to Ventura Boulevard, Los Angeles County, CA. On file at EIC.	2001	LAN-6491	Beverly Hills	APE
Duke, Curt. Cultural Resource Assessment for Cingular Wireless Facility No. SM 039-01, Los Angeles County, CA. On file at SCCIC.	2001	LAN-6501	Beverly Hills	APE

Table 6-1: Prior Cultural Resources Studies within 0.25-Mile of APE (continued)

Citation	Survey Year	Survey Number	Quadrangle(s) (7.5 Minute)	Survey Within APE or ¼-mile radius?
Bolin, David. Records Search for Site ID Number: R294—Doheny/Wilshire, Geo Trans Project Number L260-000, 911 Wilshire Blvd., Beverly Hills, Los Angeles County, CA. On file at SCCIC.	2001	LAN-6518	Beverly Hills	¼-mile
Billat, Lorna. Nextel Communication Proposed Wireless Telecommunications Service Facilities—Southern California. On file at SCCIC.	2001	LAN-6520	Beverly Hills	APE
Cox, Brian. Nextel Communications CA-6590A / Westholme, 10850 Wilshire Blvd., Los Angeles, CA. On file at SCCIC.	2001	LAN-6525	Beverly Hills	¼-mile
Greenwood, Roberta S. Cultural Resources Monitoring: Northeast Interceptor Sewer Project. On file at SCCIC.	2003	LAN-6837	Los Angeles	¼-mile
Budinger, Fred E., Jr. Phase I Archaeological Survey, Former Aliso Street MGP Site, Los Angeles, California. On file at SCCIC.	2003	LAN-6840	Los Angeles	¼-mile
Harper, Caprice. Cultural Resource Assessment for Cingular Wireless Facility No. SM 123-04, Los Angeles County, CA. On file at SCCIC.	2003	LAN-6883	Beverly Hills	¼-mile
Michalsky, Jay and Caprice Harper. Cultural Resource Assessment for Cingular Wireless Facility No. LA 396-91, Los Angeles County, CA. On file at SCCIC.	2004	LAN-7122	Beverly Hills	APE
WSA. Report on Cultural Resources Mitigation and Monitoring Activities; Fluor/ Level (3) Los Angeles Local Loops. On file at SCCIC.	2001	LAN-7178	Hollywood	APE
Bonner, Wayne. Records Search Results and Site Visit for Sprint Telecommunications Facility Candidate LA60X429C (Wilshire) 3921 Wilshire Boulevard, Los Angeles, Los Angeles County, CA. On file at SCCIC.	2004	LAN-7339	Hollywood	¼-mile
McKenna, Jeanette A. Historic Cultural Resources Study: The Los Angeles Unified School District Central Region Elementary School No. 14, Located in the Echo Park Area of the City of Los Angeles, Los Angeles County, California. On file at SCCIC.	2005	LAN-7387	Hollywood	APE
Hale, Alice E. Inspection of Auger Bore Samples for the Coyote Pass Geotechnical Project. On file at SCCIC.	2004	LAN-7555	Los Angeles	¼-mile
Bonner, Wayne H. Cultural Resources Records Search Results and Site Visit for Cingular Wireless Candidate EI-0092-02 (SBC Switch La Brea), 654 South La Brea Boulevard, Los Angeles, Los Angeles County, California. On file at SCCIC.	2006	LAN-7736	Hollywood	APE
Bonner, Wayne. Cultural Records Search Results and Site Visit for T-Mobile Facility Candidate LA03295B (Jamison Properties, Inc.), 4201 Wilshire Boulevard, Los Angeles, Los Angeles County, CA. On file at SCCIC.	2006	LAN-7753	Hollywood	APE
Bonner, Wayne. Direct and Indirect APE Historic Architectural Assessments for Sprint Telecommunications Facility Candidate LA60XC429C (Wilshire) 3921 Wilshire Boulevard, Los Angeles, Los Angeles County, CA. On file at SCCIC.	2004	LAN-7775	Hollywood	¼-mile
Strauss, Monica. Archaeological Resources Assessment for the Proposed Public Safety Facilities Master Plan Project, City of Los Angeles, California. On file at SCCIC.	2004	LAN-7888	Los Angeles	¼-mile

Table 6-1: Prior Cultural Resources Studies within 0.25-Mile of APE (continued)

Citation	Survey Year	Survey Number	Quadrangle(s) (7.5 Minute)	Survey Within APE or ¼-mile radius?
Wlodarski, Robert J. Records Search and Field Reconnaissance Phase for the Proposed Royal Street Communications Wireless Telecommunications Site LA 0150a (East LA/American Storage), Located at 300 South Avery Street, Los Angeles, California 90013. On file at SCCIC.	2006	LAN-7900	Los Angeles	¼-mile
Southern California Rapid Transit District. Technical Report: Cultural Resources Los Angeles rail Rapid Transit Project “Metro Rail”. On file at SCCIC.	1987	LAN-8020	Hollywood	APE
Sleepy, Robert. National Historic Preservation Act (NHPA) Section 106 Compliance for the California Department of Veterans Affairs, Proposed Veterans Homes of California—Greater Los Angeles / Ventura Counties. On file at SCCIC.	2005	LAN-8088	Beverly Hills	¼-mile
McKenna, Jeanette. Historic American Building Survey: Glendon Manor 1070 Glendon Avenue, Westwood Los Angeles, Los Angeles County, CA. On file at SCCIC.	2001	LAN-8089	Beverly Hills	¼-mile
Gust, Sherri and Heather Puckett. Los Angeles Metro Red Line Project, Segments 2 and 3 Archaeological Resources Impact Mitigation Program, Final Report of Findings. On file at SCCIC.	2004	LAN-8251	Hollywood	APE
Snyder, John W., et al. Request for Determination of Eligibility for Inclusion in the National Register of Historic Places/Historic Bridges in California: Concrete Arch, Suspension, Steel Girder and Steel Arch. On file at SCCIC.	1986	LAN-8252	Hollywood, Los Angeles	APE
Wood, Catherine. Archaeological Survey Report for the KRC Apartments Project Located at 900-906 South Crenshaw Boulevard, Los Angeles, California. On file at SCCIC.	2007	LAN-8509	Hollywood	¼-mile
Foster, John M. Archaeological Inventory: Emergency Operations Center, Fire Station, and Parking Garage. On file at SCCIC.	2005	LAN-8513	Los Angeles	¼-mile
Gregory, Carrie and Margarita Wuellner. Historical assessment and Technical Report for the Proposed Public Safety Facilities Master Plan, Los Angeles, California. On file at SCCIC.	2004	LAN-8514	Los Angeles	¼-mile
Taniguchi, Christeen. Historic Architectural Survey and Section 106 Compliance for a Proposed Wireless Telecommunications Service Facility Located on a Warehouse Building in the City of Los Angeles (Los Angeles County), California. On file at SCCIC.	2004	LAN-8518	Los Angeles	¼-mile
Chasteen, Carrie and Catherine Wood. Historic Property Survey Report: 7-LA-Sepulveda Boulevard Between Wilshire Boulevard and Mulholland Drive (6 miles) EA 07-4U2944L. On file at SCCIC.	2007	LAN-8710	Beverly Hills	APE
Bonner, Wayne H. and Sarah A. Williams. Cultural Resources Records Search Results and Site Visit for Sprint Nextel Telecommunications Facility Candidate CA8283E (Van Wyck), 601 South Santa Fe Avenue, Los Angeles, Los Angeles County, California. On file at SCCIC.	2006	LAN-8733	Los Angeles	¼-mile
Baker, Cindy and Mary Maniery. Cultural Resource Inventory and Evaluation of United States Army Reserve 63D Regional Readiness Command Facilities. On file at SCCIC.	2007	LAN-8898	Beverly Hills	¼-mile
Messick, Peter and Alice E. Hale. Archaeological Monitoring Report, Mangrove Parking Lot Project, Los Angeles, California. On file at SCCIC.	2007	LAN-8910	Los Angeles	¼-mile

Table 6-1: Prior Cultural Resources Studies within 0.25-Mile of APE (continued)

Citation	Survey Year	Survey Number	Quadrangle(s) (7.5 Minute)	Survey Within APE or ¼-mile radius?
Crawford, Kathleen. Direct APE Historic Architectural Assessment for T-Mobile Facility Candidate LA03295B (Jamison Properties, Inc.), 4201 Wilshire Boulevard, Los Angeles, Los Angeles County, CA. On file at SCCIC.	2006	LAN-9087	Hollywood	APE
Bonner, Wayne H. Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11559A (ATC Rooftop), 1100 Glendon Avenue, Los Angeles, Los Angeles County, California. On file at SCCIC.	2007	LAN-9133	Beverly Hills	¼-mile
Bonner, Wayne H. Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11560A (Wilshire Medical RT), 6221 Wilshire Boulevard, Los Angeles, Los Angeles County, California. On file at SCCIC.	2007	LAN-9226	Hollywood	¼-mile
Bonner, Wayne H. Cultural Resources Records Search and Site Visit Results for AT&T Candidate LAR022-51 (Avenue of the Stars & Olympic Boulevard), Los Angeles, Los Angeles County, California. On file at SCCIC.	2007	LAN-9253	Beverly Hills	¼-mile
Bonner, Wayne. Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11559A (ATC Rooftop) 110 Glendon Avenue, Los Angeles, Los Angeles County, CA. On file at SCCIC.	2007	LAN-9255	Beverly Hills	¼-mile
Billat, Lorna. Meyers/CA-6357A, 300 Avery Street, Los Angeles, CA. On file at SCCIC.	2004	LAN-9395	Los Angeles	¼-mile
Bonner, Wayne H. and Kathleen Crawford. Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV11718A (Palmer Building), 535 South Gramercy Place, Los Angeles, Los Angeles County, California. On file at SCCIC.	2008	LAN-9496	Hollywood	¼-mile
Bonner, Wayne H. and Kathleen Crawford. Direct APE Historic Architectural Assessment for T-Mobile USA Candidate SV11718A (Palmer Building), 535 South Gramercy Place, Los Angeles, Los Angeles County, California. On file at SCCIC.	2008	LAN-9533	Hollywood	¼-mile
Bonner, Wayne H. and Kathleen Crawford. Cultural Resources Records Search and Site Visit Results for AT&T Candidate EL0092-02@ (SBC Switch La Brea), 654 South La Brea Avenue, Los Angeles, Los Angeles County, California. On file at SCCIC.	2008	LAN-9537	Hollywood	APE
Anonymous. Final Supplemental Environmental Impact Statement/Final Subsequent Environmental Impact Report: Los Angeles Eastside Corridor. On file at SCCIC.	2001	LAN-9843	Los Angeles	¼-mile
Anonymous. Draft: Los Angeles Eastside Corridor, Revised Cultural Resources Technical Report, Final Supplemental Environmental Impact Statement/Final Subsequent Impact Report. On file at SCCIC.	2001	LAN-9844	Los Angeles	APE
Bonner, Wayne H. and Kathleen A. Crawford. Cultural Resources Records Search and Site Visit Results for Clearwire Candidate CA-LOS6718/CA6281, 4201 Wilshire Blvd., Los Angeles, Los Angeles County, CA. On file at SCCIC.	2009	LAN-10086	Hollywood	APE
Chasteen, Carrie. Finding of Effect—6 th Street Viaduct Seismic Improvement Project. On file at SCCIC.	2008	LAN-10451	Los Angeles	APE
Smith, Francesca. Historical Resources Evaluation Report—6 th Street Viaduct Seismic Improvement Project. On file at SCCIC.	2007	LAN-10452	Los Angeles	APE

Table 6-1: Prior Cultural Resources Studies within 0.25-Mile of APE (continued)

Citation	Survey Year	Survey Number	Quadrangle(s) (7.5 Minute)	Survey Within APE or ¼-mile radius?
Greenwood, Roberta S. Scott Savastio, and Peter Messick. Cultural Resources Monitoring: North Outfall Sewer—East Central Interceptor Sewer Project. On file at SCCIC.	2004	LAN-10506	Beverly Hills, Hollywood, Los Angeles	¼-mile
Anonymous. Technical Report—Historical/Architectural Resources—Los Angeles Rail Rapid Transit Project “Metro Rail”, Draft Environmental Impact Statement and Environmental Impact Report. On file at SCCIC.	1983	LAN-10507	Hollywood, Los Angeles	APE
Hatoff, Brian. Verizon Cellular Communications Tower Site—LTE Beverly Vista, 9033 Wilshire Boulevard, Beverly Hills, CA 90211. On file at SCCIC.	2010	LAN-10580	Beverly Hills	¼-mile
Hatoff, Brian. Verizon Cellular Communications Tower Site—Federal LTE, 11600 Wilshire Boulevard, Los Angeles, CA 90025. On file at SCCIC.	2010	LAN-10581	Beverly Hills	¼-mile
Dietler, Sara, Adela Amarai, and Linda Kry. Final Archaeological Assessment for the Temple Street Widening Project, City of Los Angeles, California. On file at SCCIC.	2010	LAN-10606	Los Angeles	¼-mile
Tang, Bai “Tom”. Preliminary Historical/Archaeological Resources Study, Southern California Regional Rail Authority (SCRRA) River Subdivision Positive Train Control Project, City of Los Angeles, Los Angeles County, California. On file at SCCIC.	2010	LAN-10638	Los Angeles	APE
Bonner, Wayne. Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate ELO352-01 (Wilshire Medical Center), 9033 Wilshire Boulevard, Beverly Hills, Los Angeles County, California. On file at SCCIC.	2010	LAN-10661	Beverly Hills	¼-mile
Bonner, Wayne H. Cultural Resources Records Search and Site Visit Results for Clearwire Candidate CA-LOS5987B (SBC Switch LA Brea), 666 South La Brea Avenue, Los Angeles, California. On file at SCCIC.	2010	LAN-10673	Hollywood	¼-mile
Gust, Sherri and Amy Glover. Cultural Resources Mitigation Compliance Report for the Metro Gold Line Eastside Extension, City of Los Angeles, California, for the Period 2004 to 2006. On file at SCCIC.	2009	LAN-10805	Los Angeles	¼-mile
Loftus, Shannon L. Addendum-Paleontological and Cultural Resource Compliance Monitoring Report, Los Angeles County, Metropolitan Transit Authority, Eastside Gold Line Transit Corridor Project. On file at SCCIC.	2010	LAN-10806	Los Angeles	¼-mile
Chasteen, Carrie. Sepulveda Boulevard Reversible Bike Lane and Intersection Improvement Project Between Wilshire Boulevard and Mulholland Drive (6 miles), City of Los Angeles, California. On file at SCCIC.	2007	LAN-10838	Beverly Hills	APE
Kane, Richard. Work Plan for Asbestos and Lead Paint Abatement VA B20 Chapel, Veteran’s Administration Facility, West Los Angeles, CA. On file at SCCIC.	2007	LAN-10839	Beverly Hills	APE
Chasteen, Carrie, Mark Robinson and Noelle Shaver. Historic Property Survey Report, 11000 Wilshire Blvd., Los Angeles, CA. On file at SCCIC.	2006	LAN-10841	Beverly Hills	APE

6.2.2 Previously Recorded Archaeological Resources

The SCCIC records search indicated that 17 archeological resources (15 sites and 2 isolates) have been previously recorded in West Los Angeles, Beverly Hills and Hollywood within the quarter-mile search radius but outside the Archaeological APE for the LPA (Table 6-2). Of these, the La Brea Tar Pits is the most prominent prehistoric and archaeological resource in the project vicinity. Within the quarter-mile search radius, the sites within the Los Angeles and Beverly Hills area are mainly historic refuse dumps that were discovered during trenching beneath paved streets, or circa 1900 remnants of the Los Angeles Zanja System, the city’s original water system. A filled-in open pit asphalt mine of the Civil War Period was identified in Los Angeles beneath today’s Hancock Park.

Table 6-2: Archaeological Resources Recorded within 0.25-Mile of APE

Primary No.	Trinomial	Site Description	USGS Quadrangle (7.5 Minute)	Year Recorded
P-19-000159	CA-LAN-0159	La Brea Tar Pits	Hollywood	1949
P-19-001261	CA-LAN-1261H	Historic Civil War Period filled-in open pit asphalt mine	Hollywood	1986
P-19-003169	CA-LAN-3169	Historic period abandoned railroad siding (2 segments of AT&SF RR)	Los Angeles	2003
P-19-003336	n/a	Historic trash scatter of glass, wood, brick and porcelain underneath Barrington Avenue	Beverly Hills	2000
P-19-003338	CA-LAN-3338	Late 19th/Early 20th Century historic trash dump	Los Angeles	2000
P-19-003339	CA-LAN-3339	Late 19th/Early 20th Century historic trash dump	Los Angeles	2000
P-19-003336	n/a	Historic trash scatter of glass, wood, brick and porcelain underneath Barrington Avenue	Beverly Hills	2000
P-19-003338	CA-LAN-3338	Late 19th/Early 20th Century historic trash dump	Los Angeles	2000
P-19-003339	CA-LAN-3339	Late 19th/Early 20th Century historic trash dump	Los Angeles	2000
P-19-003340	CA-LAN-3340	Late 19th/Early 20th Century historic trash dump	Los Angeles	2000
P-19-003352	CA-LAN-3352	Zanja No. 6-1 (1900) and associated historic artifacts	Los Angeles	2005
P-19-003353	CA-LAN-3353	Late 19th/Early 20th Century historic trash dump	Los Angeles	2005
P-19-003683	CA-LAN-3683	Late 19th/Early 20th Century historic trash dump	Los Angeles	2003
P-19-004112	CA-LAN-4112	Historic features associated with Zanja 6-1	Los Angeles	2008
P-19-004113	CA-LAN-4113	Historic extension of Zanja 6-1	Los Angeles	2008
P-19-004174	CA-LAN-4174	Late 19th/Early 20th Century historic trash dump	Los Angeles	2009
P-19-100882	n/a	Historic horseshoe isolate	Los Angeles	2009

The SCCIC records search indicated that five archeological resources (4 sites and 1 isolate) have been previously recorded in Los Angeles within the Archaeological APE (Table 6-3). Each of these is located within the APE at the Division 20 maintenance yard, and is associated with the American period during the late 19th/early 20th century. Included are two archaeological sites identified during field survey in 2010 (URS 2010: Appendix B).



Table 6-3: Archaeological Resources Previously Recorded within APE at Maintenance Yard

Primary No.	Trinomial	Brief Description	USGS Quadrangle	Year Recorded	Condition
P-19-002563	CA-LAN-2563	Historic refuse deposit; beneath modern facility	Los Angeles	1997	Good
P-19-002610	CA-LAN-2610	Remnant of historic cobblestone street and rail line in Little Tokyo Historic District; associated with 1893 La Grande Railroad Station; beneath modern street	Los Angeles	1997	Good
P-19-100887	n/a	Historic isolate: Japanese bowl and bottle base	Los Angeles	2009	n/a
P-19-004192	CA-LAN-4192	Historic brick and glass scatter	Los Angeles	2010	Poor
P-19-004193	CA-LAN-4193	Remnant of historic road; beneath modern street	Los Angeles	2010	Fair

The companion Historic Properties Supplemental Survey Report (Cogstone 2012) prepared in support of the LPA and the Final EIS/EIR discusses the specific portion of the Atchison Topeka & Santa Fe (AT&SF) railroad track (P-19-186804) (now UPRR) located within the Division 20 maintenance yard. That report also discusses the three bridges that cross the Division 20 yard: 1st Street Viaduct (53CO1166), 4th Street Bridge (53CO880), and 6th Street Viaduct (53CO44). Constructed in 1929, 1930 and 1932, these three local agency bridges are among the 12 significant bridges across the Los Angeles River and have been determined eligible for listing on the NRHP (Caltrans category 2).

6.2.3 Survey Findings

6.2.3.1 Locally Preferred Alternative (LPA)

No prehistoric or historic-era archaeological resources were identified during pedestrian survey within the supplemental coverage area or within the series of vacant lots within the Archaeological APE for the LPA.

Approximately 80 percent of the area in this urban setting covered by the supplemental survey is developed hardscape (e.g., roads, sidewalks, buildings, structures), which generally resulted in little ground visibility (Photograph 6-1). Outside the hardscape, landscaping and dense vegetation (e.g., manicured lawns, shrubs, trees) (also referred to as softscape) reduced ground surface visibility from fair to poor (30-0%). In open areas covered with local grasses ground visibility was generally fair (Photograph 6-2).



Photograph 6-1. VA Center hardscape north of Wilshire Boulevard and west of San Diego Freeway (view to east)



Photograph 6-2. VA Center landscape north of Wilshire Boulevard near San Vicente Boulevard (view to south)

The most extensive softscape amenable to pedestrian survey within the supplemental coverage area is located within the Veterans Administration (VA) Medical Center (now called the Greater Los Angeles Healthcare System-West Los Angeles Medical Center). The center is located in a park-like setting, and an established landscape is a distinctive feature of the historic fabric of the VA Medical Center Historic District (P-19-173043). Extensive manicured lawns with mature trees are present west of Bonsall Avenue both north and south of Wilshire Boulevard. The areas around the mature trees were examined closely for the presence of archaeological resources. Between the landscaping and hardscape, there was little visible ground disturbance within the grounds of the VA Center. (For additional information on the NRHP-eligible district, see the companion study for the Architectural APE; Cogstone 2012).

Based on review of historic aerial images, two of the five vacant lots listed in Table 6-4 that were covered by the supplemental survey (Figure 6-1 through Figure 6-7) have been vacant since at least 1948 (Vacant Lots #1 and #2). The 1948 aerial shows a building and landscaping at the now vacant parcel on the northwest corner of Wilshire Boulevard and S. Rimpau Boulevard (Vacant Lot #3). Similarly, the 1972 aerial shows a building and landscaping at the now vacant parcel on the southwest corner of Wilshire Boulevard and S. Stanley Drive (Vacant Lot #4). As recently as 1980, the aerial imagery shows two buildings and two parking lots within the three adjoining parcels on the south side of Wilshire Blvd between S. Maple Drive and S. Palm Drive (Vacant Lot #5).

Ground visibility within the four vacant lots surveyed ranged from poor to fair, averaging 30 percent visibility (Table 6-4). A dense cover of dried grasses and invasive weeds along with modern trash contributed to the average 30% ground visibility within these undeveloped parcels (Photographs 6-3, 6-4, 6-5 and 6-6). The parcel on the southwest corner of Wilshire Boulevard and S. Stanley Drive had been recently mowed, with small pieces of asphalt, and gravel near the gated entry (Vacant Lot #4).

The survey coverage within four of the vacant lots ranged from 0.28 to 0.57 acres. As noted under the methods, one of the vacant lots was not surveyed since it is completely covered with asphalt paving (Vacant Lot #5; Photograph 6-7). This vacant lot, shown on Figure 6-4 on the south side of Wilshire Blvd between S. Maple Drive and S. Palm Drive and comprising 0.94 acres, was also identified in the prior report (URS 2010: Figure 4-6).



Table 6-4: Information on Vacant Lots Surveyed within APE

Vacant Lot No.	APN No.*	Location	Acreage	Ground Visibility	History of Development
1	550-400-90-17	North side of Wilshire Blvd between S. Irving Blvd. and S. Bronson Ave.	0.5 acres	Poor to fair (0-30%)	No evidence of development between 1948 to present based on historic aerials.
2	550-500-70-17	Northeast corner of Wilshire Blvd. and S. Rimpau Blvd.	0.57 acres	Poor to fair (0-30%)	No evidence of development between 1948 to present based on historic aerials.
3	550-500-60-02	Northwest corner of Wilshire Blvd. and S. Rimpau Blvd.	0.34 acres	Poor to fair (0-30%)	1948 aerial shows building and landscaping.
4	433-301-80-33	Southwest corner of Wilshire Blvd. and S. Stanley Dr.	0.28 acres	Poor to fair (0-30%)	1972 aerial shows building and landscaping.
5	433-101-80-23, 433-101-80-24, 433-101-80-25	Entire block on the south side of Wilshire Blvd. between S. Maple Dr. and S. Palm Dr.	0.94 acres	None (0%); completely covered with recent asphalt paving	1980 aerial shows 2 parking lots and 2 buildings.

* Assessor parcel number.

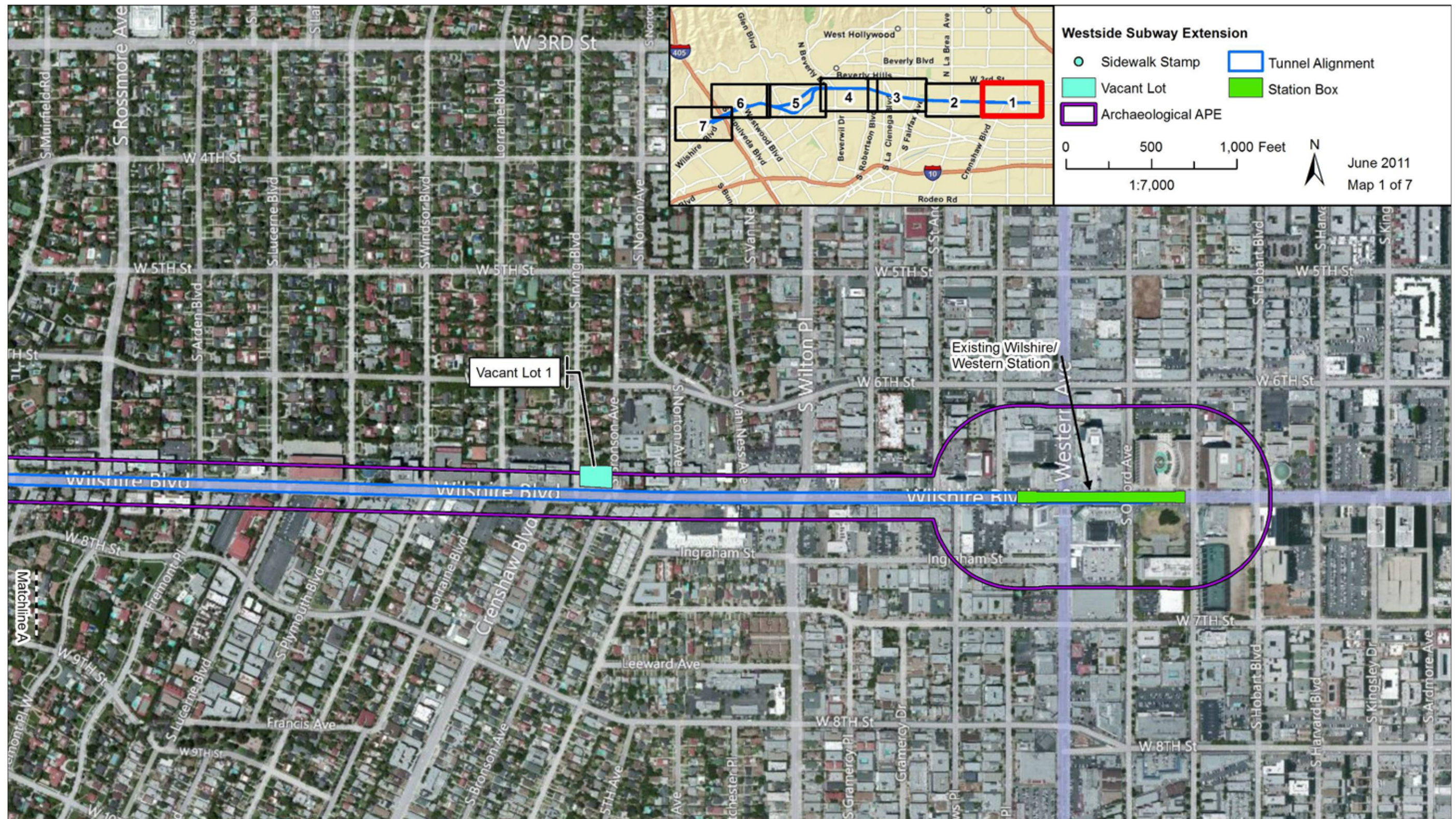
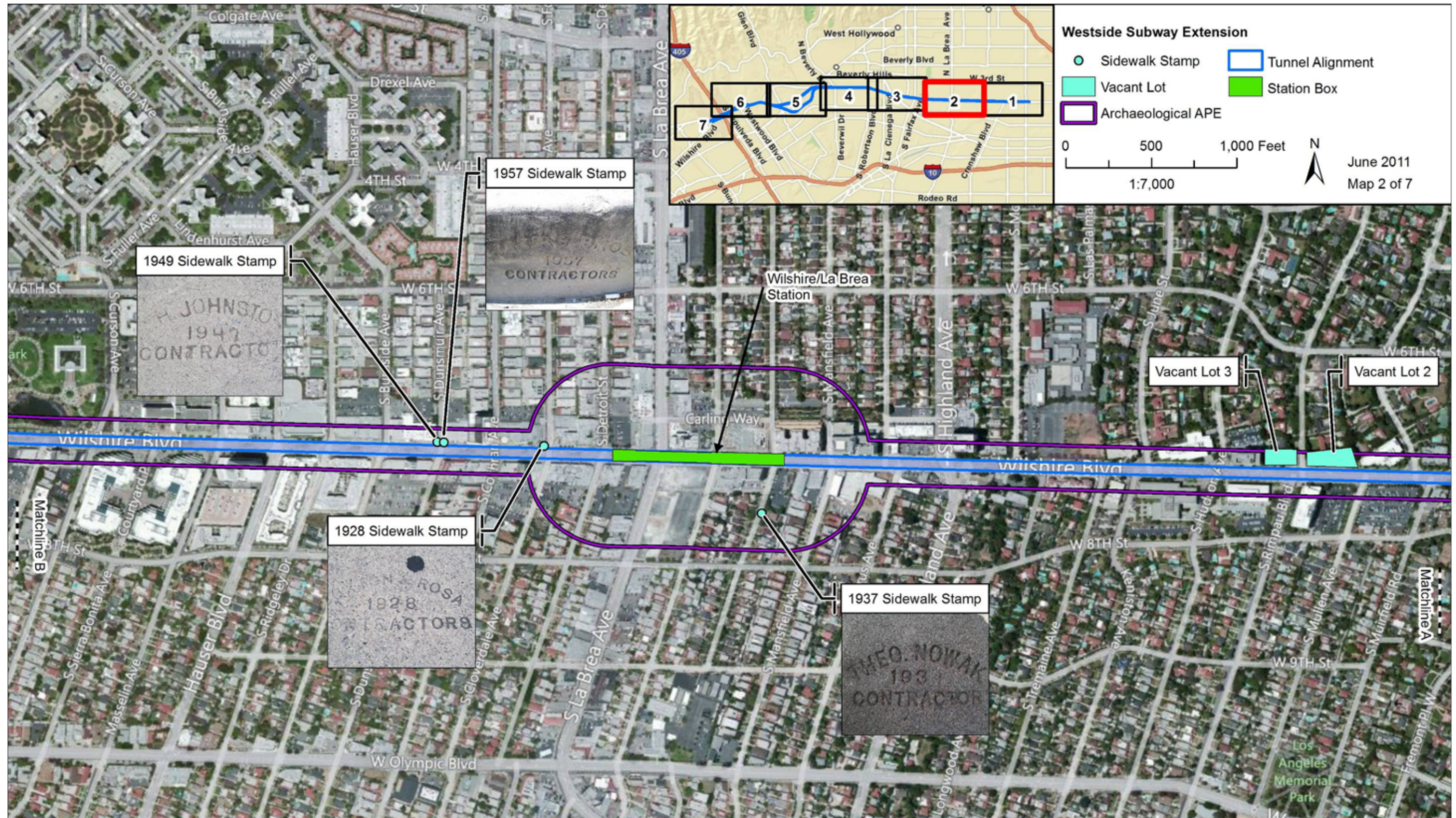
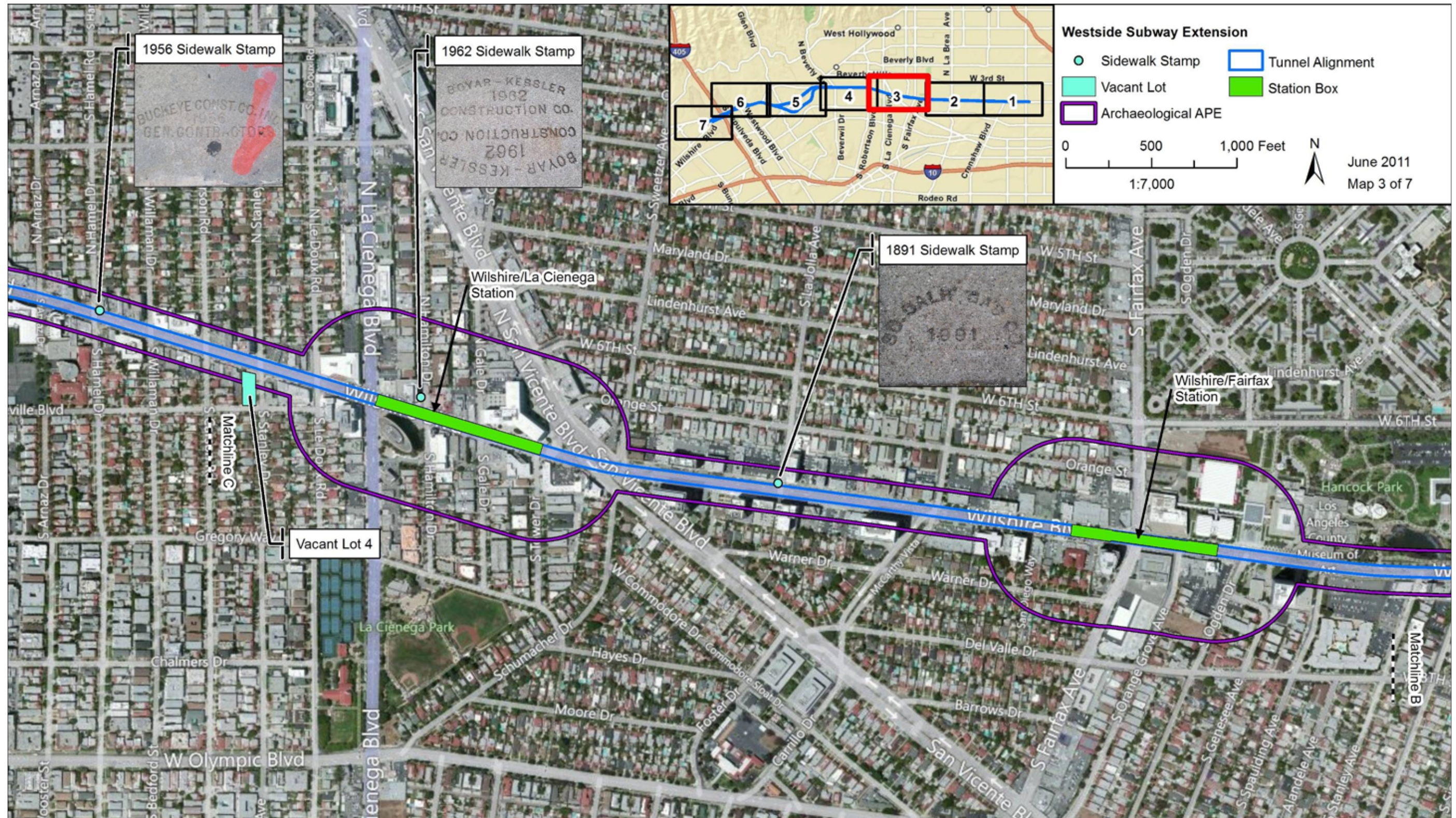


Figure 6-1: Survey Findings for LPA Alignment (Map 1 of 7)



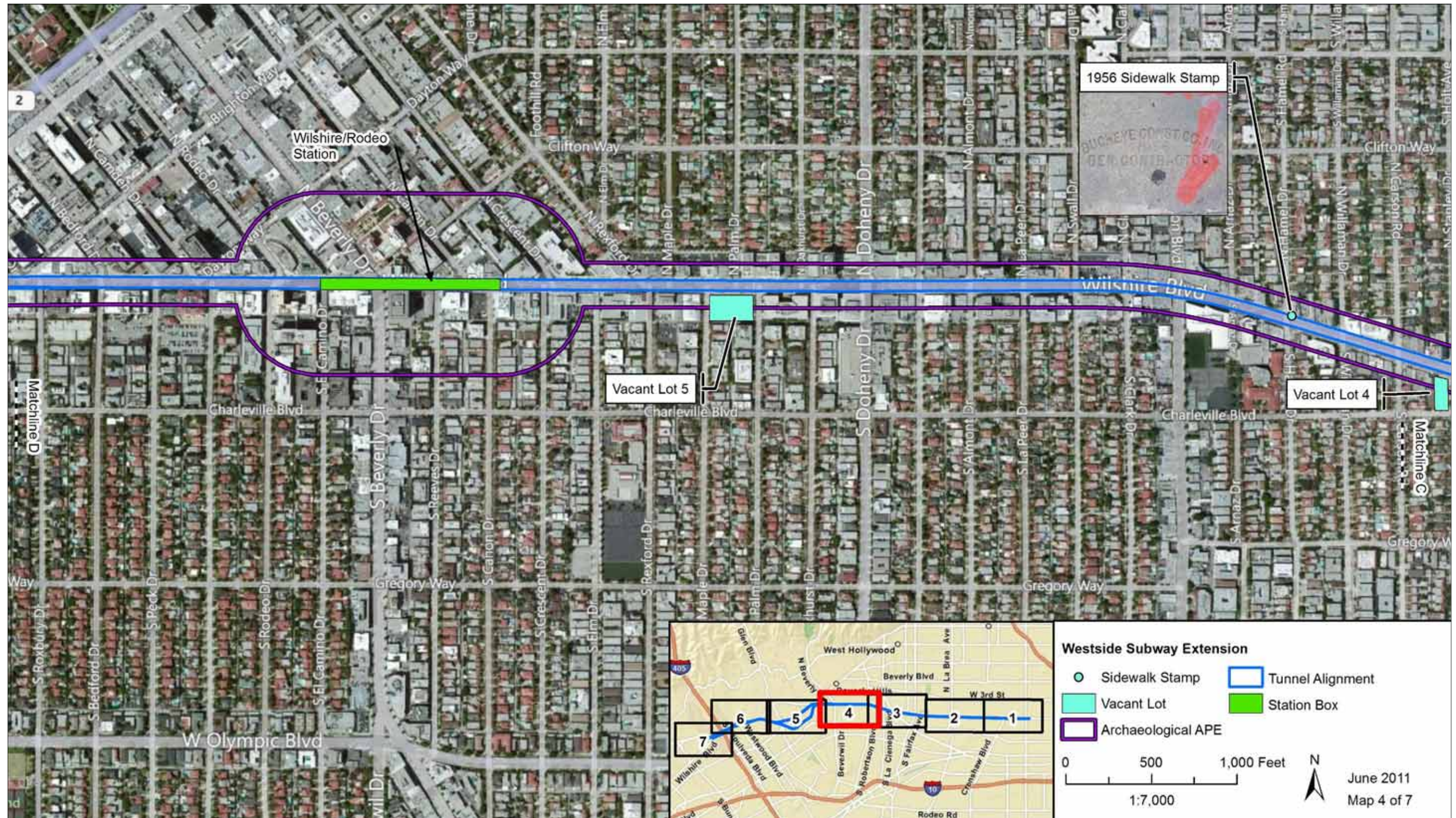
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Figure 6-2: Survey Findings for LPA Alignment (Map 2 of 7)



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Figure 6-3: Survey Findings for LPA Alignment (Map 3 of 7)



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Figure 6-4: Survey Findings for LPA Alignment (Map 4 of 7)

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Figure 6-5: Survey Findings for LPA Alignment (Map 5 of 7)

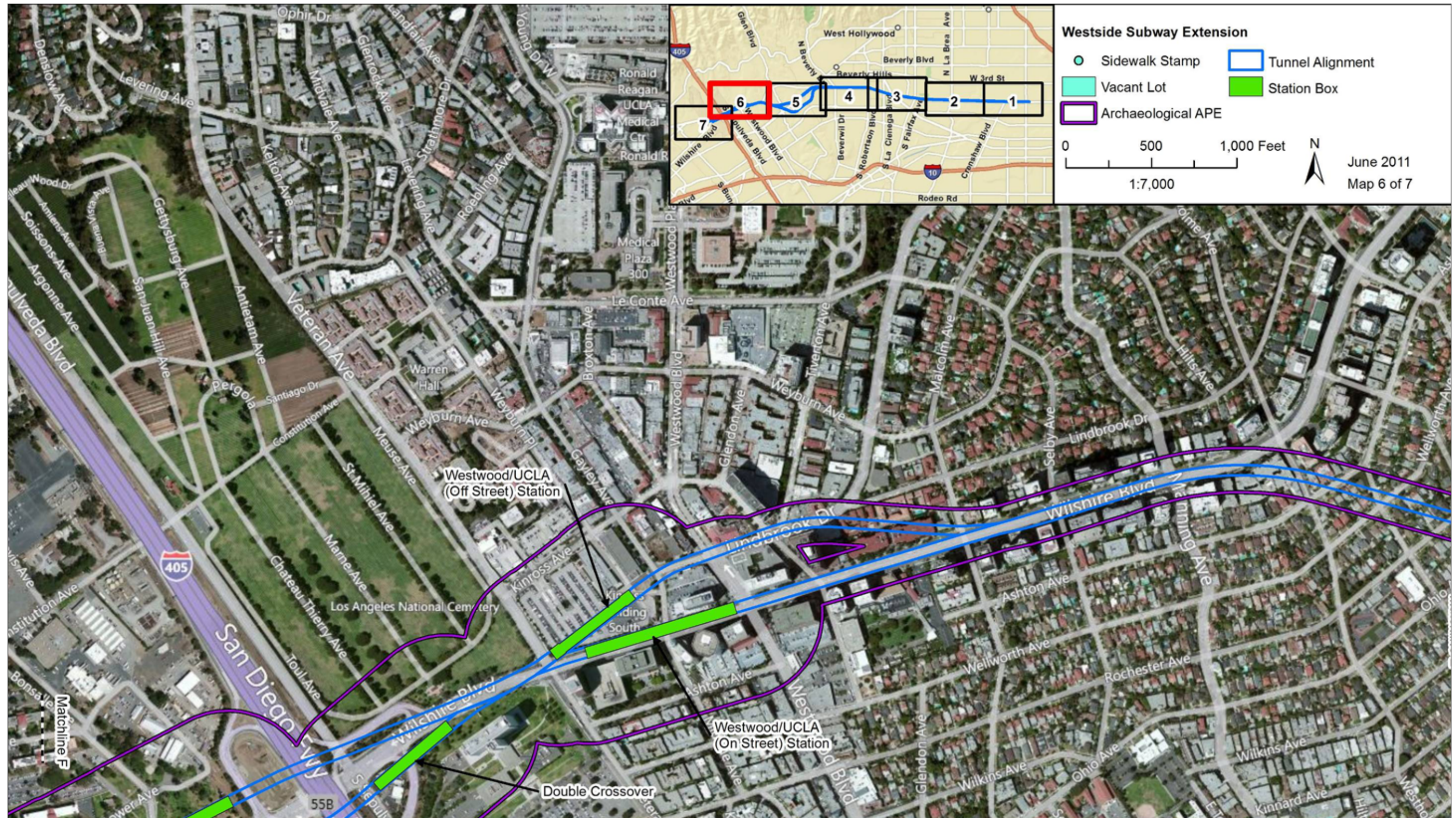


Figure 6-6: Survey Findings for LPA Alignment (Map 6 of 7)



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Figure 6-7: Survey Findings for LPA Alignment (Map 7 of 7)

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Photograph 6-3. Vacant Lot #1 (view to southeast)



Photograph 6-4. Vacant Lot #2 (view to southeast)



Photograph 6-5. Vacant Lot #3 (view to southwest)



Photograph 6-6. Vacant Lot #4 (view to north)



Photograph 6-7. Vacant Lot #5 (view to northwest)

A total of eight sidewalk stamps with dates ranging from 1891 to 1962 were identified within the Archaeological APE for the LPA (Table 6-5; Figure 6-1 through Figure 6-4). These include two newly identified stamps within the supplemental survey area, a 1937 Theo Norwak Contractor stamp and a 1957 Garcias Bros stamp, and four of the stamps previously noted in the prior technical report (URS 2010:4-64, Figures 4-4 through 4-14).

As indicated in Table 6-5, two of the stamps identified by the archaeologists do not match those previously noted even though the locations are the same. An 1891 So. Dalm Gas Co. stamp was found at the northwest corner of Wilshire Boulevard and S. La Jolla Avenue where a 1965 Chotiner & Gombiner stamp had been previously noted. Similarly, a 1962 Boyar-Kessler Construction Co. stamp was present at the northwest corner of Wilshire Boulevard and N. Hamilton Drive where a 1926 Griffith Company stamp had been observed. A search of the vicinity near each of these intersections did not locate the two stamps, and we assume they were misplotted and may still exist outside the Archaeological APE for the LPA.

Another sidewalk stamp, which was molded in 1927 by the North Pacific Construction Company and located on the southwest corner of Wilshire Boulevard and S. Spaulding Drive (URS 2010: Figure 4-5), was not relocated despite widening the search in the vicinity of this intersection. Since the concrete sidewalks at this location appear to have been recently poured, it appears likely the 1927 stamp has been destroyed.

Table 6-5: Information on Dated Sidewalk Stamps Located within APE

Date of Sidewalk Stamp	Company	Location	Identification History
1937	Theo Nowak Contractor	East side of Orange St. between Wilshire Blvd. and W. 8th St.	Identified during this supplemental survey in 2011.
1928	Boxton & Rosa Contractors	Northeast corner of Wilshire Blvd. and Cloverdale Ave.	Identified in 2009 (URS 2010: Figure 4-11).
1957	Garcias Bros Contractors	Northwest corner of Wilshire Blvd. and S. Dunsmuir Ave. Stamp is located on the curb.	Identified during this supplemental survey in 2011.
1949	H. Johnston Contractor	Northwest corner of Wilshire Blvd. and S. Dunsmuir Ave.	Identified in 2009 (URS 2010: Figure 4-10).
1891	So. Dalm Gas Co.	Northwest corner of Wilshire Blvd. and S. La Jolla Ave.	Identified during this supplemental survey in 2011. Prior survey noted a 1965 Chotiner & Gombiner stamp at same location (URS 2010: Figure 4-9).
1962	Boyar-Kessler Construction Co.	Northwest corner of Wilshire Blvd. and N. Hamilton Dr.	Identified during this supplemental survey in 2011. Prior survey noted a 1926 Griffith Company stamp at same location (URS 2010: Figure 4-8).
1956	Buckeye Const. Co. Inc Gen. Contractors	Northeast corner of Wilshire Blvd. and N. Hamel Dr.	Relocated during this supplemental survey in 2011. Typo in prior report "1955" (URS 2010: Figure 4-8).
1927	North Pacific Construction Company	Southwest corner of Wilshire Blvd. and S. Spaulding Dr.	Identified in 2009 (URS 2010: Figure 4-5); new sidewalks in 2011; stamp destroyed.
1937	Gogo & Rados Contractor	Northeast corner of Santa Monica Blvd. and Warnall Ave.	Identified in 2009 (URS 2010: Figure 4-13).



6.2.3.2 Other Components of the LPA

The Division 20 maintenance yard is a large industrial property with railroad tracks, railroad-use and maintenance related structures, and a few buildings. This facility was surveyed in its entirety for the presence of archaeological resources for the prior Alternatives analysis (URS 2010). The yard was thus not included in the supplemental survey for this report (see Figure 5-3).

6.2.4 Significance of Known Archaeological Sites within APE

6.2.4.1 Locally Preferred Alternative (LPA)

No prehistoric, ethnohistoric, or historic-era archaeological resources have been identified within the Archaeological APE for the LPA.

6.2.4.2 Other Components of the LPA

A total of four historic-era archaeological sites have been identified and recorded within the Archaeological APE at the Division 20 Maintenance and Storage Facility (Table 6-3). An assessment of the significance and eligibility of each site for listing in the NRHP and CRHR is presented below. No prehistoric or ethnohistoric archaeological resources have been identified within the APE at the maintenance yard.

CA-LAN-2563 (P-19-002563): This site was discovered one meter beneath the surface during archaeological monitoring of construction activities within the yard. Based on the temporally sensitive maker's marks on glass and ceramics, as well as the technological attributes of older unembossed bottles, the site record indicates the deposit dates to circa 1860 to 1892. Although the site includes some Chinese ceramics, the subsurface deposit was ascribed to Euro-American household discards. Considering the site's location, the artifacts may have been associated with the railroad station that was replaced in 1893 by the La Grande Railroad Station. The artifacts were cataloged and the site was fully recorded in 1997. The site thus has no further potential to yield additional information important to history (Criterion D/4) and is ineligible for NRHP and CRHR inclusion.

CA-LAN-2610 (P-19-002610): This site is a remnant of the circa 1893 cobblestone street and street car tracks associated with the La Grande Railroad Station that was adjacent to the Los Angeles River at the former eastern extent of the Little Tokyo Historic District. The site lies immediately beneath the current asphalt roadway and was discovered in 1997 during archaeological monitoring of east-west trenching activities across Santa Fe Avenue for relocation of a gas utility pipeline. The cobblestones are rectangular blocks of cut granite that vary in size. The street car track rails and ties ran north-south and traversed the approximate centerline of Santa Fe Avenue. At the time of discovery, the site was in good condition. The cobblestone street and street car tracks would have fronted the railroad station to the east.

Since site CA-LAN-2610 is situated beneath developed areas, direct examination of its condition, horizontal extent, and integrity is prohibited. The site has not been formally evaluated, but appears to be associated with events important to history (Criterion A/1), and may be likely to yield additional information important to history (Criterion D/4). The resource is thus considered eligible for listing in the NRHP and CRHR.

CA-LAN-4192 (P-19-004192): This site is a small surface scatter of approximately 15 brick and glass fragments, which was identified in 2010 underneath the 6th Street Viaduct. The artifacts indicate the age of the site as circa 1914 to 1945. The condition of the site is poor. In agreement with the statement in the prior report (URS 2010:4-68), site CA-LAN-4192 has no potential to yield additional

information (Criterion D/4), is not associated with events or persons important to history (Criteria A/1 and B/2), does not embody distinctive characteristics of a type, period or method of construction (Criterion C/3), and is not considered eligible for listing on the NRHP. The resource is also not considered eligible for CRHR inclusion.

CA-LAN-4193 (P-19-004193): This site is a subsurface remnant of the original roadway that was exposed near the foundation of the 6th Street Viaduct. The site was identified in 2010 and reported to be in fair condition. The age of the site was recorded as circa 1914 to 1945. In agreement with the statement in the prior report (URS 2010:4-68), site CA-LAN-4193 has no potential to yield additional information (Criterion D/4), is not associated with events or persons important to history (Criteria A/1 and B/2), does not embody distinctive characteristics of a type, period or method of construction (Criterion C/3), and is not considered eligible for listing on the NRHP. The resource is also not considered eligible for CRHR inclusion.



7.0 ENVIRONMENTAL IMPACTS/ENVIRONMENTAL CONSEQUENCES

For any identified resources that are listed in or appear eligible for inclusion in the NRHP or CRHR, the Criteria of Effect and Adverse Effect (36 CFR Part 800.9) is applied. A finding of adverse effect under these criteria will also be considered a significant impact under CEQA as a substantial adverse change in the significance of an archaeological resource.

7.1 Determination of Effects

Effects to documented archaeological resources within the APE for the LPA are assessed below by alternative. Effects to all identified eligible historic properties/historical resources were evaluated within the current context and setting of the archaeological resource, with regard to the identified historic significance and level of retention of historic integrity, and in relation to changes to the resource or within its vicinity that may result from the LPA.

Given the historic period nature of the built environment, which often did not disturb more than a few feet of topsoil, construction activities may encounter subsurface prehistoric or historic-era archaeological material, features, or deposits. Therefore, the following also includes an assessment of the potential for the discovery of buried archaeological resources based on the literature search, location of known resources, local history, identification of the original built date for streetscapes, buildings, structures, and other modifications to the built environment.

7.1.1 Regulatory Requirements

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

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

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

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

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

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

7.1.2 No Build Alternative

The No Build Alternative would not affect archaeological resources. No excavation will be undertaken as a result of the No Build Alternative and therefore, no archaeological resources would be affected.

7.1.3 Locally Preferred Alternative (LPA)

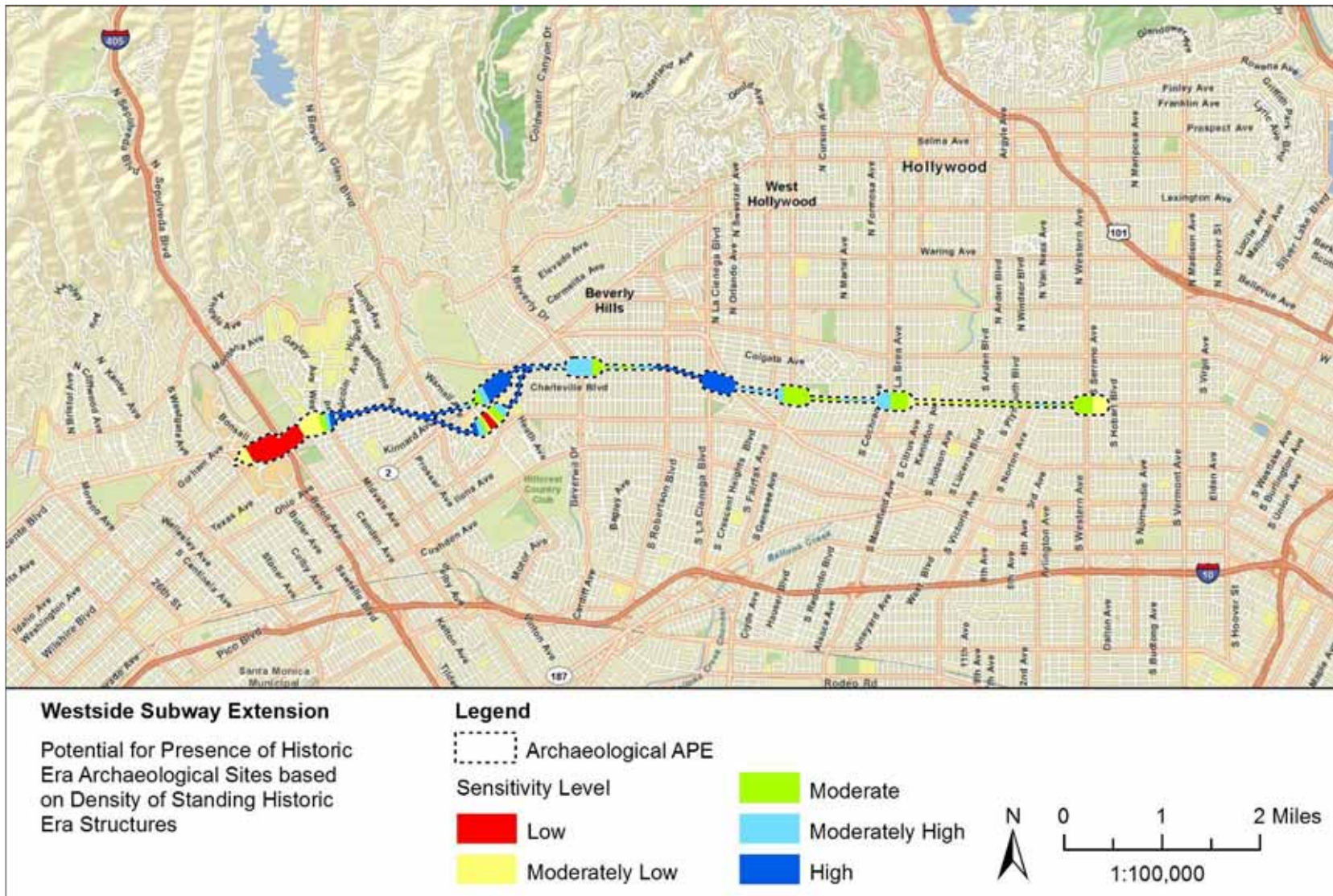
7.1.3.1 Previously Recorded Archaeological Resources

No archaeological resources have been identified within the APE for the LPA stations, alignment, or staging or laydown areas. Thus, based on the results of this study, the proposed LPA will not cause an adverse effect on known historic properties or historical resources of an archaeological nature that are eligible for listing in the NRHP or CRHR.

7.1.3.2 Potential for Buried Deposits

The LPA may affect undocumented cultural resources, including intact archaeological deposits. Given that the LPA right-of-way is generally within the street right-of-way, which often did not disturb more than a few feet of topsoil during its construction, construction activities may encounter subsurface prehistoric and/or historic archaeological deposits.

Figure 7-1 shows the low-to-high potential for the presence of historic-era archaeological resources within the Archaeological APE for the LPA. Variation in the potential for discovery is based on the density of standing historic-period buildings and structures, and was generated by the GIS-based predictive model developed for the Alternatives Analysis (URS 2010:4-19–4-21, Appendix C). As indicated in the figure, the sensitivity for the discovery of historic-era archaeological sites is higher near the Wilshire/La Cienega Station and between the Westwood/UCLA and Century City Stations.



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Figure 7-1: Potential for Historic-Era Archaeological Deposits

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The GIS-based model predicts a moderately high potential for historic-era resources near the Wilshire/La Brea and Wilshire/Rodeo stations, with the largest area of low to moderately low potential at the Westwood/VA Hospital and Westwood/UCLA stations. As discussed further below, although the density of historic-period buildings or structures within the VA Medical Center is low, the archaeological sensitivity of this area is considered high because the medical facility has been operational since 1888 and contains an established historic landscape with mature trees that are the remains of a larger stand of trees shown in historic aerials dating to 1952 (Christoph 2011).

In addition to incorporating the GIS-based predictive model, the following discussion of the potential for discovery of archaeological resources considers the presence of dated sidewalk stamps ranging in age from 1891 to 1962 (Table 6-5; Figure 6-1 through Figure 6-7), and the development during the American period of the cities, commercial corridors, and medical and educational campuses along the LPA. Due to the extent and time depth of urban development, the potential for discovery of prehistoric or ethnohistoric archaeological resources within the APE alignment is considered low. The discussion proceeds from east to west along the Archaeological APE.

In the area of Wilshire Boulevard in the approximately one-third mile stretch between S. Orange Drive and S. Dunsmuir Avenue near the Wilshire/La Brea Station, four sidewalk stamps have dates of 1928, 1937, 1949, and 1957 (Figure 6-2). The age of these stamps suggest there is a potential for the presence of subsurface historic-period resources. This area of Wilshire Boulevard is also known as the Miracle Mile, which spans roughly from La Brea to Fairfax Avenues and was developed in the late 1920s and 1930s. The GIS-based model similarly predicts a moderately high potential for historic-era resources near the Wilshire/La Brea station (Figure 7-1).

Along Wilshire Boulevard between the Fairfax and La Cienega Stations, a sidewalk stamp at S. La Jolla Avenue has a date of 1891. This is the earliest of the series of eight sidewalk stamps, each poured more than 48 years ago, identified within the Archaeological APE for the LPA. Retention of this 19th century stamp in this urban setting is remarkable, and is a relatively good indication that historic-era resources may remain beneath the surface (Figure 6-3). Based on the density of standing historic-period buildings and structures, the GIS-based model similarly predicts a moderately high potential for the discovery of buried historic-era resources near this sidewalk stamp (Figure 7-1).

Continuing west along Wilshire Boulevard to the area near La Cienega Boulevard between N. Hamilton Drive and Robertson Boulevard, two sidewalk stamps dating to 1956 and 1962 (Figure 6-3) suggest a sensitivity for historic-period buried deposits dating from as late as 1962 to as early as 1956, or perhaps earlier. There have also been a number of recent street improvements in this area. A high potential for the discovery of buried historic-era resources in the vicinity of these stamps west of the Wilshire/La Cienega Station is predicted by the GIS-based model (Figure 7-1).

In the area of Beverly Hills, near Wilshire Boulevard and Rodeo Drive and the Wilshire/Rodeo Station (Figure 6-4), there have been a number of recent street improvements. Considering the history of the development of Beverly Hills, beginning with creation of a new residential community at the turn of the 20th century, plus the city's preservation policies, the GIS-based model provides a moderately high potential for the presence of buried historic-era resources in the vicinity of the Wilshire/Rodeo Station (Figure 7-1).

Continuing west, a sidewalk stamp dating to 1927 appears to have been destroyed within the last two years by sidewalk and street improvements at the intersection of Wilshire Boulevard and S. Spaulding Drive. Despite this recent disturbance, the age of the stamp suggests sensitivity for historic-period subsurface deposits. A moderately high to high potential for the discovery of buried



historic-era resources in this area between the Wilshire/Rodeo and Century City Stations is predicted by the GIS-based model (Figure 7-1).

Near the intersection of Santa Monica Boulevard and Avenue of the Stars, there is a sidewalk stamp dating to 1937 (Figure 6-5). Given the stamp has not been disturbed by modern development, including post-1964 construction of the Century City section of the City Los Angeles, this is a relatively good indication that historic-era resources may remain beneath the surface in the vicinity of this stamp. The GIS-based model also predicts a high potential for the presence of buried historic-era resources in this area west of the Century City Stations (Figure 7-1).

Further west, Westwood Village was initially part of an 1843 Mexican-period land grant (Rancho San Jose de Buenos Ayres), and later chosen in the 1920s as the location for a new University of California campus. No sidewalk stamps were identified in the Westwood/UCLA Station vicinity where the GIS-based model mainly predicts a moderately low potential for the presence of buried historic-era resources (Figure 7-1).

The area in the vicinity of the westernmost Westwood/VA Hospital Stations is considered highly sensitive for the discovery of subsurface historic-era resources based on the presence of a medical facility at the VA Medical Center since 1888 (National Home for Disabled Volunteer Soldiers; National Park Service 2011) and the relatively open, undeveloped landscape. Because of the presence of an established historic landscape with a low density of historic-era buildings, the GIS-based model predicts a low potential for the presence of buried historic-era resources (Figure 7-1). Many of the mature trees to the north and south of Wilshire Boulevard, however, are the remains of a larger stand of trees shown in historic aerials dating to 1952 (Christoph 2011). By 1972 the on- and off-ramps for Wilshire Boulevard had been constructed and the aerial imagery shows many of the mature trees visible in the 1952 historic aerials had disappeared. The preservation of the remaining mature trees in the park-like setting of the VA Medical Center is a relatively good indication that historic-era resources may remain beneath the surface in the vicinity of the historic landscape.

7.1.4 Other Components of the LPA

7.1.4.1 Previously Recorded Archaeological Resources

As summarized in Table 7-1 and discussed in Section 6.2.4.2, of the five late 19th/early 20th century archeological resources recorded (four sites and one isolate) within the Archaeological APE at the Division 20 facility (Figure 7-2), only site CA-LAN-2610 is eligible for listing in the NRHP and CRHR.

Site CA-LAN-2610 will be avoided by construction for the LPA at the Division 20 facility. The site is located beneath Santa Fe Avenue immediately west of and bordering the maintenance yard (compare Figure 3-9 and Figure 7-2), and no improvements at the yard are proposed within approximately 215 meters (705 feet) of the site. Thus, under current construction plans, the FTA has determined the LPA and associated improvements at the Division 20 maintenance yard will have No Adverse Effect on this historic property/ historical resource.

In development of the MOA and pursuant to 36 CFR Part 800.5(a), the SHPO concurred with FTA's determination of No Adverse Effect by the undertaking on the one identified archaeological historic property, CA-LAN-2610. A copy of the MOA is provided in Appendix B.

Sites CA-LAN-2563, CA-LAN-4192, and CA-LAN-4193 do not qualify as historic properties or historical resources and are not eligible for listing in the NRHP or CRHR (see Section 6.2.4.2). The isolated find does not qualify for listing on either the NRHP or CRHR.

Table 7-1: Summary of Eligibility and Effects on Archaeological Resources within APE at Maintenance Yard

Primary No.	Trinomial	Brief Description	NRHP and CRHR Eligibility	Impact/ Determination
P-19-002563	CA-LAN-2563	Historic refuse deposit; beneath modern facility	Not Eligible (Criterion D/4)	Not historic property: No Effect
P-19-002610	CA-LAN-2610	Remnant of historic cobblestone street and rail line in Little Tokyo Historic District; associated with 1893 La Grande Railroad Station; beneath modern street	Eligible (Criteria A/1, D/4)	Project will avoid: No Adverse Effect
P-19-100887	n/a	Historic isolate: Japanese bowl and bottle base	Not Eligible (Criterion D/4)	Not historic property: No Effect
P-19-004192	CA-LAN-4192	Historic brick and glass scatter	Not Eligible (Criterion D/4)	Not historic property: No Effect
P-19-004193	CA-LAN-4193	Remnant of historic road; beneath modern street	Not Eligible (Criterion D/4)	Not historic property: No Effect

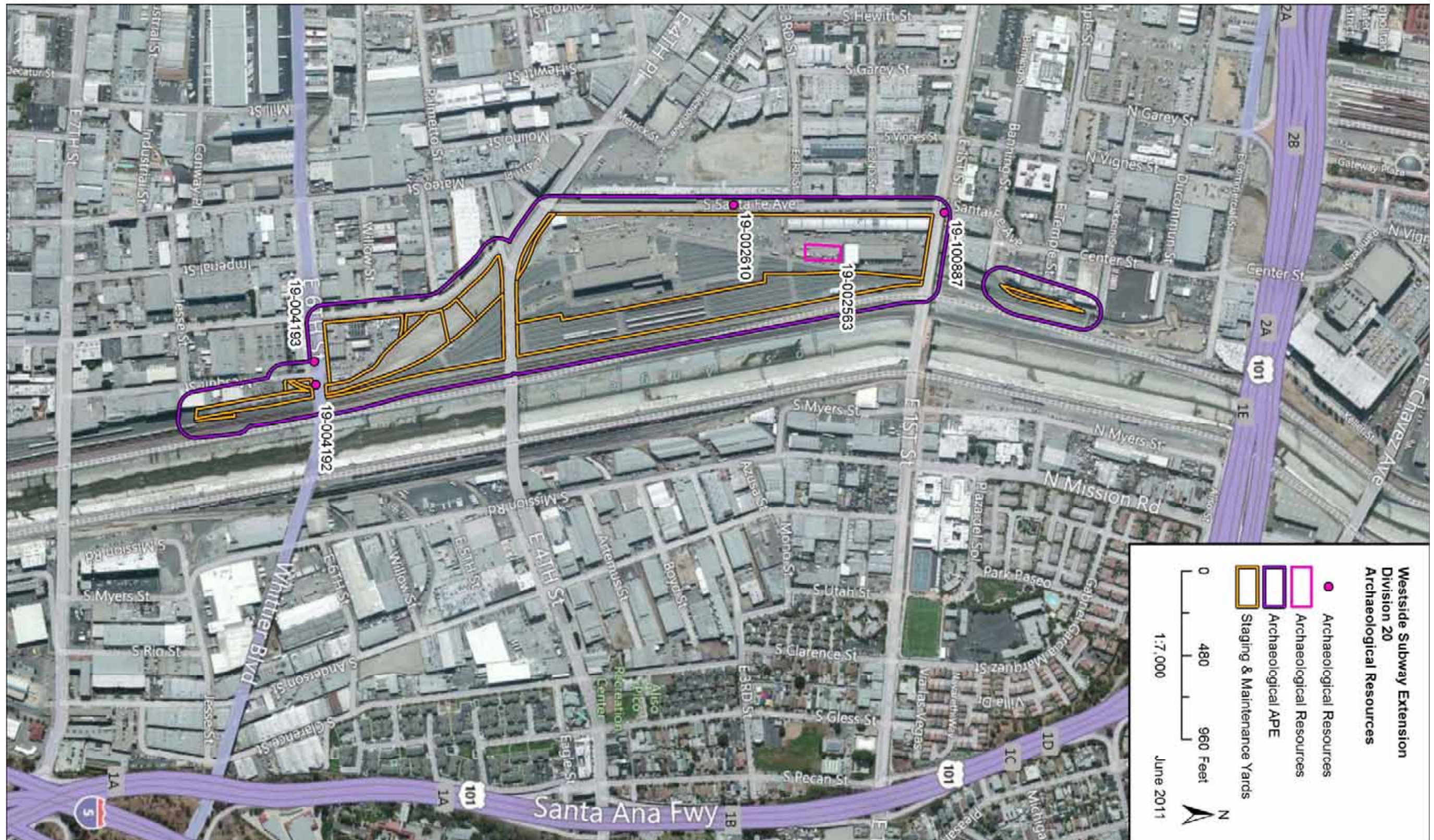
7.1.4.2 Potential for Buried Deposits

The construction of proposed improvements at the maintenance yard may affect undocumented cultural resources, including intact archaeological deposits. Given the historic-period nature of the built environment, which often did not disturb more than a few feet of topsoil, construction activities may encounter subsurface prehistoric and/or historic archaeological deposits.

Based on the location of the Division 20 facility adjacent to the Los Angeles River at the former La Grande Railroad Station built in 1893, its location at the former eastern extent of the Little Tokyo Historic District, and the prior discovery of archaeological resources beneath the modern surface within or immediately adjacent to the yard (Figure 7-2), the sensitivity for the discovery of historic-era archaeological sites during ground disturbance for yard improvements is considered high.

Considering its location as well as the time depth of development and the results of the literature search, the potential for discovery of prehistoric or ethnohistoric archaeological resources within the APE for the maintenance yard is considered moderate.

CA-LAN-2563, a circa 1860-1892 buried refuse deposit likely associated the railroad station that was replaced by the La Grande Railroad Station in 1893, is located beneath the surface immediately south of the planned impact area south of E. 1st Street. This suggests the potential is high for the discovery of historic-era resources, such as another refuse deposit, during replacement of the two maintenance-of-way buildings adjacent to this site.



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Figure 7-2: Previously Recorded Sites within APE for Division 20 Yard

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CA-LAN-2610, a remnant of the circa 1893 cobblestone street and street car tracks associated with the La Grande Railroad Station, is located beneath the Santa Fe Avenue asphalt paving immediately west of and bordering the yard. The potential is high for discovery of additional subsurface historic-era features associated with this site during future development not associated with the LPA of the adjacent portion of the yard.

CA-LAN-4192 and CA-LAN-4193, a surface scatter of brick and glass fragments and a subsurface roadway remnant, both dated circa 1914 to 1945, are located beneath the 6th Street Viaduct. It is feasible that these sites may be associated with the construction of the 6th Street Viaduct in 1932. The potential for additional discoveries in this portion of the Division 20 maintenance yard during replacement of the existing building in the impact area north of the Viaduct and construction of the new cart path extending northward beneath the bridge is considered relatively high.

In addition to the relatively high potential for archaeological discoveries in association with the 6th Street Viaduct, the sensitivity for discovery of buried historic-era sites is also relatively high near the 1st Street Viaduct and 4th Street Bridge, which were built in 1929 and 1930, respectively. Planned yard improvements include replacement of maintenance-of-way buildings located approximately 100 feet south of the 1st Street Viaduct and expansion of the heavy maintenance area approximately 50 feet north of the 4th Street Bridge.

7.2 CEQA Determination

Pursuant to the statutes of CEQA, as noted above, an impact by the LPA would be considered significant if it has the potential to:

- Cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
- Disturb any human remains, including those interred outside of formal cemeteries

Based on the results of this study, the proposed improvements at the Division 20 Maintenance and Storage Facility will avoid the one known archaeological resource (CA-LAN-2610) within the APE that is eligible for listing in the CRHR and thus qualifies as a historical resource (Table 7-1). The project will not demolish, destroy, relocate, or alter the resource such that it or its immediate surroundings impair the significance of the resource. The physical characteristics of the resource that convey its historical significance and that justify its inclusion, or eligibility for inclusion, in the CRHR will not be demolished or materially altered by the LPA and associated components.

While no resources considered eligible for CRHR listing were identified during the supplemental or initial pedestrian survey given the nature of the built environment, due to the possibility of the existence of undocumented buried subsurface resources, the LPA may cause a substantial adverse change to the significance of an archaeological resource and result in a significant direct impact to archaeological resources (PRC Section 5020.1[q] and CEQA Guidelines Section 15064.5[b]), including resources eligible for CRHR inclusion that qualify as historical resources.

Implementation of the unanticipated discovery mitigation measure (refer to MOA in Appendix B) will reduce construction impacts to undocumented archaeological resources to a less than significant impact.

Construction of the LPA and associated components is not expected to disturb any human remains, including those interred outside of formal cemeteries. Although the Los Angeles National Cemetery occurs in the vicinity of the refined LPA alignment, the subway extension will not impact the cemetery. In the event human remains are discovered during construction or earth-disturbing activities, their protection shall be ensured by implementation of the unanticipated discovery measures provided below.



8.0 MITIGATION MEASURES

8.1 Locally Preferred Alternative (LPA) and Other Components of the LPA

The MOA sets forth measures to be implemented to reduce potential construction impacts within the APE to known archaeological historic properties and to undocumented archaeological resources, including human remains. The FTA, in consultation with the SHPO, determined that the undertaking will have No Adverse Effect on the one identified archaeological historic property, CA-LAN-2610, or to undocumented archaeological resources within the APE provided the measures described in the MOA are implemented (see Appendix B).

The following measures are incorporated into the MOA and their implementation will reduce impacts to the known historic property that may be affected in an unanticipated manner and to unanticipated discoveries made during implementation of the MOA and the undertaking within the APE.

As additionally stated in the MOA, Metro will ensure that all archaeological work for or by Metro is performed under the direct supervision of a person or persons who meet(s) or exceed(s) the pertinent qualifications in the Secretary of Interior's *Professional Qualifications Standards* (48 CFR Parts 44738 and 44739) specific to the work performed. Further, all written documentation of activities will conform to the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation*, as amended and annotated (48 CFR Parts 44716 to 44740), as well as to applicable standards and guidelines established by the SHPO.

AR-1 Unanticipated Discoveries

If previous unidentified cultural resources, including human remains, are encountered during construction or earth-disturbing activities, all activities at that location shall be halted until a qualified archaeologist can examine the resources and assess their significance. If the resources are determined to be significant, Metro will notify FTA and SHPO within 48 hours of the discovery to determine the appropriate course of action.

For resources determined eligible or assumed to be eligible for the NRHP by FTA, Metro will notify the FTA, ACHP, and SHPO of those actions that it proposes to avoid, minimize, or mitigate adverse effects. Consulting parties will have 48 hours to provide their views on the proposed actions. The FTA will ensure that timely-filed recommendations of consulting parties are taken into account prior to granting approval of the measures that the Metro will implement to resolve adverse effects. Metro will carry out the approved measures prior to resuming construction activities in the location of the discovery.

Metro will ensure that the expressed wishes of Native American individuals, tribes, and organizations are taken into consideration when decisions are made regarding the disposition of other Native American archaeological materials and records relating to Indian tribes.

Should Indian burials and related items be discovered during construction of the project, Metro will consult with the affected Native American individuals, tribes and organization regarding the treatment of cultural remains and artifacts. These will be treated in accordance with the requirements of the California Health and Safety Code. If the county coroner/medical examiner determines that the human remains are or may be of Native American origin, then the discovery

shall be treated in accordance with the provisions of §§ 5097.98 (a) - (d) of the California Public Resources Code which provides for the notification of discovery of Native American human remains, descendants; disposition of human remains and associated grave goods.

With implementation of these mitigation measures, the construction of the LPA will not have adverse effects or significant impacts to archaeological resources under either scenario.

8.2 Impacts Remaining After Mitigation

Implementation of the above measures (AR-1 and AR-2) will ensure that any undocumented cultural resources or unanticipated discoveries of cultural resources during construction or ground-disturbing activities would be properly recorded and the significance of the resources documented, and would thus reduce potentially significant impacts to a known historic property affected in an unanticipated manner or to undocumented archaeological resources, including human remains, to a level that is less than significant.



9.0 REFERENCES

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APPENDIX A—NATIVE AMERICAN HERITAGE COMMISSION (NAHC)
COORDINATION

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95834
(916) 653-6251
Fax (916) 657-5300
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbel.net

September 8, 2010

Mr. David Mieger

Los Angeles County Metropolitan Transportation AuthorityOne Gateway Plaza, MS 99-22-3
Los Angeles, CA 90012-2952

Re: SCH#2009031082 CEQA Notice of Completion; Draft Environmental Impact Report (DEIR) for the Westside Subway Expansion Project located in the City of Los Angeles, Los Angeles County, California.

Dear Mr. Mieger:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 for the protection and preservation of California's Native American Cultural Resources. (Also see *Environmental Protection Information Center v. Johnson* (1985) 170 Cal App. 3rd 604). The California Environmental Quality Act (CEQA - CA Public Resources Code §21000-21177, amendment effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines. Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance. The lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. State law also addresses Native American Religious Expression in Public Resources Code §5097.9.

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The Native American Heritage Commission did perform a Sacred Lands File (SLF) search in the NAHC SLF Inventory, established by the Legislature pursuant to Public Resources Code §5097.94(a) and Native American Cultural Resources were not identified within one-half mile radius of the 'area of potential effect (APE).' Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the names of the culturally affiliated tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We recommend that you contact persons on the attached list of Native American contacts. A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource.. Also, the NAHC recommends that a Native American Monitor or Native American culturally knowledgeable person be employed whenever a professional archaeologist is employed during the 'Initial Study' and in other phases of the environmental planning processes.

Furthermore the NAHC recommends that you contact the California Historic Resources Information System (CHRIS) of the Office of Historic Preservation (OHP), for archaeological data. (916) 653-7278.

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Consultation with tribes and interested Native American tribes and interested Native American individuals, as consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 (f)) *et seq.*, 36 CFR Part 800.3, the President's Council on Environmental Quality (CSQ; 42 U.S.C. 4371 *et seq.*) and NAGPRA (25 U.S.C. 3001-3013), as appropriate. The 1992 *Secretary of the Interior's Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including *cultural landscapes*. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e).

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

The authority for the SLF record search of the NAHC Sacred Lands Inventory, established by the California Legislature, is California Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code §6254.10). The results of the SLF search are confidential. However, Native Americans on the attached contact list are not prohibited from and may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of 'historic properties of religious and cultural significance' may also be protected under Section 304 of the NHPA or at the Secretary of the Interior's discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C. 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens. Although tribal consultation under the California Environmental Quality Act (CEQA; CA Public Resources Code Section 21000 – 21177) is 'advisory' rather than mandated, the NAHC does request 'lead agencies' to work with tribes and interested Native American individuals as 'consulting parties,' on the list provided by the NAHC in order that cultural resources will be protected. However, the 2006 SB 1059 the state enabling legislation to the Federal Energy Policy Act of 2005, does mandate tribal consultation for the 'electric transmission corridors. This is codified in the California Public Resources Code, Chapter 4.3, and §25330 to Division 15, requires consultation with California Native American tribes, and identifies both federally recognized and non-federally recognized on a list maintained by the NAHC

Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of

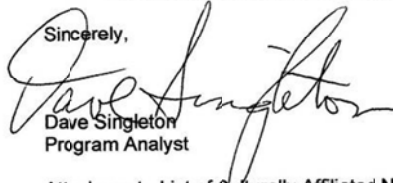
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any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

Again, Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Attachment: List of Culturally Affiliated Native American Contacts

Cc: State Clearinghouse

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Native American Contacts
Los Angeles County
September 8, 2010

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm.
Los Angeles, CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908
Los Angeles, CA 90086
samdunlap@earthlink.net
Gabrielino Tongva
(909) 262-9351 - cell

Ti'At Society
Cindi Alvitre
6515 E. Seaside Walk, #C
Long Beach, CA 90803
calvitre@yahoo.com
(714) 504-2468 Cell
Gabrielino

Gabrielino Tongva Indians of California Tribal Council
Robert F. Doramae, Tribal Chair/Cultural
P.O. Box 490
Bellflower, CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-925-7989 - fax
Gabrielino Tongva

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
tattnlaw@gmail.com
310-570-6567
Gabrielino Tongva

Gabrielino-Tongva Tribe
Bernie Acuna
1875 Century Pk East #1500
Los Angeles, CA 90067
(310) 428-7720 - cell
(310) 587-2281

Gabrielino/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693
San Gabriel, CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 - FAX
Gabrielino Tongva

Shoshoneon Gabrieleno Band of Mission Indians
Andy Salas, Chairperson
PO Box 393
Covina, CA 91723
gabrielenoindians@yahoo.
626-926-4131
213) 688-0181 - FAX
Gabrieleno

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and federal NAGPRA. And 36 CFR Part 800.

This list is only applicable for contacting local Native Americans for consultation purposes with regard to cultural resources impact by the proposed SCH#2009 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Westside Subway Expansion Project; located in the City of Los Angeles; Los Angeles County, California.

Native American Contacts
Los Angeles County
September 8, 2010

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1875 Century Park East, Suite 1500
Los Angeles, CA 90067 Gabrielino
lcandelaria1@gabrielinoTribe.org
310-428-5767- cell
(310) 587-2281

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and federal NAGPRA. And 36 CFR Part 800.

This list is only applicable for contacting local Native Americans for consultation purposes with regard to cultural resources impact by the proposed SCH#2009 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Westside Subway Expansion Project; located in the City of Los Angeles; Los Angeles County, California.

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February 22, 2011

Linda Candelaria, Chairwoman
Gabieleno-Tongva Tribe
1875 Century Park East, Suite 1500
Los Angeles, CA 90067

Re: Metro Westside Expansion

Dear Chairwoman,

The Metro Westside Expansion project proposes to construct a subway extending from Wilshire/Western along Wilshire Boulevard to the Westwood VA Hospital. The final phase of the environmental analysis is underway through preparation of a Final EIS/EIR. In October 2010, the Metro Board of Directors adopted the Locally Preferred Alternative (Alternative 2 of the Draft EIS/EIR). The project falls within the Beverly Hills and Hollywood USGS 7.5-minute quadrangles, as shown on the attached figures.

The Native American Heritage Commission (NAHC) responded to the Draft EIS/EIR on September 8, 2010. The NAHC has no record of Native American cultural resources in a half-mile radius of the projects area. The NAHC also provided a list of Native American tribes and individuals that may have knowledge of traditional or cultural resources within the project area and recommended that we contact you, among others.

I am requesting any information you may have regarding sacred lands or other heritage sites that might be impacted by the proposed project. All information provided regarding such resources or other areas of concern will be treated as confidential material. We would appreciate receipt of your response within two weeks. Please send your response via email (mvalasik@cogstone.com) or fax (714-974-8303), or phone me at one of the numbers listed below.

Thank you for your assistance.

Sincerely,

Molly Valasik, M.A.
Cultural Resources Field and Lab Technician

February 22, 2011

Andy Salas, Chairperson
Shoshonean Gabrieleno Band of Mission Indians
PO Box 393
Covina, CA 91723

Re: Metro Westside Expansion

Dear Chairperson,

The Metro Westside Expansion project proposes to construct a subway extending from Wilshire/Western along Wilshire Boulevard to the Westwood VA Hospital. The final phase of the environmental analysis is underway through preparation of a Final EIS/EIR. In October 2010, the Metro Board of Directors adopted the Locally Preferred Alternative (Alternative 2 of the Draft EIS/EIR). The project falls within the Beverly Hills and Hollywood USGS 7.5-minute quadrangles, as shown on the attached figures.

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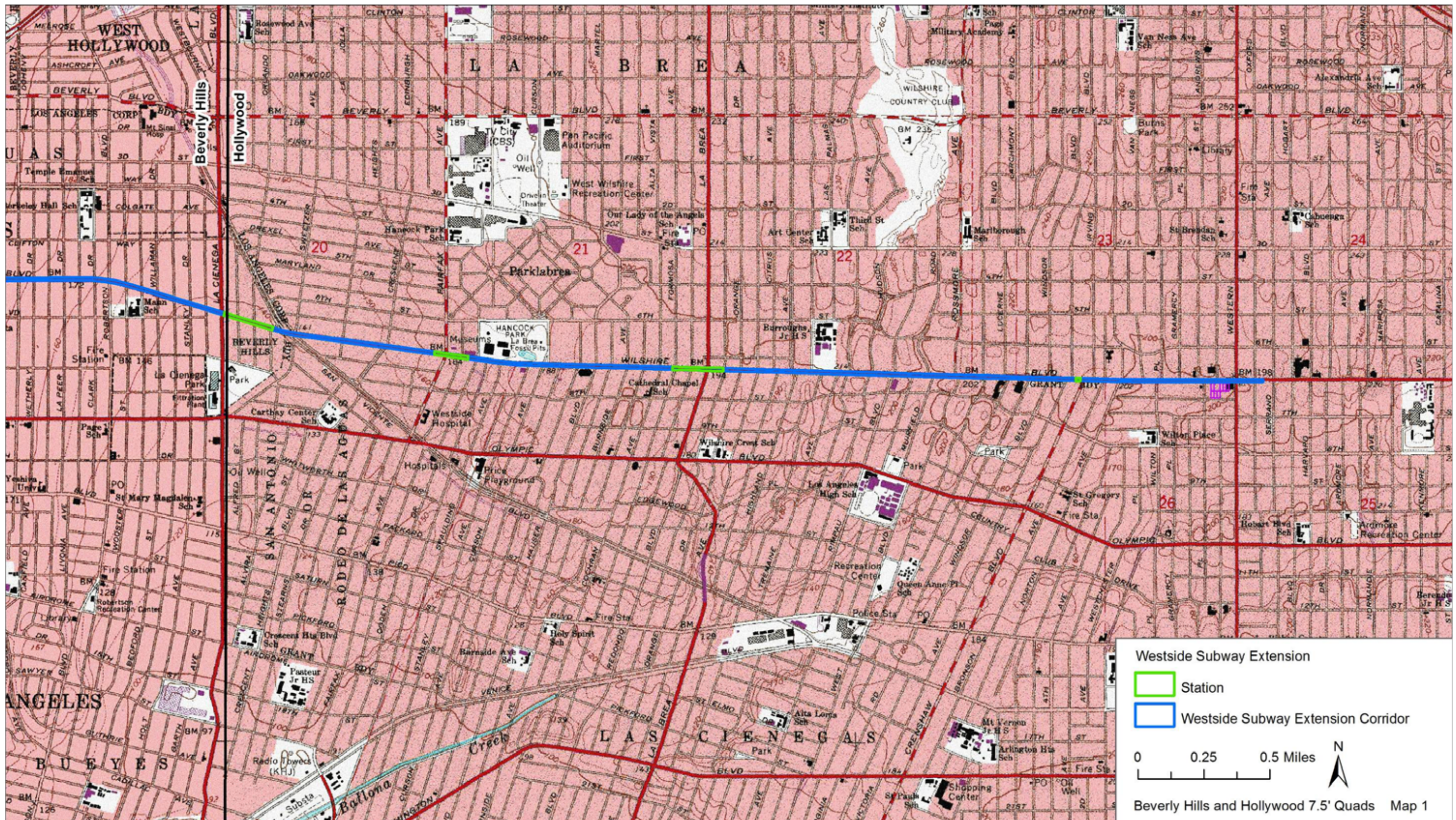
I am requesting any information you may have regarding sacred lands or other heritage sites that might be impacted by the proposed project. All information provided regarding such resources or other areas of concern will be treated as confidential material. We would appreciate receipt of your response within two weeks. Please send your response via email (mvalasik@cogstone.com) or fax (714-974-8303), or phone me at one of the numbers listed below.

Thank you for your assistance.

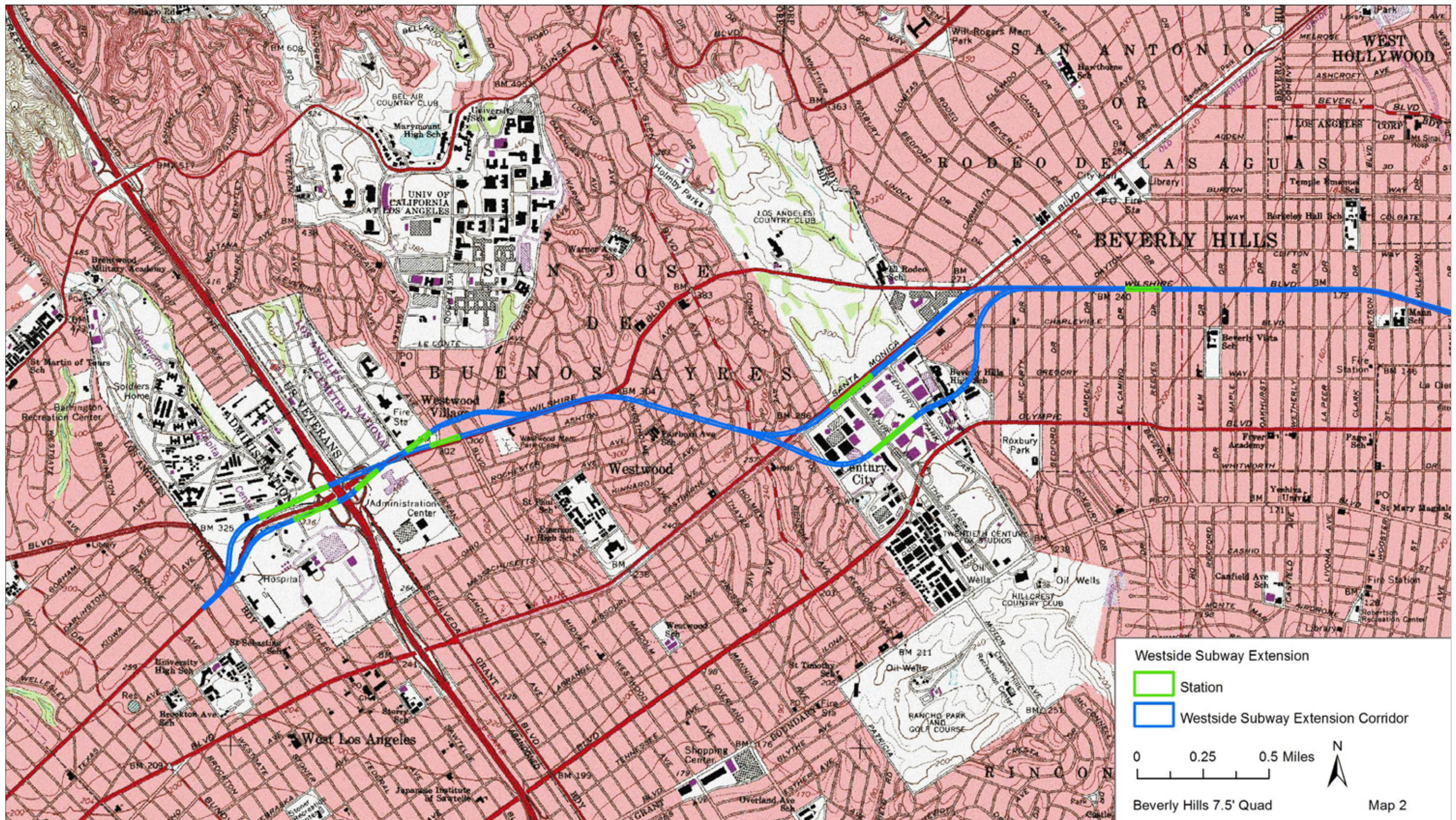
Sincerely,

Molly Valasik, M.A.

Cultural Resources Field and Lab Technician



WESTSIDE SUBWAY EXTENSION PROJECT



WESTSIDE SUBWAY EXTENSION PROJECT



Westside Subway Extension Project — Locally Preferred Alternative (LPA)

Supplemental Archaeological Report in support of Final EIS/EIR for LPA
Cogstone Project No. 2068

Native American Contact List
accompanying
NAHC letter dated September 8, 2010

Groups/Individuals not previously listed on NAHC letter of June 3, 2009 and thus not previously contacted for this project (see URS 2010: Appendix A):

Native American Group/Individual	Date(s) of First Contact Attempt	Date(s) of Replies Rec'd	Date(s) of 2nd Contact Attempt	Date(s) of 3rd Contact Attempt	Comments
Shoshoneon Gabrieleno Band of Mission Indians, Andy Salas	2/22/2011	None	3/17/2011	3/25/2011	On February 22, 2011 a letter and map detailing the project location were emailed to Mr. Salas. When no response was received, one email was sent on March 17, 2011 and a second email was sent on March 25, 2011 to Mr. Salas. No response was received.
Gabrielino-Tongva Tribe, Linda Candelaria	2/22/2011	None	3/17/2011	3/25/2011	On February 22, 2011 a letter and map detailing the project location were emailed to Ms. Candelaria. When no response was received, one email was sent on March 17, 2011 and a second email was sent on March 25, 2011 to Ms. Candelaria. No response was received.

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Metro

APPENDIX B—MEMORANDUM OF AGREEMENT AND SECTION 106 CORRESPONDENCE

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MEMORANDUM OF AGREEMENT

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**MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL TRANSIT ADMINISTRATION
AND THE
CALIFORNIA STATE HISTORIC PRESERVATION OFFICER**

**REGARDING THE LOS ANGELES WESTSIDE SUBWAY EXTENSION PROJECT,
LOS ANGELES COUNTY, CALIFORNIA**

WHEREAS, the Federal Transit Administration (FTA) is considering providing funding to the Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro) for the Los Angeles Westside Subway Extension Project (Undertaking) within the cities of Los Angeles and Beverly Hills, as well as within unincorporated portions of Los Angeles County, pursuant to Federal transit law (49 USC Chapter 53); and,

WHEREAS, the Undertaking consists of extending the LACMTA heavy rail subway system for nearly nine (9) miles via Wilshire Boulevard from the current western terminus of the Metro Purple Line at the Wilshire/Western Station to a new western terminus near the West Los Angeles Veterans Affairs (VA) Hospital. The Undertaking may be built entirely in one phase or built in three consecutive construction phases. The Undertaking includes construction of seven (7) new stations and will provide direct connections from the west side of the county to all elements of the existing Metro system, improve transit travel time, and provide more reliable transit service to transit riders. Improvements are also planned for the existing Division 20 Maintenance and Storage Facility west of the Los Angeles River between E. 1st Street and Jesse Street. There are two station options for each of the Century City, Westwood/UCLA, and Westwood/VA Hospital stations; and,

WHEREAS, FTA has defined the Undertaking's area of potential effect (APE) for archaeological resources as a radius of 100-feet along the potential subway alignment and maintenance facilities, including areas where the alignment veers outside the roadway right of way. FTA has defined the Undertaking's APE for architectural resources as extending one parcel past the limits of the above-ground project improvements for the stations, service areas, construction staging and laydown areas and any above-ground facilities; and,

WHEREAS, the FTA has determined that the project would constitute an Undertaking as per 36 CFR § 800.16(y), which requires compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC § 470f); and,

WHEREAS, FTA will be the lead Federal agency for the Undertaking, with the LACMTA, a grant applicant, as required by FTA, and as an invited signatory to this MOA; and,

WHEREAS, FTA has consulted with the California Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (16 USC § 470f) on eligibility and effects for properties within the APE; and, regarding the Undertaking's potential to affect historic properties, has decided to prepare a Memorandum of Agreement (MOA) pursuant to 36 CFR §§ 800.4(b)(2) and 800.6(c); and,

WHEREAS, FTA, in consultation with SHPO, has determined that, pursuant to 36 CFR § 800.3, the Ace Gallery is eligible for inclusion in the National Register of Historic Places (NRHP); and pursuant to 36 CFR § 800.5(a), FTA, in consultation with SHPO has determined that the Undertaking will have an adverse effect on a historic property, the Ace Gallery; and,

WHEREAS, FTA, in consultation with SHPO, pursuant to 36 CFR § 800.5(a), has determined that the Undertaking would have no adverse effect on the thirty-eight (38) individual architectural historic properties and two (2) historic districts which are on or eligible for listing in the National Register of Historic Places, and mitigation measures are included in this MOA to minimize the effects on the historic properties within the APE.

WHEREAS, FTA, in consultation with SHPO, pursuant to 36 CFR § 800.5(a), has determined that the Undertaking would have no adverse effect on the one (1) identified archaeological historic property, CA-LAN-2610 or undocumented archaeological resources within the APE provided the measures in this MOA are implemented.

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), FTA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with the required documentation and the ACHP has not chosen to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and,

WHEREAS, no Federally-recognized Indian tribes (as defined in 36 CFR § 800.16(m)) expressed an interest in consulting on the Undertaking; however, LACMTA, on behalf of the FTA, consulted with the Native American Heritage Commission and the local Native American community regarding the cultural sensitivity of the project area; and,

WHEREAS, LACMTA, on behalf of the FTA, has consulted with eighteen (18) local government offices, historical organizations, and individuals interested in historic preservation in Los Angeles County about the Undertaking and its effects on historic properties; and,

WHEREAS, this MOA was developed with appropriate public involvement (pursuant to 36 CFR §§ 800.2(d) and 800.6(a)) and the public was provided the opportunity to comment on the Undertaking and will hereafter be provided with further opportunities to comment on the Undertaking as stipulated further in this MOA; and,

WHEREAS, the FTA and the SHPO are signatories pursuant to 36 CFR § 800.6(c)(1) and LACMTA is an invited signatory pursuant to 36 CFR § 800.6(c)(2); and,

NOW, THEREFORE, all signatories agree that, upon FTA's decision to proceed with the Undertaking, FTA shall ensure that the Undertaking is implemented in accordance with the following stipulations in order to take into account the effects of the Undertaking on historic properties; and further agree that these stipulations shall govern the Undertaking and all of its parts until this MOA expires or is terminated.

STIPULATIONS

FTA will ensure that the terms of this MOA are carried out and will require, as a condition of any approval of Federal funding for the Undertaking, adherence by LACMTA to the stipulations set forth herein.

I. ARCHITECTURAL HISTORIC PROPERTIES

A. Treatment to Resolve Adverse Effect

1. HABS/HAER Documentation

The adverse effects of the Undertaking on the Ace Gallery will be resolved by FTA by requiring LACMTA to implement and complete National Park Service Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) documentation, pursuant to Section 110(b) of the National Historic Preservation Act for the adversely-affected property. Prior to any action, the photo-recordation and documentation consistent with the standards of the National Park Service HABS or HAER will be prepared by a Secretary of Interior qualified professional architectural historian or historic architect. Whenever possible, HABS/HAER documentation Level 2 would be employed whenever measured drawings for a property are available. If measured drawings are not available, HABS/HAER documentation Level 1 would be employed.

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

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

2. Public Website Development

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

B. Treatment to Avoid Adverse Effects

1. Design Phase Planning

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

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

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

2. Design Review and Monitoring

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

C. Construction Phase

1. Geotechnical Investigations

For the historic properties noted in Stipulation II.D.1, further geotechnical investigations will be undertaken to evaluate soil, groundwater, seismic, and environmental conditions along the alignment. This analysis will assist in the development of appropriate support mechanisms and measures for cut and fill construction areas. The subsurface investigation would also identify areas that could cause differential settlement as a result of using a tunnel boring machine (TBM) in close proximity to historic properties. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) will provide input and review of final design documents prior to implementation of the mechanisms and measures. The review will evaluate whether the geotechnical investigations and support measures for cut and fill, and measures to prevent differential settlement meet the Secretary of the Interior's *Standards for the Treatment of Historic Properties*. The evaluation of measures will be forwarded by the LACMTA to the FTA and SHPO for review. Then FTA, in consultation with the SHPO, upon the SHPO's concurrence, shall approve the evaluation and permit the LACMTA to proceed with construction.

D. Treatment to Avoid Adverse Effect to Historic District Contributing Historic Landscape Element

1. Pre-Construction Survey

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

A report on the results of the inventory will be submitted to FTA, LACMTA and the SHPO for review and will be placed on file with LACMTA and supplied to other signatories to this MOA if requested.

2. Landscape Protection Measures

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

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

3. Construction Monitoring

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

E. Reporting Reviews

1. SHPO Review and Comment

Upon completion of construction and any reports prepared for resolution of adverse effects, the SHPO shall have thirty (30) days to review the draft and comment on the level of effort, results, and eligibility recommendations; those comments shall be incorporated into the final technical report, as appropriate. If no response by the SHPO is received by the FTA and/or LACMTA within thirty (30) days, the FTA and LACMTA shall assume concurrence and authorize the final technical report and/or the historic architectural documentation.

2. Document Submittal

Within thirty (30) days of receipt of comments on any draft report, the FTA and LACMTA shall submit the final technical report and/or historic architectural documentation to the SHPO, the appropriate California Historical Resources Information System information center, and the appropriate Indian tribe(s), and shall make it available to other interested persons who meet the confidentiality requirements. Reports prepared with archaeological site information shall not be distributed to the general public, except in an abridged form that does not include sensitive information about archaeological site locations or human remains.

3. Report Standards

All reports generated as a result of this MOA shall be consistent with contemporary professional standards and the Secretary of the Interior's guidelines.

II. ARCHAEOLOGICAL RESOURCES

This MOA accordingly sets forth the following measures to be implemented to reduce potential construction impacts within the APE to known archaeological historic properties and to undocumented archaeological resources, including human remains.

A. Consultation with Native American Individuals, Tribes and Organizations and Treatment of Cultural Remains and Artifacts.

1. The parties to this MOA agree that Indian burials and related items discovered during the implementation of the MOA and the Undertaking will be treated in accordance with the requirements of § 7050.5(b) of the California Health and Safety Code. If, pursuant to § 7050.5(c) of the California Health and Safety Code, the county coroner/medical examiner determines that the human remains are or may be of Native American origin, then the discovery shall be treated in accordance with the provisions of §§ 5097.98 (a) - (d) of the California Public Resources Code.
2. LACMTA will ensure that the expressed wishes of Native American individuals, tribes, and organizations are taken into consideration when decisions are made regarding the disposition of other Native American archaeological materials and records relating to Indian tribes.

B. Confidentiality

The signatories to this MOA acknowledge that archaeological historic properties covered by this MOA are subject to the provisions of § 304 of the National Historic Preservation Act of 1996 and § 6254.10 of the California Government Code (Public Records Act), relating to the disclosure of archeological site information, and having so acknowledged, will ensure that all actions and documentation prescribed by this MOA are consistent with §304 of the National Historic Preservation Act.

C. Worker Training

Prior to initiating ground-disturbing activities, a qualified archaeologist will conduct a short cultural resources awareness training session for all construction workers and supervisory personnel. Each worker will learn the proper procedures to follow in the event cultural resources or human remains are uncovered during ground-disturbing activities.

D. Unanticipated Discoveries

If FTA and LACMTA determines, after any future construction of the Undertaking has commenced, that project activities will affect a previously unidentified property that may be eligible for the NRHP, or affect a known historic property in an unanticipated manner, FTA and LACMTA will address the discovery or unanticipated effect in accordance with 36 CFR § 800.13(b)(3). The LACMTA must notify the FTA and SHPO within forty-eight (48) hours of the discovery. FTA, at its discretion, may hereunder, and pursuant to 36 CFR § 800.13(c), assume any unanticipated discovered property to be eligible for inclusion in the NRHP.

For properties determined eligible or assumed to be eligible pursuant to Stipulation I.E., LACMTA will notify the FTA, ACHP, and SHPO of those actions that it proposes to avoid, minimize, or mitigate adverse effects. Consulting parties will have forty-eight (48) hours to provide their views on the proposed actions. The FTA will ensure that the timely-filed recommendations of consulting parties are taken into account prior to granting approval of the measures that the LACMTA will implement to resolve adverse effects. The LACMTA will carry out the approved measures prior to resuming construction activities in the location of the discovery.

III. ADMINISTRATIVE PROVISIONS

A. Standards

1. Definitions

The definitions set forth at 36 CFR § 800.16 are applicable throughout this MOA.

2. Professional Qualifications

LACMTA shall ensure that all historic preservation and archaeological work are performed by LACMTA under the direct supervision of a person or persons who meet(s) or exceed(s) the pertinent qualifications in the Secretary of the Interior's *Professional Qualification Standards* (48 CFR §§ 44738-44739) in those areas in which the qualifications are applicable for the specific work performed.

3. Documentation Standards

Written documentation of activities prescribed by Stipulations I, II of this MOA shall conform to *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* as amended and annotated (48 CFR §§ 44716-44740) as well as to applicable standards and guidelines established by the SHPO.

4. Curation and Curation Standards

LACMTA shall ensure that, to the extent permitted under §§ 5097.98 and 5097.991 of the California Public Resources Code, the materials and records resulting from the activities prescribed by this MOA curate in accordance with 36 CFR Part 79. FTA will ensure that, to the extent permitted by applicable law and regulation, the views of the Most Likely Descendant(s) are taken into consideration when decisions are made about the disposition of other tribal archaeological materials and records.

B. Dispute Resolution

Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FTA shall consult with such party to resolve the objection. If FTA determines that such objection cannot be resolved, FTA will:

1. Forward all documentation relevant to the dispute, including the FTA's proposed resolution, to the ACHP. The ACHP shall provide FTA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FTA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FTA will then proceed according to its final decision.
2. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, FTA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FTA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.
3. FTA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

C. Amendments

Any MOA party may propose that this MOA be amended, whereupon the MOA parties will consult for no more than thirty (30) days to consider such amendment. FTA may extend this consultation period. The amendment process shall comply with 36 CFR §§ 800.6(c)(1) and 800.6(c)(7). This MOA may be amended only upon the written agreement of the signatory parties. If it is not amended, this MOA may be terminated by any of the signatory parties in accordance with Section D of Stipulation III.

D. Termination

If any signatory to this MOA determines that its terms will not or cannot be carried out, that signatory shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation C of Stipulation III, above. If within thirty (30) days (or another time period agreed to by all signatories) agreement on an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the Undertaking, FTA must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FTA shall notify the signatories as to the course of action it will pursue.

E. Duration of the MOA

1. Unless terminated pursuant to Section D of Stipulation III above, or unless superseded by an amended MOA, this MOA will be in effect following execution by the signatory parties until FTA, in consultation with the other MOA parties, determines that all of its stipulations have been satisfactorily fulfilled. This MOA will terminate and have no further force or effect on the day that FTA notifies the other MOA parties in writing of its determination that all stipulations of this MOA have been satisfactorily fulfilled.
2. The terms of this MOA shall be satisfactorily fulfilled within twenty (20) years following the date of execution by the signatory parties. If FTA determines that this requirement cannot be met, the MOA parties will consult to reconsider its terms. Reconsideration may include the continuation of the MOA as originally executed, amendment of the MOA, or termination. In the event of termination, FTA will comply with Section D of Stipulation III, above, if it determines that the Undertaking will proceed notwithstanding termination of this MOA.
3. If the Undertaking has not been implemented within ten (10) years following execution of this MOA by the signatory parties, this MOA shall automatically terminate and have no further force or effect. In such event, FTA shall notify the other MOA parties in writing and, if it chooses to continue with the Undertaking, shall reinstate review of the Undertaking in accordance with 36 CFR Part 800.

F. Effective Date


This MOA will take effect on the date that it has been fully executed by FTA, LACMTA, and SHPO.

G. Execution

Execution of this MOA by FTA, LACMTA, and SHPO, its transmittal by FTA to the ACHP in accordance with 36 CFR § 800.6(b)(1)(iv), and subsequent implementation of its terms, shall evidence, pursuant to 36 CFR § 800.6(c), that this MOA is an agreement with the ACHP for purposes of Section 110(1) of the NHPA, and shall further evidence that FTA has taken into account the effects of the Undertaking on historic properties and has afforded the ACHP an opportunity to comment on the Undertaking and its effects on historic properties.


SIGNATORY

Federal Transit Administration

By 
Leslie T. Rogers
Regional Administrator
FTA Region IX

Date MAR 6 2012

California State Office of Historic Preservation

By  FOR MILFORD WAYNE DONALDSON Date 3/7/12
Milford Wayne Donaldson
State Historic Preservation Officer
Office of Historic Preservation, Sacramento

INVITED SIGNATORY PARTY:

Los Angeles County Metropolitan Transportation Authority

By Arthur T. Leahy
Arthur T. Leahy
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority

Date 12-19-11

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Metro

Archaeological Resources Supplemental Survey Technical Report
Appendix B—Memorandum of Agreement and Section 106 Correspondence

SECTION 106 CORRESPONDENCE

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U.S. Department
of Transportation
Federal Transit
Administration

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

Mr. Milford Wayne Donaldson, F.A.I.A.
State Historic Preservation Officer
Office of Historic Preservation
California State Department of Parks and
Recreation Post Office Box 942896
Sacramento, CA 94296-0001

Attention: Dr. Susan Stratton, Supervisor, Project Review Unit

Re: Metro Westside Extension Project

Dear Mr. Donaldson:

The Federal Transit Administration (FTA), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro), is pleased to initiate efforts in the identification of historic properties and the analysis of effects on those properties for various components of the proposed Metro Westside Extension Project within the Cities of Los Angeles, West Hollywood, Beverly Hills, and Santa Monica, as well as within unincorporated portions of Los Angeles County (near the West Los Angeles Veteran's Administration Hospital). This letter is to request your review and concurrence with the Area of Potential Effects (APE) and to delegate the authority to consult directly with the LACMTA.

Cultural resources identification and analysis will be prepared in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, as required by the Advisory Council on Historic Preservation, with regulations contained in 36 Code of Federal Regulations (CFR), Part 800, and applicable sections of the California Environmental Quality Act (CEQA).

Project Description

The Metro Westside Subway Extension would extend the Metro Rail heavy rail technology via Wilshire Boulevard from the current terminus of the Metro Purple Line at Wilshire/Western Station or possibly via a combined alternative that would extend the Metro Purple Line via Wilshire Boulevard and also extend the Metro Red Line from the Hollywood/Highland Station to the Westside, potentially as far as Santa Monica.

The purpose of the project is to address the mobility needs of residents, workers, and visitors traveling to, from, and within the highly congested Westside Extension Study Area by providing faster and more reliable high-capacity public transportation than existing services which operate in mixed-flow traffic. This proposed subway

improvement will bring about a significant increase in east-west capacity and improvement in person-mobility by reducing transit travel time. On a county-wide level, the project will strengthen regional access by connecting Metro bus, Metro rail, and Metrolink networks to a high-capacity transit serving the Study Area. The overall goal of the project is to improve mobility in the Westside Extension Transit Corridor by extending the benefits of the existing Metro Red/ Metro Purple Line rail and bus services beyond their current termini near Highland Avenue and/or Western Avenue in Los Angeles as far as Ocean Avenue in Santa Monica.

Alternatives

The Westside Transit Corridor Extension Alternative Analysis Report, prepared by LACMTA was completed in January 2009, and is available on the project website at www.metro.net/westside. This report identified four alternatives for further consideration in a Draft Environmental Impact Statement/Report (DEIS/DEIR). The four alternatives include the following two subway alignments alternatives plus the No Build and Transportation Systems Management (TSM) alternatives:

- *Wilshire Boulevard Alignment Heavy Rail Transit (HRT) Subway (Alternative I):* This alternative alignment extends underground from the Metro Purple Line Wilshire/Western station to 4th Street and Wilshire Boulevard in Santa Monica (approximately 12.5-miles in length). It has 10 stations and 1 optional station (Refer to enclosed maps for station locations and names). The alignment is generally under Wilshire Boulevard with various route alignments between Century City and Santa Monica.
- *Wilshire/Santa Monica Boulevard Combined HRT Subway (Alternative II):* This alignment alternative extends underground from the Metro Purple Line Wilshire/Western station and from the Metro Red Line at the Hollywood/Highland station to 4th Street and Wilshire Boulevard in Santa Monica (approximately 17-miles in length). It has 14 stations and 1 optional station (Refer to enclosed maps for station locations and names). This alternative has two alignment options in the Beverly Center area. One option follows San Vicente Boulevard from Santa Monica Boulevard to La Cienega Boulevard, where it curves south and then west to meet the Wilshire Boulevard alignment. The second option follows La Cienega Boulevard from Santa Monica Boulevard, past the Beverly Center, and curves west at Wilshire Boulevard.
- *No Build Alternative:* This EIS will also consider the No Build Alternative that includes all existing highway and transit services and facilities and the committed highway and transit projects in the current LACMTA Long Range Transportation Plan and the current 2008 Southern California Association of Governments' Regional Transportation Plan. No new infrastructure would be built within the Study Area, aside from projects currently under construction, or funded for construction and operation by 2030 by the recently approved Measure R and identified in the LACMTA Long Range Transportation Plan. Proposed major highway improvements affecting the Westside Extension Transit Corridor

between now and 2030 include completing missing segments of high occupancy vehicle (HOV) lanes on Interstate 405 (I-405) Freeway. From a rail transit perspective, the No Build Alternative includes the Metro Purple and Metro Red Lines along the eastern and northeastern edges of the study area. This alternative also includes a rich network of local, express, and Metro Rapid bus routes that will continue to be provided, with both bus route and additions and modifications proposed.

- *Transportation System Management (TSM) Alternative:* The EIS will also consider the TSM Alternative which enhances the No Build Alternative and improves upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area. This alternative emphasizes more frequent service and low cost capital and operations improvements to reduce delay and enhance mobility. Although the frequency of service is already very good, this alternative considers improved bus services during peak periods on selected routes.

For the most part, the various alternatives to be considered for the Metro Westside Extension project generally traverse Wilshire Boulevard from the Metro Purple Line Wilshire/Western station to 4th Street and Wilshire Boulevard in Santa Monica (Alternative 1), and a second line extending west from the Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard to join the Wilshire Line in Beverly Hills (Alternative 11).

Area of Potential Effects

A proposed project-specific APE was established in accordance with 36 CFR Part 800.16 (d), which defines an APE as:

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

The proposed project-specific APE (see enclosed map) was delineated to ensure identification of significant historic and architectural resources that may be directly or indirectly affected by the proposed project and are listed in or eligible for inclusion in the National Register of Historic Places (National Register) and/or California Register of Historical Resources (California Register). The APE was established using methodology consistent with those of previous LACMTA projects, in addition to information and data obtained from the South Central Coastal Information Center (SCCIC), agency records (e.g., City of Los Angeles Office of Historic Resources, County of Los Angeles Assessor, Department of Water and Power), and through historical research (e.g., Sanborn Fire Insurance Maps).

For historic and architectural resources, the proposed built environment APE includes all parcels adjacent to both sides of the proposed project alignment, including stations,

subway or open cut construction areas, and areas proposed for acquisition. In addition, the APE includes areas that may be subject to potential project-related effects, including visual or audible effects, and settlement effects that may result from construction or implementation the proposed project. Additionally, the built environment APE includes the boundaries of seven known identified historic structures, and one historic district that have been listed in or evaluated and considered eligible for the listing on the National Register. The built environment APE generally will not consider properties set far back from the edge/boundary of their parcel (*e.g.*, where there is a sliver impact); entire complexes or rows of structures on a parcel or multiple parcels (*e.g.*, shopping center) - only the front row of structures are included in the survey area; properties elevated high above the alignment due to topographic features; and, properties separated from the Project improvements by frontage roads or large retaining/sound barrier walls. Very large linear properties will not be identified or evaluated beyond the area reasonably subject to effect by the Project. Rather, the identification and evaluation of these complex linear properties within the APE considered whether the segment in the APE would be a contributor or non-contributor to a larger significant property as a whole (should that larger property ever be determined eligible for inclusion to the National and California.

For archaeological resources, the proposed APE includes the proposed at-grade and underground right-of-way and/or areas of direct ground disturbance. The APE also includes areas with permanent site improvements and areas for staging and temporary construction activities. Most Pleistocene Age sediments within the project area that have the potential to contain archaeological resources, in most areas, do not exceed a depth of 40 ft. However, due to geologic distortion, prehistoric sediment deposits, and early historic period disturbance (trenching, tunneling, or structural foundations), the potential for archaeological resources may be encountered at depths greater than 40 ft. Therefore, the proposed vertical APE for archaeological resources extends from the ground surface to approximately 100 feet below the existing ground surface. The proposed horizontal APE for archaeological resources extends from the edge of the existing ROW to 100 ft on either side of the ROW (100 ft radius), except in those areas where excavation, earth moving, or staging will occur beyond 100 feet; in which case, those areas will be included in the horizontal APE.

For purposes of this project, the survey identification efforts will be focused on parcels containing improvements constructed up until 1968. Information regarding the date of improvement will be obtained from Los Angeles County Assessor, historical research, and/or visual survey. Properties will be evaluated for National and California register eligibility as part of the project identification phase, as well as noting all previously identified historic properties and historical resources.

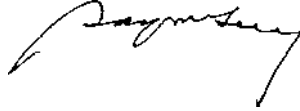
Consultation Coordination

To the extent that it facilitates the review and approval process, FTA has authorized certain experienced and knowledgeable agencies to consult directly with you in addressing Section 106 requirements. In permitting this arrangement, agencies have been instructed to keep FTA informed by forwarding copies of all transmittals to our attention, and immediately contacting FTA on matters deemed to be of significant importance. Until further notice, this authority is extended to the LACMTA for the Metro Westside Extension project.

Previous scoping efforts have taken place and are expected to continue over the next several months. On behalf of FTA, the LACMTA supported by its consultant Parsons Brinckerhoff and sub-consultant URS Corporation, is currently contacting local historic groups, Native American groups, and other stakeholders that may have an interest in the project. The LACMTA has met with the City of Los Angeles, Office of Historic Resources, and expects to meet with the other jurisdictional agencies and groups like the Los Angeles Conservancy to address their concerns.

Please let us know if you have comments on the project description, APE definition, methodology, or maps. If you or your staff is interested in a site visit of the corridor, we would be pleased to accommodate your request. The LACMTA appreciates your assistance in the preservation of cultural resources related to all aspects of their transit system. If you or any members of your staff have questions, please contact Mr. Ray Tellis of our Los Angeles Metropolitan Office at (213) 202-3956.

Sincerely,

A handwritten signature in black ink, appearing to read "Leslie T. Rogers". The signature is fluid and cursive, with a long, sweeping underline that extends to the left.

Leslie T.
Rogers
Regional
Administrator

Enclosure: Draft Area of Potential Effects Map

cc: David Meiger, Project Manager, LACMTA

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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27 September 2010

Reply To: FTA100816B

Roger Martin
Transportation Planning Manager
Westside Area Planning Team
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Section 106 Consultation for the Westside Subway Extension DEIS/DEIR, Los Angeles County, CA

Dear Mr. Martin:

Thank you for your letter of 13 August 2010 initiating consultation for the Federal Transit Authority (FTA) for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. FTA has delegated authority to consult directly with the Los Angeles County Metropolitan Transportation Authority (LACMTA) although FTA remains responsible for all findings. You are requesting at this time that I concur with the determination of the Area of Potential Effect (APE).

FTA established the APE as shown on the maps attached to your letter. For archaeological resources, the APE was defined as a radius of 100-feet along the potential subway alignment and maintenance facilities including areas where the alignment veers outside the roadway right away. For architectural resources, the APE extends one parcel past the limits of the above-ground project improvements for the stations, service areas, and any above-ground facilities. This includes the areas expected to be directly or indirectly affected by either construction or operation of the project, areas where property takes are required and areas that may be affected by noise and vibration from the construction and operation of the proposed project. I find the APE is satisfactory pursuant to 36 CFR 800.4(a)(1).

Thank your for considering historic properties in your planning process and I look forward to continuing consultation on this project. If you have any questions, please contact Amanda Blosser of my staff at (916) 654-7372 or e-mail at ablosser@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Susan K. Stratton for".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:ab



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
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SEP 16 2011

Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
California State Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

RE: Westside Subway Extension Project,
Los Angeles County, CA – Section 106
Consultation / 36 CFR Part 800

Attention: Ms. Amanda Blosser, Project Review Unit

Dear Mr. Donaldson:

The Federal Transit Administration (FTA), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is providing the California State Historic Preservation Office (SHPO) with a revised area of potential effect (APE), determination of eligibility, determination of effects and related information pursuant to our responsibilities for compliance with Section 106 of the National Historic Preservation Act (NHPA) as amended (36 CFR 800) for the Westside Subway Extension project in Los Angeles County.

Subsequent to your letter of concurrence on the APE dated September 27, 2010, the proposed project has been refined with the selection of the Locally Preferred Alternative (LPA), which consists of a nearly nine miles subway extension with seven new stations (see attached figures). The LPA is the only build alternative under consideration for the project. The revised APE for archeological resources comprises of 100 feet on both sides of the center line of the alignment, a 500-foot radius around all station locations, and a 100-foot radius around the Division 20 maintenance facility (see attached figures). For historic/architectural resources, the APE extends one property parcel beyond the limits of the above-ground LPA alignment for the station locations and the Division 20 maintenance facility (see attached figures).

The archaeological resources survey concluded that there are no prehistoric or archaeological resources present within the archaeological APE for the LPA. At the Division 20 facility (see Figure 7-2 of *Archaeological Resources Technical Report*), only site CA-LAN-2610, one of four previously recorded sites, is eligible for listing in the National Register of Historic Places (NRHP) under Criteria D (see Table 7-1 of *Archaeological Resources Technical Report*). Site CA-LAN-2610 is located beneath Santa Fe Avenue and will be avoided by the project construction. As a result, FTA has determined that a “*no adverse effect*” is appropriate for this site.

Within the historic/architectural APE, 41 historic resources (39 individual properties and 2 historic districts) eligible for or listed on the NRHP were evaluated for project effect. Five of these properties are currently listed on the NRHP; 36 historic resources including two historic districts (VA Medical Center and Westwood/UCLA) have been determined eligible for inclusion on the NRHP. The following table provides a brief site description, eligibility status/recommendation, and effect determinations.

WSE No.	Common Name	Brief Description	NRHP Eligibility/ Listing	NRHP Criteria	Impact/ Determination
WSE 41	VA Medical Center Historic District	Old Soldiers Home and VA Medical Center buildings; includes WSE 41a Wadsworth Theater, and WSE 41b historic landscape	Eligible	A, C	Protection or temporary removal and return of historic landscape and trees to original site; no impact by tunneling noise or vibration/ No Adverse Effect
HD 1	Westwood/UCLA Historic District	Spanish Revival, Monterey Revival; includes WSE 46, WSE 47, WSE 49, and contributor HD1a/WSE 61	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 10	Linde Medical Building	Mid-Century Modern	Eligible	C	Removal for station entrance of a section of meeting wall between attached, integrated garage and rear of main structure/ No Adverse Effect
WSE 11	Century Plaza Hotel	Mid-Century Modern	Eligible	C	Avoid/ No Adverse Effect
WSE 12	Century Park Towers	Mid-Century Modern	Eligible	G, C	Avoid/ No Adverse Effect
WSE 13	Beverly Wilshire Hotel	Italian Renaissance	Listed	A, B, C	Avoid/ No Adverse Effect
WSE 14	Union Bank Building	Mid-Century Modern	Eligible	C	Alteration for station entrance of exterior wall on west end of first level/ No Adverse Effect
WSE 15	Acc Gallery Building	Mid-Century Modern - Brutalism	Eligible	C	Demolish/ Adverse Effect
WSE 16	Glendale Federal Savings Building	Mid-Century Modern	Eligible	C	Avoid/ No Adverse Effect
WSE 17	California Bank Building-Sterling Plaza	Art Deco Commercial	Eligible	C	Avoid/ No Adverse Effect
WSE 18	Fine Arts Theater	Art Deco	Eligible	C	Avoid/ No Adverse Effect
WSE 21	Fox Wilshire Theater	Art Deco	Eligible	C	Avoid/ No Adverse Effect
WSE 23	Johnie's Coffee Shop	Googie style design	Eligible	C	Avoid/ No Adverse Effect
WSE 24	May Company Wilshire (LACMA West)	Streamline Moderne	Eligible	C	Station portal entrance will be constructed in the interior of the first level; avoid alterations to the exterior of the building/ No Adverse Effect
WSE 25	Art Deco-style commercial building	Art Deco	Eligible	C	Avoid/ No Adverse Effect
WSE 26	Darkroom Photography Store façade	Streamline Moderne	Eligible	C	Avoid/ No Adverse Effect

WSE No.	Common Name	Brief Description	NRHP Eligibility/ Listing	NRHP Criteria	Impact/ Determination
WSE 27	Art Deco-style commercial building	Art Deco	Eligible	C	Avoid/ No Adverse Effect
WSE 28	Tidewater (Getty) Oil building	International style	Eligible	C	Avoid/ No Adverse Effect
WSE 29	Los Altos Hotel and Apartments	Spanish Revival	Listed	C	Avoid/ No Adverse Effect
WSE 30	Wiltem Theater	Art Deco	Listed	C	Avoid/ No Adverse Effect
WSE 31	Pierce National Life	Mid-Century Modern	Eligible	C	Avoid/ No Adverse Effect
WSE 42	Catholic-Protestant Chapels/ Wadsworth Chapel	1890 Chapel	Listed	A, C	Avoid/ No Adverse Effect
WSE 43	Westwood Federal Building	Mid-Century Modern	Eligible	G, C	Avoid/ No Adverse Effect
WSE 44	Ralph's Grocery Store	Spanish Revival	Listed	C	Avoid: No Adverse Effect
WSE 45	Glendon Arcade Shops	Spanish Revival	Eligible	C	Avoid/ No Adverse Effect
WSE 46	Lindbrook Village	Spanish Revival	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 47	Courtyard Apartment Complex	Monterey Revival	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 49	University Bible Building	Gothic Revival	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 54	The Barn	Home and office of A.Q. Jones architect	Eligible	G, B	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 55	Beverly Hills High School	French Eclectic and Streamline Moderne	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 56	Perpetual Savings Bank Building	Mid-Century Modern	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 87	AAA Building	Mid-Century Modern	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 88	Wilshire Beverly Centre Building (Bank of America Building)	Mid-Century Modern	Eligible	C	Avoid/ No Adverse Effect
WSE 89	Beverly Hills Porsche Dealership	1920s Spanish Revival commercial	Eligible	C	Avoid/ No Adverse Effect
WSE 90	Security National Bank Building/Zephyr Club	Art Deco commercial	Eligible	C	Avoid/ No Adverse Effect
WSE 91	1 st Street Viaduct	1920s concrete bridge	Eligible	C	Avoid/ No Adverse Effect
WSE 92	4 th Street Bridge	1920s concrete bridge	Eligible	C	Avoid/ No Adverse Effect
WSE 93	6 th Street Viaduct	1920s concrete bridge	Eligible	C	Avoid/ No Adverse Effect
WSE 94	Clem Wilson /Mutual of Omaha Building	Art Deco and Gothic	Eligible	C	Avoid/ No Adverse Effect
WSE 96	[unoccupied]	Art Deco	Eligible	C	Avoid/ No Adverse Effect
WSE 97	Los Angeles Country Club (South Course)	Private club established in 1897	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect

The VA Medical Historic District, WSE 41, includes the contributing landscape that would be in the "cut-and-cover" area associated with the construction of tunnels for the Westwood/VA Hospital Station. This would require the temporary removal of some ficus and palm trees near the Wadsworth Theater and the Palm Garden during construction. Following construction, the trees will be returned to their current location. A qualified Historic Landscape Architect will conduct on-site monitoring to ensure that the trees are properly removed and replaced. Additionally, measures will be taken to protect a large eucalyptus within the historic district (south side of Wilshire Boulevard). Therefore, FTA has determined a finding of "no adverse effect" for this resource.

The LPA would require the placement of station portals in two historic properties: Linde Medical Building (WSE 10) and Union Bank Building (WSE 14). The Westwood/UCLA station entrance (portal) would be placed in the attached, integrated parking garage, which would require the removal of a portion of the meeting wall between the garage and the interior of the Linde Medical Building. The Wilshire/Rodeo station portal would involve alteration of the exterior wall on the first level of the Union Bank Building (WSE 14). However, because the design and construction associated with these two buildings would comply with the Secretary of the Interior Standards for Rehabilitation; therefore, FTA has determined that there would be "no adverse effect" to these two historic properties.

The proposed Wilshire/Fairfax station entrance (portal) would be constructed within the interior of the first level of the May Company Building (WSE 24) and would use existing public entryways. The design and construction would be conducted in adherence to Secretary of the Interior's Standards for the Treatment of Historic Properties, thus, not affecting the elements that contribute to the significance or integrity on the exterior of this building. As a result, FTA has determined a "no adverse effect" to the May Company building.

All other historic properties, except for the Ace Gallery, will be avoided by the project. Therefore, FTA has determined that there would be "no adverse effect" to these properties.

The LPA would require demolition of the Ace Gallery building to accommodate Wilshire/Rodeo station entrance (portal) and a construction staging area; FTA has determined a finding of "adverse effect" for the Ace Gallery. FTA recommends that a Memorandum of Agreement (MOA) be prepared to resolve the adverse effects on this building.

Please review the enclosed reports and the information provided in this letter. If you find the reports adequate, agree with FTA's eligibility recommendations, determination of project effect, and recommendation for preparing a MOA to resolve any adverse effect the project would have on Ace Gallery, please respond within 30 days in accordance with 36 CFR Part 800.

We thank you for your attention to this critical project to the Los Angeles County metropolitan area. FTA will be contacting your office shortly after your receipt of this letter to address any concerns or answer any questions you may have regarding this project and schedule a meeting. If you have any questions or concerns, please contact Mr. Ray Tellis, Team Leader of our

Mr. Milford Wayne Donaldson, FAIA
September 16, 2011
Page 5 of 5

Los Angeles Metropolitan Office, 213-202-3956 or ray.tellis@dot.gov. The staff contact person is Mr. Anthony Lee, Environmental Protection Specialist, at 212-668-2173 or 202-695-0846 or anthony.lee@dot.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Leslie T. Rogers", with a stylized flourish extending to the right.

Leslie T. Rogers
Regional Administrator

Copy to (by e-mail):

David Mieger, Los Angeles County Metropolitan Transportation Authority

Enclosures

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
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(916) 445-7000 Fax: (916) 445-7053
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01 November 2011

Reply To: FTA100816B

Leslie Rogers
Regional Administrator
Federal Transit Authority
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

Re: Section 106 Consultation for the Westside Subway Extension Project, Los Angeles County, CA

Dear Mr. Rogers:

Thank you for your letter of 16 October 2011 initiating consultation for the Federal Transit Authority (FTA) for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. You are requesting at this time that I concur with the determinations of eligibility and finding of no effect.

Subsequent to the concurrence on the APE in September, the proposed project description was refined and the Locally Preferred Alternative (LPA) was selected. The LPA consists of nine miles of subway extension with seven new stations as shown in the maps attached to your report. The LPA is the only build option under consideration for this project.

FTA has defined the revised APE for archaeological resources as comprising 100 feet on both sides of the center line of the alignment, a 500-foot radius around the station locations, and a 100-foot radius around the Division 20 maintenance facility. For architectural resources, the APE extends one property parcel beyond the above-ground LPA alignment for the station locations and the Division 20 maintenance facility. The APE is shown in Appendix A of your attached report. I agree the revised APE is sufficient pursuant to 36 CFR 800.4(1)(a).

Within the APE for the project, 11 historic properties that were either listed or determined eligible for inclusion in the National Register of Historic Places (NRHP) were identified as well as a portion of one historic district. Five of those resources were newly identified as the result of field work for this undertaking. They are as follows:

- AAA Building, 1950 Century Park East, eligible under Criterion C
- Wilshire Beverly Center Building (Bank of America Building), 9461 Wilshire Blvd, eligible under Criterion C
- Beverly Hills Porsche, 8423 Wilshire Blvd, Salinas, eligible under Criterion C
- 8400 Wilshire Blvd, eligible under Criterion C
- Los Angeles Country Club (South Course), 10101 Wilshire Blvd, eligible under Criterion C

In addition, the stand of mature ficus and palm trees in the north-west quadrant of the Wadsworth Theater were determined to be a contributing feature to the VA Medical Center Historic District (11301 Wilshire Boulevard). The district was determined eligible for listing in


1981 by the Keeper of the National Register under Criteria A and C. Also, the segment of the AT&SF Railroad, previously recorded and determined eligible in 2000, no longer appears to retain sufficient integrity to convey its significance for inclusion in the NRHP. At this time, I am only able to concur with the determinations for the contributing landscape feature to the VA Medical Center Historic District and that the AT&SF segment is no longer eligible. Insufficient information was provided on the five other built environment resources precluding my ability to concur with the determination. For concurrence, I need the following information:

- AAA Building, a discussion of how the building significantly embodies the distinctive characteristics of a Modern-era architectural style including what those character defining features are. Also in Section B10 of the DPR 523B form, the building is referenced as the Ace Gallery Building which I believe is an error.
- Wilshire Beverly Center Building, again a discussion of the distinctive characteristics of the Modern-era architectural style. Also it would be useful to know whether this building was considered to eligible as a significant work of Victor Gruen.
- Beverly Hills Porsche, how does this building relate to other examples of automobile facilities for the era and what are the character-defining features of a Spanish Revival architectural style.
- 8400 Wilshire Blvd, a better discussion of the distinctive characteristics of Art Deco style and how this building embodies those characteristics.
- Los Angeles Country Club (South Course), define the distinctive characteristics of a golf course and significant golf course design and how this course represents those characteristics.

The properties listed in Table 6-3 were determined not eligible for inclusion in the NRHP. I concur with these determinations. Until we have resolved the additional determinations of eligibility I will not comment on the finding of effect.

Thank you for considering historic properties in your planning process and I look forward to continuing consultation on this project. If you have any questions, please contact Amanda Blosser of my staff at (916) 445-7048 or e-mail at ablosser@parks.ca.gov.

Sincerely,



Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:ab

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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8 December 2011

Reply To: FTA100816B

Leslie Rogers
Regional Administrator
Federal Transit Authority
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

Re: Section 106 Consultation for the Westside Subway Extension Project, Los Angeles County, CA

Dear Mr. Rogers:

Thank you for continuing consultation for the Federal Transit Authority (FTA) for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. You are requesting at this time that I concur with the determinations of eligibility and finding of effect.

After our teleconference on November 4, 2011, it's come to my attention that a total of 41 potential historic properties were identified in the APE for the undertaking and not 11 as mentioned in my previous letter. Thank you for forwarding information regarding the additional properties and the supplemental information regarding the 5 properties for which I specifically requested more information.

Five of the historic properties are listed on the NRHP and the remainder was determined eligible for inclusion in the NRHP as the result of this study. They are as follows:

1. Linde Medical Building, 10291 Wilshire Boulevard, Criterion C, meets Criterion Consideration G, period of significance 1962-63.
2. Century Plaza Hotel, 2025 Avenue of the Stars, Criterion C, meets Criterion Consideration G, period of significance 1965.
3. Century Park Towers, 2029 Century Park East, Criterion C, meets Criterion Consideration G, period of significance 1973-1977.
4. Union Bank Building, 9460 Wilshire Boulevard, Criterion C, period of significance 1958-1960.
5. Ace Gallery Building, 9430 Wilshire Boulevard, Criterion C, period of significance 1948-1950.
6. Glendale Federal Savings Building, 9450 Wilshire Boulevard, Criterion C, period of significance 1968.
7. California Bank Building-Sterling Plaza, 9429 Wilshire Boulevard, Criterion C, period of significance 1929.
8. Fine Arts Theater, 9554 Wilshire Boulevard, Criterion C, period of significance 1938.
9. Fox Wilshire Theater, 8430 Wilshire Boulevard, Criterion C, period of significance 1930.
10. Johnie's Coffee Shop, 6101 Wilshire Boulevard, Criterion C, period of significance 1956.
11. May Company Wilshire, 6067 Wilshire Boulevard, Criterion C, period of significance 1939-1940.

12. Commercial Building, 5352 & 5354 Wilshire Boulevard, Criterion C, period of significance 1937.
13. Darkroom Photography Store, 5366-5354 Wilshire Boulevard, Criterion C, period of significance 1930s.
14. Commercial Building, 5410 Wilshire Boulevard, Criterion C, period of significance 1931.
15. Tidewater (Getty) Oil Building, 4201 Wilshire Boulevard, Criterion C, period of significance 1958.
16. Pierce National Life, 3807 Wilshire Boulevard, Criterion C, meets Criterion Consideration G, period of significance 1967-1969.
17. Westwood Federal Building, 11000 Wilshire Boulevard, Criterion C, meets Criterion Consideration G, period of significance 1966.
18. Glendon Arcade Shops, 1139 Glendon Avenue, Criterion C, period of significance 1933.
19. Westwood-UCLA Historic District, Criterion C, period of significance 1933-1940.
The following contributors were identified in the APE for this project:
 - Lindbrook Village, 10830, 10836 Lindbrook Drive
 - Courtyard Apartment Complex, 10840 Lindbrook Drive
 - University Bible Building, 10801 Wilshire Boulevard
 - Dracker Apartments/Lindbrook Manor, 10824 Lindbrook Drive
20. The Barn, 10300 Santa Monica Boulevard, Criterion B, period of significance 1965-1979, meets Criterion Consideration G.
21. Beverly Hills High, 241 Moreno Drive, Criterion C, period of significance 1927 and 1939.
22. Perpetual Savings Bank Building, 9720 Wilshire Boulevard, period of significance 1962.
23. AAA Building, 1950 Century Park East, eligible under Criterion C
24. Wilshire Beverly Center Building (Bank of America Building), 9461 Wilshire Blvd, eligible under Criterion C, meets Criterion Consideration G, period of significance 1960-1965.
25. Beverly Hills Porsche, 8423 Wilshire Blvd, Salinas, eligible under Criterion C, 1920-1935.
26. 8400 Wilshire Blvd, eligible under Criterion C, period of significance 1930-1940.
27. Los Angeles Country Club (South Course), 10101 Wilshire Blvd, eligible under Criterion C, period of significance 1897-1960.

After reviewing the information, I am able to concur that the above resources are eligible for inclusion in the NRHP. The properties listed in Table 6-3 were determined not eligible for inclusion in the NRHP. I also concur with these determinations.

FTA has determined the undertaking will have an adverse effect on one historic property: Ace Gallery Building. As the result of the project the building will be demolished to accommodate the Wilshire/Rodeo station entrance and construction staging. All of the other historic properties will not be adversely affected by the project. I concur with the determination of effect for the project.

Thank you for considering historic properties in your planning process and I look forward to continuing consultation on this project with preparation of an agreement document addressing the adverse effects. If you have any questions, please contact Amanda Blosser of my staff at (916) 445-7048 or e-mail at ablosser@parks.ca.gov.

Sincerely,

Susan H Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:ab



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
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415-744-3133
415-744-2726 (fax)

Mr. John M. Fowler
Executive Director
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue, NW, Suite 803
Washington, DC 20004

DEC 15 2011

Attention: Louise D. Brodnitz, Program Analyst, ACHP

RE: Reissued
Westside Subway Extension Project,
Los Angeles County, CA;
Notification of Adverse Effect

Dear Mr. Fowler:

The Federal Transit Administration (FTA), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA), proposes a subway extension project in Los Angeles County, CA. Pursuant to provisions of Section 106 of the National Historic Preservation Act, as amended (36 CFR Part 800.6), FTA is providing this letter to the Advisory Council on Historic Preservation (ACHP) as notification that this undertaking will have an adverse effect on a historic property (Ace Gallery building). The consulting parties for this undertaking include FTA, the State Historic Preservation Officer (SHPO) for the State of California, and the LACMTA (project sponsor).

The proposed project is an extension of the existing Metro Purple Line heavy rail transit subway system from its current western termini at Wilshire/Western Station to a new western terminus near the West Los Angeles Veterans Affairs (VA) Hospital. The extension will be nearly nine miles and will include seven new stations (see attached figures). The project will also include improvements at the Division 20 maintenance facility.

FTA has concluded that there are no prehistoric or archaeological resources present within the archaeological Area of Potential Effects (APE) for the Locally Preferred Alternative (LPA). At the Division 20 facility (see Figure 7-2 of *Archaeological Resources Technical Report*), only site CA-LAN-2610, one of four previously recorded sites, is eligible for listing in the National Register of Historic Places (NRHP) under Criteria D (see Table 7-1 of *Archaeological Resources Technical Report*). Site CA-LAN-2610 is located beneath Santa Fe Avenue and will be avoided by the project construction. As a result, FTA has determined that a **“no adverse effect”** is appropriate for this site. FTA’s consultation with the California SHPO is currently underway. While no official concurrence has been received to date, FTA anticipates agreement from the

California SHPO on both the adverse and no adverse effect findings based on conversations and emails to date.

Within the project's historic/architectural APE, 41 historic resources (39 individual properties and 2 historic districts) were identified eligible for or currently listed on the NRHP. Detailed identification and eligibility determination process for historic resources can be found in the *Historic Properties Survey Technical Report*. These properties were evaluated for project effect. As summarized in the following table, of the total of 41 historic properties, only one individual historic property, the Ace Gallery, has a determination of Adverse Effect.

WSE No.	Common Name	Brief Description	Impact/ Determination
WSE 41	VA Medical Center Historic District	Old Soldiers Home and VA Medical Center buildings; includes WSE 41a Wadsworth Theater, and WSE 41b historic landscape	Protection or temporary removal and return of historic landscape and trees to original site; no impact by tunneling noise or vibration/ No Adverse Effect
HD 1	Westwood/UCLA Historic District	Spanish Revival, Monterey Revival; includes WSE 46, WSE 47, WSE 49, and contributor HD1a/WSE 61	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 10	Linde Medical Building	Mid-Century Modern	Removal for station entrance of a section of meeting wall between attached, integrated garage and rear of main structure/ No Adverse Effect
WSE 11	Century Plaza Hotel	Mid-Century Modern	Avoid/ No Adverse Effect
WSE 12	Century Park Towers	Mid-Century Modern	Avoid/ No Adverse Effect
WSE 13	Beverly Wilshire Hotel	Italian Renaissance	Avoid/ No Adverse Effect
WSE 14	Union Bank Building	Mid-Century Modern	Alteration for station entrance of exterior wall on west end of first level/ No Adverse Effect
WSE 15	Ace Gallery Building	Mid-Century Modern - Brutalism	Demolish/ Adverse Effect
WSE 16	Glendale Federal Savings Building	Mid-Century Modern	Avoid/ No Adverse Effect
WSE 17	California Bank Building-Sterling Plaza	Art Deco Commercial	Avoid/ No Adverse Effect
WSE 18	Fine Arts Theater	Art Deco	Avoid/ No Adverse Effect
WSE 21	Fox Wilshire Theater	Art Deco	Avoid/ No Adverse Effect
WSE 23	Johnie's Coffee Shop	Googie style design	Avoid/ No Adverse Effect
WSE 24	May Company Wilshire (LACMA West)	Streamline Moderne	Station portal entrance will be constructed in the interior of the first level; avoid alterations to the exterior of the building/ No Adverse Effect
WSE 25	Art Deco-style commercial building	Art Deco	Avoid/ No Adverse Effect

WSE No.	Common Name	Brief Description	Impact/ Determination
WSE 26	Darkroom Photography Store façade	Streamline Moderne	Avoid/ No Adverse Effect
WSE 27	Art Deco-style commercial building	Art Deco	Avoid/ No Adverse Effect
WSE 28	Tidewater (Getty) Oil building	International style	Avoid/ No Adverse Effect
WSE 29	Los Altos Hotel and Apartments	Spanish Revival	Avoid/ No Adverse Effect
WSE 30	Wiltren Theater	Art Deco	Avoid/ No Adverse Effect
WSE 31	Pierce National Life	Mid-Century Modern	Avoid/ No Adverse Effect
WSE 42	Catholic-Protestant Chapels/ Wadsworth Chapel	1890 Chapel	Avoid/ No Adverse Effect
WSE 43	Westwood Federal Building	Mid-Century Modern	Avoid/ No Adverse Effect
WSE 44	Ralph's Grocery Store	Spanish Revival	Avoid/ No Adverse Effect
WSE 45	Glendon Arcade Shops	Spanish Revival	Avoid/ No Adverse Effect
WSE 46	Lindbrook Village	Spanish Revival	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 47	Courtyard Apartment Complex	Monterey Revival	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 49	University Bible Building	Gothic Revival	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 54	The Barn	Home and office of A.Q. Jones architect	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 55	Beverly Hills High School	French Eclectic and Streamline Moderne	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 56	Perpetual Savings Bank Building	Mid-Century Modern	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 87	AAA Building	Mid-Century Modern	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 88	Wilshire Beverly Centre Building (Bank of America Building)	Mid-Century Modern	Avoid/ No Adverse Effect
WSE 89	Beverly Hills Porsche Dealership	1920s Spanish Revival commercial	Avoid/ No Adverse Effect
WSE 90	Security National Bank Building/Zephyr Club	Art Deco commercial	Avoid/ No Adverse Effect
WSE 91	1 st Street Viaduct	1920s concrete bridge	Avoid/ No Adverse Effect
WSE 92	4 th Street Bridge	1920s concrete bridge	Avoid/ No Adverse Effect
WSE 93	6 th Street Viaduct	1920s concrete bridge	Avoid/ No Adverse Effect
WSE 94	Clem Wilson /Mutual of Omaha Building	Art Deco and Gothic	Avoid/ No Adverse Effect
WSE 96	[unoccupied]	Art Deco	Avoid/ No Adverse Effect

WSE No.	Common Name	Brief Description	Impact/ Determination
WSE 97	Los Angeles Country Club (South Course)	Private club established in 1897	No impact by tunneling noise or vibration/ No Adverse Effect

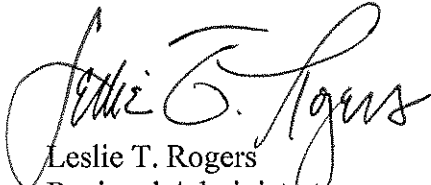
The Ace Gallery building has been determined eligible for listing in the NRHP because it embodies the distinctive characteristics of the Brutalism architectural style. Demolition of the Ace Gallery building will be required to accommodate Wilshire/Rodeo station entrance (portal) and a construction staging area; FTA has determined a finding of *adverse effect* for the Ace Gallery (see attached SHPO letter dated September 16, 2011). Based on conversations to date with the California SHPO, FTA anticipates agreement from the California SHPO on both the adverse and no adverse effect findings.

FTA, in continued consultation with the California SHPO, will develop a Memorandum of Agreement (MOA) to resolve the adverse effects identified. FTA proposes, and expects the California SHPO to agree, that the basis for mitigating the adverse effects of this undertaking will include the following measures:

- Prior to construction, the National Park Service Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) photo-recording and documentation of the Ace Gallery will be produced.
- A public website will be developed concerning the history of the Ace Gallery. The website would be based on the photographs produced as part of the HABS/HAER documentation, and historic archival research previously prepared as part of the Undertaking and historic documentation.

We are requesting that the ACHP review the information outlined in this letter and the attached documentation. If the ACHP chooses to participate in the consultation process of this undertaking, we would appreciate a response within 15 days of receipt of this letter. Should you require additional information, please contact Mr. Ray Tellis, Team Leader of our Los Angeles Metropolitan Office, at (213) 202-3956 or ray.tellis@dot.gov. The staff contact person is Mr. Anthony Lee, Environmental Protection Specialist, at (212) 668-2173 or (202) 695-0846 or anthony.lee@dot.gov.

Sincerely,



Leslie T. Rogers
Regional Administrator

Enclosures:

Mr. John M. Fowler
December 15, 2011
Page 5 of 5

Project Figures
Archeological Resources Survey Report
Historic Properties Survey Report



Preserving America's Heritage

January 3, 2012

Mr. Leslie T. Rogers
Regional Administrator
Federal Transit Administrator, Region IX
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

**Ref: *Proposed Westside Subway Extension Project
Los Angeles County, California***

Dear Mr. Rogers:

The Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the adverse effects of the referenced project on properties listed on and eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the California SHPO, and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the opportunity to review this undertaking. If you have any questions, please contact Louise Brodnitz at 202-606-8527, or via email at lbrodnitz@achp.gov.

Sincerely,

Raymond V. Wallace
Historic Preservation Technician
Office of Federal Agency Programs

APPENDIX B
Architectural Historic Properties

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WESTSIDE SUBWAY EXTENSION PROJECT

Historic Properties Supplemental Survey Technical Report



Metro



**U.S. Department of Transportation
Federal Transit Administration**

March 2012

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INFORMATION for CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM (CHRIS)

Authors	Pamela Daly, M.S. <i>and</i> Nancy E. Sikes, Ph.D., RPA
Consulting Firm	Cogstone Resource Management, Inc. 1518 West Taft Avenue Orange, CA 92865 714-974-8300
Report Date	February 23, 2012
Report Title	Historic Properties Supplemental Survey Report for the Westside Subway Extension Project, western Los Angeles County, California
Submitted to Lead Agencies	Federal Transit Administration 888 S. Figueroa Street, Ste. 1850 Los Angeles, CA 90017 <i>and</i> Metro One Gateway Plaza Los Angeles, CA 90012
Submitted by	Parsons Brinckerhoff 777 S Figueroa Street, 11th Floor Los Angeles, CA 90027
Cogstone Project No.	2068
USGS 7.5' Quadrangle	Beverly Hills 1995, Hollywood 1966 (PR 1981), Los Angeles 1996 (PR 1981, MR 1994)
Acreage	614-acre Architectural APE
Keywords	Historic-period built environment survey, 39 individual qualified historic properties, VA Medical Center Historic District, Westwood Historic District, historic landscape, Los Angeles County, City of Beverly Hills, City of Los Angeles

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Abstract

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

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

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

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

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

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

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

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



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Acronyms and Abbreviations

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

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

1.0 INTRODUCTION

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

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

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

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

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

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

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2.0 PROJECT DESCRIPTION

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

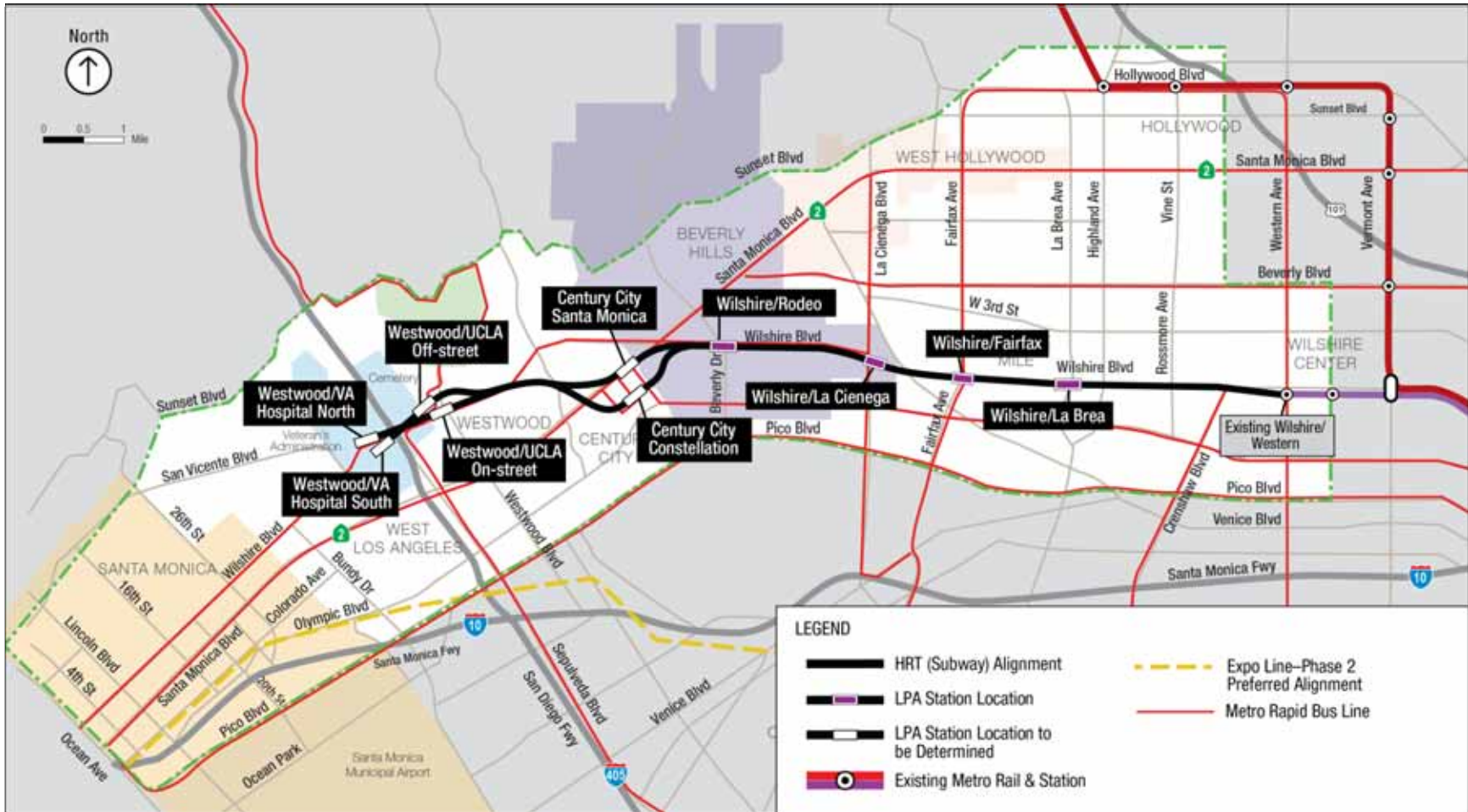
The LPA would best meet the Purpose and Need to improve mobility and provide fast, reliable, high-capacity, and environmentally sound transportation solutions in the study area. The separated right-of-way is all in a tunnel, with the top of the tunnel at least 30 to 70 feet below the ground surface.

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

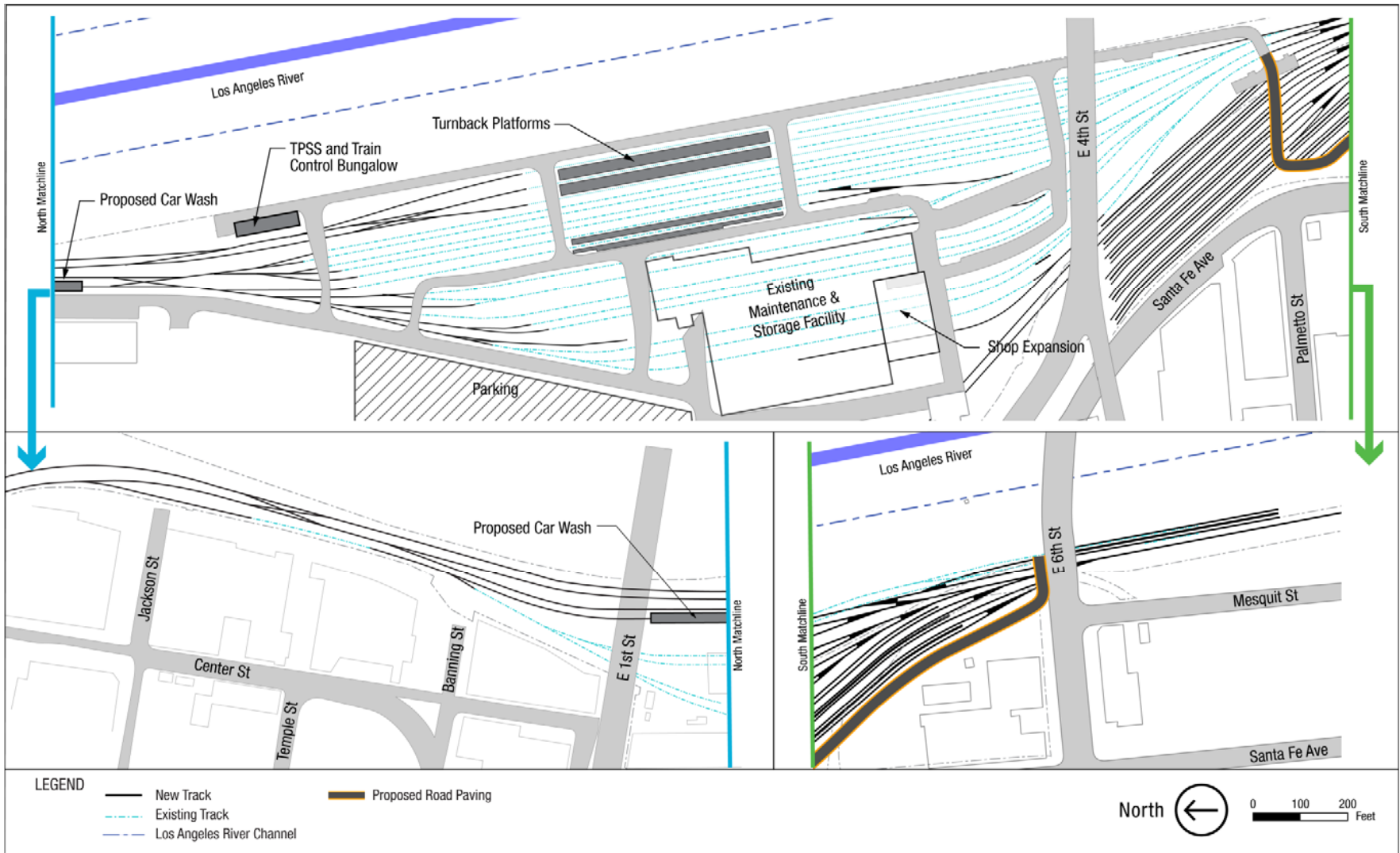
The estimated one-way running time would range from approximately 14 minutes, 26 seconds to 15 minutes, 21 seconds from the Wilshire/Western Station to the Westwood/VA Hospital Station depending on the alignment between the Wilshire/Rodeo and Westwood/VA Hospital Stations. The LPA is expected to operate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

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

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

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

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



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

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3.0 AREA OF POTENTIAL EFFECTS

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

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

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

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

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

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

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

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

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

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

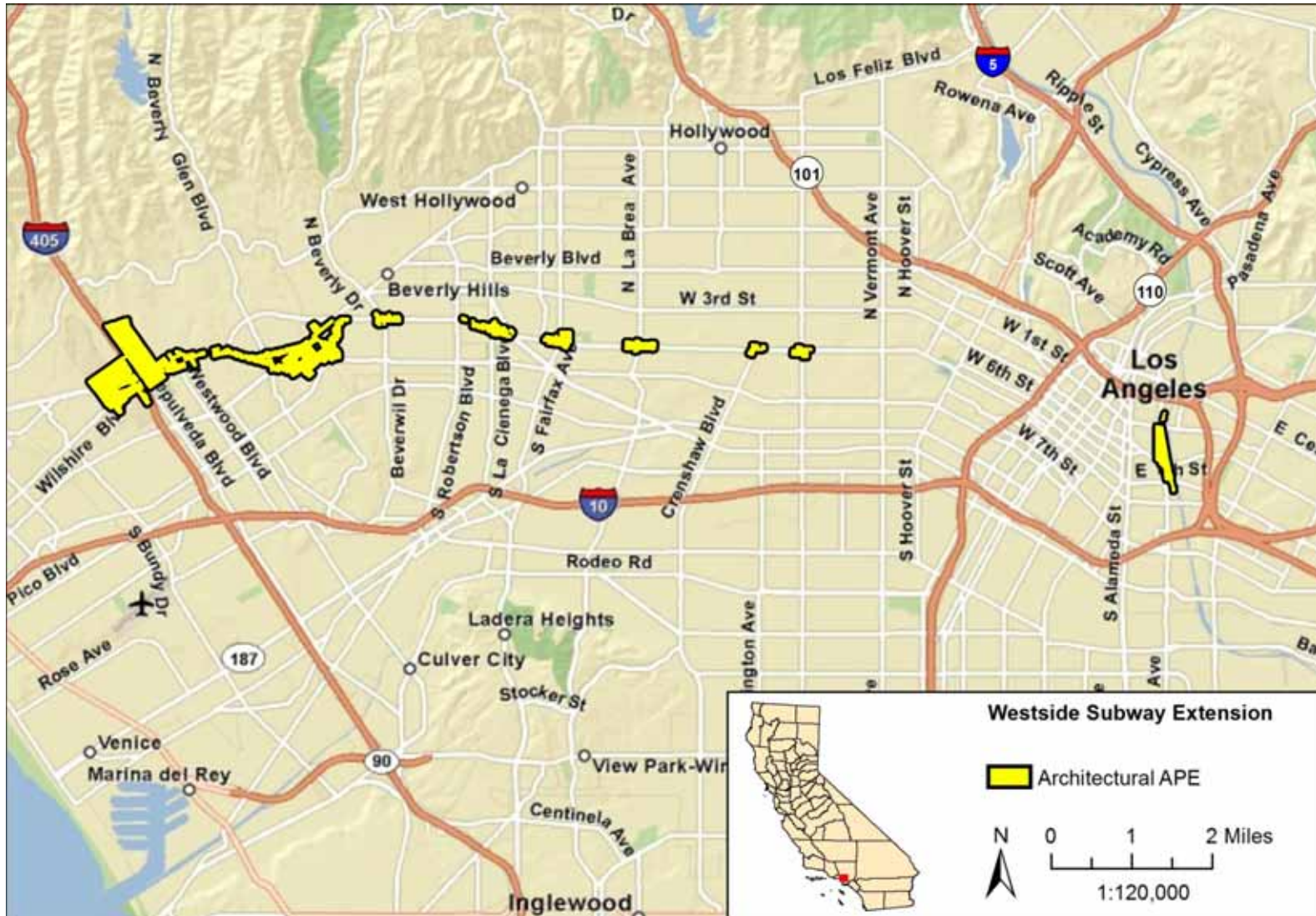
Additional aerial-based maps that show the Architectural APE at a scale of one inch equals 500 feet (1:7,000) are provided as Appendix A. Reference within the body of this report, including tables, to “Map Sheet” refer to Sheets 1 to 7 showing the LPA alignment and to Sheet 8 showing the Division 20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

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

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

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

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



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Figure 3-1: Project Location Map

WESTSIDE SUBWAY EXTENSION PROJECT

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4.0 REGULATORY FRAMEWORK

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

4.1 Federal Regulations

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

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

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

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

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

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

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

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

Table 4-1: Summary of Federal Regulations

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

4.2 State Regulations

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

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

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

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

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

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

Table 4-2: Summary of State Regulations

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

4.3 Regional and Local Regulations

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

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

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

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

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

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

Table 4-3: Summary of Regional and Local Regulations

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

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

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5.0 METHODOLOGY

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

5.1 Personnel

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

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

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

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

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

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

5.2 California Office of Historic Preservation

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

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

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

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

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

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

5.3 Project Team Meetings

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

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

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

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

5.4 Research Methods

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5.5 Survey Methods

5.5.1 Prior Surveys for Alternatives Analysis

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

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

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

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

5.5.2 Focused Survey for Refined LPA Alignment

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

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

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

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

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

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

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

5.6 VA Medical Center Historic District Contributing Landscape

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

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

5.7 Identification and Evaluation Methodology

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

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

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

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

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

5.8 Assignment of WSE Numbers to Significant Built Environment Resources

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

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

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

6.0 AFFECTED ENVIRONMENT

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

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

6.1 Spanish Period

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

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

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

6.2 Mexican Period

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

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

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

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

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

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

6.3 American Period

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

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

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

6.3.1.1 Beverly Hills

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

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

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

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

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

6.3.1.2 Mid-Wilshire/Miracle Mile

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

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

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

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

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

6.3.2 Historic Neighborhoods in the Mid-Wilshire Area

6.3.2.1 Wilshire Square

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

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

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

6.3.2.2 Hancock Park

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

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

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

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

6.3.2.3 Carthay Circle

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

6.3.2.4 Wilshire Park

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

6.3.2.5 Century City

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

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

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

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

6.3.2.6 UCLA/Westwood Village

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

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

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

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

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

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

6.3.2.7 Veterans Affairs Greater Los Angeles Health System

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

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

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

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

6.4 Summary of Historic Built Resources

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

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

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

6.4.1 Prior Cultural Resources Investigations

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

6.4.2 Previously Recorded Built-Environment Resources

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

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

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

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

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

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

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

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

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

6.4.3 Newly Identified Historic Properties within APE

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

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

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

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

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

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

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

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

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

6.4.4 Investigations for Proposed Stations

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

6.4.4.1 Wilshire/Western Station

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

6.4.4.2 Wilshire/Crenshaw Laydown Area

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

6.4.4.3 Wilshire/La Brea Station

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

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

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

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

6.4.4.4 Wilshire/Fairfax Station

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

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

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

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

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

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

6.4.4.5 Wilshire/La Cienega Station

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

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

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

6.4.4.6 Wilshire/Rodeo Station

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

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

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

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

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

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

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

6.4.4.7 Century City Constellation Station

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

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

6.4.4.8 Century City Santa Monica Station

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

6.4.4.9 Westwood/UCLA Station

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

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

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

6.4.4.10 Westwood/VA Hospital Station

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

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

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

6.4.5 Investigations at Division 20 Facility

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

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

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

6.4.6 Cultural Heritage Artwork Identified

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

6.4.7 Mature Trees in VA Medical Center Historic District Contributing Landscape

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

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

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

6.4.8 Non-Significant Historic-Period Properties within APE

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

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

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

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

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

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

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

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

6.4.9 All Historic Properties Identified within APE

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

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

The total of 41 historic properties includes:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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		elevation also has a row of wood frame, small, rectangular windows with sills. The tower features vents and two louvers, diamond-paned window sashes with sills. A wing perpendicular to the sanctuary connects the sanctuary to another gabled entrance off of Malcolm Avenue. Landscaping fronts both street sidewalks. The building appears to be minimally altered and is in good condition. Based on observation, the building appears to have been re-roofed.			Historic District 1 (along with WSE 46, WSE 47, and WSE 61).
WSE 54	10300 Santa Monica Blvd., LA 4319-009-030	WSE 54 is a New England barn-style commercial and residential building (The Barn) constructed in 1949-1950. It occupies the majority of the parcel and has main elevations facing Fox Hills Drive and Santa Monica Boulevard. It is two stories with an L-shaped plan. The building features a moderate pitch, cross-gable, asphalt shingled roof with small eave overhang and exposed rafters. The roof has non-historic age skylights and roof vents. In general, the window bays are regularly arranged and filled with grille covered window sashes on the ground story; wood frame, three-over-two double-hung window sashes on the second floor; and metal frame, square window sashes on the north elevation gable. The building is clad in wood clapboard siding with end boards. The primary façade is symmetrical with entry from Fox Hills Drive. The entrance contains non-historic age plywood panels attached to the sides of a large, deeply recessed square entry and a small flight of tiled steps. A second entry from Santa Monica Boulevard is a recessed, end-boarded square entry with a casement style, multi-light window sash. Above the second entry is a large dormer with a square, multi-light window sash. The remaining ground floor doors have been filled with plywood panels. The building appears to be minimally altered and is in excellent condition. Based on observation, the window sash on the north elevation and the plywood may be new construction.	Century City/ Constellation	Map Sheet 5	Status Codes 3S and 3CS. The building at 10300 Santa Monica Blvd. is associated with the later career of architect Archibald Quincy Jones who bought the property in 1965 and used it as his residence and studio from 1965 until his death in 1979. Though the building is more than fifty years old, it achieved significance less than fifty years of age (1965-79) and must meet NRHP Criteria Consideration G to be listed in the NRHP. Based on site investigations and historic research, WSE 54 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion B of the NRHP and Criterion 2 of the CRHR.
WSE 11	2025 Avenue of the Stars, Century City 4319-004-109	WSE 11 is the Century Plaza Hotel , a Modern-era hotel designed by Minoru Yamasaki and constructed in 1965. It occupies the center of the lot and has a northwest-facing orientation. It is twenty stories with a curved plan. The building	Century City/ Constellation	Map Sheet 5	Status Codes 3S and 3CS. The Century Plaza Hotel is a building that significantly embodies the distinctive

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

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		altered and are in excellent condition. The Assessor reports alterations/additions that took place in 1977, but the details are currently unknown. Due to security concerns, the original lobby, which was open, was enclosed in mullion-free glass at some point. Based on observation, the building remains otherwise unaltered.			significance and level of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR.
WSE 87	1950 Century Park East, 4319-001-008	The AAA Building (Meridian Fitness) is a three-story articulated concrete structure enclosing a three-story glass wall inner structure. Welton Becket and Associates designed the Modern-era style office building in 1963 for the Southern California Automobile Club Century City District Office. It was given an award in 1965 as one of the ten most outstanding structures in the United States using pre-stressed concrete building construction. The building served as the West Los Angeles headquarters for the Automobile Club of Southern California. The building has a rectangular mass with a flat roof. The three-story, glass-walled office space is located within the exterior concrete framing structure. The narrow ends of the main block provide the main entrance on the west elevation and the tangentially-attached parking garage on the east elevation. The arched concrete frames on the north and south elevations allow for ample light into the interior space, and the ends of the arched frames appear to be supporting the long horizontal concrete beams on each level of the front (west) façade. The front entrance is located in a three-story glass wall recessed behind an opening between the solid concrete end walls of the front elevation. The building does not appear to have been altered. The parking garage was not designed to be a contributing feature of the building.	Century City/ Constellation	Map Sheet 5	Status Codes 3S and 3CS. Based on current site investigations and historic research, WSE 87 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Modern-era articulated concrete frame architectural style.
WSE 55	241 S. Moreno Dr., Beverly Hills 4319-001-900	WSE 55 is a French Eclectic-style assembly of educational buildings (Beverly Hills High School), constructed in 1936-37. Additions to the main building were designed by Rowland H. Crawford and the Streamline Moderne pool was designed by Stiles O. Clement. The property occupies the east side of the parcel (west of Health Avenue) and has an east-facing orientation. It is two stories with a roughly U-shaped plan that wraps around a large central lawn. Access to the	Century City/ Constellation	Map Sheet 5	Status Codes 3S and 3CS. Based on site investigations and historic research, WSE 55 (Beverly Hills High School and pool) possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and

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

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					the late 19 th century.
WSE 56	9720 Wilshire Blvd., Beverly Hills 4328-014-035	WSE 56 is a Modern-era style commercial building with an articulated concrete frame (Perpetual Savings Building) designed by Durrell Stone and constructed in 1962. It is set back approximately thirty feet from Wilshire Boulevard, occupying the rear half of the lot. The building is nine stories with a rectangular plan. The building features a flat roof with a parapet and glass curtain walls of fixed metal-framed sashes enframed in a concrete grille of flaring arches (14 arched bays on each floor of primary north façade). The primary façade is symmetrical with the main entrance centered on the first floor. The building appears to be unaltered and is in excellent condition.	Wilshire/ Rodeo	Map Sheet 5	Status Codes 3S and 3CS. WSE 56 is a building that significantly embodies the distinctive characteristics of the Modern-era style of commercial architecture using an articulated concrete frame. Since the building is less than 50 years of age, it must meet NRHP Criteria Consideration G. Based on site investigations and initial historic research, however, WSE 56 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR.
WSE 13	9504 Wilshire Blvd., Beverly Hills 4328-032-014	The Beverly Wilshire Hotel is an Italian Renaissance-style, hotel/residential building designed by Walker and Eisen and constructed in 1930. It ranges in height from three, to thirteen stories, with an E-shaped plan that gradually steps back. It is situated near the front of the lot and the main entry faces north toward Wilshire Street. The building features a flat roof, fixed window sashes arranged symmetrically to their respective sides, and Tuscan stone, Carrara marble, and brick cladding. The building appears to be minimally altered and is in good condition.	Wilshire/ Rodeo	Map Sheet 4	Status Code 1S. WSE 13 was listed in the NRHP in 1987 (NRIS 87000908) under Criteria A and C.
WSE 14	9460 Wilshire Blvd., Beverly Hills 4328-033-001	WSE 14 is the Union Bank Building , an International style commercial building constructed in 1957. Sidney Eisenshtat and Associates designed the Union Bank Building for the development team of Edward Rothschild and Arthur Gilbert. It occupies the majority of the lot and has a north-facing orientation. It is an approximately nine-story building with a U-shaped plan, which has the appearance of a group of rectangular blocks adjoined, stacked, and overlapping each other. The blocks are of various heights (from one to nine stories), with the vertical blocks on the east end mounted on the roof of a long single-story block and supported by a pedestal. An additional one-story block is adjacent to the long one-story block on the west end. The building features a	Wilshire/ Rodeo	Map Sheet 4	Status Codes 3S and 3CS. Based on site investigations and historic research, WSE 14 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the International architectural style.

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		flat roof. The pedestal ground story contains curtain walls filled with fixed pane glass in metal frame sashes and extends the length of the city block. The upper story window bays are recessed and extremely narrow, containing fixed pane, metal framed sashes with thick metal mullions. The ground story is clad in stucco and stone wainscoting and the upper stories are clad in steel and stucco, applied in a grid of horizontal and vertical strips. The primary façade is asymmetrical with recessed entries for each respective storefront that are filled with steel-frame commercial doors. The building appears to be minimally altered and is in good condition. Based on observation, the pedestal ground floor storefronts have been altered by the replacement of window sashes and doors, perhaps in the 1980s.			
WSE 15	9430 Wilshire Blvd., Beverly Hills 4331-001-045	The Ace Gallery Building is a commercial building designed in the Brutalism style of architecture. The original building on the site was a commercial restaurant building dating from 1932 that was enveloped by the new façade on the front (north) and east side elevations when Bank of American purchased and rehabilitated the building in 1950. It occupies the majority of the lot and has a north-facing orientation. It is four-stories with a C-shaped plan. The building features a flat roof with T-shaped rafters and a wide eave overhang. The upper stories extend out over the ground floor and are supported by square columns. The ground floor window bays are irregularly spaced and filled with metal frame commercial glass window walls. The upper story windows are also arranged irregularly, with long vertical fixed glass panes joined to form vertical strips of glass between square engaged columns. The building is clad in travertine. The primary façade is asymmetrical with a recessed entrance offset to the east, filled with metal frame commercial glass doors. The building appears to be unaltered and is in excellent condition.	Wilshire/ Rodeo	Map Sheet 4	Status Codes 3S and 3CS. Based on current site investigations and historic research, WSE 15 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Brutalism architectural style.
WSE 16	9450 Wilshire Blvd, Beverly Hills 4331-001-049	The Glendale Federal Savings Building is a Modern-era commercial building (Commercial Capital Bank) designed by Langdon Wilson and constructed in 1968. It occupies the entire lot and has a north-facing orientation. It is eleven	Wilshire/ Rodeo	Map Sheet 4	Status Codes 3S and 3CS. WSE 16 is a building that embodies the distinctive characteristics of the Modern-era

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		<p>stories, including the pedestal ground story, with a rectangular plan. The building has a flat roof with wide overhang featuring distinctive stained glass filled eaves that are supported by concrete rafters. The ground story is deeply recessed below the upper floors and filled with metal frame fixed pane window walls. The upper story window bays are regularly spaced, and form vertical strips of metal frame, fixed pane glass (two types of glazing). The building is clad in concrete composed of square engaged columns that stretch from the ground floor to the roof. The primary façade is symmetrical with a deeply recessed entry on the west elevation that has a revolving glass door flanked by two sets of double doors. Other entries are present on the north and west elevations for the respective store fronts. All the doors are filled with metal frame commercial glass double doors with sidelights and transoms. The building appears to be minimally altered and is in good condition. The storefronts may have been altered by the replacement of window sashes and doors that are not of historic age.</p>			<p>style of architecture. Since the building is less than 50 years old, it must meet NRHP Criteria Consideration G. Based on site investigations and historic research, WSE 16 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR.</p>
WSE 17	9429 Wilshire Blvd., Beverly Hills 4343-013-011	<p>The California Bank Building -Sterling Plaza is an Art Deco-style commercial building designed by John Parkinson and Daniel B. Parkinson, and constructed in 1929. It occupies the entire triangular lot and has a south-facing orientation. It is seven stories with triangular base and rectangular-plan upper stories that step up toward a central tower. The building features a flat roof. The window bays are symmetrically arranged and contain metal frame, fixed pane storefront window walls on the ground story and metal frame, fixed pane sashes on the upper stories. The building is clad in stucco with fluted, engaged pillars, gold relief accents at the cornice line of each stack on central tower, chevrons above the ground floor, and a molded cornice with diamond gold accents separating the ground story from the upper stories. The primary façade is symmetrical with a recessed central arched entry filled with a gold colored, metal frame, glass double door. The storefront entries are filled with metal frame, standard commercial fixed pane doors. The building appears to be minimally altered and is in good</p>	Wilshire/ Rodeo	Map Sheet 4	<p>Status Codes 3S and 3CS.</p> <p>Based on site investigations and historic research, WSE 17 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that embodies the distinctive characteristics of the Art Deco architectural style.</p>

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		condition. Based on observation, the window sashes and door frames may have been replaced.			
WSE 88	9461 Wilshire Blvd, Beverly Hills 4343-014-022	<p>The Wilshire Beverly Centre Building (Bank of America Building) was designed by Victor Gruen Associates in 1960 for the Buckeye Realty & Management Company. The building is an abstract modernist commercial building. The building was constructed in 1961/1962 by the Buckeye Construction Company.</p> <p>The eight-story building was designed to be approached from the east, from downtown Los Angeles. The viewer would see an irregularly shaped building with a shallow curved wall placed on the end of a wedge-shaped mass that points into the intersection of Wilshire Boulevard and Beverly Drive. The curved wall is formed from deep set windows within an articulated steel frame. The viewer would then see a smooth plaster wall along the north elevation of the wedge, with bands of ribbon windows extending along the length of each story. The south wall of the wedge facing Wilshire, with the same treatment of smooth wall with bands of ribbon windows, seems to angle in and then out without a break, giving the building the look of a giant boomerang. The rear (west) block of the building is a rectangular mass. Between the wedge mass, that has a northwest/southeast orientation and the rectangular mass, is a half-wedge shape that forms the southwest/northeast angle of the boomerang. The best way to analyze the building is to look at an aerial view to understand how the major masses of the building are joined together.</p>	Wilshire/ Rodeo	Map Sheet 4	<p>Status Codes 3S and 3CS.</p> <p>Based on current site investigations and historic research, WSE 88 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of Modern-era abstract building design.</p>
WSE 18	8554 Wilshire Blvd., Beverly Hills 4333-018-030	<p>WSE 18 is the Fine Arts Theater, an Art Deco-style theater (Regina Theater) constructed in 1938. It occupies the majority of the lot and has a north-facing orientation. It is one-story with a roughly rectangular-shaped plan. The building features a flat roof with a symmetrical, steeply stepped parapet on the primary façade. The façade is stucco clad, with fluted bands framing the metal framed, fixed pane window wall. The primary façade is symmetrical with three entries, the central filled with a metal frame, fixed pane double door and the two on either side filled with a metal</p>	Wilshire/ La Cienega	Map Sheet 3	<p>Status Codes 3S and 3CS.</p> <p>Based on current site investigations and historic research, WSE 18 possesses the requisite significance and levels of integrity to be determined eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the</p>

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

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

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

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

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

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

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

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

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

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

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

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

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

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7.0 ENVIRONMENTAL IMPACTS/ENVIRONMENTAL CONSEQUENCES

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

7.1 Determination of Effects

7.1.1 Regulatory Requirements

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

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

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

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

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

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

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

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

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

7.1.2 No Build Alternative

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

7.1.3 Locally Preferred Alternative (LPA)

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

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

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

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

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

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

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

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

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

- Ace Gallery (WSE 15)

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

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

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

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

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

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



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

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

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

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

WESTSIDE SUBWAY EXTENSION PROJECT

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

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

WESTSIDE SUBWAY EXTENSION PROJECT

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

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

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

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

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



7.1.4 Resolution of Adverse Effects

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

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

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

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

7.2 CEQA Determination

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

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

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

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

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

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

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

8.0 MITIGATION MEASURES

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

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

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

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

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

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

8.1 Mitigation Measures HR-1 through HR-4

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

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

HR-1: Treatment to Avoid Adverse Effects.

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

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

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

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

HR-2: Treatment to Resolve Adverse Effect

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

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

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

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

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

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

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

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

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

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

HR-4: Pre-Construction and Construction Phases

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

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

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

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

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

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

8.2 Impacts Remaining After Mitigation

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

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

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

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APPENDIX A—APE MAPS (SHEETS 1-8)



Figure A-1. Architectural APE for LPA and Historic Properties (Wilshire/Western)

WESTSIDE SUBWAY EXTENSION PROJECT

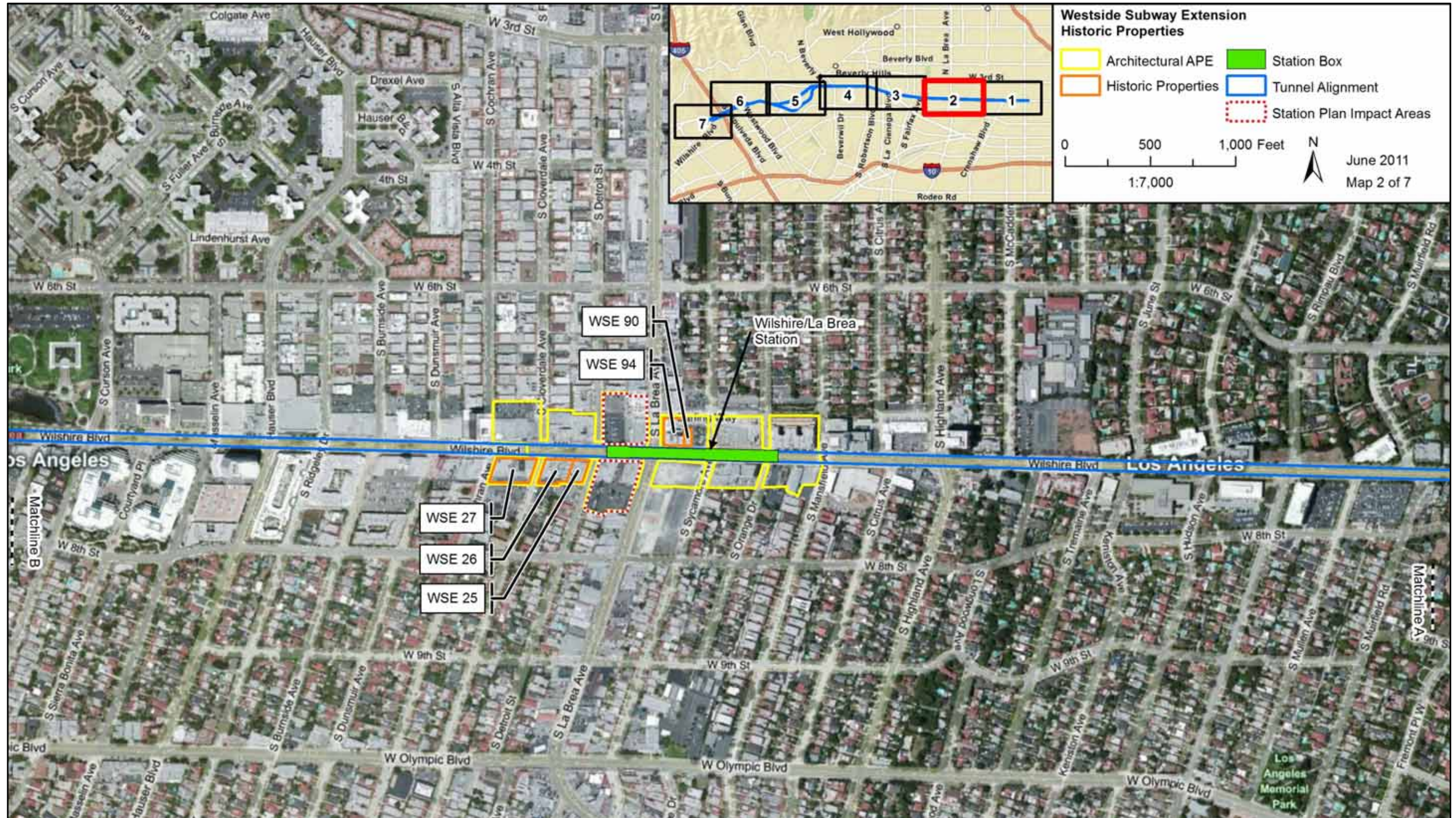


Figure A-2. Architectural APE for LPA and Historic Properties (Wilshire/La Brea)

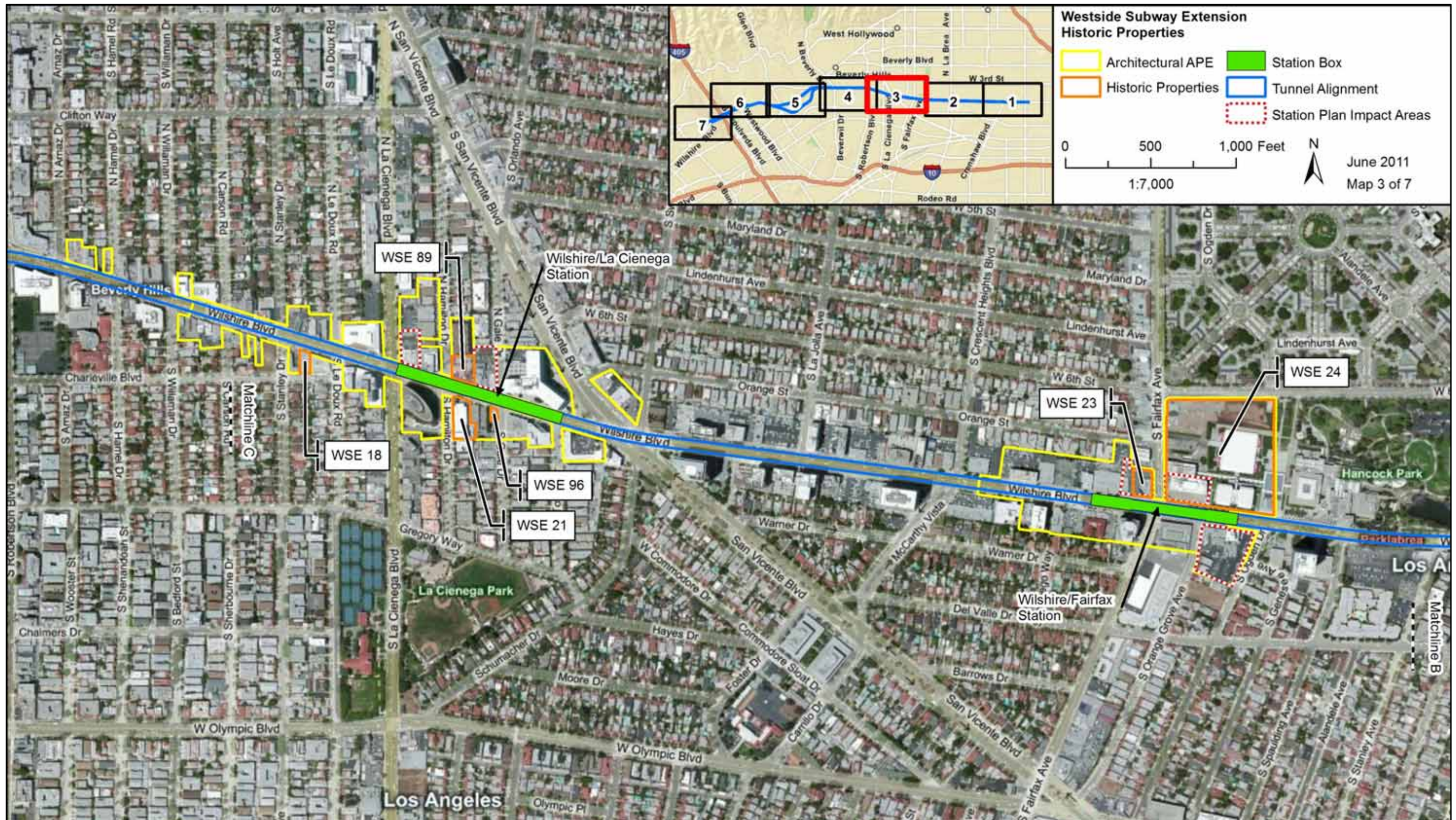


Figure A-3. Architectural APE for LPA and Historic Properties (Wilshire/Fairfax and Wilshire/La Cienega)

WESTSIDE SUBWAY EXTENSION PROJECT

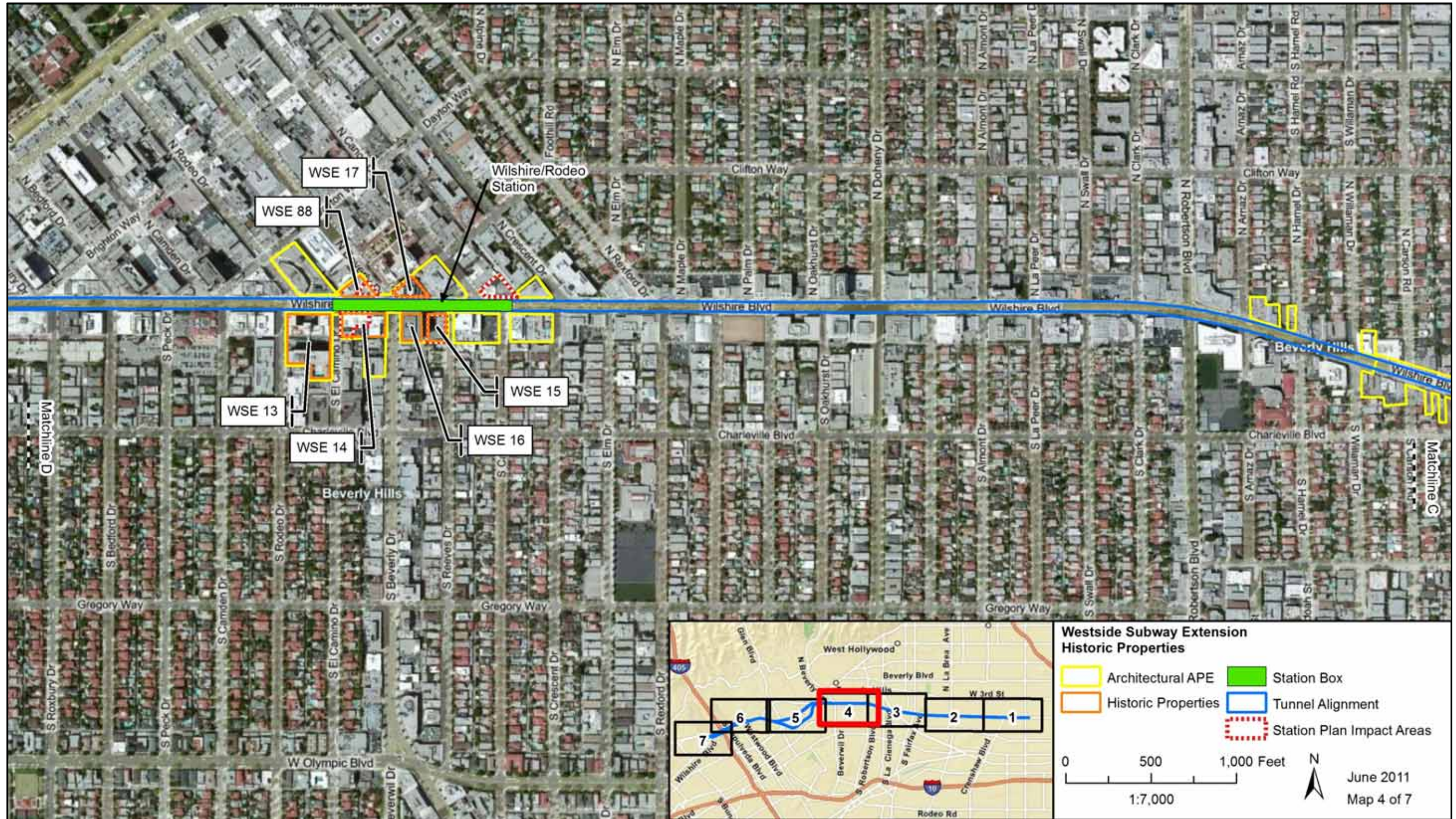


Figure A-4. Architectural APE for LPA and Historic Properties (Wilshire/Rodeo)

WESTSIDE SUBWAY EXTENSION PROJECT

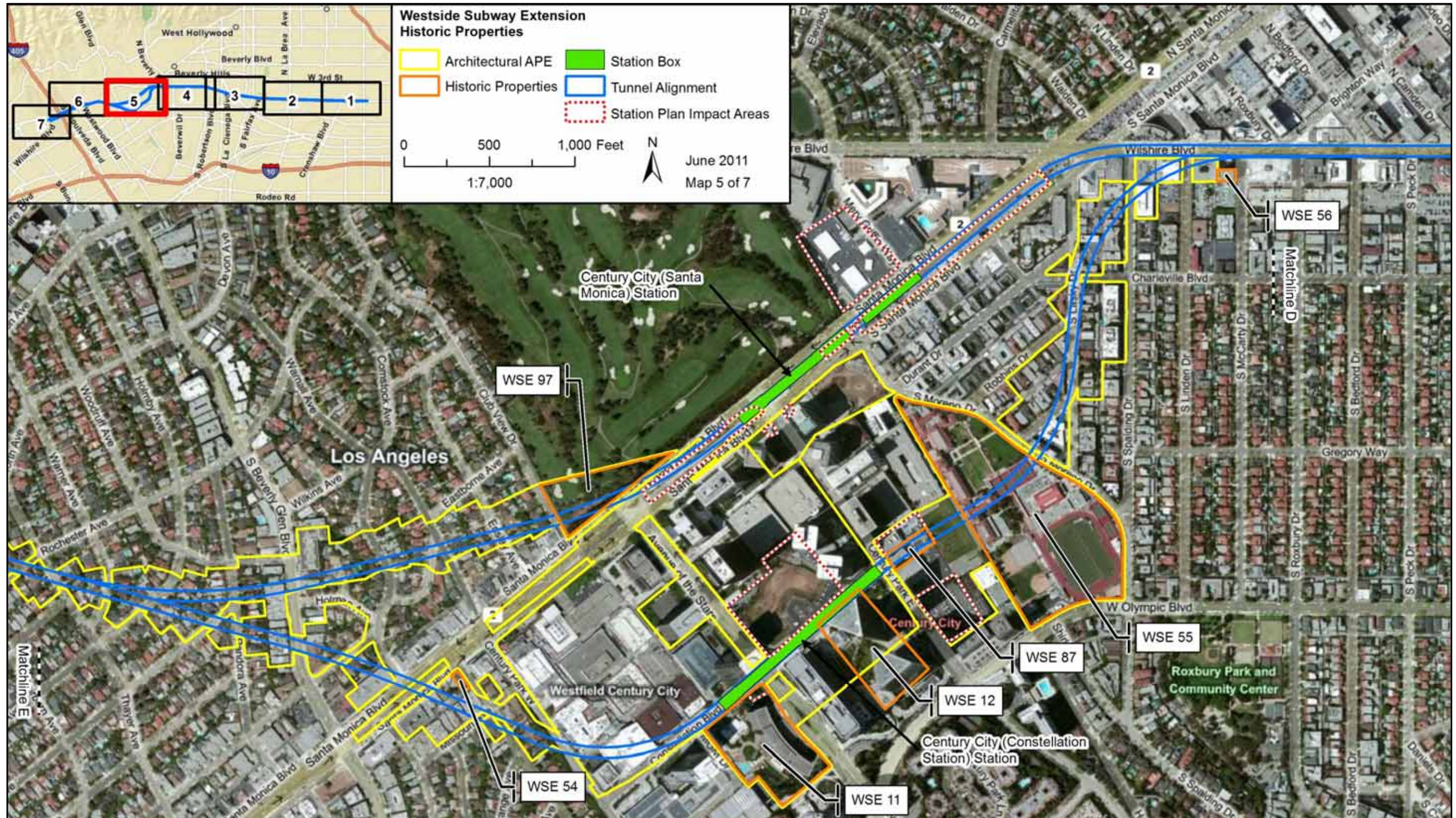


Figure A-5. Architectural APE for LPA and Historic Properties (Century City)

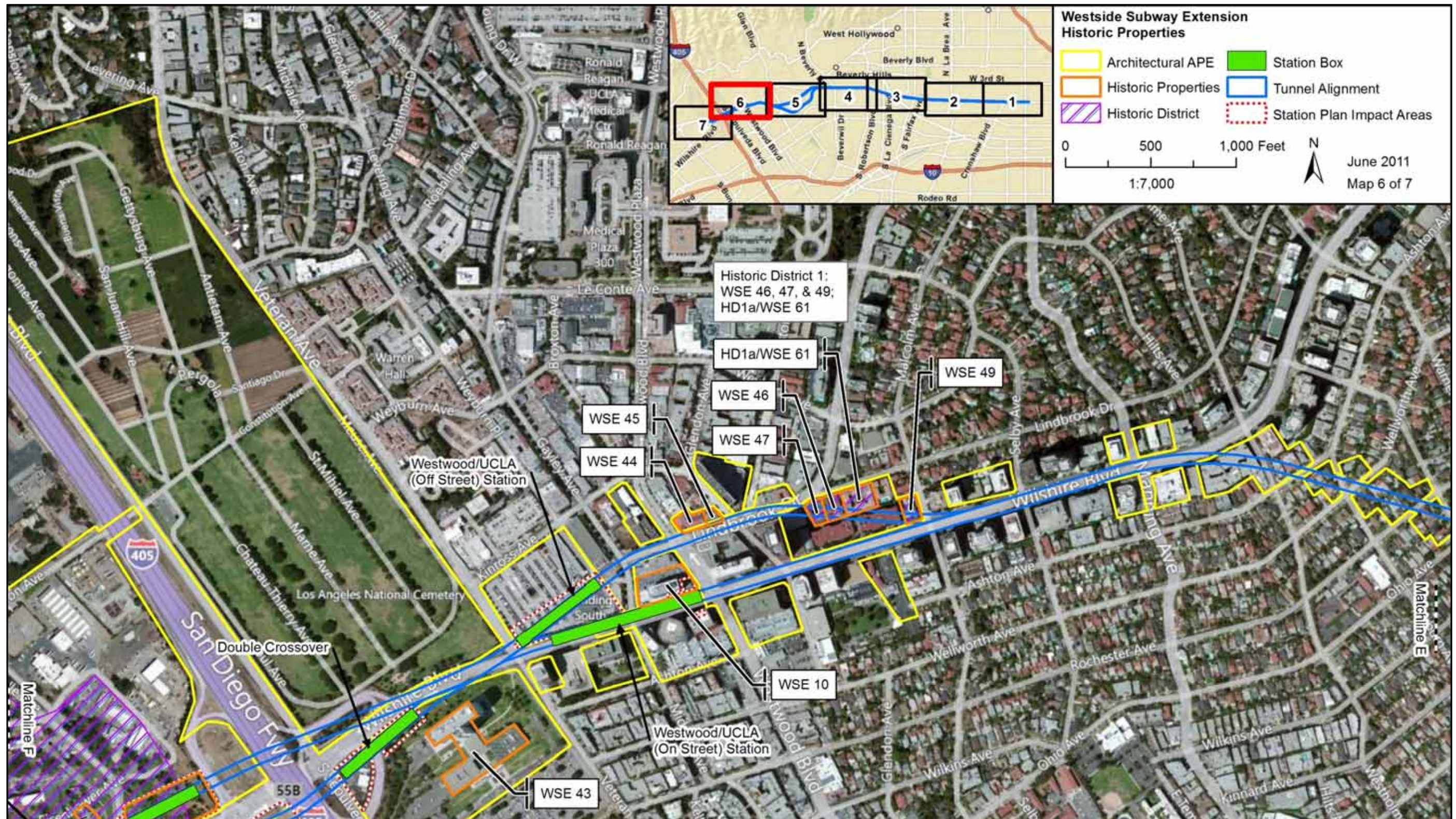


Figure A-6. Architectural APE for LPA and Historic Properties (Westwood/UCLA)

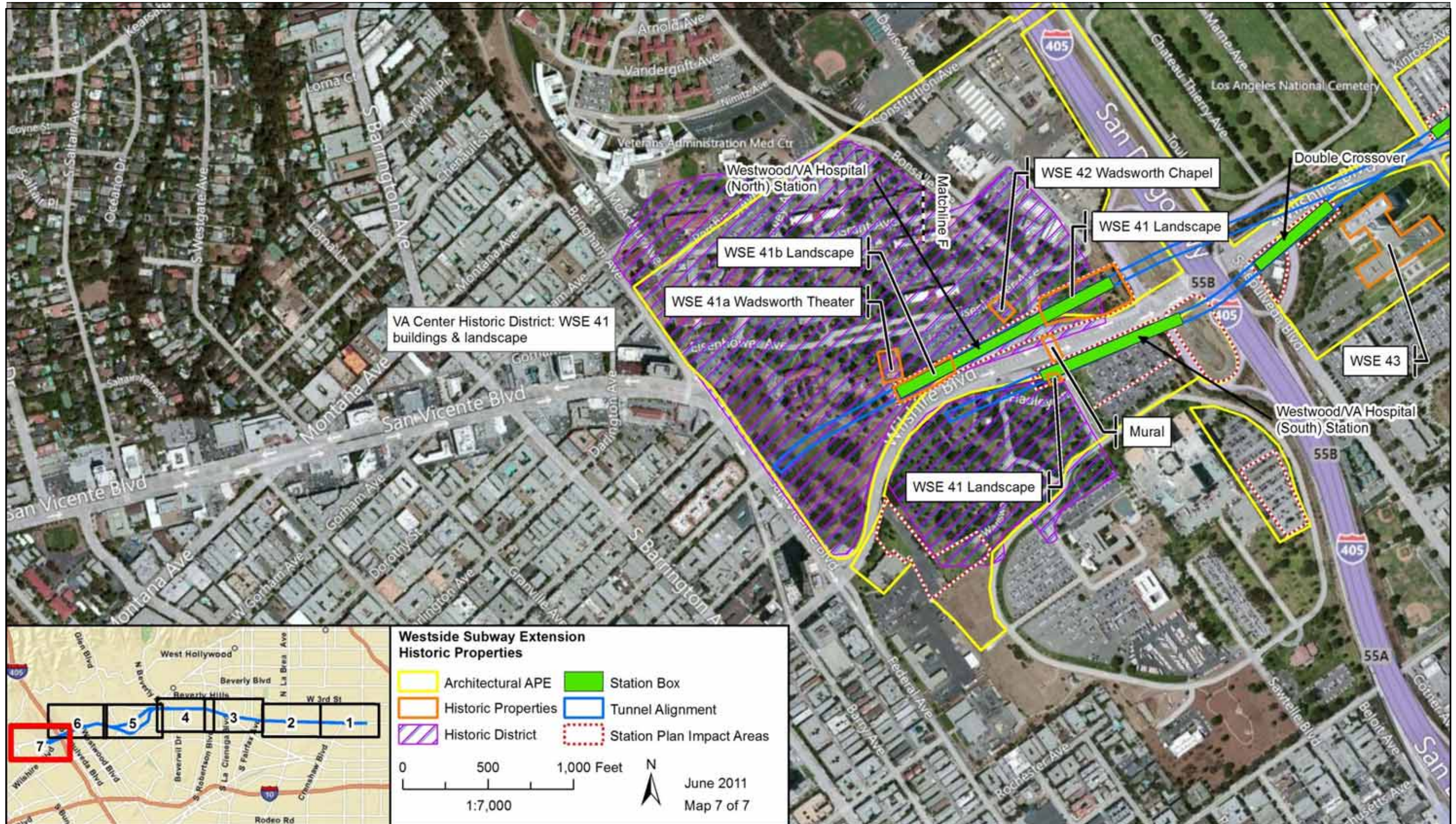


Figure A-7. Architectural APE for LPA and Historic Properties (Westwood/VA Hospital)

WESTSIDE SUBWAY EXTENSION PROJECT

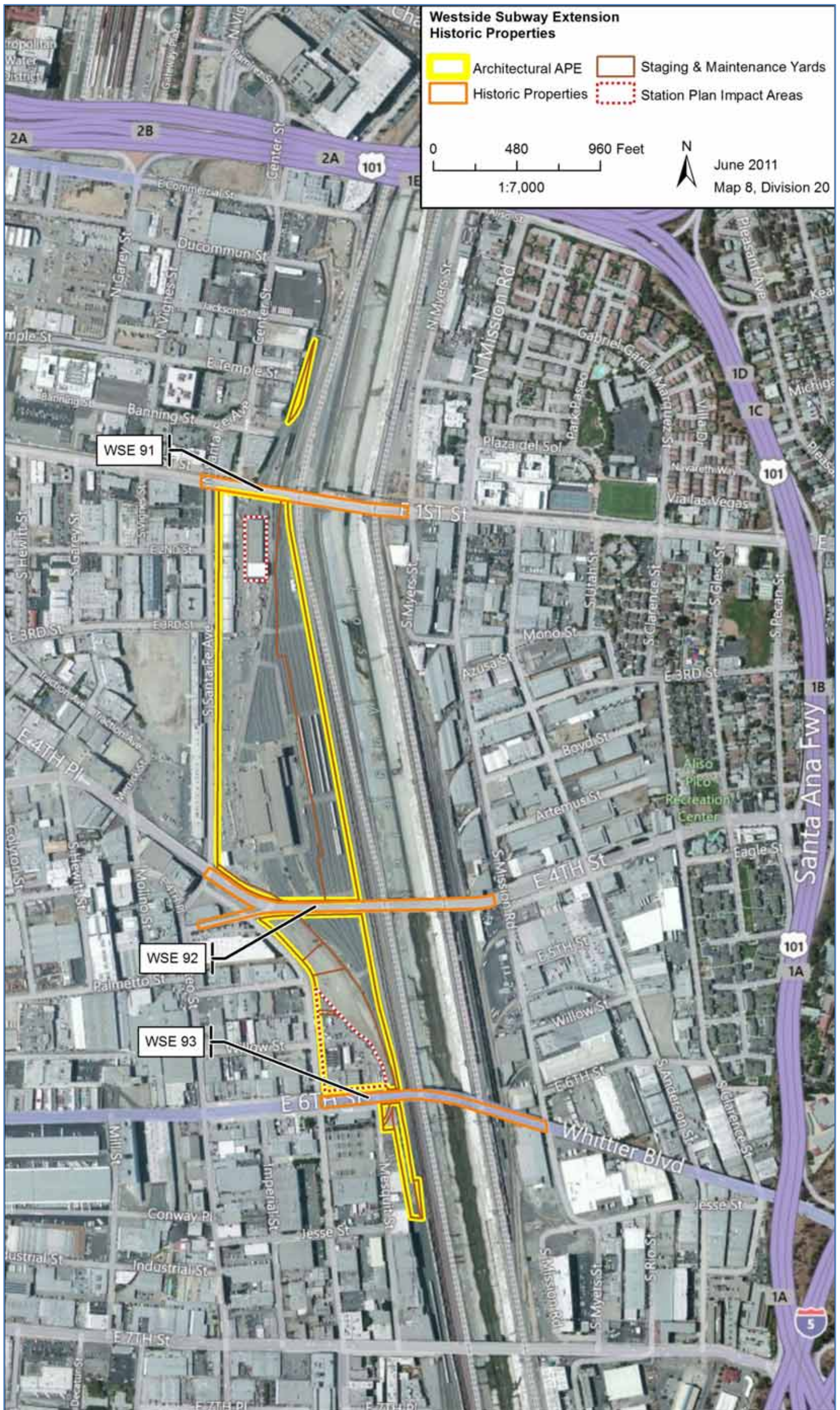


Figure A-8. Architectural APE for LPA and Historic Properties (Division 20 Maintenance Yard)

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

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Ann Christoph landscape architect asla

31713 coast highway, south laguna, california 92651

949-499-3574

fox 499-1804

May 31, 2011

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

RE: Trees at Veterans Administration site

Dear Ms. Daly:

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

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

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

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

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

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

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

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

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

Sincerely,

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

Ann Christoph
Landscape Architect FASLA

References:

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

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



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

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



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

Palm garden with Wadsworth Chapel in the background.



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



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



May 24, 2011

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

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

Dear Ms. Christoph

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

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

Background and Supporting Documents

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

Observations

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

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

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Arboriculture & Horticulture

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

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

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

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

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

Matrix of Findings

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

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Explanation of Abbreviations Used in the Matrix

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

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

1s=one-sided

2long = limb too long

Cod=codominant

Cr=crowded

cv = cultivar

Db=dieback

Def = deficiency

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

Dk=decay

Bdk=branch decay

Rdk=root decay

Tdk = trunk decay

DL=Dog-leg

Epi=Epicormic shoots

FC=flush cut

Inc=included bark

Lt=lion-tailed

Sh = shallow roots

Sp=sparse

SS = stump sprouts

T = trunk

T-bow’d = trunk bowed

TO=tear out

Xing = crossing limbs

Analysis

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

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

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

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

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

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

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

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

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

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

Recommendations

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

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

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

ARBORGATE CONSULTING, INC.

Arboriculture & Horticulture

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

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

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

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

Tree Preservation Specifications

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

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

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

Respectfully submitted,



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

Enclosures, historic maps

ARBORGATE CONSULTING, INC.

Arboriculture & Horticulture

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1952 aerial photograph.

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

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

The palm garden then appears to be young.

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

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APPENDIX C—SECTION 106 CORRESPONDENCE

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U.S. Department
of Transportation
Federal Transit
Administration

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

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415-744-3133
415-744-2726 (fax)

Mr. Milford Wayne Donaldson, F.A.I.A.
State Historic Preservation Officer
Office of Historic Preservation
California State Department of Parks and
Recreation Post Office Box 942896
Sacramento, CA 94296-0001

Attention: Dr. Susan Stratton, Supervisor, Project Review Unit

Re: Metro Westside Extension Project

Dear Mr. Donaldson:

The Federal Transit Administration (FTA), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro), is pleased to initiate efforts in the identification of historic properties and the analysis of effects on those properties for various components of the proposed Metro Westside Extension Project within the Cities of Los Angeles, West Hollywood, Beverly Hills, and Santa Monica, as well as within unincorporated portions of Los Angeles County (near the West Los Angeles Veteran's Administration Hospital). This letter is to request your review and concurrence with the Area of Potential Effects (APE) and to delegate the authority to consult directly with the LACMTA.

Cultural resources identification and analysis will be prepared in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, as required by the Advisory Council on Historic Preservation, with regulations contained in 36 Code of Federal Regulations (CFR), Part 800, and applicable sections of the California Environmental Quality Act (CEQA).

Project Description

The Metro Westside Subway Extension would extend the Metro Rail heavy rail technology via Wilshire Boulevard from the current terminus of the Metro Purple Line at Wilshire/Western Station or possibly via a combined alternative that would extend the Metro Purple Line via Wilshire Boulevard and also extend the Metro Red Line from the Hollywood/Highland Station to the Westside, potentially as far as Santa Monica.

The purpose of the project is to address the mobility needs of residents, workers, and visitors traveling to, from, and within the highly congested Westside Extension Study Area by providing faster and more reliable high-capacity public transportation than existing services which operate in mixed-flow traffic. This proposed subway

improvement will bring about a significant increase in east-west capacity and improvement in person-mobility by reducing transit travel time. On a county-wide level, the project will strengthen regional access by connecting Metro bus, Metro rail, and Metrolink networks to a high-capacity transit serving the Study Area. The overall goal of the project is to improve mobility in the Westside Extension Transit Corridor by extending the benefits of the existing Metro Red/ Metro Purple Line rail and bus services beyond their current termini near Highland Avenue and/or Western Avenue in Los Angeles as far as Ocean Avenue in Santa Monica.

Alternatives

The Westside Transit Corridor Extension Alternative Analysis Report, prepared by LACMTA was completed in January 2009, and is available on the project website at www.metro.net/westside. This report identified four alternatives for further consideration in a Draft Environmental Impact Statement/Report (DEIS/DEIR). The four alternatives include the following two subway alignments alternatives plus the No Build and Transportation Systems Management (TSM) alternatives:

- *Wilshire Boulevard Alignment Heavy Rail Transit (HRT) Subway (Alternative I):* This alternative alignment extends underground from the Metro Purple Line Wilshire/Western station to 4th Street and Wilshire Boulevard in Santa Monica (approximately 12.5-miles in length). It has 10 stations and 1 optional station (Refer to enclosed maps for station locations and names). The alignment is generally under Wilshire Boulevard with various route alignments between Century City and Santa Monica.
- *Wilshire/Santa Monica Boulevard Combined HRT Subway (Alternative II):* This alignment alternative extends underground from the Metro Purple Line Wilshire/Western station and from the Metro Red Line at the Hollywood/Highland station to 4th Street and Wilshire Boulevard in Santa Monica (approximately 17-miles in length). It has 14 stations and 1 optional station (Refer to enclosed maps for station locations and names). This alternative has two alignment options in the Beverly Center area. One option follows San Vicente Boulevard from Santa Monica Boulevard to La Cienega Boulevard, where it curves south and then west to meet the Wilshire Boulevard alignment. The second option follows La Cienega Boulevard from Santa Monica Boulevard, past the Beverly Center, and curves west at Wilshire Boulevard.
- *No Build Alternative:* This EIS will also consider the No Build Alternative that includes all existing highway and transit services and facilities and the committed highway and transit projects in the current LACMTA Long Range Transportation Plan and the current 2008 Southern California Association of Governments' Regional Transportation Plan. No new infrastructure would be built within the Study Area, aside from projects currently under construction, or funded for construction and operation by 2030 by the recently approved Measure R and identified in the LACMTA Long Range Transportation Plan. Proposed major highway improvements affecting the Westside Extension Transit Corridor

between now and 2030 include completing missing segments of high occupancy vehicle (HOV) lanes on Interstate 405 (I-405) Freeway. From a rail transit perspective, the No Build Alternative includes the Metro Purple and Metro Red Lines along the eastern and northeastern edges of the study area. This alternative also includes a rich network of local, express, and Metro Rapid bus routes that will continue to be provided, with both bus route and additions and modifications proposed.

- *Transportation System Management (TSM) Alternative:* The EIS will also consider the TSM Alternative which enhances the No Build Alternative and improves upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area. This alternative emphasizes more frequent service and low cost capital and operations improvements to reduce delay and enhance mobility. Although the frequency of service is already very good, this alternative considers improved bus services during peak periods on selected routes.

For the most part, the various alternatives to be considered for the Metro Westside Extension project generally traverse Wilshire Boulevard from the Metro Purple Line Wilshire/Western station to 4th Street and Wilshire Boulevard in Santa Monica (Alternative 1), and a second line extending west from the Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard to join the Wilshire Line in Beverly Hills (Alternative 11).

Area of Potential Effects

A proposed project-specific APE was established in accordance with 36 CFR Part 800.16 (d), which defines an APE as:

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

The proposed project-specific APE (see enclosed map) was delineated to ensure identification of significant historic and architectural resources that may be directly or indirectly affected by the proposed project and are listed in or eligible for inclusion in the National Register of Historic Places (National Register) and/or California Register of Historical Resources (California Register). The APE was established using methodology consistent with those of previous LACMTA projects, in addition to information and data obtained from the South Central Coastal Information Center (SCCIC), agency records (e.g., City of Los Angeles Office of Historic Resources, County of Los Angeles Assessor, Department of Water and Power), and through historical research (e.g., Sanborn Fire Insurance Maps).

For historic and architectural resources, the proposed built environment APE includes all parcels adjacent to both sides of the proposed project alignment, including stations,

subway or open cut construction areas, and areas proposed for acquisition. In addition, the APE includes areas that may be subject to potential project-related effects, including visual or audible effects, and settlement effects that may result from construction or implementation the proposed project. Additionally, the built environment APE includes the boundaries of seven known identified historic structures, and one historic district that have been listed in or evaluated and considered eligible for the listing on the National Register. The built environment APE generally will not consider properties set far back from the edge/boundary of their parcel (*e.g.*, where there is a sliver impact); entire complexes or rows of structures on a parcel or multiple parcels (*e.g.*, shopping center) - only the front row of structures are included in the survey area; properties elevated high above the alignment due to topographic features; and, properties separated from the Project improvements by frontage roads or large retaining/sound barrier walls. Very large linear properties will not be identified or evaluated beyond the area reasonably subject to effect by the Project. Rather, the identification and evaluation of these complex linear properties within the APE considered whether the segment in the APE would be a contributor or non-contributor to a larger significant property as a whole (should that larger property ever be determined eligible for inclusion to the National and California.

For archaeological resources, the proposed APE includes the proposed at-grade and underground right-of-way and/or areas of direct ground disturbance. The APE also includes areas with permanent site improvements and areas for staging and temporary construction activities. Most Pleistocene Age sediments within the project area that have the potential to contain archaeological resources, in most areas, do not exceed a depth of 40 ft. However, due to geologic distortion, prehistoric sediment deposits, and early historic period disturbance (trenching, tunneling, or structural foundations), the potential for archaeological resources may be encountered at depths greater than 40 ft. Therefore, the proposed vertical APE for archaeological resources extends from the ground surface to approximately 100 feet below the existing ground surface. The proposed horizontal APE for archaeological resources extends from the edge of the existing ROW to 100 ft on either side of the ROW (100 ft radius), except in those areas where excavation, earth moving, or staging will occur beyond 100 feet; in which case, those areas will be included in the horizontal APE.

For purposes of this project, the survey identification efforts will be focused on parcels containing improvements constructed up until 1968. Information regarding the date of improvement will be obtained from Los Angeles County Assessor, historical research, and/or visual survey. Properties will be evaluated for National and California register eligibility as part of the project identification phase, as well as noting all previously identified historic properties and historical resources.

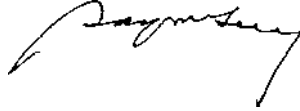
Consultation Coordination

To the extent that it facilitates the review and approval process, FTA has authorized certain experienced and knowledgeable agencies to consult directly with you in addressing Section 106 requirements. In permitting this arrangement, agencies have been instructed to keep FTA informed by forwarding copies of all transmittals to our attention, and immediately contacting FTA on matters deemed to be of significant importance. Until further notice, this authority is extended to the LACMTA for the Metro Westside Extension project.

Previous scoping efforts have taken place and are expected to continue over the next several months. On behalf of FTA, the LACMTA supported by its consultant Parsons Brinckerhoff and sub-consultant URS Corporation, is currently contacting local historic groups, Native American groups, and other stakeholders that may have an interest in the project. The LACMTA has met with the City of Los Angeles, Office of Historic Resources, and expects to meet with the other jurisdictional agencies and groups like the Los Angeles Conservancy to address their concerns.

Please let us know if you have comments on the project description, APE definition, methodology, or maps. If you or your staff is interested in a site visit of the corridor, we would be pleased to accommodate your request. The LACMTA appreciates your assistance in the preservation of cultural resources related to all aspects of their transit system. If you or any members of your staff have questions, please contact Mr. Ray Tellis of our Los Angeles Metropolitan Office at (213) 202-3956.

Sincerely,

A handwritten signature in black ink, appearing to read "Leslie T. Rogers". The signature is fluid and cursive, with a long, sweeping underline that extends to the left.

Leslie T.
Rogers
Regional
Administrator

Enclosure: Draft Area of Potential Effects Map

cc: David Meiger, Project Manager, LACMTA

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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www.ohp.parks.ca.gov



27 September 2010

Reply To: FTA100816B

Roger Martin
Transportation Planning Manager
Westside Area Planning Team
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Section 106 Consultation for the Westside Subway Extension DEIS/DEIR, Los Angeles County, CA

Dear Mr. Martin:

Thank you for your letter of 13 August 2010 initiating consultation for the Federal Transit Authority (FTA) for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. FTA has delegated authority to consult directly with the Los Angeles County Metropolitan Transportation Authority (LACMTA) although FTA remains responsible for all findings. You are requesting at this time that I concur with the determination of the Area of Potential Effect (APE).

FTA established the APE as shown on the maps attached to your letter. For archaeological resources, the APE was defined as a radius of 100-feet along the potential subway alignment and maintenance facilities including areas where the alignment veers outside the roadway right away. For architectural resources, the APE extends one parcel past the limits of the above-ground project improvements for the stations, service areas, and any above-ground facilities. This includes the areas expected to be directly or indirectly affected by either construction or operation of the project, areas where property takes are required and areas that may be affected by noise and vibration from the construction and operation of the proposed project. I find the APE is satisfactory pursuant to 36 CFR 800.4(a)(1).

Thank your for considering historic properties in your planning process and I look forward to continuing consultation on this project. If you have any questions, please contact Amanda Blosser of my staff at (916) 654-7372 or e-mail at ablosser@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Susan K. Stratton for".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:ab



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
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SEP 16 2011

Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
California State Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

RE: Westside Subway Extension Project,
Los Angeles County, CA – Section 106
Consultation / 36 CFR Part 800

Attention: Ms. Amanda Blosser, Project Review Unit

Dear Mr. Donaldson:

The Federal Transit Administration (FTA), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is providing the California State Historic Preservation Office (SHPO) with a revised area of potential effect (APE), determination of eligibility, determination of effects and related information pursuant to our responsibilities for compliance with Section 106 of the National Historic Preservation Act (NHPA) as amended (36 CFR 800) for the Westside Subway Extension project in Los Angeles County.

Subsequent to your letter of concurrence on the APE dated September 27, 2010, the proposed project has been refined with the selection of the Locally Preferred Alternative (LPA), which consists of a nearly nine miles subway extension with seven new stations (see attached figures). The LPA is the only build alternative under consideration for the project. The revised APE for archeological resources comprises of 100 feet on both sides of the center line of the alignment, a 500-foot radius around all station locations, and a 100-foot radius around the Division 20 maintenance facility (see attached figures). For historic/architectural resources, the APE extends one property parcel beyond the limits of the above-ground LPA alignment for the station locations and the Division 20 maintenance facility (see attached figures).

The archaeological resources survey concluded that there are no prehistoric or archaeological resources present within the archaeological APE for the LPA. At the Division 20 facility (see Figure 7-2 of *Archaeological Resources Technical Report*), only site CA-LAN-2610, one of four previously recorded sites, is eligible for listing in the National Register of Historic Places (NRHP) under Criteria D (see Table 7-1 of *Archaeological Resources Technical Report*). Site CA-LAN-2610 is located beneath Santa Fe Avenue and will be avoided by the project construction. As a result, FTA has determined that a “*no adverse effect*” is appropriate for this site.

Within the historic/architectural APE, 41 historic resources (39 individual properties and 2 historic districts) eligible for or listed on the NRHP were evaluated for project effect. Five of these properties are currently listed on the NRHP; 36 historic resources including two historic districts (VA Medical Center and Westwood/UCLA) have been determined eligible for inclusion on the NRHP. The following table provides a brief site description, eligibility status/recommendation, and effect determinations.

WSE No.	Common Name	Brief Description	NRHP Eligibility/ Listing	NRHP Criteria	Impact/ Determination
WSE 41	VA Medical Center Historic District	Old Soldiers Home and VA Medical Center buildings; includes WSE 41a Wadsworth Theater, and WSE 41b historic landscape	Eligible	A, C	Protection or temporary removal and return of historic landscape and trees to original site; no impact by tunneling noise or vibration/ No Adverse Effect
HD 1	Westwood/UCLA Historic District	Spanish Revival, Monterey Revival; includes WSE 46, WSE 47, WSE 49, and contributor HD1a/WSE 61	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 10	Linde Medical Building	Mid-Century Modern	Eligible	C	Removal for station entrance of a section of meeting wall between attached, integrated garage and rear of main structure/ No Adverse Effect
WSE 11	Century Plaza Hotel	Mid-Century Modern	Eligible	C	Avoid/ No Adverse Effect
WSE 12	Century Park Towers	Mid-Century Modern	Eligible	G, C	Avoid/ No Adverse Effect
WSE 13	Beverly Wilshire Hotel	Italian Renaissance	Listed	A, B, C	Avoid/ No Adverse Effect
WSE 14	Union Bank Building	Mid-Century Modern	Eligible	C	Alteration for station entrance of exterior wall on west end of first level/ No Adverse Effect
WSE 15	Acc Gallery Building	Mid-Century Modern - Brutalism	Eligible	C	Demolish/ Adverse Effect
WSE 16	Glendale Federal Savings Building	Mid-Century Modern	Eligible	C	Avoid/ No Adverse Effect
WSE 17	California Bank Building-Sterling Plaza	Art Deco Commercial	Eligible	C	Avoid/ No Adverse Effect
WSE 18	Fine Arts Theater	Art Deco	Eligible	C	Avoid/ No Adverse Effect
WSE 21	Fox Wilshire Theater	Art Deco	Eligible	C	Avoid/ No Adverse Effect
WSE 23	Johnie's Coffee Shop	Googie style design	Eligible	C	Avoid/ No Adverse Effect
WSE 24	May Company Wilshire (LACMA West)	Streamline Moderne	Eligible	C	Station portal entrance will be constructed in the interior of the first level; avoid alterations to the exterior of the building/ No Adverse Effect
WSE 25	Art Deco-style commercial building	Art Deco	Eligible	C	Avoid/ No Adverse Effect
WSE 26	Darkroom Photography Store façade	Streamline Moderne	Eligible	C	Avoid/ No Adverse Effect

WSE No.	Common Name	Brief Description	NRHP Eligibility/ Listing	NRHP Criteria	Impact/ Determination
WSE 27	Art Deco-style commercial building	Art Deco	Eligible	C	Avoid/ No Adverse Effect
WSE 28	Tidewater (Getty) Oil building	International style	Eligible	C	Avoid/ No Adverse Effect
WSE 29	Los Altos Hotel and Apartments	Spanish Revival	Listed	C	Avoid/ No Adverse Effect
WSE 30	Wilern Theater	Art Deco	Listed	C	Avoid/ No Adverse Effect
WSE 31	Pierce National Life	Mid-Century Modern	Eligible	C	Avoid/ No Adverse Effect
WSE 42	Catholic-Protestant Chapels/ Wadsworth Chapel	1890 Chapel	Listed	A, C	Avoid/ No Adverse Effect
WSE 43	Westwood Federal Building	Mid-Century Modern	Eligible	G, C	Avoid/ No Adverse Effect
WSE 44	Ralph's Grocery Store	Spanish Revival	Listed	C	Avoid: No Adverse Effect
WSE 45	Glendon Arcade Shops	Spanish Revival	Eligible	C	Avoid/ No Adverse Effect
WSE 46	Lindbrook Village	Spanish Revival	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 47	Courtyard Apartment Complex	Monterey Revival	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 49	University Bible Building	Gothic Revival	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 54	The Barn	Home and office of A.Q. Jones architect	Eligible	G, B	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 55	Beverly Hills High School	French Eclectic and Streamline Moderne	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 56	Perpetual Savings Bank Building	Mid-Century Modern	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 87	AAA Building	Mid-Century Modern	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 88	Wilshire Beverly Centre Building (Bank of America Building)	Mid-Century Modern	Eligible	C	Avoid/ No Adverse Effect
WSE 89	Beverly Hills Porsche Dealership	1920s Spanish Revival commercial	Eligible	C	Avoid/ No Adverse Effect
WSE 90	Security National Bank Building/Zephyr Club	Art Deco commercial	Eligible	C	Avoid/ No Adverse Effect
WSE 91	1 st Street Viaduct	1920s concrete bridge	Eligible	C	Avoid/ No Adverse Effect
WSE 92	4 th Street Bridge	1920s concrete bridge	Eligible	C	Avoid/ No Adverse Effect
WSE 93	6 th Street Viaduct	1920s concrete bridge	Eligible	C	Avoid/ No Adverse Effect
WSE 94	Clem Wilson /Mutual of Omaha Building	Art Deco and Gothic	Eligible	C	Avoid/ No Adverse Effect
WSE 96	[unoccupied]	Art Deco	Eligible	C	Avoid/ No Adverse Effect
WSE 97	Los Angeles Country Club (South Course)	Private club established in 1897	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect

The VA Medical Historic District, WSE 41, includes the contributing landscape that would be in the "cut-and-cover" area associated with the construction of tunnels for the Westwood/VA Hospital Station. This would require the temporary removal of some ficus and palm trees near the Wadsworth Theater and the Palm Garden during construction. Following construction, the trees will be returned to their current location. A qualified Historic Landscape Architect will conduct on-site monitoring to ensure that the trees are properly removed and replaced. Additionally, measures will be taken to protect a large eucalyptus within the historic district (south side of Wilshire Boulevard). Therefore, FTA has determined a finding of "no adverse effect" for this resource.

The LPA would require the placement of station portals in two historic properties: Linde Medical Building (WSE 10) and Union Bank Building (WSE 14). The Westwood/UCLA station entrance (portal) would be placed in the attached, integrated parking garage, which would require the removal of a portion of the meeting wall between the garage and the interior of the Linde Medical Building. The Wilshire/Rodeo station portal would involve alteration of the exterior wall on the first level of the Union Bank Building (WSE 14). However, because the design and construction associated with these two buildings would comply with the Secretary of the Interior Standards for Rehabilitation; therefore, FTA has determined that there would be "no adverse effect" to these two historic properties.

The proposed Wilshire/Fairfax station entrance (portal) would be constructed within the interior of the first level of the May Company Building (WSE 24) and would use existing public entryways. The design and construction would be conducted in adherence to Secretary of the Interior's Standards for the Treatment of Historic Properties, thus, not affecting the elements that contribute to the significance or integrity on the exterior of this building. As a result, FTA has determined a "no adverse effect" to the May Company building.

All other historic properties, except for the Ace Gallery, will be avoided by the project. Therefore, FTA has determined that there would be "no adverse effect" to these properties.

The LPA would require demolition of the Ace Gallery building to accommodate Wilshire/Rodeo station entrance (portal) and a construction staging area; FTA has determined a finding of "adverse effect" for the Ace Gallery. FTA recommends that a Memorandum of Agreement (MOA) be prepared to resolve the adverse effects on this building.

Please review the enclosed reports and the information provided in this letter. If you find the reports adequate, agree with FTA's eligibility recommendations, determination of project effect, and recommendation for preparing a MOA to resolve any adverse effect the project would have on Ace Gallery, please respond within 30 days in accordance with 36 CFR Part 800.

We thank you for your attention to this critical project to the Los Angeles County metropolitan area. FTA will be contacting your office shortly after your receipt of this letter to address any concerns or answer any questions you may have regarding this project and schedule a meeting. If you have any questions or concerns, please contact Mr. Ray Tellis, Team Leader of our

Mr. Milford Wayne Donaldson, FAIA
September 16, 2011
Page 5 of 5

Los Angeles Metropolitan Office, 213-202-3956 or ray.tellis@dot.gov. The staff contact person is Mr. Anthony Lee, Environmental Protection Specialist, at 212-668-2173 or 202-695-0846 or anthony.lee@dot.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Leslie T. Rogers", with a stylized flourish extending to the right.

Leslie T. Rogers
Regional Administrator

Copy to (by e-mail):

David Mieger, Los Angeles County Metropolitan Transportation Authority

Enclosures

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



01 November 2011

Reply To: FTA100816B

Leslie Rogers
Regional Administrator
Federal Transit Authority
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

Re: Section 106 Consultation for the Westside Subway Extension Project, Los Angeles County, CA

Dear Mr. Rogers:

Thank you for your letter of 16 October 2011 initiating consultation for the Federal Transit Authority (FTA) for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. You are requesting at this time that I concur with the determinations of eligibility and finding of no effect.

Subsequent to the concurrence on the APE in September, the proposed project description was refined and the Locally Preferred Alternative (LPA) was selected. The LPA consists of nine miles of subway extension with seven new stations as shown in the maps attached to your report. The LPA is the only build option under consideration for this project.

FTA has defined the revised APE for archaeological resources as comprising 100 feet on both sides of the center line of the alignment, a 500-foot radius around the station locations, and a 100-foot radius around the Division 20 maintenance facility. For architectural resources, the APE extends one property parcel beyond the above-ground LPA alignment for the station locations and the Division 20 maintenance facility. The APE is shown in Appendix A of your attached report. I agree the revised APE is sufficient pursuant to 36 CFR 800.4(1)(a).

Within the APE for the project, 11 historic properties that were either listed or determined eligible for inclusion in the National Register of Historic Places (NRHP) were identified as well as a portion of one historic district. Five of those resources were newly identified as the result of field work for this undertaking. They are as follows:

- AAA Building, 1950 Century Park East, eligible under Criterion C
- Wilshire Beverly Center Building (Bank of America Building), 9461 Wilshire Blvd, eligible under Criterion C
- Beverly Hills Porsche, 8423 Wilshire Blvd, Salinas, eligible under Criterion C
- 8400 Wilshire Blvd, eligible under Criterion C
- Los Angeles Country Club (South Course), 10101 Wilshire Blvd, eligible under Criterion C

In addition, the stand of mature ficus and palm trees in the north-west quadrant of the Wadsworth Theater were determined to be a contributing feature to the VA Medical Center Historic District (11301 Wilshire Boulevard). The district was determined eligible for listing in


1981 by the Keeper of the National Register under Criteria A and C. Also, the segment of the AT&SF Railroad, previously recorded and determined eligible in 2000, no longer appears to retain sufficient integrity to convey its significance for inclusion in the NRHP. At this time, I am only able to concur with the determinations for the contributing landscape feature to the VA Medical Center Historic District and that the AT&SF segment is no longer eligible. Insufficient information was provided on the five other built environment resources precluding my ability to concur with the determination. For concurrence, I need the following information:

- AAA Building, a discussion of how the building significantly embodies the distinctive characteristics of a Modern-era architectural style including what those character defining features are. Also in Section B10 of the DPR 523B form, the building is referenced as the Ace Gallery Building which I believe is an error.
- Wilshire Beverly Center Building, again a discussion of the distinctive characteristics of the Modern-era architectural style. Also it would be useful to know whether this building was considered to eligible as a significant work of Victor Gruen.
- Beverly Hills Porsche, how does this building relate to other examples of automobile facilities for the era and what are the character-defining features of a Spanish Revival architectural style.
- 8400 Wilshire Blvd, a better discussion of the distinctive characteristics of Art Deco style and how this building embodies those characteristics.
- Los Angeles Country Club (South Course), define the distinctive characteristics of a golf course and significant golf course design and how this course represents those characteristics.

The properties listed in Table 6-3 were determined not eligible for inclusion in the NRHP. I concur with these determinations. Until we have resolved the additional determinations of eligibility I will not comment on the finding of effect.

Thank you for considering historic properties in your planning process and I look forward to continuing consultation on this project. If you have any questions, please contact Amanda Blosser of my staff at (916) 445-7048 or e-mail at ablosser@parks.ca.gov.

Sincerely,



Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:ab

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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8 December 2011

Reply To: FTA100816B

Leslie Rogers
Regional Administrator
Federal Transit Authority
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

Re: Section 106 Consultation for the Westside Subway Extension Project, Los Angeles County, CA

Dear Mr. Rogers:

Thank you for continuing consultation for the Federal Transit Authority (FTA) for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. You are requesting at this time that I concur with the determinations of eligibility and finding of effect.

After our teleconference on November 4, 2011, it's come to my attention that a total of 41 potential historic properties were identified in the APE for the undertaking and not 11 as mentioned in my previous letter. Thank you for forwarding information regarding the additional properties and the supplemental information regarding the 5 properties for which I specifically requested more information.

Five of the historic properties are listed on the NRHP and the remainder was determined eligible for inclusion in the NRHP as the result of this study. They are as follows:

1. Linde Medical Building, 10291 Wilshire Boulevard, Criterion C, meets Criterion Consideration G, period of significance 1962-63.
2. Century Plaza Hotel, 2025 Avenue of the Stars, Criterion C, meets Criterion Consideration G, period of significance 1965.
3. Century Park Towers, 2029 Century Park East, Criterion C, meets Criterion Consideration G, period of significance 1973-1977.
4. Union Bank Building, 9460 Wilshire Boulevard, Criterion C, period of significance 1958-1960.
5. Ace Gallery Building, 9430 Wilshire Boulevard, Criterion C, period of significance 1948-1950.
6. Glendale Federal Savings Building, 9450 Wilshire Boulevard, Criterion C, period of significance 1968.
7. California Bank Building-Sterling Plaza, 9429 Wilshire Boulevard, Criterion C, period of significance 1929.
8. Fine Arts Theater, 9554 Wilshire Boulevard, Criterion C, period of significance 1938.
9. Fox Wilshire Theater, 8430 Wilshire Boulevard, Criterion C, period of significance 1930.
10. Johnie's Coffee Shop, 6101 Wilshire Boulevard, Criterion C, period of significance 1956.
11. May Company Wilshire, 6067 Wilshire Boulevard, Criterion C, period of significance 1939-1940.

12. Commercial Building, 5352 & 5354 Wilshire Boulevard, Criterion C, period of significance 1937.
13. Darkroom Photography Store, 5366-5354 Wilshire Boulevard, Criterion C, period of significance 1930s.
14. Commercial Building, 5410 Wilshire Boulevard, Criterion C, period of significance 1931.
15. Tidewater (Getty) Oil Building, 4201 Wilshire Boulevard, Criterion C, period of significance 1958.
16. Pierce National Life, 3807 Wilshire Boulevard, Criterion C, meets Criterion Consideration G, period of significance 1967-1969.
17. Westwood Federal Building, 11000 Wilshire Boulevard, Criterion C, meets Criterion Consideration G, period of significance 1966.
18. Glendon Arcade Shops, 1139 Glendon Avenue, Criterion C, period of significance 1933.
19. Westwood-UCLA Historic District, Criterion C, period of significance 1933-1940.
The following contributors were identified in the APE for this project:
 - Lindbrook Village, 10830, 10836 Lindbrook Drive
 - Courtyard Apartment Complex, 10840 Lindbrook Drive
 - University Bible Building, 10801 Wilshire Boulevard
 - Dracker Apartments/Lindbrook Manor, 10824 Lindbrook Drive
20. The Barn, 10300 Santa Monica Boulevard, Criterion B, period of significance 1965-1979, meets Criterion Consideration G.
21. Beverly Hills High, 241 Moreno Drive, Criterion C, period of significance 1927 and 1939.
22. Perpetual Savings Bank Building, 9720 Wilshire Boulevard, period of significance 1962.
23. AAA Building, 1950 Century Park East, eligible under Criterion C
24. Wilshire Beverly Center Building (Bank of America Building), 9461 Wilshire Blvd, eligible under Criterion C, meets Criterion Consideration G, period of significance 1960-1965.
25. Beverly Hills Porsche, 8423 Wilshire Blvd, Salinas, eligible under Criterion C, 1920-1935.
26. 8400 Wilshire Blvd, eligible under Criterion C, period of significance 1930-1940.
27. Los Angeles Country Club (South Course), 10101 Wilshire Blvd, eligible under Criterion C, period of significance 1897-1960.

After reviewing the information, I am able to concur that the above resources are eligible for inclusion in the NRHP. The properties listed in Table 6-3 were determined not eligible for inclusion in the NRHP. I also concur with these determinations.

FTA has determined the undertaking will have an adverse effect on one historic property: Ace Gallery Building. As the result of the project the building will be demolished to accommodate the Wilshire/Rodeo station entrance and construction staging. All of the other historic properties will not be adversely affected by the project. I concur with the determination of effect for the project.

Thank you for considering historic properties in your planning process and I look forward to continuing consultation on this project with preparation of an agreement document addressing the adverse effects. If you have any questions, please contact Amanda Blosser of my staff at (916) 445-7048 or e-mail at ablosser@parks.ca.gov.

Sincerely,

Susan H Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:ab



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

Mr. John M. Fowler
Executive Director
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue, NW, Suite 803
Washington, DC 20004

DEC 15 2011

Attention: Louise D. Brodnitz, Program Analyst, ACHP

RE: Reissued
Westside Subway Extension Project,
Los Angeles County, CA;
Notification of Adverse Effect

Dear Mr. Fowler:

The Federal Transit Administration (FTA), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA), proposes a subway extension project in Los Angeles County, CA. Pursuant to provisions of Section 106 of the National Historic Preservation Act, as amended (36 CFR Part 800.6), FTA is providing this letter to the Advisory Council on Historic Preservation (ACHP) as notification that this undertaking will have an adverse effect on a historic property (Ace Gallery building). The consulting parties for this undertaking include FTA, the State Historic Preservation Officer (SHPO) for the State of California, and the LACMTA (project sponsor).

The proposed project is an extension of the existing Metro Purple Line heavy rail transit subway system from its current western termini at Wilshire/Western Station to a new western terminus near the West Los Angeles Veterans Affairs (VA) Hospital. The extension will be nearly nine miles and will include seven new stations (see attached figures). The project will also include improvements at the Division 20 maintenance facility.

FTA has concluded that there are no prehistoric or archaeological resources present within the archaeological Area of Potential Effects (APE) for the Locally Preferred Alternative (LPA). At the Division 20 facility (see Figure 7-2 of *Archaeological Resources Technical Report*), only site CA-LAN-2610, one of four previously recorded sites, is eligible for listing in the National Register of Historic Places (NRHP) under Criteria D (see Table 7-1 of *Archaeological Resources Technical Report*). Site CA-LAN-2610 is located beneath Santa Fe Avenue and will be avoided by the project construction. As a result, FTA has determined that a *“no adverse effect”* is appropriate for this site. FTA’s consultation with the California SHPO is currently underway. While no official concurrence has been received to date, FTA anticipates agreement from the

California SHPO on both the adverse and no adverse effect findings based on conversations and emails to date.

Within the project's historic/architectural APE, 41 historic resources (39 individual properties and 2 historic districts) were identified eligible for or currently listed on the NRHP. Detailed identification and eligibility determination process for historic resources can be found in the *Historic Properties Survey Technical Report*. These properties were evaluated for project effect. As summarized in the following table, of the total of 41 historic properties, only one individual historic property, the Ace Gallery, has a determination of Adverse Effect.

WSE No.	Common Name	Brief Description	Impact/ Determination
WSE 41	VA Medical Center Historic District	Old Soldiers Home and VA Medical Center buildings; includes WSE 41a Wadsworth Theater, and WSE 41b historic landscape	Protection or temporary removal and return of historic landscape and trees to original site; no impact by tunneling noise or vibration/ No Adverse Effect
HD 1	Westwood/UCLA Historic District	Spanish Revival, Monterey Revival; includes WSE 46, WSE 47, WSE 49, and contributor HD1a/WSE 61	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 10	Linde Medical Building	Mid-Century Modern	Removal for station entrance of a section of meeting wall between attached, integrated garage and rear of main structure/ No Adverse Effect
WSE 11	Century Plaza Hotel	Mid-Century Modern	Avoid/ No Adverse Effect
WSE 12	Century Park Towers	Mid-Century Modern	Avoid/ No Adverse Effect
WSE 13	Beverly Wilshire Hotel	Italian Renaissance	Avoid/ No Adverse Effect
WSE 14	Union Bank Building	Mid-Century Modern	Alteration for station entrance of exterior wall on west end of first level/ No Adverse Effect
WSE 15	Ace Gallery Building	Mid-Century Modern - Brutalism	Demolish/ Adverse Effect
WSE 16	Glendale Federal Savings Building	Mid-Century Modern	Avoid/ No Adverse Effect
WSE 17	California Bank Building-Sterling Plaza	Art Deco Commercial	Avoid/ No Adverse Effect
WSE 18	Fine Arts Theater	Art Deco	Avoid/ No Adverse Effect
WSE 21	Fox Wilshire Theater	Art Deco	Avoid/ No Adverse Effect
WSE 23	Johnie's Coffee Shop	Googie style design	Avoid/ No Adverse Effect
WSE 24	May Company Wilshire (LACMA West)	Streamline Moderne	Station portal entrance will be constructed in the interior of the first level; avoid alterations to the exterior of the building/ No Adverse Effect
WSE 25	Art Deco-style commercial building	Art Deco	Avoid/ No Adverse Effect

WSE No.	Common Name	Brief Description	Impact/ Determination
WSE 26	Darkroom Photography Store façade	Streamline Moderne	Avoid/ No Adverse Effect
WSE 27	Art Deco-style commercial building	Art Deco	Avoid/ No Adverse Effect
WSE 28	Tidewater (Getty) Oil building	International style	Avoid/ No Adverse Effect
WSE 29	Los Altos Hotel and Apartments	Spanish Revival	Avoid/ No Adverse Effect
WSE 30	Wiltren Theater	Art Deco	Avoid/ No Adverse Effect
WSE 31	Pierce National Life	Mid-Century Modern	Avoid/ No Adverse Effect
WSE 42	Catholic-Protestant Chapels/ Wadsworth Chapel	1890 Chapel	Avoid/ No Adverse Effect
WSE 43	Westwood Federal Building	Mid-Century Modern	Avoid/ No Adverse Effect
WSE 44	Ralph's Grocery Store	Spanish Revival	Avoid/ No Adverse Effect
WSE 45	Glendon Arcade Shops	Spanish Revival	Avoid/ No Adverse Effect
WSE 46	Lindbrook Village	Spanish Revival	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 47	Courtyard Apartment Complex	Monterey Revival	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 49	University Bible Building	Gothic Revival	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 54	The Barn	Home and office of A.Q. Jones architect	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 55	Beverly Hills High School	French Eclectic and Streamline Moderne	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 56	Perpetual Savings Bank Building	Mid-Century Modern	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 87	AAA Building	Mid-Century Modern	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 88	Wilshire Beverly Centre Building (Bank of America Building)	Mid-Century Modern	Avoid/ No Adverse Effect
WSE 89	Beverly Hills Porsche Dealership	1920s Spanish Revival commercial	Avoid/ No Adverse Effect
WSE 90	Security National Bank Building/Zephyr Club	Art Deco commercial	Avoid/ No Adverse Effect
WSE 91	1 st Street Viaduct	1920s concrete bridge	Avoid/ No Adverse Effect
WSE 92	4 th Street Bridge	1920s concrete bridge	Avoid/ No Adverse Effect
WSE 93	6 th Street Viaduct	1920s concrete bridge	Avoid/ No Adverse Effect
WSE 94	Clem Wilson /Mutual of Omaha Building	Art Deco and Gothic	Avoid/ No Adverse Effect
WSE 96	[unoccupied]	Art Deco	Avoid/ No Adverse Effect

WSE No.	Common Name	Brief Description	Impact/ Determination
WSE 97	Los Angeles Country Club (South Course)	Private club established in 1897	No impact by tunneling noise or vibration/ No Adverse Effect

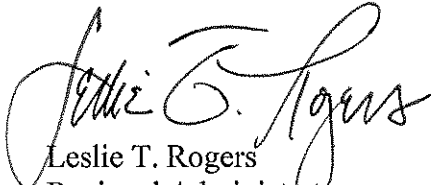
The Ace Gallery building has been determined eligible for listing in the NRHP because it embodies the distinctive characteristics of the Brutalism architectural style. Demolition of the Ace Gallery building will be required to accommodate Wilshire/Rodeo station entrance (portal) and a construction staging area; FTA has determined a finding of *adverse effect* for the Ace Gallery (see attached SHPO letter dated September 16, 2011). Based on conversations to date with the California SHPO, FTA anticipates agreement from the California SHPO on both the adverse and no adverse effect findings.

FTA, in continued consultation with the California SHPO, will develop a Memorandum of Agreement (MOA) to resolve the adverse effects indentified. FTA proposes, and expects the California SHPO to agree, that the basis for mitigating the adverse effects of this undertaking will include the following measures:

- Prior to construction, the National Park Service Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) photo-recording and documentation of the Ace Gallery will be produced.
- A public website will be developed concerning the history of the Ace Gallery. The website would be based on the photographs produced as part of the HABS/HAER documentation, and historic archival research previously prepared as part of the Undertaking and historic documentation.

We are requesting that the ACHP review the information outlined in this letter and the attached documentation. If the ACHP chooses to participate in the consultation process of this undertaking, we would appreciate a response within 15 days of receipt of this letter. Should you require additional information, please contact Mr. Ray Tellis, Team Leader of our Los Angeles Metropolitan Office, at (213) 202-3956 or ray.tellis@dot.gov. The staff contact person is Mr. Anthony Lee, Environmental Protection Specialist, at (212) 668-2173 or (202) 695-0846 or anthony.lee@dot.gov.

Sincerely,


Leslie T. Rogers
Regional Administrator

Enclosures:

Mr. John M. Fowler
December 15, 2011
Page 5 of 5

Project Figures
Archeological Resources Survey Report
Historic Properties Survey Report



Preserving America's Heritage

January 3, 2012

Mr. Leslie T. Rogers
Regional Administrator
Federal Transit Administrator, Region IX
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

**Ref: *Proposed Westside Subway Extension Project
Los Angeles County, California***

Dear Mr. Rogers:

The Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the adverse effects of the referenced project on properties listed on and eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the California SHPO, and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the opportunity to review this undertaking. If you have any questions, please contact Louise Brodnitz at 202-606-8527, or via email at lbrodnitz@achp.gov.

Sincerely,

Raymond V. Wallace
Historic Preservation Technician
Office of Federal Agency Programs



APPENDIX D—MEMORANDUM OF AGREEMENT

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**MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL TRANSIT ADMINISTRATION
AND THE
CALIFORNIA STATE HISTORIC PRESERVATION OFFICER**

**REGARDING THE LOS ANGELES WESTSIDE SUBWAY EXTENSION PROJECT,
LOS ANGELES COUNTY, CALIFORNIA**

WHEREAS, the Federal Transit Administration (FTA) is considering providing funding to the Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro) for the Los Angeles Westside Subway Extension Project (Undertaking) within the cities of Los Angeles and Beverly Hills, as well as within unincorporated portions of Los Angeles County, pursuant to Federal transit law (49 USC Chapter 53); and,

WHEREAS, the Undertaking consists of extending the LACMTA heavy rail subway system for nearly nine (9) miles via Wilshire Boulevard from the current western terminus of the Metro Purple Line at the Wilshire/Western Station to a new western terminus near the West Los Angeles Veterans Affairs (VA) Hospital. The Undertaking may be built entirely in one phase or built in three consecutive construction phases. The Undertaking includes construction of seven (7) new stations and will provide direct connections from the west side of the county to all elements of the existing Metro system, improve transit travel time, and provide more reliable transit service to transit riders. Improvements are also planned for the existing Division 20 Maintenance and Storage Facility west of the Los Angeles River between E. 1st Street and Jesse Street. There are two station options for each of the Century City, Westwood/UCLA, and Westwood/VA Hospital stations; and,

WHEREAS, FTA has defined the Undertaking's area of potential effect (APE) for archaeological resources as a radius of 100-feet along the potential subway alignment and maintenance facilities, including areas where the alignment veers outside the roadway right of way. FTA has defined the Undertaking's APE for architectural resources as extending one parcel past the limits of the above-ground project improvements for the stations, service areas, construction staging and laydown areas and any above-ground facilities; and,

WHEREAS, the FTA has determined that the project would constitute an Undertaking as per 36 CFR § 800.16(y), which requires compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC § 470f); and,

WHEREAS, FTA will be the lead Federal agency for the Undertaking, with the LACMTA, a grant applicant, as required by FTA, and as an invited signatory to this MOA; and,

WHEREAS, FTA has consulted with the California Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (16 USC § 470f) on eligibility and effects for properties within the APE; and, regarding the Undertaking's potential to affect historic properties, has decided to prepare a Memorandum of Agreement (MOA) pursuant to 36 CFR §§ 800.4(b)(2) and 800.6(c); and,

WHEREAS, FTA, in consultation with SHPO, has determined that, pursuant to 36 CFR § 800.3, the Ace Gallery is eligible for inclusion in the National Register of Historic Places (NRHP); and pursuant to 36 CFR § 800.5(a), FTA, in consultation with SHPO has determined that the Undertaking will have an adverse effect on a historic property, the Ace Gallery; and,

WHEREAS, FTA, in consultation with SHPO, pursuant to 36 CFR § 800.5(a), has determined that the Undertaking would have no adverse effect on the thirty-eight (38) individual architectural historic properties and two (2) historic districts which are on or eligible for listing in the National Register of Historic Places, and mitigation measures are included in this MOA to minimize the effects on the historic properties within the APE.

WHEREAS, FTA, in consultation with SHPO, pursuant to 36 CFR § 800.5(a), has determined that the Undertaking would have no adverse effect on the one (1) identified archaeological historic property, CA-LAN-2610 or undocumented archaeological resources within the APE provided the measures in this MOA are implemented.

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), FTA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with the required documentation and the ACHP has not chosen to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and,

WHEREAS, no Federally-recognized Indian tribes (as defined in 36 CFR § 800.16(m)) expressed an interest in consulting on the Undertaking; however, LACMTA, on behalf of the FTA, consulted with the Native American Heritage Commission and the local Native American community regarding the cultural sensitivity of the project area; and,

WHEREAS, LACMTA, on behalf of the FTA, has consulted with eighteen (18) local government offices, historical organizations, and individuals interested in historic preservation in Los Angeles County about the Undertaking and its effects on historic properties; and,

WHEREAS, this MOA was developed with appropriate public involvement (pursuant to 36 CFR §§ 800.2(d) and 800.6(a)) and the public was provided the opportunity to comment on the Undertaking and will hereafter be provided with further opportunities to comment on the Undertaking as stipulated further in this MOA; and,

WHEREAS, the FTA and the SHPO are signatories pursuant to 36 CFR § 800.6(c)(1) and LACMTA is an invited signatory pursuant to 36 CFR § 800.6(c)(2); and,

NOW, THEREFORE, all signatories agree that, upon FTA's decision to proceed with the Undertaking, FTA shall ensure that the Undertaking is implemented in accordance with the following stipulations in order to take into account the effects of the Undertaking on historic properties; and further agree that these stipulations shall govern the Undertaking and all of its parts until this MOA expires or is terminated.

STIPULATIONS

FTA will ensure that the terms of this MOA are carried out and will require, as a condition of any approval of Federal funding for the Undertaking, adherence by LACMTA to the stipulations set forth herein.

I. ARCHITECTURAL HISTORIC PROPERTIES

A. Treatment to Resolve Adverse Effect

1. HABS/HAER Documentation

The adverse effects of the Undertaking on the Ace Gallery will be resolved by FTA by requiring LACMTA to implement and complete National Park Service Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) documentation, pursuant to Section 110(b) of the National Historic Preservation Act for the adversely-affected property. Prior to any action, the photo-recording and documentation consistent with the standards of the National Park Service HABS or HAER will be prepared by a Secretary of Interior qualified professional architectural historian or historic architect. Whenever possible, HABS/HAER documentation Level 2 would be employed whenever measured drawings for a property are available. If measured drawings are not available, HABS/HAER documentation Level 1 would be employed.

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

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

2. Public Website Development

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

B. Treatment to Avoid Adverse Effects

1. Design Phase Planning

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

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

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

2. Design Review and Monitoring

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

C. Construction Phase

1. Geotechnical Investigations

For the historic properties noted in Stipulation II.D.1, further geotechnical investigations will be undertaken to evaluate soil, groundwater, seismic, and environmental conditions along the alignment. This analysis will assist in the development of appropriate support mechanisms and measures for cut and fill construction areas. The subsurface investigation would also identify areas that could cause differential settlement as a result of using a tunnel boring machine (TBM) in close proximity to historic properties. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) will provide input and review of final design documents prior to implementation of the mechanisms and measures. The review will evaluate whether the geotechnical investigations and support measures for cut and fill, and measures to prevent differential settlement meet the Secretary of the Interior's *Standards for the Treatment of Historic Properties*. The evaluation of measures will be forwarded by the LACMTA to the FTA and SHPO for review. Then FTA, in consultation with the SHPO, upon the SHPO's concurrence, shall approve the evaluation and permit the LACMTA to proceed with construction.

D. Treatment to Avoid Adverse Effect to Historic District Contributing Historic Landscape Element

1. Pre-Construction Survey

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

A report on the results of the inventory will be submitted to FTA, LACMTA and the SHPO for review and will be placed on file with LACMTA and supplied to other signatories to this MOA if requested.

2. Landscape Protection Measures

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

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

3. Construction Monitoring

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

E. Reporting Reviews

1. SHPO Review and Comment

Upon completion of construction and any reports prepared for resolution of adverse effects, the SHPO shall have thirty (30) days to review the draft and comment on the level of effort, results, and eligibility recommendations; those comments shall be incorporated into the final technical report, as appropriate. If no response by the SHPO is received by the FTA and/or LACMTA within thirty (30) days, the FTA and LACMTA shall assume concurrence and authorize the final technical report and/or the historic architectural documentation.

2. Document Submittal

Within thirty (30) days of receipt of comments on any draft report, the FTA and LACMTA shall submit the final technical report and/or historic architectural documentation to the SHPO, the appropriate California Historical Resources Information System information center, and the appropriate Indian tribe(s), and shall make it available to other interested persons who meet the confidentiality requirements. Reports prepared with archaeological site information shall not be distributed to the general public, except in an abridged form that does not include sensitive information about archaeological site locations or human remains.

3. Report Standards

All reports generated as a result of this MOA shall be consistent with contemporary professional standards and the Secretary of the Interior's guidelines.

II. ARCHAEOLOGICAL RESOURCES

This MOA accordingly sets forth the following measures to be implemented to reduce potential construction impacts within the APE to known archaeological historic properties and to undocumented archaeological resources, including human remains.

A. Consultation with Native American Individuals, Tribes and Organizations and Treatment of Cultural Remains and Artifacts.

1. The parties to this MOA agree that Indian burials and related items discovered during the implementation of the MOA and the Undertaking will be treated in accordance with the requirements of § 7050.5(b) of the California Health and Safety Code. If, pursuant to § 7050.5(c) of the California Health and Safety Code, the county coroner/medical examiner determines that the human remains are or may be of Native American origin, then the discovery shall be treated in accordance with the provisions of §§ 5097.98 (a) - (d) of the California Public Resources Code.
2. LACMTA will ensure that the expressed wishes of Native American individuals, tribes, and organizations are taken into consideration when decisions are made regarding the disposition of other Native American archaeological materials and records relating to Indian tribes.

B. Confidentiality

The signatories to this MOA acknowledge that archaeological historic properties covered by this MOA are subject to the provisions of § 304 of the National Historic Preservation Act of 1996 and § 6254.10 of the California Government Code (Public Records Act), relating to the disclosure of archeological site information, and having so acknowledged, will ensure that all actions and documentation prescribed by this MOA are consistent with §304 of the National Historic Preservation Act.

C. Worker Training

Prior to initiating ground-disturbing activities, a qualified archaeologist will conduct a short cultural resources awareness training session for all construction workers and supervisory personnel. Each worker will learn the proper procedures to follow in the event cultural resources or human remains are uncovered during ground-disturbing activities.

D. Unanticipated Discoveries

If FTA and LACMTA determines, after any future construction of the Undertaking has commenced, that project activities will affect a previously unidentified property that may be eligible for the NRHP, or affect a known historic property in an unanticipated manner, FTA and LACMTA will address the discovery or unanticipated effect in accordance with 36 CFR § 800.13(b)(3). The LACMTA must notify the FTA and SHPO within forty-eight (48) hours of the discovery. FTA, at its discretion, may hereunder, and pursuant to 36 CFR § 800.13(c), assume any unanticipated discovered property to be eligible for inclusion in the NRHP.

For properties determined eligible or assumed to be eligible pursuant to Stipulation I.E., LACMTA will notify the FTA, ACHP, and SHPO of those actions that it proposes to avoid, minimize, or mitigate adverse effects. Consulting parties will have forty-eight (48) hours to provide their views on the proposed actions. The FTA will ensure that the timely-filed recommendations of consulting parties are taken into account prior to granting approval of the measures that the LACMTA will implement to resolve adverse effects. The LACMTA will carry out the approved measures prior to resuming construction activities in the location of the discovery.

III. ADMINISTRATIVE PROVISIONS

A. Standards

1. Definitions

The definitions set forth at 36 CFR § 800.16 are applicable throughout this MOA.

2. Professional Qualifications

LACMTA shall ensure that all historic preservation and archaeological work are performed by LACMTA under the direct supervision of a person or persons who meet(s) or exceed(s) the pertinent qualifications in the Secretary of the Interior's *Professional Qualification Standards* (48 CFR §§ 44738-44739) in those areas in which the qualifications are applicable for the specific work performed.

3. Documentation Standards

Written documentation of activities prescribed by Stipulations I, II of this MOA shall conform to *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* as amended and annotated (48 CFR §§ 44716-44740) as well as to applicable standards and guidelines established by the SHPO.

4. Curation and Curation Standards

LACMTA shall ensure that, to the extent permitted under §§ 5097.98 and 5097.991 of the California Public Resources Code, the materials and records resulting from the activities prescribed by this MOA curate in accordance with 36 CFR Part 79. FTA will ensure that, to the extent permitted by applicable law and regulation, the views of the Most Likely Descendant(s) are taken into consideration when decisions are made about the disposition of other tribal archaeological materials and records.

B. Dispute Resolution

Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FTA shall consult with such party to resolve the objection. If FTA determines that such objection cannot be resolved, FTA will:

1. Forward all documentation relevant to the dispute, including the FTA's proposed resolution, to the ACHP. The ACHP shall provide FTA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FTA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FTA will then proceed according to its final decision.
2. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, FTA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FTA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.
3. FTA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

C. Amendments

Any MOA party may propose that this MOA be amended, whereupon the MOA parties will consult for no more than thirty (30) days to consider such amendment. FTA may extend this consultation period. The amendment process shall comply with 36 CFR §§ 800.6(c)(1) and 800.6(c)(7). This MOA may be amended only upon the written agreement of the signatory parties. If it is not amended, this MOA may be terminated by any of the signatory parties in accordance with Section D of Stipulation III.

D. Termination

If any signatory to this MOA determines that its terms will not or cannot be carried out, that signatory shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation C of Stipulation III, above. If within thirty (30) days (or another time period agreed to by all signatories) agreement on an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the Undertaking, FTA must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FTA shall notify the signatories as to the course of action it will pursue.

E. Duration of the MOA

1. Unless terminated pursuant to Section D of Stipulation III above, or unless superseded by an amended MOA, this MOA will be in effect following execution by the signatory parties until FTA, in consultation with the other MOA parties, determines that all of its stipulations have been satisfactorily fulfilled. This MOA will terminate and have no further force or effect on the day that FTA notifies the other MOA parties in writing of its determination that all stipulations of this MOA have been satisfactorily fulfilled.
2. The terms of this MOA shall be satisfactorily fulfilled within twenty (20) years following the date of execution by the signatory parties. If FTA determines that this requirement cannot be met, the MOA parties will consult to reconsider its terms. Reconsideration may include the continuation of the MOA as originally executed, amendment of the MOA, or termination. In the event of termination, FTA will comply with Section D of Stipulation III, above, if it determines that the Undertaking will proceed notwithstanding termination of this MOA.
3. If the Undertaking has not been implemented within ten (10) years following execution of this MOA by the signatory parties, this MOA shall automatically terminate and have no further force or effect. In such event, FTA shall notify the other MOA parties in writing and, if it chooses to continue with the Undertaking, shall reinitiate review of the Undertaking in accordance with 36 CFR Part 800.

F. Effective Date


This MOA will take effect on the date that it has been fully executed by FTA, LACMTA, and SHPO.

G. Execution

Execution of this MOA by FTA, LACMTA, and SHPO, its transmittal by FTA to the ACHP in accordance with 36 CFR § 800.6(b)(1)(iv), and subsequent implementation of its terms, shall evidence, pursuant to 36 CFR § 800.6(c), that this MOA is an agreement with the ACHP for purposes of Section 110(1) of the NHPA, and shall further evidence that FTA has taken into account the effects of the Undertaking on historic properties and has afforded the ACHP an opportunity to comment on the Undertaking and its effects on historic properties.


SIGNATORY

Federal Transit Administration

By 
Leslie T. Rogers
Regional Administrator
FTA Region IX

Date MAR 6 2012

California State Office of Historic Preservation

By  FOR MILFORD WAYNE DONALDSON Date 3/7/12
Milford Wayne Donaldson
State Historic Preservation Officer
Office of Historic Preservation, Sacramento

INVITED SIGNATORY PARTY:

Los Angeles County Metropolitan Transportation Authority

By Arthur T. Leahy
Arthur T. Leahy
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority

Date 12-19-11

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APPENDIX E—RESOURCE RECORDS (DPR FORMS)

List of DPR forms in Appendix E

Resource Identifier	Primary No.	Street Address	Common Name	Recorded by URS	Recorded by Cogstone
WSE 10	P-19-189273	10921 Wilshire Blvd	Linde Medical Building	New	Update
WSE 11	P-19-189247	2025 Avenue of the Stars	Century Plaza Hotel	New	Update
WSE 12	P-19-189249	2029 Century Park East	Century Park Towers	New	Update
WSE 13	P-19-177029	9504 Wilshire Blvd	Beverly Wilshire Hotel	Update	Update
WSE 14	P-19-189269	9460 Wilshire Blvd	Union Bank Building	New	Update
WSE 15	P-19-189267	9430 Wilshire Blvd	Ace Gallery Building	New	Update
WSE 16	P-19-189268	9450 Wilshire Blvd	Glendale Federal Savings Building	New	
WSE 17	P-19-177320	9429 Wilshire Blvd	California Bank Building-Sterling Plaza	Update	
WSE 18	P-19-177314	8554 Wilshire Blvd	Fine Arts Theater	Update	
WSE 21	P-19-177313	8430 Wilshire Blvd	Fox Wilshire Theater	Update	Update
WSE 23	P-19-189263	6101 Wilshire Blvd	Johnie's Coffee Shop	New	
WSE 24	P-19-173051	6067 Wilshire Blvd	May Company Wilshire (LACMA West)	Update	Update
WSE 25	P-19-175237	5350-5354 Wilshire Blvd	Art Deco-style commercial building	Update	Update
WSE 26	P-19-171001	5366-5376 Wilshire Blvd	Darkroom Photography Store façade	Update	Update
WSE 27	P-19-175235	5400-5420 Wilshire Blvd	Art Deco-style commercial building	Update	Update
WSE 28	P-19-188522	4201 Wilshire Blvd	Tidewater (Getty) Oil building	Update	Update
WSE 29	P-19-173428	4121 Wilshire Blvd	Los Altos Hotel and Apartments	Update	
WSE 30	P-19-170997	3780 Wilshire Blvd	Wiltern Theater	Update	Update
WSE 31	P-19-189262	3807 Wilshire Blvd	Pierce National Life	New	
WSE 41 Historic District	P-19-173043	11301 Wilshire Blvd	VA Medical Center Historic District	Update	Update
WSE 41	P-19-173043 P-19-187308	11301 Wilshire Blvd	Wadsworth Theater		Update
WSE 41 Contributor	P-19-173043	VA Medical Center Historic District, 11301 Wilshire Blvd.	Historic landscape within VA Medical Center Historic District		Update
WSE 42	P-19-167175	Catholic-Protestant Chapels	Catholic-Protestant Chapels/Wadsworth Chapel	Update	Update
WSE 43	P-19-189274	11000 Wilshire Blvd	Westwood Federal Building	New	Update
WSE 44	P-19-174110	1142 Westwood Blvd	Ralph's Grocery Store	Update	
WSE 45	P-19-189250	1139 Glendon Ave	Glendon Arcade Shops	New	
Historic District 1 (HD 1)	P-19-189304		Westwood-UCLA District; includes WSE 46, WSE 47, WSE 49, and contributor HD1a/WSE 61	New	

Historic Properties Supplemental Survey Technical Report
Appendix E—Resource Records (DPR Forms)



Metro

Resource Identifier	Primary No.	Street Address	Common Name	Recorded by URS	Recorded by Cogstone
WSE 46	P-19-189305	10830, 10836 Lindbrook Drive	Lindbrook Village	New	
WSE 47	P-19-189307	10840 Lindbrook Drive	Monterey Revival-style courtyard apartment complex	New	
WSE 49	P-19-189308	10801 Wilshire Blvd	University Bible Building	New	
WSE 54	P-19-189253	10300 Santa Monica Blvd	The Barn	New	
WSE 55	P-19-177101	241 Moreno Drive	Beverly Hills High School	Update	Update
WSE 56	P-19-189270	9720 Wilshire Blvd	Perpetual Savings Bank Building	New	
WSE 61	P-19-189306	10824 Lindbrook Drive	Dracker Apartments/ Lindbrook Manor	New	
WSE 87	P-19-189316	1950 Century Park East	AAA Building		New
WSE 88	P-19-189313	9461 Wilshire Blvd., Beverly Hills	Wilshire Beverly Centre Building (Bank of America Building)		New
WSE 89	P-19-177312	8423 Wilshire Blvd., Beverly Hills	Beverly Hills Porsche Dealership		New
WSE 90	P-19-170998	5209 Wilshire Blvd., LA	Security National Bank Building/Zephyr Club		Update
WSE 91	P-19-150195	53C1166	1 st Street Viaduct		Update
WSE 92	P-19-150194	53C0044	4 th Street Bridge		Update
WSE 93	P-19-188524	53C1880	6 th Street Viaduct		Update
WSE 94	P-19-173045	5217-5231 Wilshire Blvd., 672-682 S. La Brea Ave., LA	Clem Wilson /Mutual of Omaha Building		Update
WSE 95	P-19-186804	Segment west of Los Angeles River between 1 st & 6 th St Viaducts	Atchison Topeka & Santa Fe Railroad		Update
WSE 96	P-19-189315	8400 Wilshire Blvd., Beverly Hills	[unoccupied]		New
WSE 97	P-19-189314	10101 Wilshire Blvd., LA	Los Angeles Country Club (South Course)		New

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-189273 Update

HRI# _____

Trinomial _____

NRHP Status Code 3S, 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: Westwood Medical Building WSE 10

P1. Other Identifier: 10921 Wilshire Boulevard

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; 1/4 of 1/4 of Sec 27; S.B. B.M.

c. Address 10921 Wilshire Boulevard City Los Angeles Zip 90024

d. UTM: Zone 11; 366600 mE/ 3769591 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 317 feet AMSL
APN 4363023032. The building is located at the northwest corner of Wilshire Boulevard and Westwood Boulevard.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Westwood Medical Building is located in a heavily developed urban commercial setting. The building is an International-style commercial building that was constructed with an attached parking garage that is integrated into the overall building design. The office building and attached garage occupy the southern two-thirds of the block and the building has a south-facing orientation. This building has a large, 12-story rectangular massing situated on a block-long, 1 1/2 story horizontal mass. The vertical mass appears to be lifted up, and above the horizontal mass by means of recessing the entrance to the building to be under the vertical mass. The upper mass is supported by sharing the structural load to the attached parking garage constructed of poured concrete, and the engaged structural columns that span the entire height of the front elevation. On the south (front) elevation, the structural columns are sheathed with white marble, and the windows are set into the wall approximately 4 inches deep to create shadows. Between each individual window unit is a vertically-fixed divider approximately 20 inches wide that helps to provide shade in the afternoon. The window units are set in a curtain wall of opaque glass panels, all framed in narrow painted metal. The east extension of the ground floor of the building features a black marble bulkhead and large sheets of colored plate glass. The western extension of the floor level is floor-to-ceiling plate glass windows. The entrance to the building is centrally located and recessed. Brushed steel and aluminum add decorative elements to the small lobby area. The building appears to be minimally altered and in good condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: HP7 - 3+ Story
Commercial Building

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the northwest, March 2011.

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1960-1963 per Los Angeles County Assessor

*P7. Owner and Address: Unknown

*P8. Recorded by: Pam Daly
Cogstone Resource Management
1518 West Taft Avenue, Orange, CA

*P9. Date Recorded:
July 2011

*P10. Survey Type: Pedestrian Survey

*P11. Report Citation: Cogstone. 2011. Westside Subway Extension Historic Properties Supplemental Survey Report.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) Wilshire Medical Building (WSE 10)

B1. Historic Name: Linde Medical Building B2. Common Name: N/A
B3. Original Use: Commercial Building B4. Present Use: Commercial Building

*B5. Architectural Style: International Modern

*B6. Construction History: (Construction date, alterations, and date of alterations)
The building was constructed in 1960/1963 according to the Los Angeles County Assessor.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: Square marble sheathed planters, stone and gravel flooring which appear to be original

B9a. Architect: Paul R. Williams, FAIA b. Builder: Chotiner & Gumbiner, General Contractors

*B10. Significance: Theme Architecture, Commercial Area: West Los Angeles
Period of Significance 1962/63 Property Type Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture)

The historical significance of the Westwood Medical Building, located within the Locally Preferred Alternative APE, was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, the Westwood Medical Building appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the International architectural style. 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. The Westwood Medical Center building was designed by Paul R. Williams FAIA, a master architect whose primary body of work is located throughout Los Angeles.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. The Westwood Medical Building has retained historic integrity of location, design, materials, and workmanship.

B11. Additional Resource Attributes: (List attributes and codes)

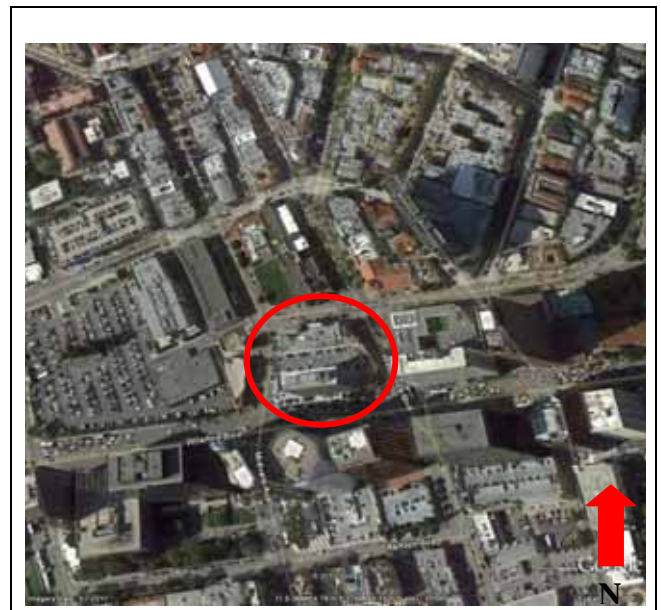
*B12. References: Los Angeles Times, "Medical Plaza Ready Dec. 31." November 12, 1961.

B13. Remarks:

*B14. Evaluator: Pam Daly, Cogstone Resource Management.

*Date of Evaluation: July 2011.

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# _____

Trinomial _____

NRHP Status Code _____

Other Listings
Review Code _____

Reviewer _____

Date _____

Page 1 of 2*Resource Name or #: (Assigned by recorder) 10921 Wilshire Blvd; APN 4363023032(WSE 10)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; ___ 1/4 of ___ 1/4 of Sec 27; S. B. **B.M.**c. Address 10921 Wilshire Boulevard City Los Angeles Zip 90024d. UTM: (Give more than one for large and/or linear resources) Zone 11, 366600 mE/ 3769591 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 317 feet AMSL; APN 4363023032; north side of Wilshire Boulevard between Gayley Avenue and Westwood Boulevard

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4363023032 is located at 10921 Wilshire Boulevard in a heavily developed urban commercial setting. APN 4363023032 is an International-style commercial building that occupies the southern portion of the 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. The 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 story 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 appear to be of non-historic age. 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.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. **Resource Attributes:** (List attributes and codes)
HP7 - 3+ Story Commercial Building

*P4. **Resources Present:** Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. **Description of Photo:** (view, date, accession #)
View to the northwest, July 2009

*P6. **Date Constructed/Age and Source:** Historic
 Prehistoric Both
1962/1963 per Los Angeles County Assessor

*P7. **Owner and Address:**
Unknown

*P8. **Recorded by:** (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. **Date Recorded:**
March 2010

*P10. **Survey Type:** (Describe) Pedestrian Survey

*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 10921 Wilshire Blvd; APN 4363023032(WSE 10)

- B1. Historic Name: N/A
- B2. Common Name: N/A
- B3. Original Use: Commercial Building
- B4. Present Use: Commercial Building

*B5. Architectural Style: International

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1962/1963 according to the Los Angeles County Assessor. Based on observation, the east wing extension may be a later addition.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: Square marble sheathed planters, stone and gravel flooring which appear to be original

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Architecture, Commercial

Area Santa Monica, Los Angeles County

Period of Significance 1962/63

Property Type Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4281011028 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA. Criteria Consideration G of the NRHP generally excludes properties that achieved significance within the past fifty years unless they are of exceptional importance. Since the building is less than fifty years old, it must also meet Criterion Consideration G.

Based on site investigations and historic research, APN 4363023032 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the International architectural style. 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.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4363023032 appears to retain sufficient historic integrity of location, design, materials, and workmanship.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

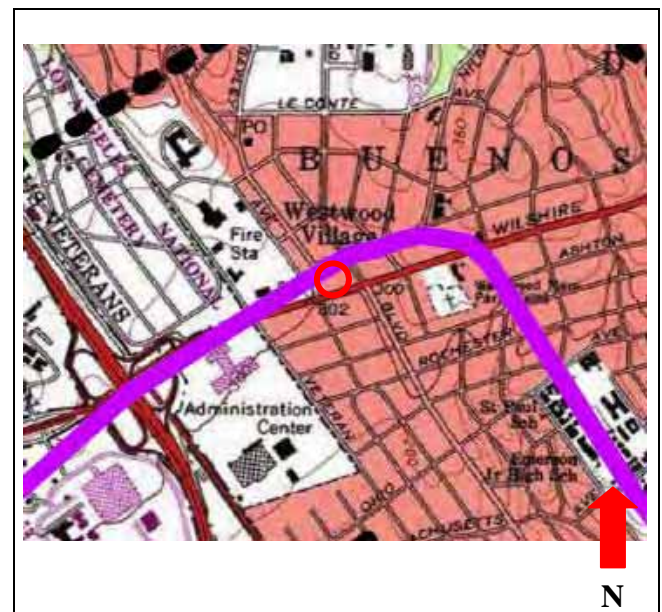
N/A

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-189247 Update

HRI# _____

Trinomial _____

NRHP Status Code 3S, 3CS

Other Listings _____
Review Code _____

Reviewer _____

Date _____

Page 1 of 2

*Resource Name or #: (Assigned by recorder) Century Plaza Hotel (WSE 11)

P1. Other Identifier: 2025 Avenue of the Stars; APN 4319004109

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; 1/4 of 1/4 of Sec 26; S.B. B.M.

c. Address 2025 Avenue of the Stars City Los Angeles Zip 90067

d. UTM: Zone 11S, 369329 mE/ 3769430 mN Elevation: 232 feet AMSL

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN 4319004109; at the southwest corner of the intersection of Constellation Boulevard and Avenue of the Stars.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Century Plaza Hotel is located in a heavily developed urban commercial setting. It is a Modern-era style hotel with the front elevation facing northeast. It is twenty stories with a curved rectangular massing. The building features a flat, overhanging roof ornamented by an aluminum panel entablature with an abstracted egg-and-dart design. The longitudinal sides consist of a rhythmic series of bays of recessed concrete hotel room balconies with metal railings that are separated by vertical concrete privacy walls. The floors of the balconies are rectangular with concave corners and the rooms have sliding glass doors and fixed metal window sashes. The ends of the building have three bays. The middle bays feature balconies and the side bays are covered in aluminum panels. The southwest elevation features two towers evenly spaced in the center and clad with rectangular aluminum panels. Both protrude from the roof. The northern tower is flush with the wall surface, while the rectangular tower on the south protrudes about five panels from the wall surface. The primary façade (northeast elevation facing Avenue of the Stars) is symmetrical with central, four-story glazed, multi-bay entrance under a non-historic age canopy and through non-historic age doors. A pool and gymnasium (probably non-original or heavily remodeled original garden structure) are at the rear of the property (southwest and west of building). In front (northeast) of the building is a plaza with pedestrian access to the plaza fountain on Avenue of the Stars. The building appears to be minimally altered and is in good condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: (List attributes and codes)

HP5 - Hotel

*P4. Resources Present: Building Structure

Object Site District Element of District

Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)

View to the south, August 2009

*P6. Date Constructed/Age and Source: Historic

Prehistoric Both

1965 per Los Angeles County Assessor

*P7. Owner and Address: Hyatt Hotels Corporation

71 South Wacker Drive, Chicago, IL

*P8. Recorded by: Pam Daly

Cogstone Resource Management

1518 West Taft Road

Orange, CA

*P9. Date Recorded: July 2011

*P10. Survey Type: Pedestrian Survey

*P11. Report Citation: Cogstone. 2011. Westside Subway Extension Historic Properties Supplemental Survey Report.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) Century Plaza Hotel

- B1. Historic Name: Century Plaza Hotel
- B2. Common Name: Hyatt Regency Century Plaza Hotel
- B3. Original Use: Hotel
- B4. Present Use: Hotel

*B5. Architectural Style: Modern-era

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1965-66 according to the Los Angeles County Assessor. Based on observation and historic research, the gymnasium at the south corner of the parcel may be new construction or a heavy remodel of the original garden structure. The entry doors and canopy on the first floor do not appear to be original.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: Plaza area north of building with basement-level access to plaza fountain on the Avenue of the Stars

B9a. Architect: Minoru Yamasaki b. Builder: Alcoa (Aluminum Company of America) and Westin Hotels

*B10. Significance: Theme Architecture, Commercial

Area Los Angeles, Los Angeles County

Period of Significance 1965

Property Type Hotel

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of the Century Plaza Hotel was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA. Criteria Consideration G of the NRHP generally excludes properties that achieved significance within the past fifty years unless they are of exceptional importance. Because the building is less than fifty years old, it must also meet Criterion Consideration G.

Based on site investigations and historic research, the Century Plaza Hotel appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Modern-era of architecture and as the work of master architect Minoru Yamasaki. It is the only Modern-era hotel building in Century City and one of the few Yamasaki designs in the Los Angeles area.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. The Century Plaza Hotel appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

"Start Slated for Hotel at Century City." *Los Angeles Times*. January 26, 1964.

B13. Remarks:

*B14. Evaluator: Pam Daly, Cogstone Resource Management.

*Date of Evaluation: July 2011

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# _____

Trinomial _____

NRHP Status Code _____

Other Listings
Review Code _____

Reviewer _____

Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 2025 Avenue of the Stars; APN 4319004109(WSE 11)

P1. Other Identifier: Century Plaza Hotel

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; 1/4 of 1/4 of Sec 26; S. B. B.M.c. Address 2025 Avenue of the Stars City Los Angeles Zip 90067d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 369329 mE/ 3769430 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 232 feet AMSL.; APN 4319004109; east side of Constellation Boulevard between Avenue of the Stars and Century Park West

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4319004109 is located at 2025 Avenue of the Stars in a heavily developed urban commercial setting. It is a New Formalism-style hotel. It occupies the center of the lot and has a northwest-facing orientation. It is twenty stories with a curved plan. The building features a flat, overhanging roof ornamented by an aluminum panel entablature with an abstracted egg-and-dart design. The longitudinal sides consist of a rhythmic series of bays of recessed concrete hotel room balconies with metal railings that are separated by aluminum-clad concrete vertical walls. The floors of the balconies are rectangular with concave corners and the rooms have sliding glass doors and fixed metal window sashes. The ends of the building have three bays. The middle bays feature balconies and the side bays are covered in aluminum panels. The southwest elevation features two towers evenly spaced in the center and clad with rectangular aluminum panels. Both protrude from the roof. The northern tower is flush with the wall surface, while the rectangular tower on the south protrudes about five panels from the wall surface. The primary façade (northeast elevation facing Avenue of the Stars) is symmetrical with central, four-story glazed, multi-bay entrance under a non-historic age canopy and through non-historic age doors. A pool and gymnasium (probably non-original or heavily remodeled original garden structure)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



are at the rear of the property (southwest and west of building). In front (northeast) of the building is a plaza with pedestrian access to the plaza fountain on Avenue of the Stars. The building appears to be minimally altered and is in good condition.

*P3b. Resource Attributes: (List attributes and codes)
HP5 - Hotel*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)*P5b. Description of Photo: (view, date, accession #)
View to the south, August 2009*P6. Date Constructed/Age and Source: Historic
 Prehistoric _____ Both
1965 per Los Angeles County Assessor

*P7. Owner and Address:

Unknown

*P8. Recorded by: (Name, affiliation, and address)

URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314*P9. Date Recorded: March 2010*P10. Survey Type: (Describe) Pedestrian Survey*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 2025 Avenue of the Stars; APN 4319004109(WSE 11)

B1. Historic Name: Century Plaza Hotel

B2. Common Name: Century Plaza Hotel

B3. Original Use: Hotel

B4. Present Use: Hotel

*B5. Architectural Style: New Formalism

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1965 according to the Los Angeles County Assessor. Based on observation and historic research, the gymnasium at the south corner of the parcel may be new construction or a heavy remodel of the original garden structure. The entry doors and canopy on the first floor do not appear to be original.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: Plaza area north of building with basement-level access to plaza fountain on the Avenue of the Stars

B9a. Architect: Minoru Yamasaki b. Builder: Alcoa

*B10. Significance: Theme Architecture, Commercial

Area Los Angeles, Los Angeles County

Period of Significance 1965

Property Type Hotel

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4319004109 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA. Criteria Consideration G of the NRHP generally excludes properties that achieved significance within the past fifty years unless they are of exceptional importance. Because the building is less than fifty years old, it must also meet Criterion Consideration G.

Based on site investigations and historic research, APN 4319004109 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the New Formalism architectural style and as the work of master architect Minoru Yamasaki. It is the only New Formalism hotel building in Century City and one of the few Yamasaki designs in the Los Angeles area. The New Formalism style, popular from 1960 to the present, is characterized by single volume massing; buildings separate from nature and usually set on podium; often an exotic Near Eastern/Indian flavor; strict symmetry; flat projecting rooflines; suggestion of classical columns (piers) and entablatures; arches, elliptical and others; smooth wall surfaces, often elegantly sheathed in stone; high-quality materials; delicacy of all details with no heavy, monumental qualities; grilles of polished metal, concrete and stone; formal landscaping including pools, fountains, and frequent use of monumental High Art sculpture.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4319004109 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

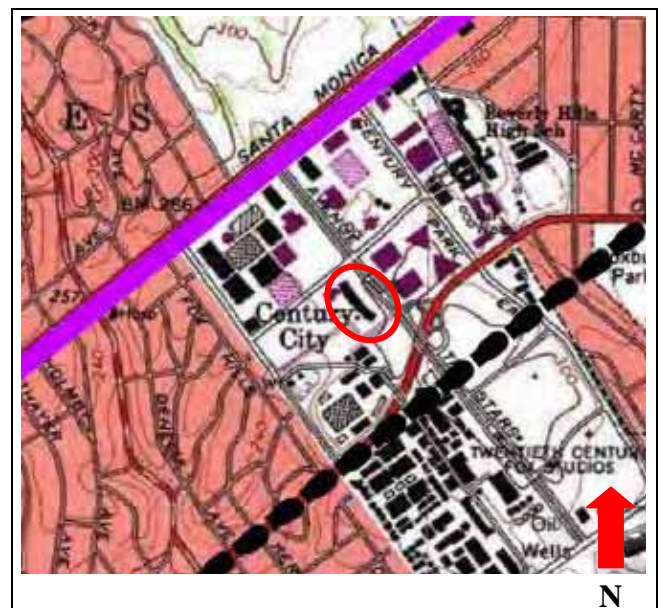
"Start Slated for Hotel at Century City." *Los Angeles Times*. January 26, 1964: M2.

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency <hr/> DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD	Primary# <u>19-189249</u> UPDATE HRI# _____ Trinomial _____ NRHP Status Code <u>3S, 3CS</u> Other Listings _____ Review Code _____ Reviewer _____ Date _____
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Page 1 of 2 *Resource Name or #: (Assigned by recorder) 2029 Century Park East; APN 4319016029(WSE 12)

P1. Other Identifier: N/A

***P2. Location:** Not for Publication Unrestricted

***a. County:** Los Angeles

***b. USGS 7.5' Quad** Beverly Hills **Date** 1999 T 1S; R 15W; 1/4 of 1/4 of Sec 26; S . B . **B.M.**

c. Address 2029 Century Park East **City** Los Angeles **Zip** 90067

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 369585 mE/ 3769675 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 228 feet AMSL; APN 4319016029; southwest corner of Century Park East and Constellation Boulevard

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
 APN 4319016029 is located at 2029 Century Park East in the Century Park commercial development, within a heavily developed urban commercial setting. A twin building mirrors this building to the immediate south. The building is a Modern-era style commercial skyscraper that occupies the center of the lot. It is forty-four stories, including the ground floor pedestal, with a triangular plan. The building features a flat roof, twenty-three vertical bays on each side that are filled with aluminum frame, fixed pane window sashes, and concrete and steel cladding. The façades are symmetrical with a front entrance on Century Park East The entries are slightly recessed and filled with metal frame glass pane doors. The building appears to be minimally altered and is in excellent condition.

***P3b. Resource Attributes:** (List attributes and codes); HP7 - 3+ Story Commercial Building

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P4. Resources Present:** Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #)
View to the south, August 2009

***P6. Date Constructed/Age and Source:** Historic
 Prehistoric Both
1973 per Los Angeles County Assessor

***P7. Owner and Address:**
Unknown

***P8. Recorded by:** URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314
Updated by Pam Daly, Cogstone, 1518 W Taft Ave, Orange, Ca.

***P9. Date Recorded:** March 2010; update 7/22/11

***P10. Survey Type:** Pedestrian Survey

***P11. Report Citation:** Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.

Cogstone. 2011. Westside Subway Extension Historic Properties Supplemental Survey Report.

***Attachments:** NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 2029 Century Park East; APN 4319016029(WSE 12)

- B1. Historic Name: Century Plaza Tower (1 of 2)
- B2. Common Name: Century Plaza Tower (1 of 2)
- B3. Original Use: Commercial Building - Skyscraper
- B4. Present Use: Commercial Building - Skyscraper

*B5. Architectural Style: New Formalism

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1973/1975 according to the Los Angeles County Assessor. The Assessor reports alterations/additions that took place in 1977, but the details are currently unknown. Due to security concerns, the original lobby, which was open, was enclosed in mullion-free glass at some point. Based on observation, the building remains otherwise unaltered.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Minoru Yamasaki b. Builder: Unknown

*B10. Significance: Theme Architecture, Commercial
Period of Significance 1973/1977

Area Los Angeles, Los Angeles County

Property Type Commercial Building - Skyscraper

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4319016029 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA. Criteria Consideration G of the NRHP generally excludes properties that achieved significance within the past fifty years unless they are of exceptional importance. Because the building is less than fifty years old, it must also meet Criterion Consideration G.

Based on site investigations and initial historic research, APN 4319016029 appears to possess the exceptional significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of Modern-era architectural style and as the work of master architect Minoru Yamsaki.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4319016029 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

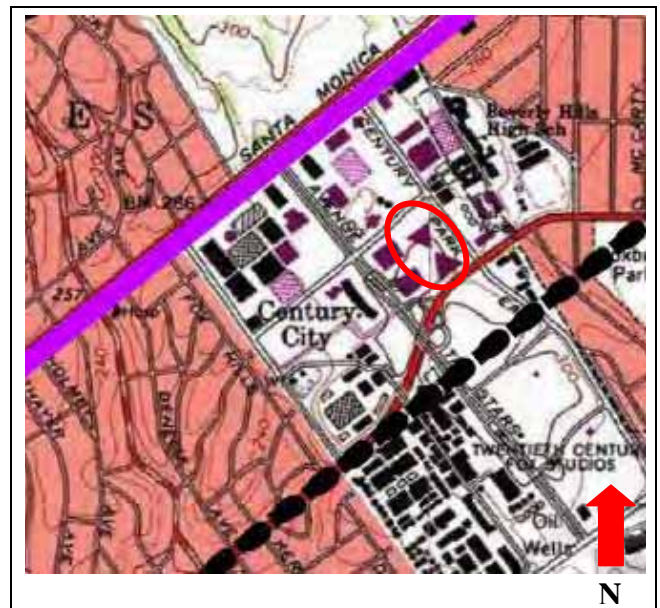
N/A

B13. Remarks:

*B14. Evaluator: URS Corp.; Pam Daly, Cogstone (update)

*Date of Evaluation: March 2010; April 2011.

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# _____

Trinomial _____

NRHP Status Code _____

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 2029 Century Park East; APN 4319016029(WSE 12)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; 1/4 of 1/4 of Sec 26; S.B. B.M.c. Address 2029 Century Park East City Los Angeles Zip 90067d. UTM: (Give more than one for large and/or linear resources) Zone 11, 369585 mE/ 3769675 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 228 feet AMSL; APN 4319016029; southwest corner of Century Park East and Constellation Boulevard

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4319016029 is located at 2029 Century Park East in the Century Park commercial development, within a heavily developed urban commercial setting. A twin building mirrors this building to the immediate south. The building is a New Formalism-style commercial skyscraper that occupies the center of the lot. It is forty-four stories, including the ground floor pedestal, with a triangular plan. The building features a flat roof, twenty-three vertical bays on each side that are filled with aluminum frame, fixed pane window sashes, and concrete and steel cladding. The façades are symmetrical with a front entrance on Constellation and a rear entrance from the other side. The entries are slightly recessed and filled with metal frame glass pane doors. The building appears to be minimally altered and is in excellent condition.

*P3b. Resource Attributes: (List attributes and codes); HP7 - 3+ Story Commercial Building

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the south, August 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric _____ Both
1973 per Los Angeles County Assessor

*P7. Owner and Address:
Unknown

*P8. Recorded by: (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. Date Recorded:
March 2010

*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 2029 Century Park East; APN 4319016029(WSE 12)

B1. Historic Name: Century Plaza Tower (1 of 2)

B2. Common Name: Century Plaza Tower (1 of 2)

B3. Original Use: Commercial Building - Skyscraper

B4. Present Use: Commercial Building - Skyscraper

*B5. Architectural Style: New Formalism

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1973/1975 according to the Los Angeles County Assessor. The Assessor reports alterations/additions that took place in 1977, but the details are currently unknown. Due to security concerns, the original lobby, which was open, was enclosed in mullion-free glass at some point. Based on observation, the building remains otherwise unaltered.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Minoru Yamasaki b. Builder: Unknown

*B10. Significance: Theme Architecture, Commercial
Period of Significance 1973/1977

Area Los Angeles, Los Angeles County

Property Type Commercial Building - Skyscraper

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4319016029 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA. Criteria Consideration G of the NRHP generally excludes properties that achieved significance within the past fifty years unless they are of exceptional importance. Because the building is less than fifty years old, it must also meet Criterion Consideration G.

Based on site investigations and initial historic research, APN 4319016029 appears to possess the exceptional significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the New Formalism architectural style and as the work of master architect Minoru Yamasaki. The New Formalism style, popular from 1960 to the present, is characterized by single volume massing; buildings separate from nature and usually set on podium; often an exotic Near Eastern/Indian flavor; strict symmetry; flat projecting rooflines; suggestion of classical columns (piers) and entablatures; arches, elliptical and others; smooth wall surfaces, often elegantly sheathed in stone; high-quality materials; delicacy of all details with no heavy, monumental qualities; grilles of polished metal, concrete and stone; formal landscaping including pools, fountains, and frequent use of monumental High Art sculpture.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4319016029 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

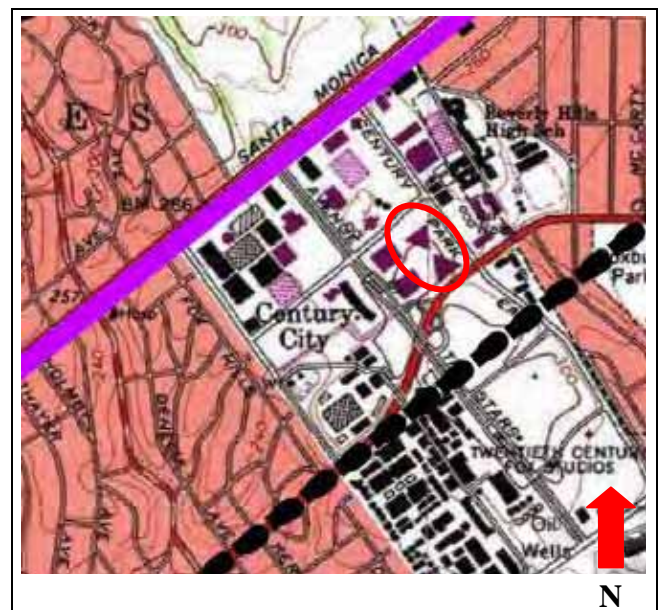
N/A

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-177029 Update

HRI# 27705

Trinomial _____

NRHP Status Code 1S

Other Listings NRIS 87000908

Review Code _____

Reviewer _____

Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) Beverly Wilshire Hotel (WSE 13)

P1. Other Identifier: 9504 Wilshire Boulevard

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; 1/4 of 1/4 of Sec 24; S. B. B.M.

c. Address 9504 Wilshire Boulevard City Beverly Hills Zip 90212

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 370745 mE/ 3770408 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 214 feet AMSL; APN 4328032014; south side of Wilshire Boulevard between Rodeo and El Camino Drives; alternate address: 9500 Wilshire Boulevard

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The Beverly Wilshire Hotel is located at 9504 Wilshire Boulevard in a heavily developed urban commercial setting. It is an Italian Renaissance-style, hotel/residential building. It ranges in height from three to thirteen stories with an E-shaped plan that gradually steps back. It is situated near the front of the lot and the main entry faces north toward Wilshire Street. The building features a flat roof, fixed window sashes arranged symmetrically to their respective sides, and Tuscan stone, Carrara marble, and brick cladding. The building appears to be minimally altered and is in good condition.

*P3b. Resource Attributes: (List attributes and codes) ; HP5 – Hotel/Motel; HP3 – Multiple Family Property

*P4. Resources Present: Building Structure Object Site District

Element of District

Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)

View from the southeast, September 2009

*P6. Date Constructed/Age and Source: Historic Prehistoric Both
1930 per NRHP Listing

*P7. Owner and Address: Four Seasons Hotels
1165 Leslie Street, Toronto, Canada M3C2K8

*P8. Recorded by: URS Corp.
1615 Murray Canyon Road, Suite 1000, San Diego, CA 92108-4314;
update Pam Daly, Cogstone, 1518 W Taft Ave, Orange, CA.

*P9. Date Recorded: March 2010; update July 2011

*P10. Survey Type: Pedestrian Survey

*P11. Report Citation: Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.
Cogstone. 2011. Westside Subway Extension Historic Properties Supplemental Survey Report.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List):

P5a. Photograph or Drawing



BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 1S

*Resource Name or # (Assigned by recorder) Beverly Wilshire Hotel (WSE 13)

B1. Historic Name: Beverly Wilshire Apartment Hotel

B2. Common Name: Beverly Wilshire Hotel

B3. Original Use: Hotel/Multiple Family Residence

B4. Present Use: Hotel

*B5. Architectural Style: Italian Renaissance

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1930 according to the NRHP listing. Based on observation, there have been no major alterations or additions.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: Modern addition located to the south of the historic hotel building.

B9a. Architect: Walker & Eisen b. Builder: Unknown

*B10. Significance: Theme Architecture, Hotel; Popular Culture

Area Beverly Hills, Los Angeles County

Period of Significance 1925-1949

Property Type Hotel/Multiple Family Property

Applicable Criteria NRHP Criteria A and C/CRHR Criteria 1 and 3 (Events and Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Beverly Wilshire Hotel, was listed in the National Register of Historic Places (NRHP) in 1987 (NR 87000908) under Criterion A (associated with events that have made significant contribution to the broad patterns of our history) and Criterion C (embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction). The 1930 Beverly Wilshire Hotel is associated with popular culture, especially during the 1940s and 1950s when the hotel's Copa nightclub hosted some of the biggest acts in the county. The hotel is also considered a significant example of Italian Renaissance architecture and 1930s design capabilities. When built, it was the tallest structure in Los Angeles.

As part of the Westside Subway Extension Project, URS investigators relocated this property in the field. The historical significance of APN 4328032014 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

B11. Additional Resource Attributes: (List attributes and codes)

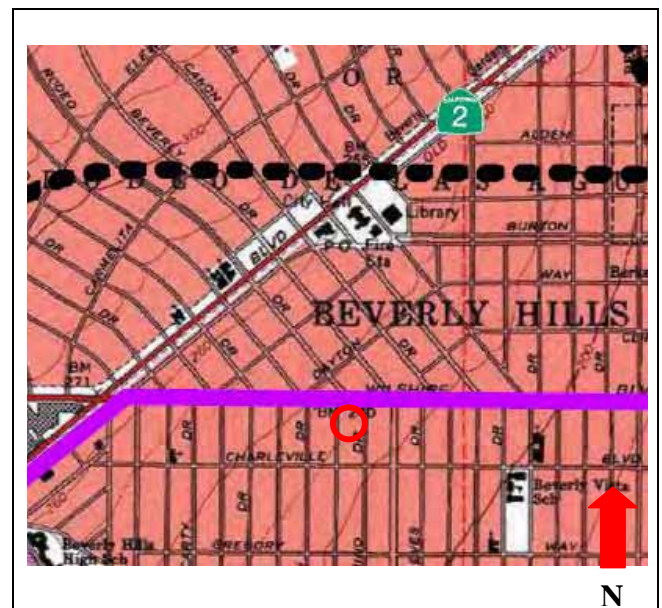
*B12. References: N/A

B13. Remarks:

*B14. Evaluator: URS Corp.; Pam Daly, Cogstone.

*Date of Evaluation: March 2010; July 2011

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# 027705

Trinomial _____

NRHP Status Code 1S

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 9504 Wilshire Blvd; APN 4328032014(WSE 13)P1. Other Identifier: Beverly Wilshire Hotel

UPDATE

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; 1/4 of 1/4 of Sec 24; S. B. **B.M.**c. Address 9504 Wilshire Boulevard City Beverly Hills Zip 90212d. UTM: (Give more than one for large and/or linear resources) Zone 11, 370745 mE/ 3770408 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 214 feet AMSL; APN 4328032014; south side of Wilshire Boulevard between Rodeo and El Camino Drives; alternate address: 9500 Wilshire Boulevard

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4328032014 is located at 9504 Wilshire Boulevard in a heavily developed urban commercial setting. It is an Italian Renaissance-style, hotel/residential building. It ranges in height from three to thirteen stories with an E-shaped plan that gradually steps back. It is situated near the front of the lot and the main entry faces north toward Wilshire Street. The building features a flat roof, fixed window sashes arranged symmetrically to their respective sides, and Tuscan stone, Carrara marble, and brick cladding. The building appears to be minimally altered and is in good condition.

*P3b. **Resource Attributes:** (List attributes and codes) ; HP5 – Hotel/Motel; HP3 – Multiple Family Property*P4. **Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

*P5b. **Description of Photo:** (view, date, accession #)
View from the southeast, September 2009*P6. **Date Constructed/Age and Source:** Historic
 Prehistoric Both
1930 per NRHP Listing*P7. **Owner and Address:**
Unknown*P8. **Recorded by:** (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314*P9. **Date Recorded:**
March 2010*P10. **Survey Type:** (Describe) Pedestrian Survey*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.*Attachments: NONE Location Map
 Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record
 Linear Feature Record Milling Station Record
 Rock Art Record Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 1S

*Resource Name or # (Assigned by recorder) 9504 Wilshire Blvd; APN 4328032014(WSE 13)

B1. Historic Name: Beverly Wilshire Apartment Hotel

B2. Common Name: Beverly Wilshire Hotel

B3. Original Use: Hotel/Multiple Family Residence

B4. Present Use: Hotel

*B5. Architectural Style: Italian Renaissance

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1930 according to the NRHP listing. Based on observation, there have been no major alterations or additions.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Walker & Eisen b. Builder: Unknown

*B10. Significance: Theme Architecture, Hotel; Popular Culture Area Beverly Hills, Los Angeles County
Period of Significance 1925-1949 Property Type Hotel/Multiple Family Property

Applicable Criteria NRHP Criteria A and C/CRHR Criteria 1 and 3 (Events and Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

APN 4328032014, the Beverly Wilshire Hotel, was listed in the National Register of Historic Places (NRHP) in 1987 (NR 87000908) under Criterion A (associated with events that have made significant contribution to the broad patterns of our history) and Criterion C (embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction). The 1930 Beverly Wilshire Hotel is associated with popular culture, especially during the 1940s and 1950s when the hotel's Copa nightclub hosted some of the biggest acts in the county. The hotel is also considered a significant example of Italian Renaissance architecture and 1930s design capabilities. When built, it was the tallest structure in Los Angeles.

As part of the Westside Subway Extension Project, URS investigators relocated this property in the field. The historical significance of APN 4328032014 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places (NRHP)*, *California Register of Historical Resources (CRHR)*, and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 4328032014 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criteria A and C of the NRHP and Criteria 1 and 3 of the CRHR, as a building that has made significant contribution to the broad patterns of our history and that significantly embodies the distinctive characteristics of the Italian Renaissance architectural style.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4328032014 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

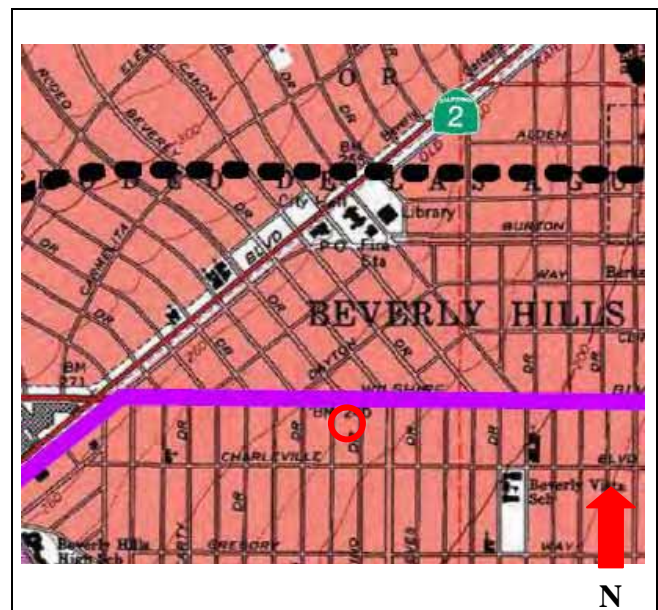
*B12. References: N/A

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-189269 Update
HRI# _____
Trinomial _____
NRHP Status Code 3S, 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) Union Bank Building (WSE 14)

P1. Other Identifier: 9460 Wilshire Boulevard

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; 1/4 of 1/4 of Sec 24; S. B. B.M.

c. Address 9460 Wilshire Boulevard City Beverly Hills Zip 90212

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 370840 mE/ 3770439 mN

e. Other Locational Data: Elevation: 217 feet AMSL

APN 7328033001. The building is located at the southwest corner of Wilshire Boulevard and Beverly Drive; alternate address: 9460-9494 Wilshire Boulevard

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The Union Bank building is located at 9460 Wilshire Boulevard in a heavily developed urban commercial setting. It is a Modern-era style commercial building that occupies the majority of the lot and has a north-facing orientation. It is an approximately nine-story building which has the appearance of a group of rectangular blocks adjoined, stacked, and overlapping each other. The blocks are of various heights (from one to nine stories), with the vertical blocks on the east end mounted on the roof of a long, horizontal single-story block. A one-story rectangular massing that is slightly taller than the long, horizontal massing, is located at the west end of the entire building structure. The exterior walls of the first level are glass curtain walls in metal frames recessed back from the wide, overhanging eave that is supported by square columns. The windows of the main vertical rectangular mass are recessed and extremely narrow, containing fixed pane, metal framed sashes with thick metal mullions. Above each of the narrow windows is a panel of decorative cast concrete. The ground story is clad in stucco and stone veneer, while the upper stories are clad in steel and smooth architectural concrete, applied in a grid of horizontal and vertical strips. On the front elevation of the first level are storefronts which are filled with steel-frame commercial doors. The building appears to be minimally altered and is in good condition.

P5a. Photograph or Drawing



*P3b. Resource Attributes: HP6 - 3+ Story
Commercial Building

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

P5b. Description of Photo: View to the southeast,
April 2011

*P6. Date Constructed/Age and Source: Historic
1958-1960 from Los Angeles Times, May 31, 1959.

*P7. Owner and Address:
Union Bank of California, N.A.
400 California Street
San Francisco, CA 94104

*P8. Recorded by: Pam Daly
Cogstone Resource Management
1518 West Taft Avenue
Orange, CA 92685

*P9. Date Recorded: July 2011

*P10. Survey Type: Pedestrian Survey

*P11. Report Citation: Cogstone. 2011. Westside Subway Extension Historic Properties Supplemental Survey Report.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) Union Bank (WSE 14)

B1. Historic Name: Union Bank

B2. Common Name: Union Bank

B3. Original Use: Commercial Building

B4. Present Use: Commercial Building

*B5. Architectural Style: Modern-era

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1958-60 according to articles in the Los Angeles Times (4/6/1958, 5/31/1959) Based on observation, the ground floor storefronts have been altered by the replacement of window sashes and doors, perhaps in the 1980s. The westernmost block may be a later addition.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Sidney Eisenshtat & Associates b. Builder: Del E. Webb, Los Angeles

*B10. Significance: Theme Architecture, Commercial Area Beverly Hills, Los Angeles County

Period of Significance 1958-1960 Property Type Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4328033001 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, the Union Bank Building appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Modern-era architectural style. The Modern-era style, popular from 1945 to the 1970, is characterized by a vertical box massing set in contrast with a long horizontal 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.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. The Union Bank Building appears to retain sufficient historic integrity of location, design, setting, materials, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

Los Angeles Times. *Big Building Details Are Announced*. 4/6/1958.

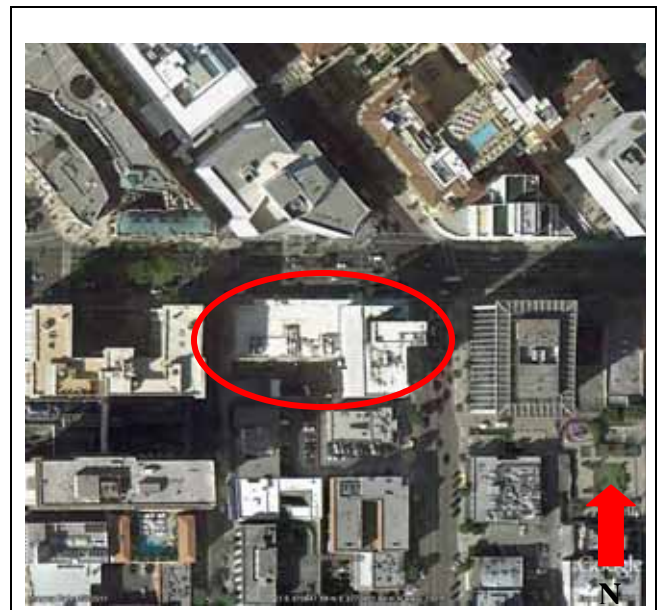
Los Angeles Times. *At Ceremony*. 5/31/1959.

B13. Remarks:

*B14. Evaluator: Pam Daly, Cogstone Resource Management.

*Date of Evaluation: July 2011

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# _____

Trinomial _____

NRHP Status Code _____

Other Listings
Review Code _____

Reviewer _____

Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 9460 Wilshire Blvd; APN 4328033001(WSE 14)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; 1/4 of 1/4 of Sec 24; S.B. B.M.c. Address 9460 Wilshire Boulevard City Beverly Hills Zip 90212d. UTM: (Give more than one for large and/or linear resources) Zone 11, 370840mE/ 3770439mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 217 feet AMSL; APN 7328033001; southwest corner of Wilshire Boulevard and Beverly Drive; alternate address: 9460-9494 Wilshire Boulevard

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4328033001 is located at 9460 Wilshire Boulevard in a heavily developed urban commercial setting. It is an International style commercial building that occupies the majority of the lot and has a north-facing orientation. It is an approximately nine-story building with a U-shaped plan, which has the appearance of a group of rectangular blocks adjoined, stacked, and overlapping each other. The blocks are of various heights (from one to nine stories), with the vertical blocks on the east end mounted on the roof of a long single-story block and supported by a pedestal. An additional one-story block is adjacent to the long one-story block on the west end. The building features a flat roof. The pedestal ground story contains curtain walls filled with fixed pane glass in metal frame sashes. The upper story window bays are recessed and extremely narrow, containing fixed pane, metal framed sashes with thick metal mullions. The ground story is clad in stucco and stone wainscoting and the upper stories are clad in steel and stucco, applied in a grid of horizontal and vertical strips. The primary façade is asymmetrical with recessed entries for each respective storefront which are filled with steel-frame commercial doors. The building appears to be minimally altered and is in good condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

*P3b. **Resource Attributes:** (List attributes and codes):
HP6 - 3+ Story Commercial Building*P4. **Resources Present:** Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)*P5b. **Description of Photo:** (view, date, accession #)
View to the southeast, July 2009*P6. **Date Constructed/Age and Source:** Historic
 Prehistoric Both
1957 per date stamp*P7. **Owner and Address:**
Unknown*P8. **Recorded by:** (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314*P9. **Date Recorded:** March 2010*P10. **Survey Type:** (Describe) Pedestrian Survey*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical

Report (261A), Task 14.1.13. March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 9460 Wilshire Blvd; APN 4328033001 (WSE 14)

- B1. Historic Name: N/A
- B2. Common Name: Union Bank
- B3. Original Use: Commercial Building
- B4. Present Use: Commercial Building

*B5. Architectural Style: International

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1957 according to the date stamp. Based on observation, the pedestal ground floor storefronts have been altered by the replacement of window sashes and doors, perhaps in the 1980s. The westernmost block may be a later addition.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Del E. Webb b. Builder: Unknown

*B10. Significance: Theme Architecture, Commercial Area Beverly Hills, Los Angeles County

Period of Significance 1957 Property Type Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4328033001 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 4328033001 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the International architectural style. 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.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4328033001 appears to retain sufficient historic integrity of location, design, setting, materials, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

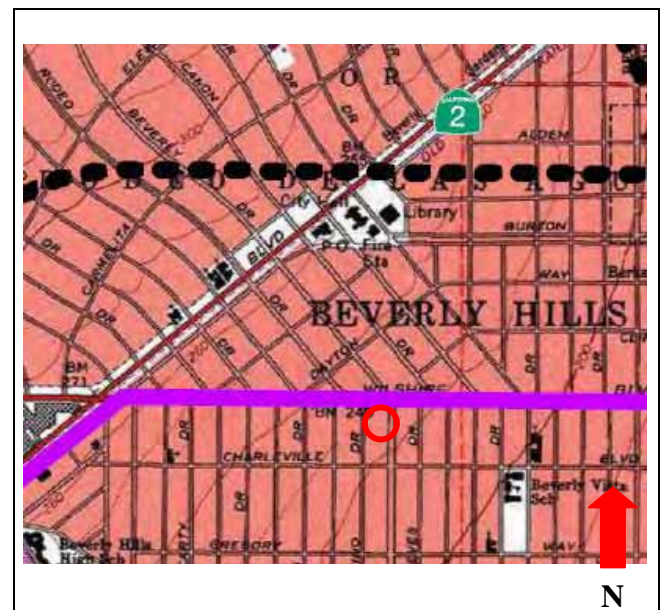
N/A

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-189267 Update _____

HRI# _____

Trinomial _____

NRHP Status Code 3S, 3CS

Other Listings
Review Code _____

Reviewer _____

Date _____

Page 1 of 2 *Resource Name or #: Ace Gallery (WSE 15)

P1. Other Identifier: 9430 Wilshire Blvd

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; 1/4 of 1/4 of Sec 24; S. B. B.M.

c. Address 9430 Wilshire Boulevard City Beverly Hills Zip 90212

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 370972 mE/ 3770433 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 209 feet AMSL

APN 4331001045; The Ace Gallery Building is located at the southwest corner of the intersection of Wilshire Boulevard and Reeves Drive.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Ace Gallery is located at 9430 Wilshire Boulevard in a heavily developed urban commercial setting. The core building of the current Ace Gallery building was a commercial restaurant building constructed in the 1930s, which was rehabilitated in 1948/1949 to create a larger building designed in the Brutalism style of architecture. The building occupies the majority of the lot and has a north-facing orientation. The main mass is rectangular and is situated at the front of the lot. It is three stories. The balance of the building is only two stories and extends towards the rear (south). It is the front massing that has been designed to portray a Brutalist style of architecture. The front massing has a wide flat roof supported by T-shaped rafters and a wide eave overhang. The body of the front massing has an articulated concrete frame formed by large concrete pillars that extend the height of the three stories. On the upper two floors, glass curtain walls fill in-between the concrete pillars, emphasizing the vertical dimension of the building. On the front (north) elevation, a recessed pedestrian entrance is located to the east of a pass-through driveway under the upper floors to the parking lot courtyard. The rest of the building that extends to the south is designed in a

strictly utilitarian manner, with metal hopper windows used sparingly, and walls made of concrete or brick. Since being rehabilitated in 1948/49 in a Brutalist style, the building appears to have not been altered and is in excellent condition.

*P3b. Resource Attributes: (List attributes and codes);
HP7 - 3+ Story Commercial Building

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)

View to the southwest, April 2011

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both

1930/1950 per Los Angeles County Assessor

*P7. Owner and Address:

Ace Gallery
9430 Wilshire Boulevard
Beverly Hills, CA 90212

*P8. Recorded by: (Name, affiliation, and address)

Cogstone Resource Management
1518 West Taft Avenue
Orange, CA 92685

*P9. Date Recorded:

July 2011

*P10. Survey Type: (Describe) Pedestrian Survey

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P11. Report Citation: Parsons Brinckerhoff. 2011. Westside Subway Extension Historic Properties Supplemental Survey Report

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) Ace Gallery WSE 15

B1. Historic Name: Bank of America

B2. Common Name: Ace Gallery

B3. Original Use: Commercial Building

B4. Present Use: Commercial Building

*B5. Architectural Style: Brutalism

*B6. Construction History: (Construction date, alterations, and date of alterations)

The original core of the building (a cafeteria restaurant) was constructed by Harley and Myrtle Hoyt in 1931. In 1948, Bank of America hired Raymond R. Shaw to construct a new building around the existing core structure. The bank vault is still located in the art gallery building.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: None

B9a. Architect: Raymond R. Shaw (Fresno, CA) b. Builder: Pozzo Construction Company, Los Angeles.

*B10. Significance: Theme Architecture, Commercial Area Beverly Hills, Los Angeles County

Period of Significance 1948-50 Property Type Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture)

The historical significance of the Ace Gallery Building within the APE was determined by applying the procedure and criteria for the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, the Ace Gallery Building appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Brutalist architectural style. The Brutalist style is distinguished by its weighty, textured surfaces and massiveness. A somewhat unpopular Modern-era style, the design was expressed in large scale forms that emphasized opposing forces. The original restaurant on the site was rehabilitated and altered to become a branch of Bank of America in 1950. The Brutalist style may have been chosen by Bank of America to present a strong, forceful visual impression, with its strong, exterior articulated concrete frame, roof support beams, and rectangular shapes.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. The Ace Gallery Building appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

City of Beverly Hills, Department of Buildings, Building Permit 10/24/1931.

City of Beverly Hills, Department of Buildings, Building Permit 1/28/1948.

B13. Remarks:

*B14. Evaluator: Cogstone Resource Management.

*Date of Evaluation: July 2011.

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____

Reviewer _____

Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 9430 Wilshire Blvd; APN 4331001045(WSE 15)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; ___ 1/4 of ___ 1/4 of Sec 24; S.B. B.M.

c. Address 9430 Wilshire Boulevard City Beverly Hills Zip 90212

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 370972 mE/ 3770433 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 209 feet AMSL; APN 4331001045; southwest corner of Wilshire Boulevard and Reeves Drive

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4331001045 is located at 9430 Wilshire Boulevard in a heavily developed urban commercial setting. It is a New Formalism-style commercial building, which occupies the majority of the lot and has a north-facing orientation. It is four-stories with a C-shaped plan. The building features a flat roof with T-shaped rafters and a wide eave overhang. The upper stories extend out over the ground floor and are supported by square columns. The ground floor window bays are irregularly spaced and filled with metal frame commercial glass window walls. The upper story windows are also arranged irregularly, with long vertical fixed glass panes joined to form vertical strips of glass between square engaged columns. The building is clad in travertine. The primary façade is asymmetrical with a recessed entrance offset to the east, filled with metal frame commercial glass doors. The building appears to be unaltered and is in excellent condition.

*P3b. Resource Attributes: (List attributes and codes); HP7 – 3+ Story Commercial Building

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the southwest, July 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric _____ Both
1957 per Los Angeles County Assessor

*P7. Owner and Address:
Unknown

*P8. Recorded by: (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. Date Recorded:
March 2010

*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13, March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 9430 Wilshire Blvd; APN 4331001045(WSE 15)

B1. Historic Name: N/A

B2. Common Name: N/A

B3. Original Use: Commercial Building

B4. Present Use: Commercial Building

*B5. Architectural Style: New Formalism

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1957 according to the Los Angeles County Assessor. Based on observation, there have been no major alterations.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Architecture, Commercial

Area Beverly Hills, Los Angeles County

Period of Significance 1957

Property Type Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4331001045 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 4331001045 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the New Formalism architectural style. The New Formalism style, popular from 1960 to the present, is characterized by single volume massing; buildings separate from nature and usually set on podium; often an exotic Near Eastern/Indian flavor; strict symmetry; flat projecting rooflines; suggestion of classical columns (piers) and entablatures; arches, elliptical and others; smooth wall surfaces, often elegantly sheathed in stone; high-quality materials; delicacy of all details with no heavy, monumental qualities; grilles of polished metal, concrete and stone; formal landscaping including pools, fountains, and frequent use of monumental High Art sculpture.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4331001045 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

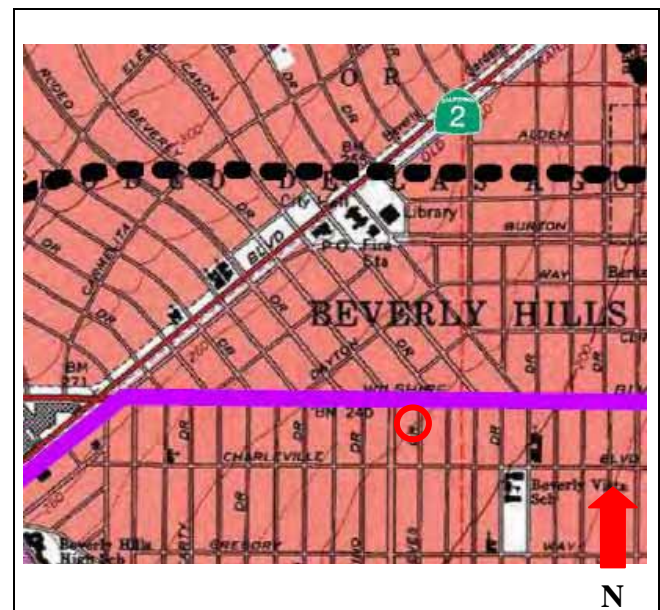
N/A

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD	Primary# _____
	HRI# _____
	Trinomial _____
	NRHP Status Code _____
Other Listings _____	Reviewer _____
Review Code _____	Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 9450 Wilshire Blvd; APN 4331001049(WSE 16)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; ___ 1/4 of ___ 1/4 of Sec 24; S. B. **B.M.**

c. Address 9450 Wilshire Boulevard City Beverly Hills Zip 90212

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 370926 mE/ 3770435 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 212 feet AMSL; APN 4331001049; southeast corner of Wilshire Boulevard and S. Beverly Drive; alternate address: 9450-9454 Wilshire Boulevard

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4331001049 is located at 9450 Wilshire Boulevard in a heavily developed urban commercial setting. It is a New Formalism-style commercial skyscraper that occupies the entire lot and has a north-facing orientation. It is eleven stories, including the pedestal ground story, with a rectangular plan. The building has a flat roof with wide overhang featuring distinctive stained glass filled eaves that are supported by concrete rafters. The ground story is deeply recessed below the upper floors and filled with metal frame fixed pane window walls. The upper story window bays are regularly spaced, and form vertical strips of metal frame, fixed pane glass (two types of glazing). The building is clad in concrete composed of square engaged columns that stretch from the ground floor to the roof. The primary façade is symmetrical with a deeply recessed entry on the west elevation that has a revolving glass door flanked by two sets of double doors. Other entries are present on the north and west elevations for the respective store fronts. All the doors are filled with metal frame commercial glass double doors with side lights and transoms. The building appears to be minimally altered and is in good condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. **Resource Attributes:** (List attributes and codes);
HP7 - 3+ Story Commercial Building

*P4. **Resources Present:** Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. **Description of Photo:** (view, date, accession #)
View to the southeast, July 2009

*P6. **Date Constructed/Age and Source:** Historic
 Prehistoric Both
1968 per Los Angeles Department of City Planning

*P7. **Owner and Address:**
Unknown

*P8. **Recorded by:** (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. **Date Recorded:** March 2010

*P10. **Survey Type:** (Describe) Pedestrian Survey

*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") Westside Subway Extension,

Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13, March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 9450 Wilshire Blvd; APN 4331001049(WSE 16)

B1. Historic Name: Glendale Federal Savings

B2. Common Name: NA

B3. Original Use: Commercial Building

B4. Present Use: Commercial Building

*B5. Architectural Style: New Formalism

*B6. Construction History: (Construction date, alterations, and date of alterations)

Based on observation, the building appears was constructed in 1968. The storefronts may have been altered by the replacement of window sashes and doors that are not of historic age.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Langdon Wilson b. Builder: Unknown

*B10. Significance: Theme Architecture, Commercial

Area Beverly Hills, Los Angeles County

Period of Significance 1968

Property Type Commercial Building - Skyscraper

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4331001049 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA. Criteria Consideration G of the NRHP generally excludes properties that achieved significance within the past fifty years unless they are of exceptional importance. Because the building is less than fifty years old, it must also meet Criterion Consideration G.

Based on site investigations and historic research, APN 4331001049 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the New Formalism architectural style. The New Formalism style, popular from 1960 to the present, is characterized by single volume massing; buildings separate from nature and usually set on podium; often an exotic Near Eastern/Indian flavor; strict symmetry; flat projecting rooflines; suggestion of classical columns (piers) and entablatures; arches, elliptical and others; smooth wall surfaces, often elegantly sheathed in stone; high-quality materials; delicacy of all details with no heavy, monumental qualities; grilles of polished metal, concrete and stone; formal landscaping including pools, fountains, and frequent use of monumental High Art sculpture.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4331001049 appears to retain sufficient historic integrity of location, design, setting, materials, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

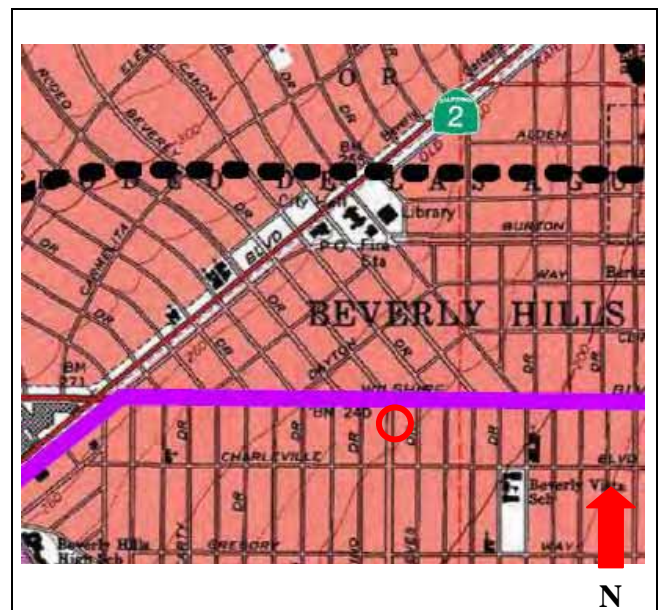
Los Angeles Department of City Planning and Impact Sciences, Inc. 2009.
Wilshire and La Brea Project Final EIR.
http://cityplanning.lacity.org/EIR/WilshireLaBrea/FEIR/III_ResponsesToComments021709.pdfB13.

Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# 027996

Trinomial _____

NRHP Status Code _____

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2*Resource Name or #: (Assigned by recorder) 9429 Wilshire Blvd; APN 4343013011(WSE 17)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; ___ 1/4 of ___ 1/4 of Sec 24; S. B. **B.M.**c. Address 9429 Wilshire Boulevard City Beverly Hills Zip 90212d. UTM: (Give more than one for large and/or linear resources) Zone 11, 370926 mE/ 3770506 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 210 feet AMSL; APN 4343013011; northeast corner of Wilshire Boulevard and Beverly Drive; alternate address: 9441 Wilshire Boulevard

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4343013011 is located at 9429 Wilshire Boulevard in a heavily developed urban commercial setting. It is an Art Deco-style commercial building. It occupies the entire triangular lot and has a south-facing orientation. It is seven stories with a triangular base and rectangular-plan upper stories that step up toward a central tower. The building features a flat roof. The window bays are symmetrically arranged and contain metal frame, fixed pane storefront window walls on the ground story and metal frame, fixed pane sashes on the upper stories. The building is clad in stucco with fluted, engaged pillars, gold relief accents at the cornice line of each stack on central tower, chevrons above the ground floor, and a molded cornice with diamond gold accents separating the ground story from the upper stories. The primary façade is symmetrical with a recessed central arched entry filled with a gold colored, metal frame, glass double door. The storefront entries are filled with metal frame, standard commercial fixed pane doors. The building appears to be minimally altered and is in good condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. **Resource Attributes:** (List attributes and codes);
HP7 - 3+ Story Commercial Building

*P4. **Resources Present:** Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. **Description of Photo:** (view, date, accession #)
View to the northeast, July 2009

*P6. **Date Constructed/Age and Source:** Historic
 Prehistoric Both
1929 per Los Angeles County Assessor

*P7. **Owner and Address:**
Unknown

*P8. **Recorded by:** (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. **Date Recorded:**
March 2010

*P10. **Survey Type:** (Describe) Pedestrian Survey

*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13, March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 9429 Wilshire Blvd; APN 4343013011(WSE 17)

B1. Historic Name: California Bank Building

B2. Common Name: N/A

B3. Original Use: Commercial Building

B4. Present Use: Commercial Building

*B5. Architectural Style: Art Deco

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1929 according to the Los Angeles County Assessor. Based on observation, the window sashes and door frames may have been replaced.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: John Parkinson and Daniel B. Parkinson b. Builder: Unknown

*B10. Significance: Theme Architecture, Commercial

Area Beverly Hills, Los Angeles County

Period of Significance 1929

Property Type Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4343013011 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 4343013011 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Art Deco architectural style. The Art Deco style, popular between 1920 and the commencement of World War II, is characterized by smooth surfaced volumes; windows arranged in sunken vertical panels; elimination of any classical or medieval termination at the top of the building; symmetry and balance for each elevation; frequent use of central tower, whose summit recedes in a stepped pattern; flat roof usually headed by parapets; tendency for buildings to be monumental, formal and heavy; and ornamentation of zigzags, chevrons, sun bursts, spirals, stylized plant motifs, and stylized animals.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4343013011 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

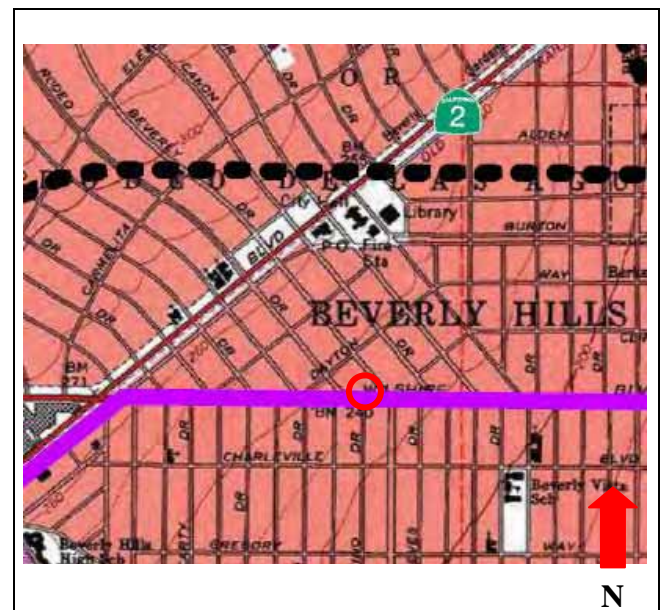
N/A

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD	Primary# _____
	HRI# <u>027990</u>
	Trinomial _____
	NRHP Status Code _____
Other Listings _____	Reviewer _____
Review Code _____	Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 8554 Wilshire Blvd; APN 4333018030(WSE 18)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 14W; ___ 1/4 of ___ 1/4 of Sec 19; S. B. B.M.

c. Address 8554 Wilshire Boulevard City Beverly Hills Zip 90211

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 372846 mE/ 3770251 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 142 feet AMSL; APN 4333018030; southeast corner of Wilshire Boulevard and S. Stanley Drive; alternate address: 8556 Wilshire Boulevard

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4333018030 is located at 8554 Wilshire Boulevard in a heavily developed urban commercial setting. The building is an Art Deco-style theater with two store fronts. It occupies the majority of the lot and has a north-facing orientation. It is one-story with a roughly rectangular-shaped plan. The building features a flat roof with a symmetrical, steeply stepped parapet on the primary façade. The façade is stucco clad, with fluted bands enframing the metal frame, fixed pane window wall. The primary façade is symmetrical with three entries, the central filled with a metal frame, fixed pane double door and the two on either side filled with a metal frame, fixed pane single doors. A three-sided marquee is mounted above the central entry that has stylized ornamentation. The building appears to be minimally altered and is in good condition.

*P3b. Resource Attributes: (List attributes and codes) ; HP10 – Theater; HP6 – 1-3 Story Commercial Building

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the south, June 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric _____ Both
1938 per Los Angeles County Assessor

*P7. Owner and Address:
Unknown

*P8. Recorded by: (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. Date Recorded:
March 2010

*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13, March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 8554 Wilshire Blvd; APN 4333018030(WSE 18)

- B1. Historic Name: N/A
- B2. Common Name: Fine Arts/Regina Theater
- B3. Original Use: Theater and Commercial
- B4. Present Use: Theater and Commercial

*B5. Architectural Style: Art Deco

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1938 according to the Los Angeles County Assessor. The Assessor reports alterations/additions that took place in 1947, but the details are currently unknown. Based on observation, the window sashes and doors appear to be new construction.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Architecture, Theater and Commercial

Area Beverly Hills, Los Angeles County

Period of Significance 1938

Property Type Theater and Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4333018030 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 4333018030 appears to possess the requisite significance to be eligible for on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Art Deco architectural style. The Art Deco style, popular between 1920 and the commencement of World War II, is characterized by smooth surfaced volumes; windows arranged in sunken vertical panels; elimination of any classical or medieval termination at the top of the building; symmetry and balance for each elevation; frequent use of central tower, whose summit recedes in a stepped pattern; flat roof usually headed by parapets; tendency for buildings to be monumental, formal and heavy; and ornamentation of zigzags, chevrons, sun bursts, spirals, stylized plant motifs, and stylized animals.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4333018030 appears to retain sufficient historic integrity of location, design, setting, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

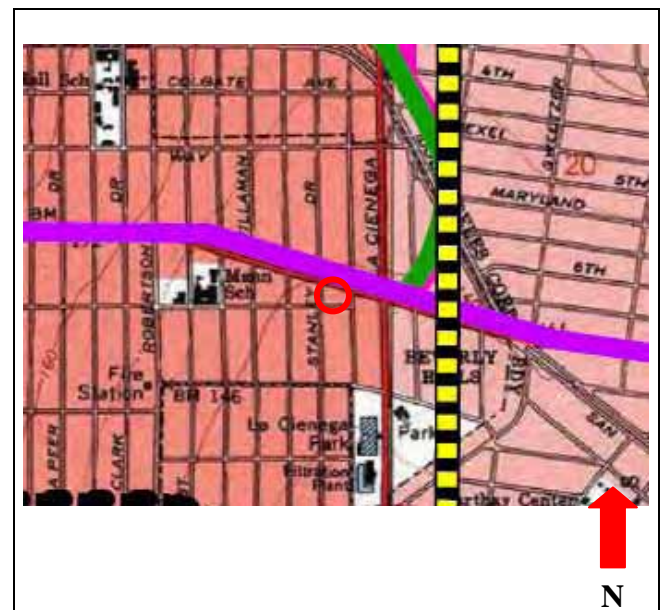
N/A

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-177313 Update

HRI# 27989

Trinomial _____

NRHP Status Code 3S, 3CS

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2

*Resource Name or #: (Assigned by recorder) Fox Wilshire Theater (WSE 21)

P1. Other Identifier: Saban Wilshire Theater

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Hollywood Date 1994 T 1S; R 14W; ___ $\frac{1}{4}$ of ___ $\frac{1}{4}$ of Sec 20; S.B. **B.M.**

c. Address 8430 Wilshire Boulevard City Beverly Hills Zip 90211

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 373130mE/ 3770147 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 136 feet AMSL; APN 4333029018; southeast corner of Wilshire Boulevard and S. Hamilton Drive

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The Fox Wilshire Theater is located at 8430 Wilshire Boulevard in a heavily developed urban commercial setting. It is an Art Deco-style theater and commercial building. It occupies the entire lot and has a north-facing orientation. It is eight stories with a rectangular plan and irregular massing, which features a two-story section on the north, a tower on the northwest corner, and a five story block on the south. The building features a flat roof with an ornamental parapet. The window bays are regularly spaced and arranged in sunken vertical panels on the tower portion. The window bays on the ground floor are filled with metal frame, fixed pane window walls and the window bays on the upper stories are filled with narrow, metal frame, multi-light casements with multi-light transoms. The building is clad in stucco, which is decorated with plaster accents such as floral reliefs and vertical fluted engaged columns. The primary façade is asymmetrical with several entries, all filled with metal frame, fixed pane standard commercial doors. A three-sided marquis is mounted above the main entrance on the north elevation. The building appears to be minimally altered and is in good condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: (List attributes and codes);
HP10 – Theater; HP7 – 3+ Story Commercial Building

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: View to the southeast, July 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1930 per Los Angeles County Assessor

*P7. Owner and Address: Saban Theater
8430 Wilshire Boulevard, Beverly Hills, CA 90211

*P8. Recorded by: URS Corp.
1615 Murray Canyon Road, Suite 1000, San Diego, CA
92108-4314; updated Pam Daly, Cogstone, 1518 W Taft Ave,
Orange, CA.

*P9. Date Recorded: March 2010; updated July 2011

*P10. Survey Type: Pedestrian Survey

*P11. Report Citation: Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13.
March 2010.

Cogstone. 2011. Westside Subway Extension Historic Properties Supplemental Survey Report.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) Fox Wilshire Theater (WSE 21)

B1. Historic Name: Fox Wilshire Theater

B2. Common Name: Wilshire Theater

B3. Original Use: Theater and Commercial

B4. Present Use: Theater and Commercial

*B5. Architectural Style: Art Deco

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1930/40 according to the Los Angeles County Assessor. The Assessor reports alterations/additions that took place in 1940, but the details are currently unknown. Based on observation, the window sashes and doors on the ground floor appear to have been replaced and are not of historic age. The building was under renovation at the time of the survey.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Architecture, Theater and Commercial Area Beverly Hills, Los Angeles County
Period of Significance 1930 Property Type Theater and Commercial

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4333029018 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 4333029018 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Art Deco architectural style. The Art Deco style, popular between 1920 and the commencement of World War II, is characterized by smooth surfaced volumes; windows arranged in sunken vertical panels; elimination of any classical or medieval termination at the top of the building; symmetry and balance for each elevation; frequent use of central tower, whose summit recedes in a stepped pattern; flat roof usually headed by parapets; tendency for buildings to be monumental, formal and heavy; and ornamentation of zigzags, chevrons, sun bursts, spirals, stylized plant motifs, and stylized animals.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4333029018 appears to retain sufficient historic integrity of [location, design, setting, materials, workmanship, feeling, and association].

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

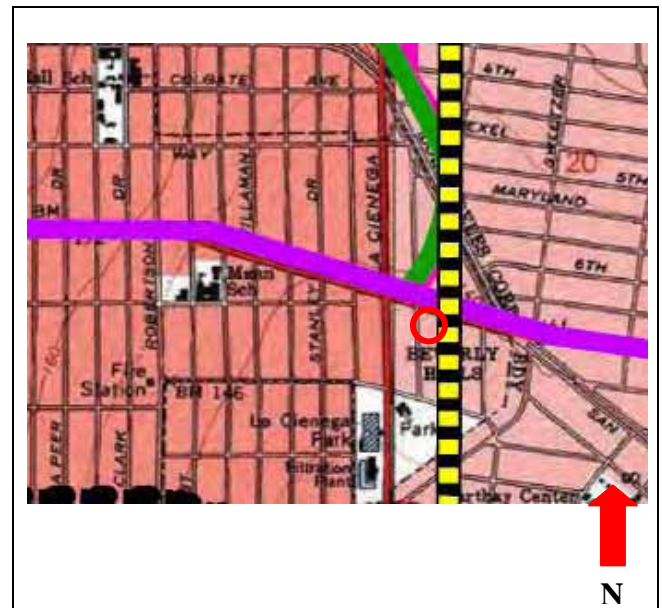
N/A

B13. Remarks:

*B14. Evaluator: URS Corp.; Pam Daly, Cogstone.

*Date of Evaluation: March 2010; July 2011

(This space reserved for official comments.)



State of California - The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD	Primary# _____
	HRI# <u>027989</u>
	Trinomial _____
	NRHP Status Code _____
Other Listings _____	Reviewer _____
Review Code _____	Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 8430 Wilshire Blvd; APN 4333029018(WSE 21)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Hollywood Date 1994 T 1S; R 14W; ___ 1/4 of ___ 1/4 of Sec 20; S.B. B.M.

c. Address 8430 Wilshire Boulevard City Beverly Hills Zip 90211

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 373130 mE/ 3770147 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 136 feet AMSL; APN 4333029018; southeast corner of Wilshire Boulevard and S. Hamilton Drive

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4333029018 is located at 8430 Wilshire Boulevard in a heavily developed urban commercial setting. It is an Art Deco-style theater and commercial building. It occupies the entire lot and has a north-facing orientation. It is eight stories with a rectangular plan and irregular massing, which features a two-story section on the north, a tower on the northwest corner, and a five story block on the south. The building features a flat roof with an ornamental parapet. The window bays are regularly spaced and arranged in sunken vertical panels on the tower portion. The window bays on the ground floor are filled with metal frame, fixed pane window walls and the window bays on the upper stories are filled with narrow, metal frame, multi-light casements with multi-light transoms. The building is clad in stucco, which is decorated with plaster accents such as floral reliefs and vertical fluted engaged columns. The primary façade is asymmetrical with several entries, all filled with metal frame, fixed pane standard commercial doors. A three-sided marquis is mounted above the main entrance on the north elevation. The building appears to be minimally altered and is in good condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: (List attributes and codes);
HP10 – Theater; HP7 – 3+ Story Commercial Building

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the southeast, July 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1930 per Los Angeles County Assessor

*P7. Owner and Address:
Unknown

*P8. Recorded by: (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. Date Recorded:
March 2010

*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13, March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 8430 Wilshire Blvd; APN 4333029018(WSE 21)

- B1. Historic Name: N/A
- B2. Common Name: Wilshire Theater
- B3. Original Use: Theater and Commercial
- B4. Present Use: Theater and Commercial

*B5. Architectural Style: Art Deco

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1930/40 according to the Los Angeles County Assessor. The Assessor reports alterations/additions that took place in 1940, but the details are currently unknown. Based on observation, the window sashes and doors on the ground floor appear to have been replaced and are not of historic age. The building was under renovation at the time of the survey.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Architecture, Theater and Commercial Area Beverly Hills, Los Angeles County
Period of Significance 1930 Property Type Theater and Commercial

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4333029018 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 4333029018 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Art Deco architectural style. The Art Deco style, popular between 1920 and the commencement of World War II, is characterized by smooth surfaced volumes; windows arranged in sunken vertical panels; elimination of any classical or medieval termination at the top of the building; symmetry and balance for each elevation; frequent use of central tower, whose summit recedes in a stepped pattern; flat roof usually headed by parapets; tendency for buildings to be monumental, formal and heavy; and ornamentation of zigzags, chevrons, sun bursts, spirals, stylized plant motifs, and stylized animals.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4333029018 appears to retain sufficient historic integrity of [location, design, setting, materials, workmanship, feeling, and association].

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

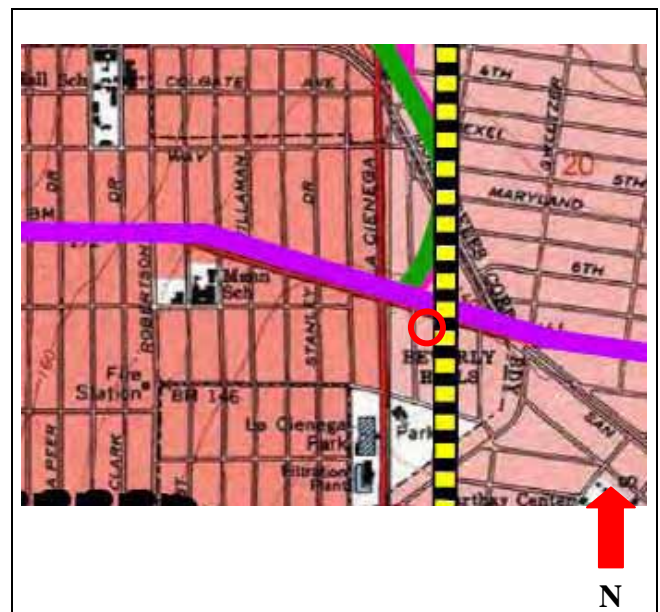
N/A

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for LOS ANGELES County.										Page 52	03-15-11	
PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT	
101652		SANTA MONICA BLVD	BEVERLY GARDENS FOUNTAIN	BEVERLY HILLS	M	1930	PROJ.REVW.	FHWA8401107A	03/08/85	2D2	C	
							HIST.RES.	DOE-19-85-0001-0004	04/15/85	2D2	C	
101657		SANTA MONICA BLVD	BEVERLY GARDENS PERGOLA	BEVERLY HILLS	M	1930	PROJ.REVW.	FHWA840117A	03/08/85	2D2	C	
							HIST.RES.	DOE-19-85-0001-0005	04/15/85	2D2	C	
101658		SANTA MONICA BLVD	BEVERLY GARDENS PERGOLA	BEVERLY HILLS	M	1930	PROJ.REVW.	FHWA840117A	03/08/85	2D2	C	
							HIST.RES.	DOE-19-85-0001-0006	04/15/85	2D2	C	
101661		SANTA MONICA BLVD	BEVERLY GARDENS PERGOLA	BEVERLY HILLS	M	1930	PROJ.REVW.	FHWA840117A	03/08/85	2D2	C	
							HIST.RES.	DOE-19-85-0001-0007	04/15/85	2D2	C	
101649		SANTA MONICA BLVD	BEVERLY GARDENS FOUNTAIN	BEVERLY HILLS	M	1930	PROJ.REVW.	FHWA840117A	03/08/85	2D2	C	
							HIST.RES.	DOE-19-85-0001-0002	04/15/85	2D2	C	
027985	19-177309	9376 SANTA MONICA BLVD	UNION 76 STATION / UNOCAL STATION	BEVERLY HILLS	P	1963	HIST.SURV.	0213-0089-0000		7N		
027986	19-177310	9441 SANTA MONICA BLVD	BEVERLY HILLS CHAMBER OF COMMERCE	BEVERLY HILLS	P	1928	HIST.SURV.	0213-0090-0000		5S2		
027987	19-177311	9501 SANTA MONICA BLVD	WRITERS AND ARTISTS BUILDING	BEVERLY HILLS	P	1924	HIST.SURV.	0213-0091-0000		5S2		
027792	19-177116	1130 SCHUYLER RD	THE KNOLL	BEVERLY HILLS	P	1954	HIST.SURV.	0213-0060-0000		5S2		
028004	19-177328	436 SPALDING DR	JACOB KARASIK	BEVERLY HILLS	P	1961	HIST.SURV.	0213-0103-0000		5S2		
027793	19-177117	1050 SUMMIT DR	DAVID O. SELZNICK RESIDENCE	BEVERLY HILLS	P	1933	HIST.SURV.	0213-0061-0000		3S		
027794	19-177118	1085 SUMMIT DR	CHARLES CHAPLIN RESIDENCE	BEVERLY HILLS	P	1922	HIST.SURV.	0213-0062-0000		7N		
027795	19-177119	1143 SUMMIT DR	PICKFAIR	BEVERLY HILLS	P	1919	HIST.SURV.	0213-0063-0000		3S		
027755	19-177079	990 SUNSET BLVD		BEVERLY HILLS	P	1930	HIST.SURV.	0213-0029-0007		5B		
027796	19-177120	9401 SUNSET BLVD	CHRISTIE ESTATE	BEVERLY HILLS	P	1925	HIST.SURV.	0213-0064-0000		7N		
027797	19-177121	9419 SUNSET BLVD	LARA KIRK RESIDENCE	BEVERLY HILLS	P	1914	HIST.SURV.	0213-0065-0000		5S2		
027798	19-177122	9439 SUNSET BLVD	HERBERT KRONISH RESIDENCE	BEVERLY HILLS	P	1954	HIST.SURV.	0213-0066-0000		7N		
027799	19-177123	9481 SUNSET BLVD	DEBOTILLER RESIDENCE	BEVERLY HILLS	P	1927	HIST.SURV.	0213-0067-0000		3S		
028002	19-177326	9600 SUNSET BLVD	WILL ROGERS PARK	BEVERLY HILLS	M	1907	HIST.SURV.	0213-0099-0000		3S		
020914	19-166986	9641 SUNSET BLVD	BEVERLY HILLS HOTEL	BEVERLY HILLS	P	1912	HIST.RES.	DOE-19-01-0258-0000	12/17/01	2S2	AC	
							PROJ.REVW.	FCC011101HH	12/17/01	2S2	AC	
							HIST.SURV.	0213-0068-0000		3S		
							HIST.SURV.	0053-0104-0000		3S		
027801	19-177125	9930 TOWER LANE	J.R. PINKHAM RESIDENCE	BEVERLY HILLS	P	1923	HIST.SURV.	0213-0069-0000		3S		
027802	19-177126	1143 TOWER RD	IMERMAN RESIDENCE	BEVERLY HILLS	P	1936	HIST.SURV.	0213-0070-0000		5S2		
027803	19-177127	1146 TOWER RD	KOLB ESTATE	BEVERLY HILLS	P	1927	HIST.SURV.	0213-0071-0000		3S		
027804	19-177128	1162 TOWER RD	SCOTT RESIDENCE	BEVERLY HILLS	P	1933	HIST.SURV.	0213-0072-0000		5S2		
120064		9333 W 3RD ST	SALVAGE AND STREET MAINTENANCE BUI	BEVERLY HILLS	M	1948	HIST.RES.	DOE-19-99-0075-0000	03/23/99	6Y		
							PROJ.REVW.	FEMA990203J	03/23/99	6Y		
027805	19-177129	516 WALDEN DR	WILLAT STUDIO/LASCALLE HOUSE, SPAD	BEVERLY HILLS	P	1920	ST.FND.PRG	619.0-HP-88-19-005	12/19/88	3		
							HIST.SURV.	0213-0073-0000		3S		
027778	19-177102	WHITTIER DR	BEVERLY HILLS SCHOOLS THEMATIC GRO	BEVERLY HILLS	M	1924	HIST.SURV.	0213-0046-9999		5S2		
027774	19-177098	605 WHITTIER DR	EL RODEO DE OLAS AGUAS SCHOOL, EL	BEVERLY HILLS	D	1927	HIST.RES.	DOE-19-94-0501-0000	04/17/94	2S2	C	
							PROJ.REVW.	HRG940202Z	04/17/94	2S2	C	
							HIST.SURV.	0213-0046-0002		7N		
027993	19-177317	WILSHIRE BLVD	BEV HILLS NEIGHBORHOOD THTRS.	BEVERLY HILLS	P	1936	HIST.SURV.	0213-0094-9999		5S2		
028001	19-177325	WILSHIRE BLVD	WILSHIRE BOULEVARD SPECIALTY STORE	BEVERLY HILLS	P	1935	HIST.SURV.	0213-0098-9999		5S2		
027988	19-177312	8423 WILSHIRE BLVD	CLOCK MARKET, BEVERLY HILLS PORSCH	BEVERLY HILLS	P	1929	HIST.SURV.	0213-0092-0000		5S2		
027989	19-177313	8444 WILSHIRE BLVD	FOX WILSHIRE THEATRE, WILSHIRE TH	BEVERLY HILLS	P	1930	HIST.SURV.	0213-0093-0000		7N		
027990	19-177314	8554 WILSHIRE BLVD	REGINA WILSHIRE THEATRE, FINE ARTS	BEVERLY HILLS	P	1936	HIST.SURV.	0213-0094-0001		3S		
027994	19-177318	8810 WILSHIRE BLVD	COLUMBIA SAVINGS	BEVERLY HILLS	P	1929	HIST.SURV.	0213-0095-0000		5S2		
179167		9033 WILSHIRE BLVD		BEVERLY HILLS	P	1958	PROJ.REVW.	FCC100216J	03/09/10	6Y		
027991	19-177315	9036 WILSHIRE BLVD	ELITE THEATRE, MUSIC HALL THEATRE	BEVERLY HILLS	P	1936	HIST.SURV.	0213-0094-0002		5S2		
128601		9111 WILSHIRE BLVD		BEVERLY HILLS	P	1955	HIST.RES.	DOE-19-01-0188-0000	09/19/01	6Y		
							PROJ.REVW.	FCC010705N	09/19/01	6Y		
027995	19-177319	9400 WILSHIRE BLVD	WARNER BROTHERS THEATRE, BEVERLY T	BEVERLY HILLS	P	1930	HIST.SURV.	0213-0096-0000		3S		
027996	19-177320	9429 WILSHIRE BLVD	CALIFORNIA BANK BUILDING	BEVERLY HILLS	P	1929	HIST.SURV.	0213-0097-0000		7N		
027705	19-177029	9528 WILSHIRE BLVD	BEVERLY WILSHIRE HOTEL	BEVERLY HILLS	P	1926	HIST.RES.	NPS-87000908-0000	06/12/87	1S	C	
							HIST.SURV.	0213-0008-0000	10/01/76	3S	C	
027997	19-177321	9536 WILSHIRE BLVD	W. & J. SLOAN, HAGGARTY'S, BONWIT	BEVERLY HILLS	P	1935	HIST.SURV.	0213-0098-0001		3S		

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# _____

Trinomial _____

NRHP Status Code _____

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2*Resource Name or #: (Assigned by recorder) 6101 Wilshire Blvd; APN 5510027035(WSE 23)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Hollywood Date 1994 T 1S; R 14W; 1/4 of 1/4 of Sec 20; S.B. B.M.c. Address 6101 Wilshire Boulevard City West Hollywood Zip 90048d. UTM: (Give more than one for large and/or linear resources) Zone 11, 374340 mE/ 3770021 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 154 feet AMSL; APN 5510027035; northwest corner of Wilshire Boulevard and S. Fairfax Avenue

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 5510027035 is located at 6101 Wilshire Boulevard. It is a Futurist-Googie-style restaurant building. It occupies the southeast corner of the lot and has a south-facing orientation. It is one story with a generally rectangular plan. The building features an asymmetrical folded roof covered in composite roll roofing and studded with marquee-style lights and metal cursive letters that spell "Johnie's Coffee Shop Restaurant" on the south elevation and "Coffee Shop Restaurant" on the east elevation. Aluminum-frame, fixed pane glass sashes form a continuous band of glass around the building. Wall cladding includes veneer rock at the wall junctions, stucco, and wood panel siding below the windows. The primary façade is asymmetrical with an entry on the south elevation that is filled with a metal frame, fixed pane glass standard commercial door with transom. The building appears to be unaltered and is in poor condition (vacant).

*P3b. Resource Attributes: (List attributes and codes); HP6 – 1-3 Story Commercial Building

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the northwest, June 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1956 per Los Angeles County Assessor

*P7. Owner and Address:
Unknown

*P8. Recorded by: (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. Date Recorded:
March 2010

*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13, March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3SC

*Resource Name or # (Assigned by recorder) 6101 Wilshire Blvd; APN 5510027035(WSE 23)

- B1. Historic Name: Johnie's Coffee Shop Restaurant
- B2. Common Name: Johnie's Coffee Shop Restaurant
- B3. Original Use: Commercial - Restaurant
- B4. Present Use: Vacant

*B5. Architectural Style: Futurist-Googie

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1956 according to the Los Angeles County Assessor. Based on observation, there have been no major alterations or additions.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Architecture, Commercial Area West Hollywood, Los Angeles County

Period of Significance 1956 Property Type Commercial

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 5510027035 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 5510027035 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Futurist-Googie architectural style. 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); 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.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 5510027035 appears to retain sufficient historic integrity of [location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

N/A

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-173051 Update _____
HRI# 27080
Trinomial _____
NRHP Status Code 5S1, 2S2, 3S, 3CS
Other Listings _____
Review Code _____
Reviewer _____
Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) May Company Wilshire (WSE 24)

P1. Other Identifier: Los Angeles County Museum of Art West (LACMA West)

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Hollywood Date 1994 T 1S; R 14W; 1/4 of 1/4 of Sec 20; S.B. B.M.

c. Address 6067 Wilshire Boulevard City Los Angeles Zip 90036

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 374415 mE/ 3770021 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 156 feet AMSL; APN 5508017007; northeast corner of Wilshire Boulevard and Fairfax Avenue

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The May Company Department Store building is located at 6067 Wilshire Boulevard in the Los Angeles County Museum of Art complex, which is in a heavily developed urban commercial setting. It is a Streamline Moderne-style commercial building now occupied by an art museum. It occupies the southwest corner of the lot and has a southwest-facing orientation. It is four stories with a generally square plan. The building features a flat roof. The southwest corner contains a massive gold, round column that rises from the second story to the roof and is backed by a curved black tile surround. The ground level window bays are steel frame fixed pane glass window walls, which are tucked beneath a cantilevered roof that curves around the southeast corner. The window bays on the top story are narrow horizontal bands, slightly protruding from the wall, that are filled with metal frame, fixed, single pane sashes. The walls are coated in stucco. The primary façade is generally symmetrical with a main entry on the northwest corner filled with metal frame, fixed glass pane, standard commercial doors. The exterior of the building appears to be minimally altered and is in good condition. The interior space of the first floor level is devoid of any historic features or decorative elements.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: (List attributes and codes) ;
HP7 - 3+ Story Commercial Building; HP15 - Educational Building

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #)
View to the northeast, September 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1939-40 per City of Los Angeles

*P7. Owner and Address:
Los Angeles County Museum of Art
5905 Wilshire Boulevard
Los Angeles, CA 90036

*P8. Recorded by: (Name, affiliation, and address)
Pamela Daly, Cogstone Resource Management
1518 West Taft Avenue
Orange, CA 92865

*P9. Date Recorded: September 2011

*P10. Survey Type: Pedestrian Survey

*P11. Report Citation: Cogstone Resource Management, Inc. Historic Properties Preliminary Report for Restoration Project, September 2011.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 5S1, 3S, 3CS

*Resource Name or # (Assigned by recorder) May Company Building

B1. Historic Name: May Company Wilshire

B2. Common Name: LACMA West

B3. Original Use: Commercial – Department Store

B4. Present Use: Museum

*B5. Architectural Style: Streamline Moderne

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1939-40 according to the City of Los Angeles.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Albert C. Martin and Samuel A. Marx b. Builder: Unknown

*B10. Significance: Theme Architecture, Commercial Area Los Angeles, Los Angeles County

Period of Significance 1939/1940 Property Type Commercial

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The May Company building was listed as City of Los Angeles Historic-Cultural Monument #566 on September 30, 1992. As part of the Westside Subway Extension Project, URS investigators relocated this property in the field. The historical significance of APN 5508017007 within the APE was determined by applying the procedure and criteria for the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, the May Company Wilshire building possesses the requisite significance to be eligible for listing in the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Streamline Moderne architectural style. Streamline Moderne, popular from 1920 to the commencement of World War II, is characterized by horizontal, rectangular massing often with rounded corners and even rounded parapets; emphasis on the horizontal through the use of banded surfaces and windows; curved projecting wings; glass brick; round windows (ship portholes); steel (ship) railing; and brightly colored vitreight.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. The May Company Wilshire building retains sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

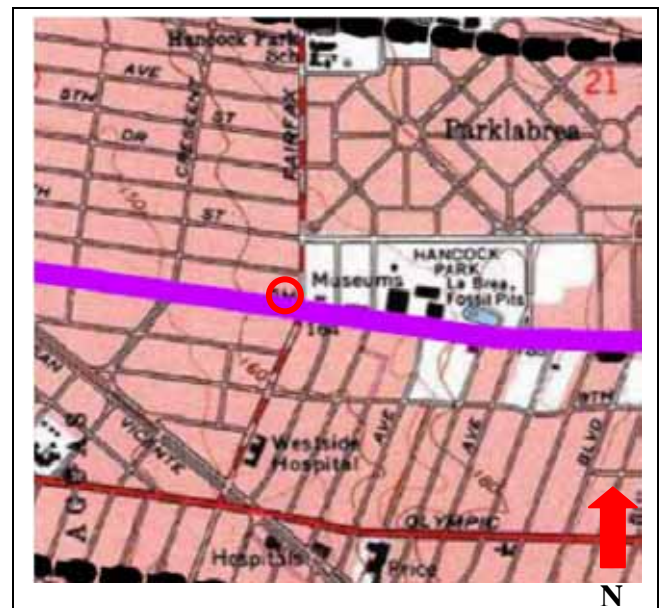
N/A

B13. Remarks:

*B14. Evaluator: Pamela Daley

*Date of Evaluation: September 2011

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# 027080

Trinomial _____

NRHP Status Code 5S1Other Listings
Review Code _____

Reviewer _____

Date _____

Page 1 of 2*Resource Name or #: (Assigned by recorder) 6067 Wilshire Blvd; APN 5508017007(WSE 24)P1. Other Identifier: May Company Wilshire/Los Angeles County Museum of Art

UPDATE

*P2. Location: Not for Publication Unrestricted*a. County: Los Angeles*b. USGS 7.5' Quad Hollywood Date 1994 T 1S; R 14W; 1/4 of 1/4 of Sec 20; S.B. B.M.c. Address 6067 Wilshire Boulevard City Los Angeles Zip 90036d. UTM: (Give more than one for large and/or linear resources) Zone 11, 374415 mE/ 3770021 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 156 feet AMSL; APN 5508017007; northeast corner of Wilshire Boulevard and Fairfax Avenue

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 5508017007 is located at 6067 Wilshire Boulevard in the Los Angeles County Museum of Art complex, which is in a heavily developed urban commercial setting. It is a Streamline Moderne-style commercial building now occupied by an art museum. It occupies the southwest corner of the lot and has a southwest-facing orientation. It is four stories with a generally square plan. The building features a flat roof. The southwest corner contains a massive gold, round column that rises from the second story to the roof and is backed by a curved black tile surround. The ground level window bays are steel frame fixed pane glass window walls, which are tucked beneath a cantilevered roof that curves around the southeast corner. The window bays on the top story are narrow horizontal bands, slightly protruding from the wall, that are filled with metal frame, fixed, single pane sashes. The walls are coated in stucco. The primary façade is generally symmetrical with a main entry on the northwest corner filled with metal frame, fixed glass pane, standard commercial doors. The building appears to be minimally altered and is in good condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: (List attributes and codes) ;
HP7 - 3+ Story Commercial Building; HP15 - Educational Building

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the northeast, September 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1939-40 per City of Los Angeles

*P7. Owner and Address:
Unknown

*P8. Recorded by: (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. Date Recorded: March 2010

*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 5S1, 3S, 3CS

*Resource Name or # (Assigned by recorder) 6067 Wilshire Blvd; APN 5508017007(WSE 24)

- B1. Historic Name: May Company Wilshire
B2. Common Name: Los Angeles County Museum of Art
B3. Original Use: Commercial
B4. Present Use: Museum

*B5. Architectural Style: Streamline Moderne

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1939-40 according to the City of Los Angeles. Based on observation, the storefront window sashes and doors may be new construction.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Albert C. Martin and Samuel A. Marx b. Builder: Unknown

*B10. Significance: Theme Architecture, Commercial Area Los Angeles, Los Angeles County

Period of Significance 1939/1940 Property Type Commercial

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

APN 5508017007 was listed as City of Los Angeles Historic-Cultural Monument #566 on September 30, 1992. As part of the Westside Subway Extension Project, URS investigators relocated this property in the field. The historical significance of APN 5508017007 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 5508017007 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Streamline Moderne architectural style. Streamline Moderne, popular from 1920 to the commencement of World War II, is characterized by stucco box massing often with rounded corners and even rounded parapets; emphasis on the horizontal through the use of banded surfaces and windows; curved projecting wings; glass brick; round windows (ship portholes); steel (ship) railing; and brightly colored vitreilght.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 5508017007 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

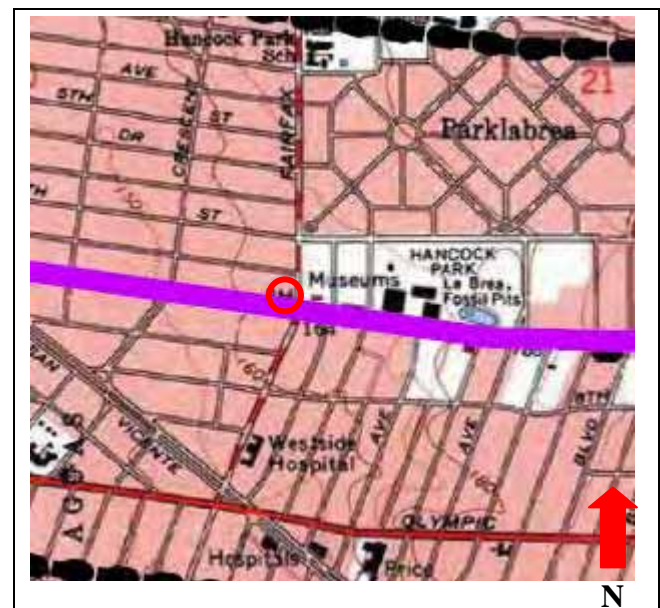
N/A

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-175237 **UPDATE**
HRI# 97602
Trinomial _____
NRHP Status Code 3S, 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 5352 & 5354 Wilshire Blvd; APN 5089002002 and 5089002003(WSE 25)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Hollywood Date 1994 T 14W; R 1S; ¼ of ¼ of Sec 28; S. B. **B.M.**

c. Address 5352 and 5354 Wilshire Boulevard City Los Angeles Zip 90036

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 375822 mE/ 3769845 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 189 feet AMSL; APN 5589002002 and 5089002003; southwest corner of Wilshire Boulevard and S. Detroit Streets; alternate address: 5356 Wilshire Boulevard

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 5089002002 is located at 5354 Wilshire Boulevard (smaller lot) and APN 5089002003 is located at 5352 Wilshire Boulevard in a heavily developed urban commercial setting. It is an Art Deco-style commercial building with an addition. It occupies the entire lot and has a north-facing orientation. The main building is a three-story building with a rectangular plan. The main building features a flat roof with parapet, topped with a vertical narrow, tall signage board located on the north end. There are four symmetrically arranged window bays on the third story of the primary (north) elevation that have been covered (material beneath is unknown, though they appear to contain square awning window sashes each with four horizontal panes). The windows on the east and south elevations are similar, with those on the second floor of the east elevation recessed within a decorative horizontal band that separates the second story from the third story. The wall cladding is primarily stucco with geometric designs and a vertical emphasis, and tile and glass block on the primary façade's east end of the ground floor. The primary façade of the main building is generally symmetrical with a two entries, the eastern featuring a steel frame commercial double door and the western entry featuring a steel frame commercial door that is recessed and framed by engage fluted pilasters. The one-story addition to the west has a flat roof and stucco cladding. The entry is through a steel frame commercial door. A band of wide stuccoed paneling is mounted between the ground and upper floors on the primary façade. The building and its addition appear to be minimally altered and are in good condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and



objects.)

objects.)

*P3b. **Resource Attributes:** (List attributes and codes);
HP3 - 1-3 Story Commercial Building

*P4. **Resources Present:** Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. **Description of Photo:** (view, date, accession #)
View to the south, July 2009

*P6. **Date Constructed/Age and Source:** Historic
 Prehistoric Both
1937 per Los Angeles County Assessor

*P7. **Owner and Address:** Unknown

*P8. **Recorded by:** URS Corp. Updated by Pam Daly, Cogstone, 1518 W. Taft Ave, Orange, CA.

*P9. **Date Recorded:** March 2010; update April 2011.

*P10. **Survey Type:** Pedestrian Survey

*P11. **Report Citation:** Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.

Cogstone. 2011. Westside Subway Extension Historic Properties Supplemental Survey Report.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 5352 & 5354 Wilshire Blvd; APN 5089002002 and 5089002003(WSE 25)

- B1. Historic Name: N/A
- B2. Common Name: N/A
- B3. Original Use: Commercial Building
- B4. Present Use: Commercial Building (Post Office and Retail)

*B5. Architectural Style: Art Deco

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1937 according to the Los Angeles County Assessor. The band of wide stuccoed paneling that is mounted between the ground and upper floors appears to be a later addition, as does the one-story addition to the west of the main building. Actual dates of these apparent additions are unknown.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Architecture, Commercial Area Los Angeles, Los Angeles County

Period of Significance 1937 Property Type Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 5089002002 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 5089002002 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Art Deco architectural style. The Art Deco style, popular between 1920 and the commencement of World War II, is characterized by smooth surfaced volumes; windows arranged in sunken vertical panels; elimination of any classical or medieval termination at the top of the building; symmetry and balance for each elevation; frequent use of central tower, whose summit recedes in a stepped pattern; flat roof usually headed by parapets; tendency for buildings to be monumental, formal and heavy; and ornamentation of zigzags, chevrons, sun bursts, spirals, stylized plant motifs, and stylized animals.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 5089002002 appears to retain sufficient historic integrity of location, design, setting, materials, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

N/A

B13. Remarks:

*B14. Evaluator: URS Corp. Pam Daly, Cogstone (update)

*Date of Evaluation: March 2010; April 2011.

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# 097602

Trinomial _____

NRHP Status Code _____

Other Listings District: 19-173810

Review Code _____

Reviewer _____

Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 5352 & 5354 Wilshire Blvd; APN 5089002002 and 5089002003(WSE 25)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Hollywood Date 1994 T 14W; R 1S; ___ 1/4 of ___ 1/4 of Sec 28; S.B. B.M.

c. Address 5352 and 5354 Wilshire Boulevard City Los Angeles Zip 90036

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 375822 mE/ 3769845 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 189 feet AMSL; APN 5589002002 and 5089002003; southwest corner of Wilshire Boulevard and S. Detroit Streets; alternate address: 5356 Wilshire Boulevard

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 5089002002 is located at 5354 Wilshire Boulevard (smaller lot) and APN 5089002003 is located at 5352 Wilshire Boulevard in a heavily developed urban commercial setting. It is an Art Deco-style commercial building with an addition. It occupies the entire lot and has a north-facing orientation. The main building is a three-story building with a rectangular plan. The main building features a flat roof with parapet, topped with a vertical narrow, tall signage board located on the north end. There are four symmetrically arranged window bays on the third story of the primary (north) elevation that have been covered (material beneath is unknown, though they appear to contain square awning window sashes each with four horizontal panes). The windows on the east and south elevations are similar, with those on the second floor of the east elevation recessed within a decorative horizontal band that separates the second story from the third story. The wall cladding is primarily stucco with geometric designs and a vertical emphasis, and tile and glass block on the primary façade's east end of the ground floor. The primary façade of

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



the main building is generally symmetrical with two entries, the eastern featuring a steel frame commercial double door and the western entry featuring a steel frame commercial door that is recessed and framed by engage fluted pilasters. The one-story addition to the west has a flat roof and stucco cladding. The entry is through a steel frame commercial door. A band of wide stuccoed paneling is mounted between the ground and upper floors on the primary façade. The building and its addition appear to be minimally altered and are in good condition.

*P3b. Resource Attributes: (List attributes and codes);
HP3 - 1-3 Story Commercial Building

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)

View to the south, July 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both

1937 per Los Angeles County Assessor

*P7. Owner and Address:

Unknown

*P8. Recorded by: (Name, affiliation, and address)

URS Corp.

1615 Murray Canyon Road, Suite 1000

San Diego, CA 92108-4314

*P9. Date Recorded: March 2010

*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13, March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 5352 & 5354 Wilshire Blvd; APN 5089002002 and 5089002003(WSE 25)

- B1. Historic Name: N/A
- B2. Common Name: N/A
- B3. Original Use: Commercial Building
- B4. Present Use: Commercial Building (Post Office and Retail)

*B5. Architectural Style: Art Deco

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1937 according to the Los Angeles County Assessor. The band of wide stuccoed paneling that is mounted between the ground and upper floors appears to be a later addition, as does the one-story addition to the west of the main building. Actual dates of these apparent additions are unknown.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Architecture, Commercial Area Los Angeles, Los Angeles County

Period of Significance 1937 Property Type Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 5089002002 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 5089002002 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Art Deco architectural style. The Art Deco style, popular between 1920 and the commencement of World War II, is characterized by smooth surfaced volumes; windows arranged in sunken vertical panels; elimination of any classical or medieval termination at the top of the building; symmetry and balance for each elevation; frequent use of central tower, whose summit recedes in a stepped pattern; flat roof usually headed by parapets; tendency for buildings to be monumental, formal and heavy; and ornamentation of zigzags, chevrons, sun bursts, spirals, stylized plant motifs, and stylized animals.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 5089002002 appears to retain sufficient historic integrity of location, design, setting, materials, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

N/A

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



PRIMARY RECORD

Page 1 of 2*Resource Name or #: (Assigned by recorder) 5370 Wilshire Blvd; APN 5089002022(WSE 26)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Hollywood Date 1994 T 1S; R 14W; 1/4 of 1/4 of Sec 28; S.B. B.M.c. Address 5370 Wilshire Boulevard City Los Angeles Zip 90036d. UTM: (Give more than one for large and/or linear resources) Zone 11, 375785 mE/ 3769847 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 191 feet AMSL; APN 5089002022; south side of Wilshire Boulevard between Cloverdale Avenue and Detroit Street; alternate addresses: 5358-76 Wilshire Boulevard

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 5089002022 is located at 5370 Wilshire Boulevard in a heavily developed urban commercial setting. It is a Streamline Moderne and Futurist/Googie-style commercial building. It occupies the majority of the lot and has a north-facing orientation. It is two stories with a rectangular plan. The building has a flat roof and three distinct façades. The easternmost façade is Streamline Moderne style and features large metal frame, fixed pane storefront windows on the ground floor and several recessed windows bays on the second story (now covered) that are set in a band of horizontal stripes. The façade is clad with stucco, metal framing accents, and a metal belt course between the ground and second story. The entry is filled with a metal frame, fixed pane glass commercial door with a transom. The center façade is Futurist-Googie style and features a massive faux camera with a round window and a transom of glass blocks on the ground floor. The entry is recessed and contains a metal frame, fixed pane glass commercial door. The walls are clad in stucco (painted in vertical stripes on the upper story), metal panels, and plastic. An awning is mounted above the entry. The western façade is simple Futurist-Googie style and features large metal frame, fixed pane storefront windows on the ground floor and a wide raised band of concrete on the upper story. The entry contains a double metal frame, fixed pane glass commercial door with transom. It is clad in stucco. The building appears to be minimally altered and is in excellent condition.

*P3b. Resource Attributes: (List attributes and codes); HP6 – 1-3 Story Commercial Building*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing

*P5b. Description of Photo: View to the southeast, September 2009*P6. Date Constructed/Age and Source: Historic*P7. Owner and Address: Unknown*P8. Recorded by: URS Corp.1615 Murray Canyon Road, Suite 1000, San Diego, CA 92108-4314; updated Pam Daly, Cogstone, 1518 W Taft Ave, Orange, CA*P9. Date Recorded: March 2010*P10. Survey Type: Pedestrian Survey*P11. Report Citation: Westside Subway Extension,

Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.

Cogstone. 2011. *Westside Subway Extension Historic Properties Supplemental Survey Report.*

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5S1, 3S, 3CS

*Resource Name or # (Assigned by recorder) 5370 Wilshire Blvd; APN 5089002022(WSE 26)

- B1. Historic Name: Darkroom
- B2. Common Name: Busby's/El Toro Cantina/The Hair Shop
- B3. Original Use: Commercial
- B4. Present Use: Commercial

*B5. **Architectural Style:** Streamline Moderne (eastern façade) and Futurist-Google (center and western façade)

*B6. **Construction History:** (Construction date, alterations, and date of alterations)

The building appears to have been constructed in the 1930s. Based on observation, the storefronts may contain new doors.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown

*B10. **Significance:** Theme Architecture Area Los Angeles, Los Angeles County
Period of Significance 1930s Property Type Commercial

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The center façade of APN 5089002022 was listed as City of Los Angeles Historic-Cultural Monument #451 (Darkroom) on August 1, 1989. As part of the Westside Subway Extension Project, URS investigators relocated this property in the field. The historical significance of the entire APN 5089002022 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 5089002022 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Streamline Moderne (eastern façade) and Futurist-Google (central and western façades) architectural styles. Streamline Moderne, popular from 1920 to the commencement of World War II, is characterized by stucco box massing often with rounded corners and even rounded parapets; emphasis on the horizontal through the use of banded surfaces and windows; curved projecting wings; glass brick; round windows (ship portholes); steel (ship) railing; and brightly colored vitreous. The Futurist-Google 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); 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.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 5089002022 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. **References:**

N/A

B13. Remarks:

*B14. **Evaluator:** URS Corp.: updated Pam Daly, Cogstone

*Date of Evaluation: March 2010; July 2011

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# 024992

Trinomial _____

NRHP Status Code 5S1Other Listings District: 19-173810

Review Code _____

Reviewer _____

Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 5370 Wilshire Blvd; APN 5089002022(WSE 26)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Hollywood Date 1994 T 1S; R 14W; 1/4 of 1/4 of Sec 28; S.B. B.M.c. Address 5370 Wilshire Boulevard City Los Angeles Zip 90036d. UTM: (Give more than one for large and/or linear resources) Zone 11, 375785 mE/ 3769847 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 191 feet AMSL; APN 5089002022; south side of Wilshire Boulevard between Cloverdale Avenue and Detroit Street; alternate addresses: 5358-76 Wilshire Boulevard

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 5089002022 is located at 5370 Wilshire Boulevard in a heavily developed urban commercial setting. It is a Streamline Moderne and Futurist/Googie-style commercial building. It occupies the majority of the lot and has a north-facing orientation. It is two stories with a rectangular plan. The building has a flat roof and three distinct façades. The easternmost façade is Streamline Moderne style and features large metal frame, fixed pane storefront windows on the ground floor and several recessed windows bays on the second story (now covered) that are set in a band of horizontal stripes. The façade is clad with stucco, metal framing accents, and a metal belt course between the ground and second story. The entry is filled with a metal frame, fixed pane glass commercial door with a transom. The center façade is Futurist-Googie style and features a massive faux camera with a round window and a transom of glass blocks on the ground floor. The entry is recessed and contains a metal frame, fixed pane glass commercial door. The walls are clad in stucco (painted in vertical stripes on the upper story), metal panels, and plastic. An awning is mounted above the entry.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



The western façade is simple Futurist-Googie style and features large metal frame, fixed pane storefront windows on the ground floor and a wide raised band of concrete on the upper story. The entry contains a double metal frame, fixed pane glass commercial door with transom. It is clad in stucco. The building appears to be minimally altered and is in excellent condition.

*P3b. **Resource Attributes:** (List attributes and codes);
HP6 - 1-3 Story Commercial Building*P4. **Resources Present:** Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)*P5b. **Description of Photo:** (view, date, accession #)
View to the southeast, September 2009*P6. **Date Constructed/Age and Source:** Historic
 Prehistoric _____ BothEst. 1930s*P7. **Owner and Address:**Unknown*P8. **Recorded by:** (Name, affiliation, and address)

URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. **Date Recorded:** March 2010*P10. **Survey Type:** (Describe) Pedestrian Survey*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13, March 2010.*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5S1, 3S, 3CS

*Resource Name or # (Assigned by recorder) 5370 Wilshire Blvd; APN 5089002022(WSE 26)

B1. Historic Name: Darkroom

B2. Common Name: Busby's/El Toro Cantina/The Hair Shop

B3. Original Use: Commercial

B4. Present Use: Commercial

*B5. Architectural Style: Streamline Moderne (eastern façade) and Futurist-Google (center and western façade)

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building appears to have been constructed in the 1930s. Based on observation, the storefronts may contain new doors.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Architecture Area Los Angeles, Los Angeles County

Period of Significance 1930s

Property Type Commercial

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The center façade of APN 5089002022 was listed as City of Los Angeles Historic-Cultural Monument #451 (Darkroom) on August 1, 1989. As part of the Westside Subway Extension Project, URS investigators relocated this property in the field. The historical significance of the entire APN 5089002022 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places (NRHP)*, *California Register of Historical Resources (CRHR)*, and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 5089002022 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Streamline Moderne (eastern façade) and Futurist-Google (central and western façades) architectural styles. Streamline Moderne, popular from 1920 to the commencement of World War II, is characterized by stucco box massing often with rounded corners and even rounded parapets; emphasis on the horizontal through the use of banded surfaces and windows; curved projecting wings; glass brick; round windows (ship portholes); steel (ship) railing; and brightly colored vitreous. The Futurist-Google 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); 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.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 5089002022 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

N/A

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-175235 Update
HRI# 97600
Trinomial _____
NRHP Status Code 3S, 3CS
Other Listings _____
Review Code _____
Reviewer _____
Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 5410 Wilshire Blvd; APN 5089003008(WSE 27)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Hollywood Date 1994 T 1S; R 14W; 1/4 of 1/4 of Sec 28; S.B. B.M.

c. Address 5410 Wilshire Boulevard City Los Angeles Zip 90036

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 375715 mE/ 3769842 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 189 feet AMSL; APN 5089003008; south side of Wilshire Boulevard between S. Cochran and S. Cloverdale Avenues

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 5089003008 is located at 5410 Wilshire Boulevard in a heavily developed urban commercial setting. It is an Art Deco-style commercial building. It occupies the entire lot and has a north-facing orientation. It is approximately eleven stories with a rectangular plan. The massing is irregular, with a two story base that fills the entire lot and a central, stepped, rectangular tower of approximately nine stories that sits atop the base. The building features a flat roof. The window bays on the base are metal frame fixed pane storefront windows. The window bays on the tower are rectangular, narrow and filled with casement windows with transoms. Some of the windows and transoms have a decorative iron grille. The walls are clad in stucco and feature fluting, chevrons, florals, and zig-zag ornamentation. The primary façade is symmetrical with numerous entries associated with the respective storefronts. The entries are filled with metal frame fixed pane commercial doors. The building appears to be minimally altered and is in good condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: (List attributes and codes);
HP7 - 3+ Story Commercial Building

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the southwest, July 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1931 per Los Angeles County Assessor

*P7. Owner and Address: Unknown

*P8. Recorded by: URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314 Updated by Pam Daly, Cogstone

*P9. Date Recorded:
March 2010, April 2011

*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13, March 2010.

Cogstone. 2011. Westside Subway Extension Historic Properties Supplemental Survey Report

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 5410 Wilshire Blvd; APN 5089003008(WSE 27)

B1. Historic Name: N/A

B2. Common Name: N/A

B3. Original Use: Commercial Building

B4. Present Use: Commercial Building

*B5. Architectural Style: Art Deco

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1931 according to the Los Angeles County Assessor. The Assessor reports alterations/additions that took place in 1935, but the details are currently unknown. Based on observation, the window sashes and doors on the base have been replaced.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Architecture, Commercial

Area Los Angeles, Los Angeles County

Period of Significance 1931

Property Type Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 5089003008 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 5089003008 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Art Deco architectural style. The Art Deco style, popular between 1920 and the commencement of World War II, is characterized by smooth surfaced volumes; windows arranged in sunken vertical panels; elimination of any classical or medieval termination at the top of the building; symmetry and balance for each elevation; frequent use of central tower, whose summit recedes in a stepped pattern; flat roof usually headed by parapets; tendency for buildings to be monumental, formal and heavy; and ornamentation of zigzags, chevrons, sun bursts, spirals, stylized plant motifs, and stylized animals.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 5089003008 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

N/A

B13. Remarks:

*B14. Evaluator: URS Corp. ; Pam Daly, Cogstone (update)

*Date of Evaluation: March 2010; April 2011.

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# 097600

Trinomial _____

NRHP Status Code _____

Other Listings District: 19-173810

Review Code _____

Reviewer _____

Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 5410 Wilshire Blvd; APN 5089003008(WSE 27)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Hollywood Date 1994 T 1S; R 14W; 1/4 of 1/4 of Sec 28; S.B. B.M.c. Address 5410 Wilshire Boulevard City Los Angeles Zip 90036d. UTM: (Give more than one for large and/or linear resources) Zone 11, 375715 mE/ 3769842 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 189 feet AMSL; APN 5089003008; south side of Wilshire Boulevard between S. Cochran and S. Cloverdale Avenues

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 5089003008 is located at 5410 Wilshire Boulevard in a heavily developed urban commercial setting. It is an Art Deco-style commercial building. It occupies the entire lot and has a north-facing orientation. It is approximately eleven stories with a rectangular plan. The massing is irregular, with a two story base that fills the entire lot and a central, stepped, rectangular tower of approximately nine stories that sits atop the base. The building features a flat roof. The window bays on the base are metal frame fixed pane storefront windows. The window bays on the tower are rectangular, narrow and filled with casement windows with transoms. Some of the windows and transoms have a decorative iron grille. The walls are clad in stucco and feature fluting, chevrons, florals, and zig-zag ornamentation. The primary façade is symmetrical with numerous entries associated with the respective storefronts. The entries are filled with metal frame fixed pane commercial doors. The building appears to be minimally altered and is in good condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

*P3b. Resource Attributes: (List attributes and codes);
HP7 - 3+ Story Commercial Building*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)*P5b. Description of Photo: (view, date, accession #)
View to the southwest, July 2009*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1931 per Los Angeles County Assessor*P7. Owner and Address:
Unknown*P8. Recorded by: (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314*P9. Date Recorded:
March 2010*P10. Survey Type: (Describe) Pedestrian Survey*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13, March 2010.*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 5410 Wilshire Blvd; APN 5089003008(WSE 27)

- B1. Historic Name: N/A
- B2. Common Name: N/A
- B3. Original Use: Commercial Building
- B4. Present Use: Commercial Building

*B5. Architectural Style: Art Deco

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1931 according to the Los Angeles County Assessor. The Assessor reports alterations/additions that took place in 1935, but the details are currently unknown. Based on observation, the window sashes and doors on the base have been replaced.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Architecture, Commercial

Area Los Angeles, Los Angeles County

Period of Significance 1931

Property Type Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 5089003008 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 5089003008 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Art Deco architectural style. The Art Deco style, popular between 1920 and the commencement of World War II, is characterized by smooth surfaced volumes; windows arranged in sunken vertical panels; elimination of any classical or medieval termination at the top of the building; symmetry and balance for each elevation; frequent use of central tower, whose summit recedes in a stepped pattern; flat roof usually headed by parapets; tendency for buildings to be monumental, formal and heavy; and ornamentation of zigzags, chevrons, sun bursts, spirals, stylized plant motifs, and stylized animals.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 5089003008 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

N/A

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-188522 Update

HRI# 179132

Trinomial _____

NRHP Status Code 3S, 3CS

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2

*Resource Name or #: Tidewater Oil Building (WSE 28)

P1. Other Identifier: Getty Oil Building

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Hollywood Date 1994 T 1S; R 14W; ¼ of ¼ of Sec 26; S.B. B.M.

c. Address 4201 Wilshire Boulevard City Los Angeles Zip 90010

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 378257 mE/ 3769836 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 197 feet AMSL; APN 5504008009; north side of Wilshire Boulevard, at the intersection of Crenshaw Boulevard and Wilshire Boulevard.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Tidewater Oil Building is located at 4201 Wilshire Boulevard in a heavily developed urban mixed use setting. It is a Modern-era style commercial building. It occupies the front of the lot (a parking lot is at the rear) and has a south-facing orientation. It is six stories, including the ground floor pedestal, with a rectangular plan and an irregular mass comprised of two symmetrical blocks and a tower between. The ground floor is recessed below the upper floors. The building features a flat roof. The window bays are symmetrically and evenly spaced vertical bands of slightly recessed, metal frame, fixed, single pane sashes on the upper stories, with bands of stainless steel panels between the window panels. There are glass curtain walls on the ground level. The ground floor is clad in black marble tile and the upper floors are clad in cream marble tile. The cladding is set in an enframed window wall pattern which features pilasters between the vertical bands of windows and which is topped with a horizontal cap that stretches across the top of the highest level of windows of the two symmetrical blocks. The building appears to be minimally altered and is in good condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: (List attributes and codes);
HP7 - 3+ Story Commercial Building

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: View to the northeast, April 2011

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1958 per Los Angeles County Assessor

*P7. Owner and Address: unknown

*P8. Recorded by: Pam Daly
Cogstone Resource Management
1518 West Taft Avenue, Orange, CA 92685

*P9. Date Recorded:
July 2011

*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: Cogstone. 2011. Westside Subway Extension Historic Properties Supplemental Survey Report.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) Tidewater Oil Building (WSE 28)

B1. Historic Name: Tidewater Oil Company Building

B2. Common Name: Getty Oil Building

B3. Original Use: Commercial

B4. Present Use: Commercial

*B5. Architectural Style: Modern-era

*B6. Construction History: The building was constructed in 1958 according to the Los Angeles County Assessor. Based on observation, the window sashes and entry may have been replaced.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Claude Beelman & Associates b. Builder: C. L. Peck Construction & Realty Co., Los Angeles

*B10. Significance: Theme Architecture, Commercial

Area Los Angeles, Los Angeles County

Period of Significance 1958

Property Type Commercial

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture)

The historical significance of the Tidewater Oil Building within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, the Tidewater Oil Building appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of Modern-era architectural style. The Modern-era style, popular from 1940 to 1970 is presented here with a variation of the tall vertical massing set against a six-story horizontal massing. The building was designed by the master architect Claude Beelman & Associates (Eastern Columbia Building).

The building is also associated with J. Paul Getty, president of Getty Oil Company and dominant stockholder in the Tidewater Oil Company. Tidewater Oil Company constructed the building to move its corporate headquarters from San Francisco to Los Angeles to be nearer the oil industry in California. The building appears to eligible for listing under Criterion A for its association with the California oil industry and Criteria B for its association with J. Paul Getty and George F. Getty II.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. The building appears to retain historic integrity of location, design, setting, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

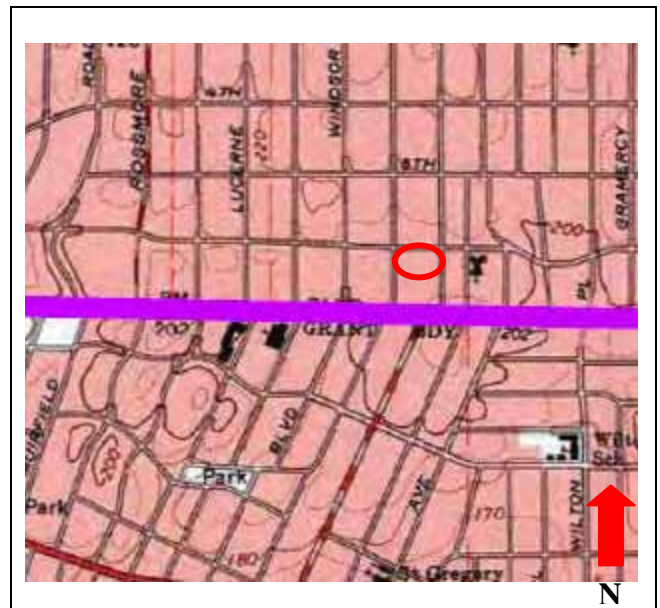
*B12. References: "Wilshire Blvd. to Get \$10,000,000 Building", Los Angeles Times, April 18, 1957.

B13. Remarks:

*B14. Evaluator: Pam Daly, Cogstone Resource Management

*Date of Evaluation: July 2011

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# 179132

Trinomial _____

NRHP Status Code _____

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2*Resource Name or #: (Assigned by recorder) 4201 Wilshire Blvd; APN 5504008009(WSE 28)

UPDATE

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Hollywood Date 1994 T 1S; R 14W; 1/4 of 1/4 of Sec 26; S.B. B.M.c. Address 4201 Wilshire Boulevard City Los Angeles Zip 90010d. UTM: (Give more than one for large and/or linear resources) Zone 11, 378257 mE/ 3769836 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 197 feet AMSL; APN 5504008009; north side of Wilshire Boulevard between Lorraine and S. Irving Boulevards

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 5504008009 is located at 4201 Wilshire Boulevard in a heavily developed urban mixed use setting. It is a New Formalism-style commercial building. It occupies the front of the lot (a parking lot is at the rear) and has a south-facing orientation. It is six stories, including the ground floor pedestal, with a rectangular plan and an irregular mass comprised of two symmetrical blocks and a tower between. The ground floor is recessed below the upper floors. The building features a flat roof. The window bays are symmetrically and evenly spaced vertical bands of slightly recessed, metal frame, fixed, single pane sashes on the upper stories, and fixed pane window walls on the ground level. The ground floor is clad in black marble tile and the upper floors are clad in cream marble tile. The cladding is set in an enframed window wall pattern which features pilasters between the vertical bands of windows and which is topped with a horizontal cap that stretches across the top of the highest level of windows of the two symmetrical blocks. The building appears to be minimally altered and is in good condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: (List attributes and codes);
HP7 - 3+ Story Commercial Building

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the northwest, June 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1958 per Los Angeles County Assessor

*P7. Owner and Address:
Unknown

*P8. Recorded by: (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. Date Recorded:
March 2010

*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13, March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 4201 Wilshire Blvd; APN 5504008009(WSE 28)

- B1. Historic Name: N/A
- B2. Common Name: N/A
- B3. Original Use: Commercial
- B4. Present Use: Commercial

*B5. Architectural Style: New Formalism

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1958 according to the Los Angeles County Assessor. Based on observation, the window sashes and entry may have been replaced.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Architecture, Commercial

Area Los Angeles, Los Angeles County

Period of Significance 1958

Property Type Commercial

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APE 5504008009 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APE 5504008009 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the New Formalism architectural style. The New Formalism style, popular from 1960 to the present, is characterized by single volume massing; buildings separate from nature and usually set on podium; often an exotic Near Eastern/Indian flavor; strict symmetry; flat projecting rooflines; suggestion of classical columns (piers) and entablatures; arches, elliptical and others; smooth wall surfaces, often elegantly sheathed in stone; high-quality materials; delicacy of all details with no heavy, monumental qualities; grilles of polished metal, concrete and stone; formal landscaping including pools, fountains, and frequent use of monumental High Art sculpture.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 5504008009 appears to retain historic integrity of location, design, setting, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

N/A

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-173428 UPDATE

HRI# _____

Trinomial _____

NRHP Status Code 1S, 5S1

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2

*Resource Name or #: (Assigned by recorder) 4121 Wilshire Blvd; APN 5504009002(WSE 29)

P1. Other Identifier: Los Altos Hotel & Apartments

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Hollywood Date 1994 T 1S; R 14W; 1/4 of 1/4 of Sec 26; S.B. **B.M.**

c. Address 4121 Wilshire Boulevard City Los Angeles Zip 90010

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 378422 mE/ 3769817 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 197 feet AMSL; APN 5504009002; northeast corner of Wilshire Boulevard and Bronson Avenue

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 5504009002 is located at 4121 Wilshire Boulevard heavily developed urban mixed use setting. It is a Spanish Colonial Revival-style residential building. It occupies the entire lot and has a south-facing orientation. It is six stories with a U-shaped plan. The building features a flat roof with shed roof (faux hipped) on the west, south, and east elevations, which is covered in red clay tile. The windows are regularly spaced and are of various sizes. Most are slightly recessed, rectangular shaped, and filled with wood frame casement and double-hung sashes, some with collonette mullions and decorate boxes beneath and awnings above. The walls are clad in stucco with plateresque ornament. The primary façade is symmetrical and contains a highly decorative entry with plateresque detail. The building appears to be unaltered and is in excellent condition.

*P3b. Resource Attributes: (List attributes and codes); HP3 – Multiple Family Property; HP5 – Hotel/Motel

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the northeast, June 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1925 per the Los Angeles County Assessor

*P7. Owner and Address:
Unknown

*P8. Recorded by: (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. Date Recorded:
March 2010

*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 1S, 5S1

*Resource Name or # (Assigned by recorder) 4121 Wilshire Blvd; APN 5504009002(WSE 29)

- B1. Historic Name: Los Altos Hotel and Apartments
- B2. Common Name: Los Altos Hotel and Apartments
- B3. Original Use: Apartments
- B4. Present Use: Apartments

*B5. Architectural Style: Spanish Colonial Revival

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1925 according to the Los Angeles County Assessor. In 1993, architectural firm M2A was hired to rehabilitate the structure. Based on observation, no major alterations or additions have been made.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Edward B. Rust and Luther Mayo b. Builder: Unknown

*B10. Significance: Theme Architecture, Hotel and Residential
Period of Significance 1925

Area Los Angeles, Los Angeles County
Property Type Hotel/Multi-Family Residential

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

APN 5504009002 was listed as City of Los Angeles Historic-Cultural Monument #311 (Los Altos Apartments) on October 17, 1986. The property was listed in the NRHP on July 1, 1999 (NR 99000765) under Criterion C of the NRHP, as a building that significantly embodies the distinctive characteristics of the Spanish Colonial Revival architectural style. As part of the Westside Subway Extension Project, URS investigators relocated this property in the field. The historical significance of APN 5504009002 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 5504009002 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Spanish Colonial Revival architectural style. Spanish Colonial Revival, most popular between 1915 and the commencement of World War II, is characterized by stucco surfaces which predominate over the openings; low-pitched tile roofs, limited number of openings, loosely related to outdoors through use of French doors, terraces, pergolas; use of decorative ironwork for windows, doors, balconies and roof supports; glazed and unglazed tile used for walls and floors, commercial buildings generally organized with their facades in deep-set vertical bands (with windows and spandrels recessed); and Plateresque and especially rich Churrigueresque ornament of cast concrete or terracotta.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 5504009002 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References: N/A

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-170997 Update

HRI# 24986

Trinomial _____

NRHP Status Code 1S, 5S1

Other Listings NRIS 79000488

Review Code _____

Reviewer _____

Date _____

Page 1 of 2

*Resource Name or #: (Assigned by recorder) Wiltern Theater (WSE 30)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Hollywood Date 1994 T 1S; R 14W; 1/4 of 1/4 of Sec 26; S.B. B.M.

c. Address 3780 Wilshire Boulevard City Los Angeles Zip 90010

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 379249 mE/ 3769685 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 200 feet AMSL; APN 5093006030; southeast corner of Wilshire Boulevard and Western Avenue

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The Wiltern Theater is located at 3780 Wilshire Boulevard in a heavily developed urban commercial setting. It is an Art Deco-style theater and commercial tower. It occupies the front of the lot and has a north- and northwest facing orientation. Overall, the building has a rectangular plan and irregular massing. It has a two-story commercial base with a half-story tower (northeast corner) and a twelve-story tower (northwest corner). The towers are stepped back. The building features a flat roof and the two towers have medium-pitch round roofs. The windows are regularly arranged. On the base, the recessed window openings are ornamented with decorative plaster panels, and on the tower, the windows form vertical bands that are surrounded by engaged pilasters. The ground story contains fixed pane storefront sashes, the second story of the base contains large metal frame, multi-pane window sashes, and the twelve-story tower contains narrow vertical fixed pane window sashes. A wide band separates the ground and upper floor of the base. The primary façade is asymmetrical with several entries that are filled with metal frame commercial doors; some are topped with awnings. The building is clad in blue-green terracotta tile. The building appears to be minimally altered and is in good condition.

P5a. Photograph or Drawing



*P3b. Resource Attributes: (List attributes and codes);
HP10 – Theater, HP7 – 3+ Story Commercial Building

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the southwest, July 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1931 per Los Angeles County Assessor

*P7. Owner and Address: Unknown

*P8. Recorded by: URS Corp.
1615 Murray Canyon Road, Suite 1000, San Diego, CA
92108-4314; updated Pam Daly, Cogstone, 1518 W Taft Ave,
Orange, CA.

*P9. Date Recorded: March 2010; updated July 2011 *P10. Survey Type: Pedestrian Survey

*P11. Report Citation: Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.

Cogstone. 2011. Westside Subway Extension Historic Properties Supplemental Survey Report.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 1S, 5S1

*Resource Name or # (Assigned by recorder) Wiltern Theater

- B1. Historic Name: Pellissier Building with Wiltern Theater, Franklin Life Building
B2. Common Name: Pellissier Building with Wiltern Theater, Franklin Life Building
B3. Original Use: Theater and Commercial
B4. Present Use: Theater and Commercial

*B5. Architectural Style: Art Deco

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1931 according to the Los Angeles County Assessor. Based on observation, the storefront window sashes and doors may be new construction.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Stiles O. Clements b. Builder: Unknown

*B10. Significance: Theme Architecture, Theater and Commercial Area Los Angeles, Los Angeles County

Period of Significance 1931 Property Type Theater and Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Wiltern Theater was listed as a City of Los Angeles Historic-Cultural Monument #118 on May 16, 1973. It was listed in the NRHP (NR 79000488) on February 23, 1979 under Criterion C of the NRHP, as a building that significantly embodies the distinctive characteristics of the Art Deco architectural style. As part of the Westside Subway Extension Project, URS investigators relocated this property in the field.

Based on site investigations and historic research, the Wiltern Theater appears to possess the requisite significance to be eligible for on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Art Deco architectural style. The Art Deco style, popular between 1920 and the commencement of World War II, is characterized by smooth surfaced volumes; windows arranged in sunken vertical panels; elimination of any classical or medieval termination at the top of the building; symmetry and balance for each elevation; frequent use of central tower, whose summit recedes in a stepped pattern; flat roof usually headed by parapets; tendency for buildings to be monumental, formal and heavy; and ornamentation of zigzags, chevrons, sun bursts, spirals, stylized plant motifs, and stylized animals.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. The Wiltern Theater appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

N/A

B13. Remarks:

*B14. Evaluator: URS Corp.: updated Pam Daly, Cogstone

*Date of Evaluation: March 2010; updated July 2011

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# 024986

Trinomial _____

NRHP Status Code 1S, 5S1

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2*Resource Name or #: (Assigned by recorder) 3780 Wilshire Blvd; APN 5093006030(WSE 30)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

UPDATE

*a. County: Los Angeles

*b. USGS 7.5' Quad Hollywood Date 1994 T 1S; R 14W; 1/4 of 1/4 of Sec 26; S.B. B.M.c. Address 3780 Wilshire Boulevard City Los Angeles Zip 90010d. UTM: (Give more than one for large and/or linear resources) Zone 11, 379249 mE/ 3769685 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 200 feet AMSL; APN 5093006030; southeast corner of Wilshire Boulevard and Western Avenue

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 5093006030 is located at 3780 Wilshire Boulevard in a heavily developed urban commercial setting. It is an Art Deco-style theater and commercial tower. It occupies the front of the lot and has a north- and northwest facing orientation. Overall, the building has a rectangular plan and irregular massing. It has a two-story commercial base with a half-story tower (northeast corner) and a twelve-story tower (northwest corner). The towers are stepped back. The building features a flat roof and the two towers have medium-pitch round roofs. The windows are regularly arranged. On the base, the recessed window openings are ornamented with decorative plaster panels, and on the tower, the windows form vertical bands that are surrounded by engaged pilasters. The ground story contains fixed pane storefront sashes, the second story of the base contains large metal frame, multi-pane window sashes, and the twelve-story tower contains narrow vertical fixed pane window sashes. A wide band separates the ground and upper floor of the base. The primary façade is asymmetrical with several entries that are filled with metal frame commercial doors; some are topped with awnings. The building is clad in blue-green terracotta tile. The building appears to be minimally altered and is in good condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: (List attributes and codes);
HP10 – Theater, HP7 – 3+ Story Commercial Building

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the southwest, July 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric _____ Both
1931 per Los Angeles County Assessor

*P7. Owner and Address:
Unknown

*P8. Recorded by: (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. Date Recorded: March 2010

*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000,
Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 1S, 5S1

*Resource Name or # (Assigned by recorder) 3780 Wilshire Blvd; APN 5093006030(WSE 30)

- B1. Historic Name: Pellissier Building with Wiltem Theater, Franklin Life Building
- B2. Common Name: Pellissier Building with Wiltem Theater, Franklin Life Building
- B3. Original Use: Theater and Commercial
- B4. Present Use: Theater and Commercial

*B5. Architectural Style: Art Deco

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1931 according to the Los Angeles County Assessor. Based on observation, the storefront window sashes and doors may be new construction.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Stiles O. Clements b. Builder: Unknown

*B10. Significance: Theme Architecture, Theater and Commercial Area Los Angeles, Los Angeles County

Period of Significance 1931 Property Type Theater and Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

APN 5093006030 was listed as a City of Los Angeles Historic-Cultural Monument #118 on May 16, 1973. It was listed in the NRHP(NR 79000488) on February 23, 1979 under Criterion C of the NRHP, as a building that significantly embodies the distinctive characteristics of the Art Deco architectural style. As part of the Westside Subway Extension Project, URS investigators relocated this property in the field. The historical significance of APN 5093006030 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APE 5093006030 appears to possess the requisite significance to be eligible for on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Art Deco architectural style. The Art Deco style, popular between 1920 and the commencement of World War II, is characterized by smooth surfaced volumes; windows arranged in sunken vertical panels; elimination of any classical or medieval termination at the top of the building; symmetry and balance for each elevation; frequent use of central tower, whose summit recedes in a stepped pattern; flat roof usually headed by parapets; tendency for buildings to be monumental, formal and heavy; and ornamentation of zigzags, chevrons, sun bursts, spirals, stylized plant motifs, and stylized animals.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 5093006030 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

N/A

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# _____

Trinomial _____

NRHP Status Code _____

Other Listings
Review Code _____

Reviewer _____

Date _____

Page 1 of 2*Resource Name or #: (Assigned by recorder) 3807 Wilshire Blvd; APN 5503031001(WSE 31)P1. Other Identifier: N/A*P2. Location: Not for Publication Unrestricted*a. County: Los Angeles*b. USGS 7.5' Quad Hollywood Date 1994 T 1S; R 14W; 1/4 of 1/4 of Sec 26; S. B. B.M.c. Address 3807 Wilshire Boulevard City Santa Monica Zip 90010d. UTM: (Give more than one for large and/or linear resources) Zone 11, 379157 mE/ 3769808 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 201 feet AMSL; APN 5503031001; northwest corner of Wilshire Boulevard and S. Western Avenue

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 5503031001 is located at 3807 Wilshire Boulevard in a heavily developed urban commercial setting. It is a New Formalism-style commercial building. It occupies the majority of the lot and has a south-facing orientation. It is thirteen stories, including the ground story pedestal, with a square plan. The building features a flat roof. The ground story is recessed below the upper stories and is supported by columns that stretch from the ground level to the parapet. Some of the ground story storefronts protrude out from beneath the building. The window bays are symmetrically and evenly spaced, slightly recessed, and have flared concrete surrounds. The bays are filled with metal frame, fixed, three-pane (two vertical with a transom) glass sashes on the upper stories, and fixed glass window walls on the ground level. The building is clad in concrete and stucco. The building is symmetrical with various entries that are filled with metal sash, fixed glass pane commercial doors. The building appears to be minimally altered and is in good condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. **Resource Attributes:** (List attributes and codes);
HP7 - 3+ Story Commercial Building

*P4. **Resources Present:** Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. **Description of Photo:** (view, date, accession #)
View to the northwest, July 2009

*P6. **Date Constructed/Age and Source:** Historic
 Prehistoric Both
1967/69 per Los Angeles County Assessor

*P7. **Owner and Address:**
Unknown

*P8. **Recorded by:** (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. **Date Recorded:**
March 2010

*P10. **Survey Type:** (Describe) Pedestrian Survey

*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 3807 Wilshire Blvd; APN 5503031001(WSE 31)

B1. Historic Name: N/A

B2. Common Name: Pierce National Life

B3. Original Use: Commercial Building

B4. Present Use: Commercial Building

*B5. Architectural Style: New Formalism

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1967/69 according to the Los Angeles County Assessor. Based on observation, the storefront window sashes, storefront doors, and the protruding storefronts may be new construction.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Welton Becket b. Builder: Unknown

*B10. Significance: Theme Architecture, Commercial

Area Los Angeles, Los Angeles County

Period of Significance 1967/69

Property Type Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 5503031001 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA. The building is not yet fifty years old. Criteria Consideration G of the NRHP generally excludes properties that achieved significance within the past fifty years unless they are of exceptional importance. Because the building is less than fifty years old, it must also meet Criterion Consideration G.

Based on site investigations and initial historic research, APN 5503031001 appears to possess the exceptional significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the New Formalism architectural style. The New Formalism style, popular from 1960 to the present, is characterized by single volume massing; buildings separate from nature and usually set on podium; often an exotic Near Eastern/Indian flavor; strict symmetry; flat projecting rooflines; suggestion of classical columns (piers) and entablatures; arches, elliptical and others; smooth wall surfaces, often elegantly sheathed in stone; high-quality materials; delicacy of all details with no heavy, monumental qualities; grilles of polished metal, concrete and stone; formal landscaping including pools, fountains, and frequent use of monumental High Art sculpture.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 5503031001 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

N/A

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



*Resource Name or # (Assigned by recorder) Los Angeles Veterans Administration Medical Center Historic District (WSE 41)

D1. Historic Name: Los Angeles National Home Branch Historic District and Los Angeles Architectural Set Historic District and Los Angeles National Cemetery (districts were combined to create the (single) LA VAMC Historic District D2. Common Name: Los Angeles Veterans Administration Medical Center (VAMC)

*D3. Detailed Description (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The VAMC Historic District was determined to be eligible for listing in the NRHP by the Keeper in 1981 under Criterion A (Military, Politics/Government, and Social/Humanitarian) and Criterion C (Architecture) for its association with the government's development of 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 and determined eligible for listing in the National Register by the Keeper of the NR in November 1981. As part of the Westside Subway Extension Project, investigators evaluated the potential for impacts to historic resources located within the Historic District.

The following buildings and landscape have been previously identified as contributors to the district. These resources are located within the current project APE. 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.

Resource Identifier	Description
WSE 41	Los Angeles Veterans Administration Medical Center Historic District
Contributor to H.D.	Wadsworth Theater (Building 226) Spanish Colonial Revival-style theater building constructed in 1940.
Contributor to H.D.	Historic Landscape: Ficus trees, palm garden, south lawn. Date from circa 1880 to 1940.
WSE 41 WSE 42 Contributor to H.D.	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

*D4. Boundary Description (Describe limits of district and attach map showing boundary and district elements.):

Los Angeles Veterans Administration Medical Center Historic 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 NRHP district nomination describes the boundaries as irregular shape, bound by roadways and other physical land features within the San Diego Freeway (405 Interstate) to the east, Federal Avenue to the west and remaining Veterans Affairs land to the north and south. Wilshire Boulevard runs east/west through the southern portion of the district. During the current study, however, only the portion of the district within the APE was investigated. The district's geographical definable area, as defined in the NRHP district nomination is delineated on a locational map included as part of this district record.

*D5. Boundary Justification:

The identification of the contributing resources to this district was undertaken as part of the identification and evaluation process for this Section 106 undertaking. Per federal guidance, complex resources (such as historic districts) rarely need to be recorded beyond the area reasonably subject to effect, nor does the project area need to be extended to include complex resources where potential effects on the whole would clearly be negligible. If a project has the potential to affect only a portion of a complex resource, the resources as a whole may be briefly examined and the portion subject to potential effects then may be evaluated in the context of the larger property. The evaluation would determine whether the portion in the project area would be a contributor or non-contributor to a larger significant property as a whole, should that larger property ever be determined eligible for inclusion to the NRHP, CRHR, or considered a historical resource for purposes of CEQA. Therefore, this Project identified and recorded the portion of the district within the Locally Preferred Alternative APE.

D6. Significance:

Theme Military, Politics/Government, Social/Humanitarian, Architecture

Area Los Angeles, Los Angeles County

Period of Significance 1880-1900, 1920-1946 **Applicable Criteria** NRHP Criteria A and C/CRHR Criteria 1 and 3 (Events and Architecture) (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

The Los Angeles Veterans Administration Medical Center Historic District was determined to be eligible for listing in the NRHP by the Keeper in 1981 under Criterion A (Military, Politics/Government, and Social/Humanitarian) and Criterion C (Architecture) for its association with the government's development of veteran's health care and for its distinctive architecture.

The following significance evaluation is summarized from the NRHP nomination form:

The historic district at the Veterans Administration Medical was original 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. The early buildings reflected barracks style architecture, but later growth prompted innovative design in the Queen Ann, Colonial, Victorian Romanesque and Spanish Colonial styles. The remaining buildings from the NHDVS period have been grouped into an eclectic historic district, unencumbered by the modern intrusive additions nearby. 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 while 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 the buildings at the Los Angeles facility. The district is significant at the local, state, and national levels.

For a district to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. The contributors identified in this study appear to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

***D7. References** (Give full citations including the names and addresses of any informants, where possible.):

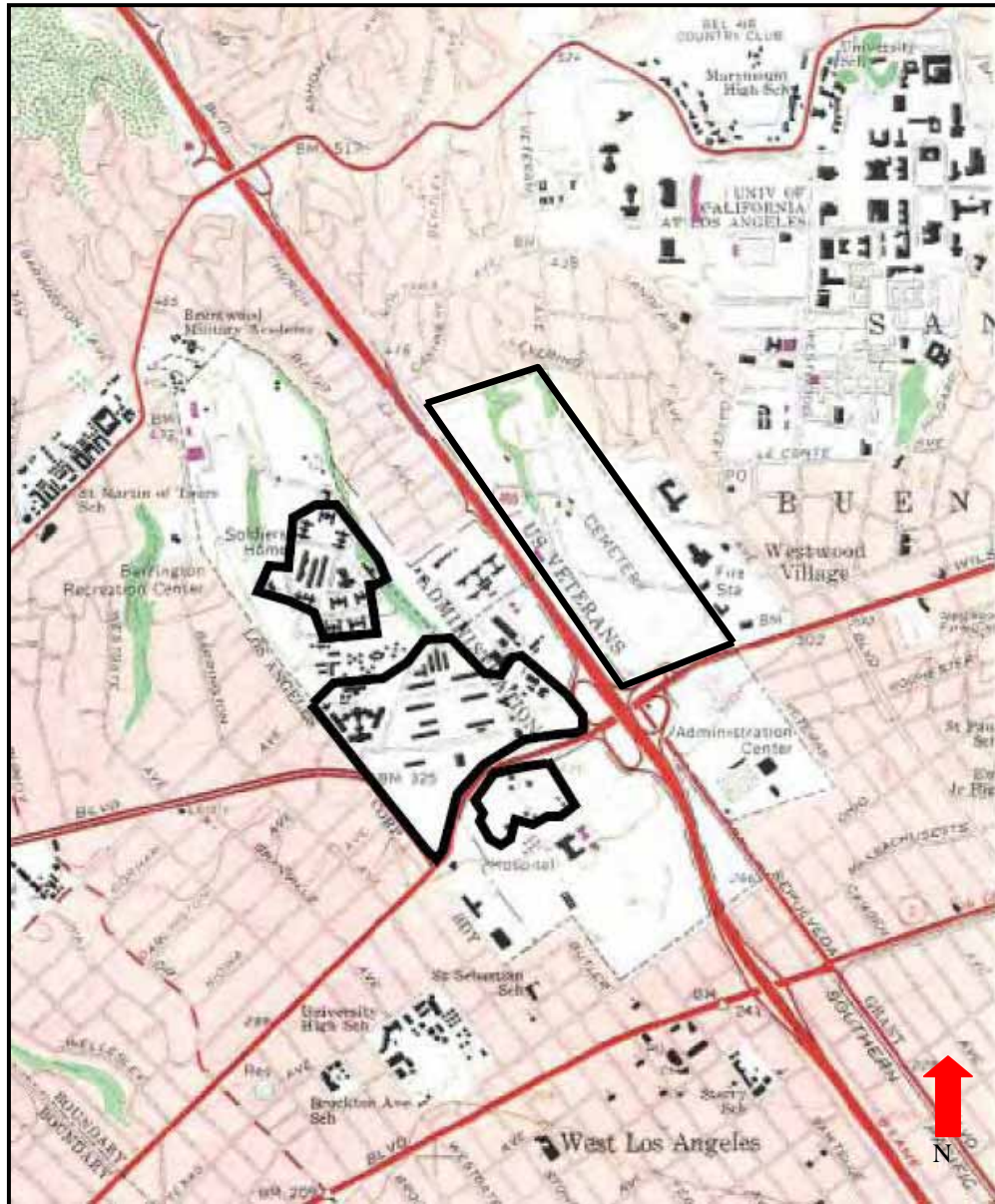
Mollenhoff, Gjore J., Karen R. Tupek, and Sandra A. Webb. 1981. *National Register of Historic Places Inventory-Nomination Form, Los Angeles Veterans Administration Medical Center District.*

***D8. Evaluator:** Pam Daly, Cogstone Resource Management.

Date: July 2011

Affiliation and Address: Cogstone Resource Management
1518 West Taft Avenue
Orange, CA

Report Title: Cogstone. 2011. *Westside Subway Extension Historic Properties Supplemental Survey Report.*



1:24,000 Beverly Hills Quad, 1966 photorevised 1972, Not to scale,
From National Register nomination of boundaries of the
Los Angeles Architectural Set, National Home Branch, and Los Angeles National Cemetery
Historic Districts

*Resource Name or # (Assigned by recorder) Los Angeles Veterans Administration Medical Center

D1. Historic Name: Los Angeles National Home Branch Historic District D2. Common Name: Los Angeles Veterans Administration Medical Center District

***D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

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. As part of the Westside Subway Extension Project, URS investigators relocated the portions of the district within the APE.

The following buildings are previously identified contributors to the district within the APE. 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.

Resource Identifier	Description	
WSE 41	Spanish Colonial Revival-style theater (Wadsworth Veterans Theater) building constructed in 1940	19-187308
WSE 42	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	19-167175

WSE 41 is a theater and WSE 42 is a chapel, the former built in the Spanish Colonial Revival style and the latter in the Carpenter Gothic. The district is located in a park like setting.

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):

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 NRHP district nomination describes the boundaries as irregular shape, bound 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. During the current study, however, only the portion of the district within the APE was investigated. The district's geographical definable area, as defined in the NRHP district nomination is delineated on a locational map included as part of this district record.

***D5. Boundary Justification:**

The identification of the contributing resources to this district was undertaken as part of the identification and evaluation process for this Section 106 undertaking. Per federal guidance, complex resources (such as historic districts) rarely need to be recorded beyond the area reasonably subject to effect, nor does the project area need to be extended to include complex resources where potential effects on the whole would clearly be negligible. If a project has the potential to affect only a portion of a complex resource, the resources as a whole may be briefly examined and the portion subject to potential effects then may be evaluated in the context of the larger property. The evaluation would determine whether the portion in the project area would be a contributor or non-contributor to a larger significant property as a whole, should that larger property ever be determined eligible for inclusion to the NRHP, CRHR, or considered a historical resource for purposes of CEQA. Therefore, this Project identified and recorded the portion of the district within the APE.

D6. Significance:

Theme Military, Politics/Government, Social/Humanitarian, Architecture

Area Los Angeles, Los Angeles County

Period of Significance 1880-1900, 1920-1946 **Applicable Criteria** NRHP Criteria A and C/CRHR Criteria 1 and 3 (Events and Architecture) (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

The Los Angeles Veterans Administration Medical Center District was determined to be eligible for listing in the NRHP by the Keeper in 1981 under Criterion A (Military, Politics/Government, and Social/Humanitarian) and Criterion C (Architecture) for its association with the government's development of veteran's health care and for its distinctive architecture.

The following significance evaluation is summarized from the NRHP nomination form:

The historic district at the Veterans Administration Medical was original 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. The early buildings reflected barracks style architecture, but later growth prompted innovative design in the Queen Ann, Colonial, Victorian Romanesque and Spanish Colonial styles. The remaining buildings from the NHDVS period have been grouped into an eclectic historic district, unencumbered by the modern intrusive additions nearby. 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 while 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 at Los Angeles. The district is significant at the local, state, and national levels.

For a district to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. The contributors identified in this study appear to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

***D7. References** (Give full citations including the names and addresses of any informants, where possible.):

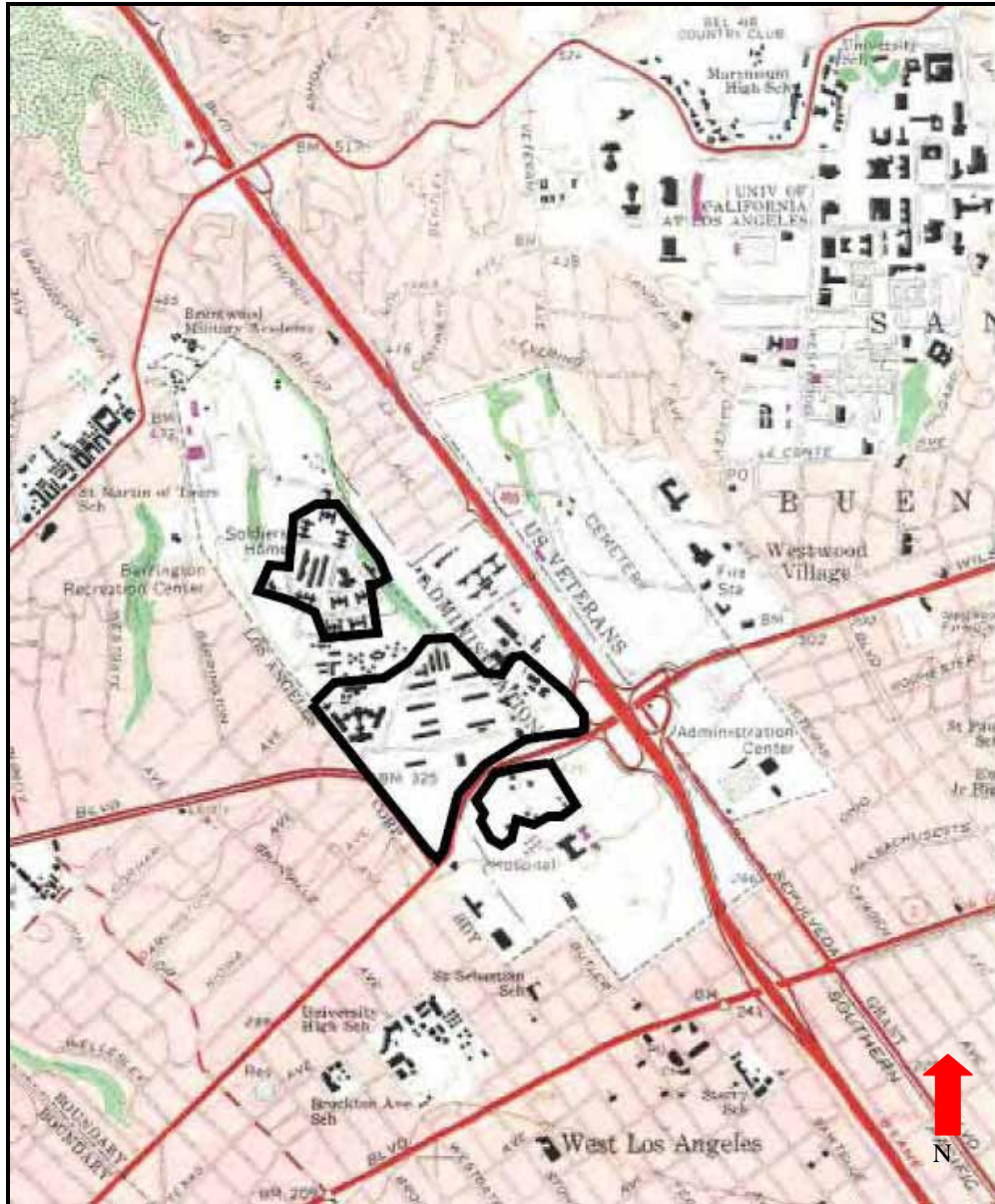
Mollenhoff, Gjore J., Karen R. Tupek, and Sandra A. Webb. 1981. *National Register of Historic Places Inventory-Nomination Form, Los Angeles Veterans Administration Medical Center District.*

***D8. Evaluator:** URS Corp.

Date: March 2010

Affiliation and Address: URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

Report Title: Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.



1:24,000 Beverly Hills Quad, 1966 photorevised 1972, Not to scale,
From National Register nomination of boundaries of the
Los Angeles Architectural Set and National Home Branch Districts

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-187308 Update also 19-173043

HRI# 115531

Trinomial _____

NRHP Status Code 2D, 3S, 3CS

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2 *Resource Name: Wadsworth Theater, Veterans Administration Medical Center - Los Angeles Historic District (WSE 41)

P1. Other Identifier: Building 226, Theater (VAMC Los Angeles Home Branch Historic District)

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1995 T 1S; R 15W; 1/4 of 1/4 of Sec 28; S.B. B.M.

c. Address Veteran's Administration Center, 11301 Wilshire Blvd. City Unincorporated Los Angeles County Zip 90073

d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 365416 mE/ 3769135 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 305 ft.; APN 4365008904. Exit off of Wilshire Boulevard onto Bonsall Avenue North. At the intersection of Bonsall Avenue and Eisenhower Avenue turn left. Continue west on Eisenhower Ave. for approximately 300 yards, Wadsworth Theater will be on the left.

*P3a. Description: Wadsworth Theater is a contributing building to the Veterans Administration Medical Center Los Angeles Historic District (determined eligible for listing 11/30/1981, P19-173043.) Before two historic districts at the Veterans Administration Medical Center were combined under the current name in 1982, the Wadsworth Theater had been a contributing building in the VAMC Los Angeles Home Branch Historic District. The VAMC Los Angeles Historic District is located on APN 4365008904. The theater Spanish Colonial Revival-style building. It has a north-facing orientation. It is two stories with a rectangular plan. The building features a front-gabled red tile roof; decorative vents; rectangular window bays filled with multi-paned window sashes; and stucco cladding. The primary façade is symmetrical with three central double door entrances. On the first story, the entrances are framed by small, low-pitched red-tile shed roofs and a stringcourse with shallow decorative brackets. On the second story, above the entrances, the north elevation has a front-gabled roof with lower roofline than the theater space, and two symmetrically arranged square towers with front-gabled red tile roofs and decorative vents. On either side of the towers are two-story masses with red tile, hipped roofs and several windows. Around the windows are decorative hoods and below the vents are decorative stucco balconettes. The west and east elevations are solid walls with buttresses. At the front of the south elevation is a two-story rectangular box (houses the stage inside) that is covered by a flat roof with parapet. Around this box are two symmetrical small red-tile, shed-roofed wings with a few evenly-spaced windows. The building appears to be unaltered and is in excellent condition. A circular driveway wraps around the south elevation and a surface parking lot is to the east.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: (List attributes and codes)
HP10 - Theater

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #)
View looking south, July 2011

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1940 per district nomination

*P7. Owner and Address:
U.S. Department of Veterans Affairs
810 Vermont Avenue, NW, Washington, D.C. 20420
*P8. Recorded by: Pam Daly
Cogstone Resource Management
1518 West Taft Avenue
Orange, CA 92865

*P9. Date Recorded: July 2011

*P10. Survey Type: Pedestrian Survey

*P11. Report Citation: Cogstone. 2011. Westside

Subway Extension Historic Properties Supplemental Survey Report.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 2D, 3S, 3CS

*Resource Name or # Wadsworth Theater, Veterans Administration Medical Center – Los Angeles Historic District

B1. Historic Name: Wadsworth Veterans Theater

B2. Common Name: Wadsworth Theater

B3. Original Use: Theater

B4. Present Use: Theater

*B5. Architectural Style: Spanish Colonial Revival

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1940 according to the district nomination. Based on observation, there have been no major alterations or additions.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Government and Architecture Area Los Angeles, Los Angeles County
Period of Significance 1940 Property Type Theater

Applicable Criteria NRHP Criterion A and C/CRHR Criterion 1 and 3

Wadsworth Theater has previously been determined eligible for listing in the NRHP as a contributor to the NRHP-eligible Veterans Administration Medical Center Historic District under Criteria A and C (1981). The Wadsworth Veterans Theater (Building #226) is significant for its associated with the federal government's development of veterans' health care and for its architectural styling..

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

Mollenhoff, Gjore J., Karen R. Tupek, and Sandra A. Webb. 1981. *National Register of Historic Places Inventory-Nomination Form, Los Angeles Veterans Administration Medical Center District.*

B13. Remarks:

*B14. Evaluator: Pam Daly, Cogstone Resource Management

*Date of Evaluation: July 2011

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-173043 Update _____

HRI# _____

Trinomial _____

NRHP Status Code 2D _____

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2 *Resource Name: Historic Landscape, Veterans Administration Medical Center – Los Angeles Historic District (WSE 41)

P1. Other Identifier: Ficus grove, palm garden, south lawn on the grounds of VAMC Los Angeles Home Branch Historic District

***P2. Location:** Not for Publication Unrestricted

***a. County:** Los Angeles

***b. USGS 7.5' Quad** Beverly Hills **Date** 1995 **T** 1S; **R** 15W; ¼ of ¼ of **Sec 28**; S.B. **B.M.**

c. Address Veteran's Administration Center **City** Unincorporated Los Angeles County **Zip** 90073

d. UTM: Ficus Trees: Zone 11, 365470 mE/ 3769119 mN

Palm Garden: Zone 11 365750 mE/ 3769253 mN

South Lawn: Zone 11 365710 mE/ 3769093 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 305 ft.; APN 4365008904. Exit off of Wilshire Boulevard onto Bonsall Avenue. Turn north.

Palm Garden: at the intersection of Bonsall Avenue and Eisenhower Avenue turn right. The palm garden is bound by Bonsall Avenue, Eisenhower Ave., south boundary fence, east boundary fence.

Ficus Trees: at the intersection of Bonsall Avenue and Eisenhower Avenue, turn left. Continue west on Eisenhower Ave. for approximately 300 yards. The grove of ficus trees are located immediately to the east of Wadsworth Theater, south of the parking lot between Wadsworth Chapel and Wadsworth Theater.

South Lawn: Exit off of Wilshire Boulevard onto Bonsall Avenue. Turn south. The South Lawn area is located almost immediately to the west of Bonsall Avenue.

***P3a. Description:** The buildings and structures of the Veterans Administration Medical Center Historic District were constructed amidst landscaped grounds that were created for the benefit of the patients and staff. Up to the 1980s, the Veterans Medical Center had housing on site for long-term patients and live-in staff. The landscaped grounds are a contributing building to the Veterans Administration Medical Center Los Angeles Historic District (determined eligible for listing 11/30/1981, P19-173043.) Many of the trees and lawn areas date from the early days of the National Home for Disabled Volunteer Soldiers.

P5a. Photograph or Drawing



The landscaped areas identified for this project appear to be within the proposed APE of the Westside Subway Project Locally Preferred Alternative.

***P3b. Resource Attributes:** (List attributes and codes)

HP29 – Landscape Architecture

***P4. Resources Present:** Element of District

Other : Landscape

P5b. Description of Photo: Ficus trees near Wadsworth Theater, View looking south, July 2011

***P6. Date Constructed/Age and Source:** Historic

Prehistoric Both

Circa 1900, per arborists report.

***P7. Owner and Address:**

U.S. Department of Veterans Affairs, 810 Vermont Avenue, NW, Washington, D.C. 20420

***P8. Recorded by:** Pam Daly

Cogstone Resource Management, 1518 West Taft Avenue, Orange, CA 92865

***P9. Date Recorded:** July 2011

***P10. Survey Type:** Pedestrian Survey

***P11. Report Citation:** Cogstone. 2011. Westside Subway Extension Historic Properties Supplemental Survey Report.

***Attachments:** NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record

District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record

Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 2D

*Resource Name or # Historic Landscape, Veterans Administration Medical Center – Los Angeles Historic District

B1. Historic Name:

B2. Common Name:

B3. Original Use:

B4. Present Use:

*B5. Architectural Style:

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1940 according to the district nomination. Based on observation, there have been no major alterations or additions.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Government and Architecture Area Los Angeles, Los Angeles County

Period of Significance 1940 Property Type Theater

Applicable Criteria NRHP Criterion A and C/CRHR Criterion 1 and 3

Wadsworth Theater has previously been determined eligible for listing in the NRHP as a contributor to the NRHP-eligible Veterans Administration Medical Center Historic District under Criteria A and C (1981). The Wadsworth Veterans Theater (Building #226) is significant for its associated with the federal government's development of veterans' health care and for its architectural styling.

"The Ficus and palm trees near the Wadsworth Theater are mature and more than 50 years old. Ficus macrophylla and rubuginosa were introduced to California about 1865. The trees are the remains of a much larger grouping that existed in 1952.

The palm garden on the north-east side of the intersection of Wilshire Boulevard and Bonsall Avenue is a collection of interesting and unusual palms, thus it seems to be the result of a specific on-going project by persons/groups as yet unknown. Many of these palms are worth preserving.

The dominant tree in the lawn area, in the southwest area of the intersection of Wilshire Boulevard and Bonsall Avenue, is a very large Eucalyptus globules (blue gum). The blue gum was introduced into California in 1859. It is a well shaped, very large example of the trees that were planted in the late 1800s – early 1900s as windrows."

Excerpts of text from the letter report of the evaluation of trees and landscape within the APE of the Westside Subway Extension Project for the Locally Preferred Alternative by Ann Christoph, Landscape Architect FASLA, South Laguna, CA, May 2011.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

Christoph, Ann. "Trees at Veterans Administration site". May 27, 2011.

Mollenhoff, Gjore J., Karen R. Tupek, and Sandra A. Webb. 1981. *National Register of Historic Places Inventory-Nomination Form, Los Angeles Veterans Administration Medical Center District.*

B13. Remarks:

*B14. Evaluator: Pam Daly, Cogstone Resource Management

*Date of Evaluation: July 2011

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-167175 UPDATE also 19-173043

HRI# 21118

Trinomial

NRHP Status Code 1S, 2D

Other Listings NRIS72000229

Review Code

Reviewer

Date

Page 1 of 2 *Resource Name : **Catholic Protestant Chapels, Veterans Administration Center Historic District (WSE 42)**

P1. Other Identifier: Wadsworth Chapels

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; ¼ of ¼ of Sec 28; S.B. **B.M.**

c. Address Veterans Administration Center (APN 4365008904) City Unincorporated Los Angeles County Zip 90049

d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 365621 mE/ 3769229 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 321 feet AMSL; southwest corner of Eisenhower and Bonsall Avenues; northwest corner of Bonsall Avenue and Wilshire Blvd.; access from Eisenhower Avenue into a round driveway on the east and pedestrian paths on west and south

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Catholic Protestant Chapels is a building individually listed in the National Register of Historic Places, while also being located within the Veterans Administration Medical Center Los Angeles Historic District (determined eligible for listing 11/30/1981, P19-173043.) The building was constructed during the Victorian-era in the Gothic Revival-style (more specifically Carpenter Gothic) as a religious building.

The building consists of two chapels that share a wall. It is two stories with a masonry foundation and a rectangular plan. The building features a 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 primary 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. There are three square towers of varying sizes (two on the southeast; 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.

*P3b. Resource Attributes: (List attributes and codes)
HP16 – Religious Building

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the northwest, July 2011

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1900 per National Register nomination for Veterans Center Historic District

*P7. Owner and Address:
U.S. Department of Veterans Affairs
810 Vermont Avenue, NW
Washington, D.C. 20420

*P8. Recorded by: Pam Daly,
Cogstone Resource Management
1518 West Taft Avenue
Orange, CA 92865

P5a. Photograph or Drawing



*P9. Date Recorded: July 2011

*P10. Survey Type: Pedestrian Survey

*P11. Report Citation: Cogstone. 2011. Westside Subway Extension Historic Properties Supplemental Survey Report.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 1S, 2D

*Resource Name or # (Assigned by recorder) Catholic Protestant Chapels, Veterans Administration Center

B1. Historic Name: National Home for Disabled Volunteer Soldiers Chapel

B2. Common Name: Wadsworth Chapel

B3. Original Use: Religious Building - Chapels

B4. Present Use: not in use

*B5. Architectural Style: Gothic Revival (Carpenter Gothic)

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1900 according to the National Register. Based on observation, the building is unaltered. It has been reroofed in the past twenty years.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: J. Lee Burton b. Builder: Unknown

*B10. Significance: Theme Government and Architecture Area Los Angeles County

Period of Significance 1900-1924

Property Type Religious Building

Applicable Criteria NRHP Criterion A and C/CRHR Criterion 1 and 3 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Catholic Protestant Chapels, Veterans Administration Center was listed in the National Register (NR 72000229, 2/11/1972) and California Register in 1972 under Criterion C as a good example of the Carpenter Gothic style. Additionally, the Chapel is a contributor to the NRHP-eligible Veterans Administration Medical Center District under Criteria A and C (Veterans Center Historic District determined eligible for listing in 1981). The chapel is significant for its association with the federal government's development of veterans' health care and for its architectural styling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

"Catholic-Protestant Chapels, Veterans Administration Center." Record in National Park Service's Focus Database of National Register Listed Properties (NRIS 72000229).

Mollenhoff, Gjore J., Karen R. Tupek, and Sandra A. Webb. 1981. *National Register of Historic Places Inventory-Nomination Form, Los Angeles Veterans Administration Medical Center District.*

B13. Remarks: Google aerial, July 2011.

*B14. Evaluator: Pam Daly, Cogstone Resource Management.

*Date of Evaluation: July 2011

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-167175 UPDATE
HRI# 021118
Trinomial _____
NRHP Status Code 1S, 2D
Other Listings _____ District: 19-173043
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) APN 4365008904(WSE 42)

P1. Other Identifier: Catholic-Protestant Chapels

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; 1/4 of 1/4 of Sec 28; S. B. B.M.

c. Address Veterans Administration Center City Los Angeles Zip 90049

d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 365621 mE/ 3769229 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 321 feet AMSL; APN 4365008904; southwest corner of Eisenhower and Bonsall Avenues; northwest corner of Bonsall Avenue and Wilshire Blvd.; access from Eisenhower Avenue into a round driveway on the east and pedestrian paths on west and south

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4365008904 is located at the Veterans Administration Center 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 consists of two chapels that share a wall. It is two stories with a masonry foundation and a rectangular plan. The building features a 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 primary 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; one with octagonal belfry in the middle of the northeast elevation); solid, arched knee braces, wooden window hoods, decorative brackets under windows and balconies,

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



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.

*P3b. Resource Attributes: (List attributes and codes)
HP16 – Religious Building

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the west, March 2010

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1900 per National Register

*P7. Owner and Address:
Unknown

*P8. Recorded by: (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. Date Recorded: March 2010

*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 1S, 2D

*Resource Name or # (Assigned by recorder) APN 4365008904(WSE 42)

- B1. Historic Name: Wadsworth Chapel
- B2. Common Name: Catholic-Protestant Chapels
- B3. Original Use: Religious Building - Chapels
- B4. Present Use: Religious Building - Chapels

*B5. Architectural Style: Victorian and Gothic Revival (Carpenter Gothic)

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1900 according to the National Register. Based on observation, the building is unaltered. It has been reroofed in the past twenty years.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: J. Lee Burton b. Builder: Unknown

*B10. Significance: Theme Government and Architecture Area Los Angeles, Los Angeles County

Period of Significance 1900-1924

Property Type Religious Building

Applicable Criteria NRHP Criterion A and C/CRHR Criterion 1 and 3 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

APN 4365008904 was listed in the National Register (NR 72000229) and California Register in 1972 under Criterion C as a good example of the Carpenter Gothic style. Additionally, it has been determined eligible for listing in the NRHP as a contributor to the NRHP-eligible Veterans Administration Medical Center District (along with WSE 41) under Criteria A and C (1981). The chapel (Building #20) is significant for its association with the federal government's development of veterans' health care and for its architectural styling. As part of the Westside Subway Extension Project, URS investigators relocated this property in the field. The historical significance of APN 4365008904 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA. Criteria Consideration A of the NRHP dictates that a religious property is eligible only if it derives its primary significance from architectural or artistic distinction or historical importance to avoid any appearance of judgment by government about the validity of any religion or belief.

Based on site investigations and historic research, APN 4365008904 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criteria A and C of the NRHP and Criteria 1 and 3 of the CRHR, as a building that is associated with the federal government's development of veterans' health care, as one of the earliest non-military construction of religious facilities by the federal government (district record, item number 8, page 4), and as a building that significantly embodies the distinctive characteristics of the Victorian and Gothic Revival (Carpenter Gothic) architectural style. The Carpenter Gothic style is characterized by extensive decorative woodwork, asymmetrical lines, and towers.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4365008904 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

"Catholic-Protestant Chapels, Veterans Administration Center." Record in National Park Service's Focus Database of National Register Listed Properties.

Groves, Martha. "Looking for a Saving Grace." *Los Angeles Times*. April 8, 2007: B1.

Mollenhoff, Gjure J., Karen R. Tupek, and Sandra A. Webb. 1981. *National Register of Historic Places Inventory-Nomination Form, Los Angeles Veterans Administration Medical Center District*.

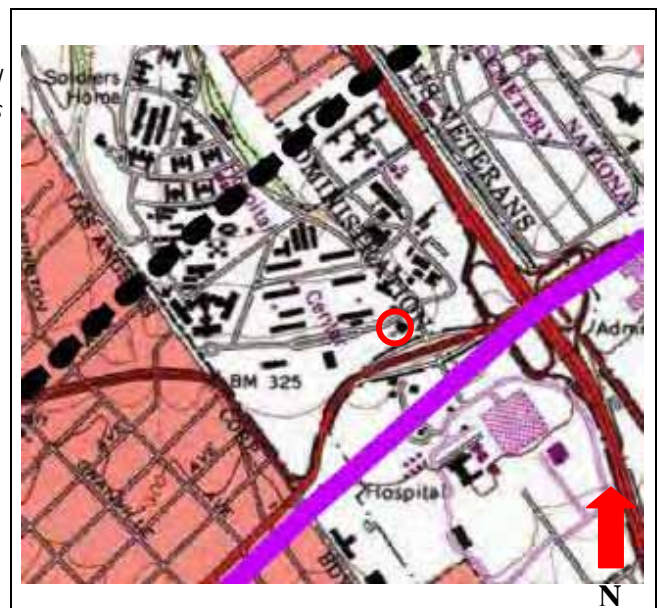
"Wadsworth Chapel." *Wikipedia* entry. Updated December 2009.

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-189274 Update

HRI# _____

Trinomial _____

NRHP Status Code 3S, 3CS

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2

*Resource Name or #: (Assigned by recorder) 11000 Wilshire Blvd; APN 4324017903 (WSE 43)

P1. Other Identifier: Federal Building

***P2. Location:** Not for Publication Unrestricted

***a. County:** Los Angeles

***b. USGS 7.5' Quad** Beverly Hills **Date** 1999 **T** 1S; **R** 15W; 1/4 of 1/4 of **Sec** 28; **S. B.** **B.M.**

c. Address 11000 Wilshire Boulevard **City** Los Angeles **Zip** 90024

d. UTM: (Give more than one for large and/or linear resources) **Zone** 11, 366288 mE/ 3769286 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 291 feet AMSL.; APN 4324017903; south side of Wilshire Boulevard between Sepulveda Boulevard and Veteran Avenue

***P3a. Description:**

APN 4324017903 is located at 11000 Wilshire Boulevard in a heavily developed urban setting, south of the Los Angeles National Cemetery. It is a Modern-era institutional office building complex. It occupies the northwest part of the parcel and is set back from Wilshire Boulevard and Veteran Avenue. It has a north-facing orientation. The rectangular-plan, eighteen-story skyscraper is set on a rectangular-plan podium and organized axially. Attached perpendicularly on the south side is a one-story, square-plan structure, which is subsequently attached perpendicularly to a one-story, rectangular plan building on the south. Combined, the three buildings have an H-shaped plan. The skyscraper features a flat roof, symmetrically organized metal-framed fixed windows, and concrete clad walls. Centered on the south elevation are two solid large rectangular towers that are about three stories higher than the main skyscraper. The skyscraper's bands of windows are continuous across the elevation and alternate horizontally with solid black bands. The bands are deeply recessed behind a screen of projecting vertical concrete mullions that resemble louver window slats. At the shorter ends of the skyscraper there are concrete-panel walls that extend out, ending with a vertical line of concrete panels; a solid wall of concrete that appears to be set away from the wall plane, rises the full length of the shorter sides. The primary façade is symmetrical with entry from Veteran Avenue (east) through the middle one-story structure. The middle structure has a flat roof of concrete with overhanging eaves, floor-to-ceiling windows with protruding metal mullions, and access by stairs with custom-designed benches. The southern building is four bays wide and twenty-one bays deep.

P5a. Photograph or Drawing



Each bay consists of stone panel walls framed by simple concrete piers and a flat cornice-like band. For the central seven bays, the piers remain but are without walls or roof, creating a landscaped courtyard that connects to the center structure. The complex appears to be unaltered and is in good condition. The buildings are surrounded by formal landscaping and there is a parking lot to the south.

***P3b. Resource Attributes:** (List attributes and codes)

HP14 - Government Building

***P4. Resources Present:** Building Structure

Object Site District Element of District

Other (Isolates, etc.)

***P5b. Description of Photo:** (view, date, accession #)

View to the north, August 2009

***P6. Date Constructed/Age and Source:** Historic

Prehistoric Both

1966 per Grimes, T., "Welton Becket and Associates".

***P7. Owner and Address:**

United States Federal Government

11000 Wilshire Boulevard, Los Angeles, CA 90024

***P8. Recorded by:** URS Corp.

1615 Murray Canyon Road, Suite 1000, San Diego, CA

92108-4314; updated Pam Daly, Cogstone, 1518 W Taft Ave, Orange, CA.

***P9. Date Recorded:** March 2010; updated July 2011.

***P10. Survey Type:** Pedestrian Survey

***P11. Report Citation:** Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010. Cogstone. 2011. *Westside Subway Extension Historic Properties Supplemental Survey Report.*

***Attachments:** NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 11000 Wilshire Blvd; APN 4324017903(WSE 43)

- B1. Historic Name: Westwood Federal Building
- B2. Common Name: Westwood Federal Building
- B3. Original Use: Government Offices
- B4. Present Use: Government Offices

*B5. Architectural Style: Modern-era

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1966-69 (Grimes). Based on observation, the building appears to be unaltered.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: Formal landscaping surrounding the complex

B9a. Architect: Welton Becket and Associates with Paul R. Williams and A. C. Martin and Associates b. Builder: Unknown

*B10. Significance: Theme Architecture Area Los Angeles, Los Angeles County
Period of Significance 1966 Property Type Government Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4324017903 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA. The building is not yet fifty years old. Criteria Consideration G of the NRHP generally excludes properties that achieved significance within the past fifty years unless they are of exceptional importance. Since the building is less than fifty years of age, it must also meet Criteria Consideration G.

Based on site investigations and historic research, APN 4324017903 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Modern-era architectural style. The Modern-era style, popular from 1940 to 1970 is presented here with the classic tall vertical massing set against a 1-2 story horizontal massing on the first level. The building was designed by the master architects of Welton Becket and Associates, Paul R. Williams, and A.C. Martin.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4324017903 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

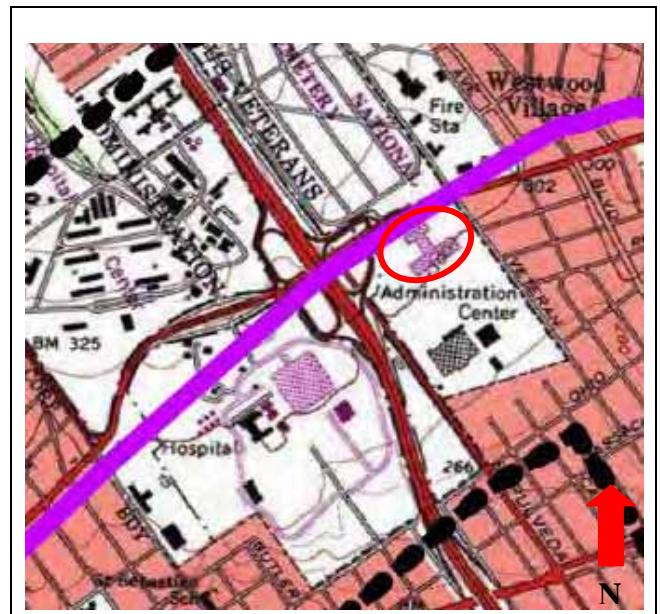
Grimes, Teresa. "Welton Becket and Associates" excerpt from HABS Report. <http://www.musiccenter.org/about/wb.html>. Accessed March 12, 2010.

B13. Remarks:

*B14. Evaluator: URS Corp.; updated Pam Daly, Cogstone

*Date of Evaluation: March 2010; July 2011

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# _____

Trinomial _____

NRHP Status Code _____

Other Listings
Review Code _____

Reviewer _____

Date _____

Page 1 of 2*Resource Name or #: (Assigned by recorder) 11000 Wilshire Blvd; APN 4324017903 (WSE 43)

P1. Other Identifier: Federal Building

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; ___ 1/4 of ___ 1/4 of Sec 28; S. B. **B.M.**c. Address 11000 Wilshire Boulevard City Los Angeles Zip 90024d. UTM: (Give more than one for large and/or linear resources) Zone 11, 366288 mE/ 3769286 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 291 feet AMSL.; APN 4324017903; south side of Wilshire Boulevard between Sepulveda Boulevard and Veteran Avenue

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

APN 4324017903 is located at 11000 Wilshire Boulevard in a heavily developed urban setting, near the Los Angeles National Cemetery. It is a New Formalism-style institutional office building complex. It occupies the northwest part of the parcel and is set back from Wilshire Boulevard and Veteran Avenue. It has a north-facing orientation. The rectangular-plan, eighteen-story skyscraper is set on a rectangular-plan podium and organized axially. Attached perpendicularly on the south side is a one-story, square-plan structure, which is subsequently attached perpendicularly to a one-story, rectangular plan building on the south. Combined, the three buildings have an H-shaped plan. The skyscraper features a flat roof, symmetrically organized metal-framed fixed windows, and concrete clad walls. Centered on the south elevation are two solid large rectangular towers that are about three stories higher than the main skyscraper. The skyscraper's bands of windows are continuous across the elevation and alternate horizontally with solid black bands. The bands are deeply recessed behind a screen of projecting vertical concrete mullions that resemble louver window slats. At the shorter ends of the skyscraper there are concrete-panel walls that extend out, ending with a vertical line of concrete panels; a solid wall of concrete that appears to be set away from the wall plane, rises the full length of the shorter sides. The primary façade is symmetrical with entry from Veteran Avenue (east) through the middle one-story structure. The middle structure has a flat roof of concrete with overhanging eaves, floor-to-ceiling windows with protruding metal mullions, and access by stairs with custom-designed benches. The southern building is four bays wide and twenty-one bays deep.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



Each bay consists of stone panel walls framed by simple concrete piers and a flat cornice-like band. For the central seven bays, the piers remain but are without walls or roof, creating a landscaped courtyard that connects to the center structure. The complex appears to be unaltered and is in good condition. The buildings are surrounded by formal landscaping and there is a parking lot to the south.

*P3b. Resource Attributes: (List attributes and codes)

HP14 – Government Building

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)

View to the north, August 2009*P6. Date Constructed/Age and Source: Historic Prehistoric Both1966 per HABS Report

*P7. Owner and Address:

Unknown

*P8. Recorded by: (Name, affiliation, and address)

URS Corp.1615 Murray Canyon Road, Suite 1000San Diego, CA 92108-4314*P9. Date Recorded: March 2010*P10. Survey Type: (Describe) Pedestrian Survey*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 11000 Wilshire Blvd; APN 4324017903(WSE 43)

- B1. Historic Name: Westwood Federal Building
B2. Common Name: Westwood Federal Building
B3. Original Use: Government Offices
B4. Present Use: Government Offices

*B5. Architectural Style: New Formalism

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1966 (Grimes). Based on observation, the building appears to be unaltered.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: Formal landscaping surrounding the complex

B9a. Architect: Welton Becket and Associates with Paul R. Williams and A. C. Martin and Associates b. Builder: Unknown

*B10. Significance: Theme Architecture Area Los Angeles, Los Angeles County
Period of Significance 1966 Property Type Government Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4324017903 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA. The building is not yet fifty years old. Criteria Consideration G of the NRHP generally excludes properties that achieved significance within the past fifty years unless they are of exceptional importance. Since the building is less than fifty years of age, it must also meet Criteria Consideration G.

Based on site investigations and historic research, APN 4324017903 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the New Formalism architectural style. It is a rare example of a New Formalist office skyscraper complex in Los Angeles. It is also significant locally because of its large scale and unique inclusion of formal landscaping in this area of Westwood where most other buildings are commercial towers or low-rise storefronts. The New Formalism style, popular from 1960 to the present, is characterized by single volume massing; buildings separate from nature and usually set on podium; often an exotic Near Eastern/Indian flavor; strict symmetry; flat projecting rooflines; suggestion of classical columns (piers) and entablatures; arches, elliptical and others; smooth wall surfaces, often elegantly sheathed in stone; high-quality materials; delicacy of all details with no heavy, monumental qualities; grilles of polished metal, concrete and stone; formal landscaping including pools, fountains, and frequent use of monumental High Art sculpture.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4324017903 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

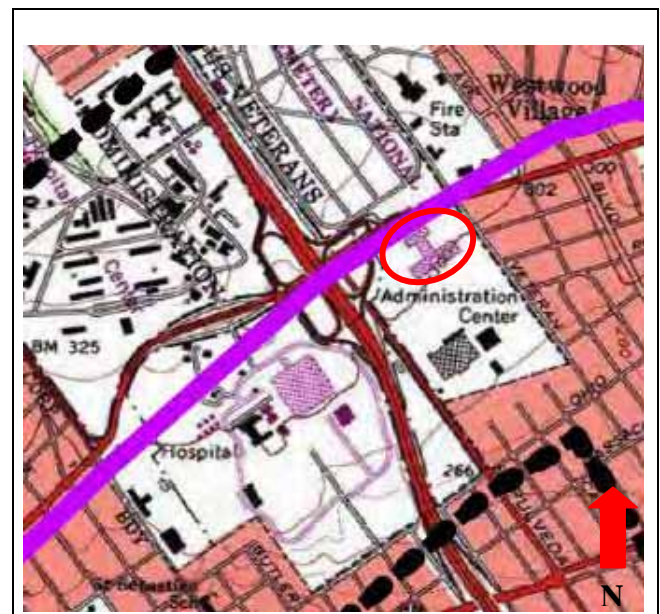
Grimes, Teresa. "Welton Becket and Associates" excerpt from HABS Report.
<http://www.musiccenter.org/about/wb.html>. Accessed March 12, 2010.

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-174110 UPDATE

HRI# _____

Trinomial _____

NRHP Status Code 1S, 5S1

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 1142 Westwood Blvd; APN 4363022009(WSE 44)

P1. Other Identifier: Ralph's Grocery Store

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1995 T 1S; R 15W; 1/4 of 1/4 of Sec 27; S.B. B.M.

c. Address 1142 Westwood Boulevard City Los Angeles Zip 90024

d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 366702 mE/ 3769744 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 327 feet AMSL; APN 4363022009; Alternate addresses are 1154 Westwood Boulevard and 10885-7 Lindbrook Drive; northeast corner of Lindbrook Drive and Westwood Boulevard; commercial district connected to University of California, Los Angeles; alternate address: 1154 Westwood Boulevard

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4363022009 is located at 1142 Westwood Boulevard in a heavily developed urban commercial setting. It is a Spanish Colonial/Mission Revival-style commercial building. It occupies the entire roughly V-shaped corner lot and has a south-facing orientation. It is one story with an irregular plan characterized by two colonnades and a central tower. The building features low-pitched side-gable roofs on the two colonnades and a round, low-pitch roof with a denticulated cornice above an arched band of ornament with shell shapes that alternate upward and downward on the tower. The tower is crowned by a low octagonal cupola with vent openings. The roofs are covered in red clay tile. Under the colonnade roofs, there are decorative bracket-like rafters. The building features mission-style gables. The building is clad in stucco, which has been scored to give the appearance of large stone shingles. The primary façade is symmetrical with the tower entry filled with a recessed metal

frame, double door with transom and a surround comprised of cast stone pilasters and a pediment. The text "Ralphs Grocery Store" is barely visible as having been carved beneath the pediment. The transom windows of the eastern four arches (facing Lindbrook Drive) are filled. The building appears to be minimally altered and is in excellent condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: (List attributes and codes)
HP6 - 1-3 Story Commercial Building

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the north, August 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1929 per Los Angeles County Assessor

*P7. Owner and Address:
Unknown

*P8. Recorded by: (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. Date Recorded: March 2010

*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13, March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 1S, 5S1

*Resource Name or # (Assigned by recorder) 1142 Westwood Blvd; APN 4363022009(WSE 44)

B1. Historic Name: Ralph's Grocery Store; Bratskeller-Egyptian Theater

B2. Common Name: Ralph's Grocery Store

B3. Original Use: Grocery store

B4. Present Use: Commercial

*B5. Architectural Style: Spanish Colonial and Mission Revival

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1929 according to the Los Angeles County Assessor. The Assessor reports alterations/additions that took place in 1968. The alteration date may refer to the remodel for the Bratskeller restaurant, which had a medieval castle design from 1968 to the mid-1980s. In 1968-89, the east end was used as a movie theater and the transom windows were filled in that area. The exterior was restored in 1991-92. Many of the window sashes and doors appear to be new construction.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Russell Collins b. Builder: S.N. Benjamin

*B10. Significance: Theme Community Planning and Development, Commerce and Architecture Area Los Angeles, Los Angeles County

Period of Significance 1929 Property Type Commercial Building

Applicable Criteria NRHP Criterion A and C/CRHR Criterion 1 and 3 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

APN 4363022009 was previously determined to be eligible for listing in the NRHP under Criteria A and C as being associated with the history of Westwood and as representing the original architectural style of Westwood. It was recorded in 1986 by Historic Resources Group under a federal tax-certification program. It was listed in the National Register (NR 92000969) and in the California Register in 1992 as significant on the local level. It was also listed as City of Los Angeles Historic-Cultural Monument #360 in 1988. As part of the Westside Subway Extension Project, URS investigators relocated this property in the field. The historical significance of APN 4363022009 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 4363022009 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under the criteria discussed above. It was one of the first six buildings constructed in Westwood in 1929 and was designed to meet the Mediterranean architectural theme chosen by the developers, the Janss family. It was the first Ralph's store in the Westwood Hills-Santa Monica area (*Los Angeles Times*, November 17, 1929).

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4363022009 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

"Business Units Will Be Opened." *Los Angeles Times*. November 17, 1929: D6.

Kelleher, Kathleen. "The Quest for a Place in History." *Los Angeles Times*. August 2, 1992: 4.

"Ralphs Grocery Store." *Wikipedia* entry.

"Ralphs Grocery Store." Record in National Park Service's Focus Database of National Register Listed Properties.

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# _____

Trinomial _____

NRHP Status Code _____

Other Listings
Review Code _____

Reviewer _____

Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 1139 Glendon Ave; APN 4363022010(WSE 45)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; ___ 1/4 of ___ 1/4 of Sec 27; S. B. **B.M.**c. Address 1139 Glendon Avenue City Los Angeles Zip 90024d. UTM: (Give more than one for large and/or linear resources) Zone 11, 366742 mE/ 3769754 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 329 feet AMSL; APN 4363022010; NW corner of Glendon Avenue and Lindbrook Drive between Kinross Avenue and Westwood Boulevard; commercial district connected to University of California, Los Angeles

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4363022010 is located at 1139 Glendon Avenue in a heavily developed urban commercial setting. It is a Spanish Colonial Revival-style two-part commercial block building. It occupies the entire irregularly-shaped corner lot and has a southeast-facing orientation. It is a largely one story, though it is two stories on the south elevation. The building has an irregular plan. On the south and east elevations, the building features a gable roof that is covered with red clay tile, sometimes with visible wooden decorative brackets. The window bays are recessed and contain multi-pane and bay window sashes, some with decorative iron grill screens. The building is clad in brick. The upper story may have originally served as an office; it features a wood frame casement window sash and decorative iron grill balcony. The north and southwest corners contain one-story towers with circular roofs covered in red clay tile and topped with a finial; they also feature bands of decorative brick and tile under the eaves. The primary corner façade contains an original wood door with decorative metal work screen, which is framed by an inlaid brick

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



pediment. There are also two chimneys with decorative brick and tile work. In the middle of the roof, there is a glass dome that appears to have enclosed a previously open courtyard. Entrance is through commercial glass double doors on the east and south elevations. The building appears to be minimally altered and is in good condition.

*P3b. **Resource Attributes:** (List attributes and codes)
HP6 – 1-3 Story Commercial Building*P4. **Resources Present:** Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)*P5b. **Description of Photo:** (view, date, accession #)
View to the north, August 2009*P6. **Date Constructed/Age and Source:** Historic
 Prehistoric Both
1933 per Los Angeles County Assessor*P7. **Owner and Address:**

Unknown

*P8. **Recorded by:** (Name, affiliation, and address)

URS Corp.

1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314*P9. **Date Recorded:** March 2010*P10. **Survey Type:** (Describe) Pedestrian Survey*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 1139 Glendon Ave; APN 4363022010(WSE 45)

- B1. Historic Name: N/A
- B2. Common Name: Gardens
- B3. Original Use: Commercial (store and office)
- B4. Present Use: Commercial (store and restaurant)

*B5. Architectural Style: Spanish Colonial Revival

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1933 according to the Los Angeles County Assessor. It was constructed for Guy K. Harrison (*Los Angeles Times* article). The Assessor reports alterations/additions that took place in 1975, but the details are currently unknown. Based on observation, the recorded alterations probably refer to the addition of a glass dome in the middle of the property and the glass entry doors on the south and east elevations. The building has also been seismically retrofitted with concrete lintels and metal ties visible on the north elevation.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: N. A. Timmerman b. Builder: Unknown

*B10. Significance: Theme Architecture, Commercial Area Los Angeles, Los Angeles County

Period of Significance 1933 Property Type Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4363022010 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 4363022010 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Spanish Colonial Revival architectural style. Spanish Colonial Revival, most popular between 1915 and the commencement of World War II, is characterized by stucco surfaces which predominate over the openings; low-pitched tile roofs, limited number of openings, loosely related to outdoors through use of French doors, terraces, pergolas; use of decorative ironwork for windows, doors, balconies and roof supports; glazed and unglazed tile used for walls and floors, commercial buildings that are generally organized with their facades in deep-set vertical bands (with windows and spandrels recessed); and Plateresque and especially rich Churrigueresque ornament of cast concrete or terracotta.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4363022010 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling. The glass dome addition is set back sufficiently so as not to significantly impact the design integrity. Materials and workmanship have been slightly affected by minor alterations such as new doors and seismic retrofit.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

"New Building to Cost \$25,000." *Los Angeles Times*. September 3, 1933: 15.

B13. Remarks:

(This space reserved for official comments.)

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
DISTRICT RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 1 of 3

*NRHP Status Code _____

*Resource Name or # (Assigned by recorder) Historic District 1 (Westwood-UCLA District)

D1. Historic Name: N/A

D2. Common Name: N/A

*D3. **Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The following buildings appear to be contributors to Historic District 1. 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. Refer to the DPR 523 A Primary Record and DPR 523 B Building, Structure and Object Record for detailed descriptions of the contributing resources.

Resource Identifier	Description	
WSE 46	Spanish Colonial Revival-style courtyard apartment complex (Lindbrook Village) designed by Frederick N. Clark and constructed in 1936	19-189305
WSE 47	Monterey Revival-style courtyard apartment complex designed by A.W. Angel and constructed in 1933	19-189307
WSE 49	Late Gothic Revival-style church building (University Bible Church) constructed in 1940	19-189308
WSE 61	Spanish Colonial Revival-style courtyard apartment building (Dracker Apartments/Lindbrook Manor) constructed in 1938	19-189306

The district's most prevalent property type is the multiple family apartment building, which is built in a Revival architectural style, such as Spanish Colonial Revival or Monterey Revival. The only building that is not a multiple family apartment building is WSE 49, which is a church. The district is located in a heavily developed urban mixed-use setting.

*D4. **Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):

Historic District 1 is a geographic historic district, which is defined as a geographic area that can be distinguished from surrounding properties by changes such as density, scale, type, age, style of sties, buildings, structures, and objects, or by documented differences in patterns of historic development or associations. The preliminary district boundaries include the four contributors listed above, which are roughly bounded by Wilshire Boulevard, Malcolm Avenue, Lindbrook Drive, and Glendon Avenue. The identification of Historic District 1 is preliminary and is not intended to include the full extent of the district. The complete boundaries of the district are not currently known. The district's preliminary geographical definable area is delineated on a locational map included as part of this district record.

*D5. **Boundary Justification:**

The identification of the contributing resources to this district was undertaken as part of the identification and evaluation process for this Section 106 undertaking. During the survey of the Westside Subway Extension Project area of potential effect (APE), investigators identified a significant concentration of eligible properties or linkages in this portion of the APE. Windshield surveys in the general area revealed the presence of similar properties outside the APE that share characteristics such as the Revival architectural styles and the multiple family property type. Per federal guidance, complex resources (such as historic districts) rarely need to be recorded beyond the area reasonably subject to effect, nor does the project area need to be extended to include complex resources where potential effects on the whole would clearly be negligible. If a project has the potential to affect only a portion of a complex resource, the resources as a whole may be briefly examined and the portion subject to potential effects then may be evaluated in the context of the larger property. The evaluation would determine whether the portion in the project area would be a contributor or non-contributor to a larger significant property as a whole, should that larger property ever be determined eligible for inclusion to the NRHP, CRHR, or considered a historical resource for purposes of CEQA. Therefore, this Project identified and recorded the portion of Historic District 1 within the APE.

State of California The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
DISTRICT RECORD

Primary # _____
 HRI # _____
 Trinomial _____

Page 2 of 3

*Resource Name or # (Assigned by recorder) Historic District 1 (Westwood-UCLA District)

D6. Significance:

Theme Architecture

Area Los Angeles

Period of Significance 1933-1940 **Applicable Criteria** NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

Historic District 1 appears to be eligible under Criterion C of the NRHP and Criterion 3 of the CRHR because it significantly embodies the distinctive characteristics of the Revival architectural styles, specifically as applied to multiple family properties. The Revival styles represented in the district include Spanish Colonial Revival, Monterey Revival, and Late Gothic Revival.

For a district to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. Historic District 1 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

Should more research and identification be completed regarding Historic District 1, this preliminary district significance evaluation should be revised and modified to reflect a more substantial historic context and the inventory of character defining features and any related features that may be identified.

***D7. References** (Give full citations including the names and addresses of any informants, where possible.):

N/A

***D8. Evaluator:** URS Corp.

Date: March 2010

Affiliation and Address: URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

Report Title: Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.

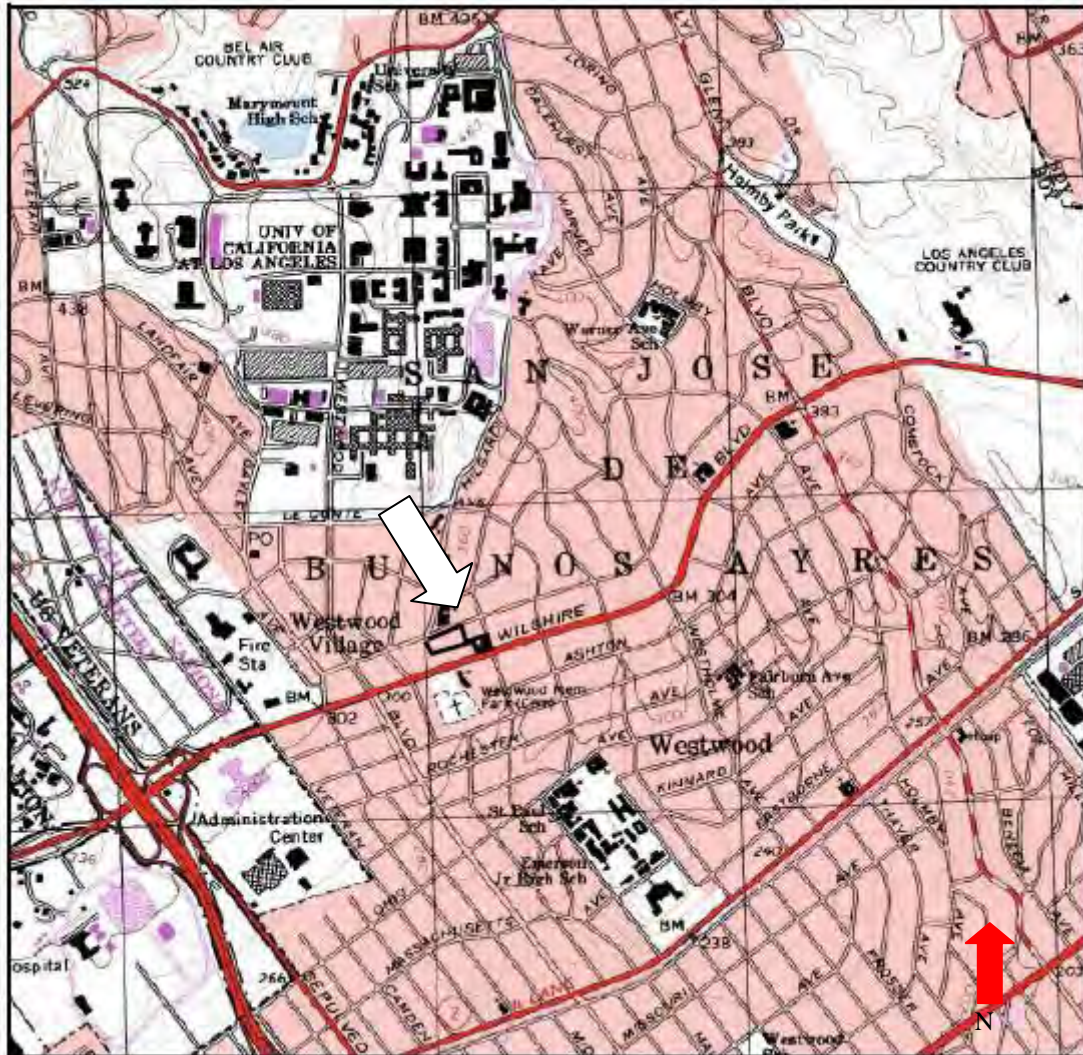
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI#
Trinomial

Page 3 of 3 *Resource Name or # (Assigned by recorder) Historic District 1 (Westwood-UCLA District)

*Recorded by: URS Corporation

*Date: April 12, 2010 Continuation Update



Preliminary Boundaries of Potential Historic District 1 (Westwood-UCLA District) within APE 1:24,000 Beverly Hills Quad, 1966 photorevised 1995, Not to scale

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# _____

Trinomial _____

NRHP Status Code 5S1Other Listings _____ District: 19-189304

Review Code _____

Reviewer _____

Date _____

Page 1 of 2
4360003043(WSE 46)

*Resource Name or #: (Assigned by recorder) 10830, 10836 Lindbrook Drive; APN 4360003031-

P1. Other Identifier: Lindbrook Village

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; 1/4 of 1/4 of Sec 27; S. B. **B.M.**

c. Address 10830, 10836 Lindbrook Drive City Los Angeles Zip 90024

d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 366957 mE/ 3769774 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 329 feet; APN 4360003031-4360003043; three units of condominium have alternate address of 10836 Lindbrook Drive; east half of parcel; southeast corner of Hilgard Avenue and Lindbrook Drive

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4360003031-43 is located at 10830 and 10836 Lindbrook Drive in a heavily developed urban mixed-use setting. It is a Spanish Colonial Revival-style courtyard apartment complex. It occupies the east half of the parcel and has a courtyard-facing orientation. It is two stories with a roughly U-shaped plan. The building features cross-gabled red tile roofs that are hipped at the corners and have exposed rafter tails; asymmetrically arranged recessed, metal fixed, bay, and casement window sashes, some with decorative grilles or shutters; and stucco and lower-story brick clad walls. On the elevation facing Lindbrook Drive, there is a brick chimney with decorative brick chimney stack. Entries are filled with historic-age wood panel doors; the entries feature a variety of details, such as a brick arch, stairs clad in square terracotta tiles and surrounded by wrought iron railings, small canopies, and/or brick stairs. There are trees and shrubs, stained wooden ceiling beams, and a glazed-tile panel of a ship in the courtyard. At the rear (southeast) are two rectangular plan two-story buildings in the same style as the apartment complex with parking spaces. The building appears to be unaltered and is in excellent condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: (List attributes and codes)
HP3 – Multiple Family Property

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the east, September 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1936 per Los Angeles Times

*P7. Owner and Address:
Unknown

*P8. Recorded by: (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. Date Recorded: March 2010

*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000,
Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3B, 3CB, 5S1

*Resource Name or # (Assigned by recorder) 10830, 10836 Lindbrook Drive; APN 4360003031-4360003043(WSE 46)

B1. Historic Name: N/A

B2. Common Name: Lindbrook Village

B3. Original Use: Multiple Family Residence

B4. Present Use: Multiple Family Residence

*B5. Architectural Style: Spanish Colonial Revival

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1936 according to the *Los Angeles Times*. The original owner was Mrs. Claudia Ohlman. It was constructed as an eight-family apartment building (*Los Angeles Times* article). The Assessor reports alterations/additions that took place in 1972, but the details are currently unknown. Based on observation, there have been no major alterations or additions.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Frederick N. Clark b. Builder: Unknown

*B10. Significance: Theme Architecture Area Los Angeles, Los Angeles County

Period of Significance 1936 Property Type Multiple Family Property (Courtyard Apartments)

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

APN 4360003031-4360003043 was listed as City of Los Angeles Historic-Cultural Monument #446 on September 1, 1989, based on its architectural value. As part of the Westside Subway Extension Project, URS investigators relocated this property in the field. The historical significance of APN 4360003031-360003043 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 360003043 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Spanish Colonial Revival architectural style as applied to the courtyard apartment complex. It also appears to be eligible under Criterion C of the NRHP and Criterion 3 of the CRHR as a contributor to potential Historic District 1 (along with WSE 47, WSE 49, and WSE 61). Spanish Colonial Revival, most popular between 1915 and the commencement of World War II, is characterized by stucco surfaces which predominate over the openings; low-pitched tile roofs, limited number of openings, loosely related to outdoors through use of French doors, terraces, pergolas; use of decorative ironwork for windows, doors, balconies and roof supports; glazed and unglazed tile used for walls and floors, commercial buildings that are generally organized with their facades in deep-set vertical bands (with windows and spandrels recessed); and Plateresque and especially rich Churrigueresque ornament of cast concrete or terracotta.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4360003031-360003043 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

Office of Historic Resources, City of Los Angeles Department of City Planning.
"Historic-Cultural Monuments and Cultural Heritage Commission." 2010.
"Five Income Units Rise; Cost Exceeds \$200,000." *Los Angeles Times*. June 28,
1936: E2.

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# _____

Trinomial _____

NRHP Status Code 5S1Other Listings District: 19-189304

Review Code _____

Reviewer _____

Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 10840 Lindbrook Drive; APN 4360003044-4360003052(WSE 47)

P1. Other Identifier: Lindbrook Village

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; ¼ of ¼ of Sec 27; S. B. **B.M.**

c. Address 10840 Lindbrook Drive City Los Angeles Zip 90024

d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 366926 mE/ 3769764 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 336 feet AMSL; APN 4360003044-4360003052; west half of parcel; southeast corner of Hilgard Avenue and Lindbrook Drive

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4360003044-52 is located at 10840 Lindbrook Drive in a heavily developed urban mixed-use setting. It is a Monterey Revival-style courtyard apartment complex. It occupies the west half of the parcel and has a courtyard-facing orientation. It is two stories with a roughly U-shaped plan. The building features rambling cross-gabled red tile roofs that are hipped at the corners and have exposed rafter tails; asymmetrically arranged recessed, metal frame, fixed, bay, and casement window sashes, some with decorative grilles or shutters; and mostly stucco and some lower-story brick cladding. On the elevation facing Lindbrook Dr., there is a chimney with stucco cladding and a decorative brick chimney stack. Entries contain historic-age wood panel doors and feature a variety of details, such as a metal canopy with scalloped metal sheet, terracotta square tile stairs with wrought iron railings, iron light fixtures, small canopies, and/or brick stairs. The second stories feature projecting balconies with wood supports, exposed roof beams, wrought iron railings, and board and batten siding. There is a variety of

low tropical landscaping, brick pavement, and curved brick walls in the courtyard. At the rear (southeast) are two rectangular plan two-story buildings in the same style and parking spaces. The building appears to be unaltered and is in excellent condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: (List attributes and codes)
HP3 – Multiple Family Property

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the east, September 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1933 per Los Angeles Times

*P7. Owner and Address:
Unknown

*P8. Recorded by: (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000

San Diego, CA 92108-4314

*P9. Date Recorded: March 2010

*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13, March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3B, 3CB, 5S1

*Resource Name or # (Assigned by recorder) 10840 Lindbrook Drive; APN 4360003044-4360003052(WSE 47)

- B1. Historic Name: N/A
 B2. Common Name: Lindbrook Village
 B3. Original Use: Multiple Family Residence
 B4. Present Use: Multiple Family Residence

*B5. Architectural Style: Monterey Revival

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1933 according to the *Los Angeles Times*. The original owner was attorney Joseph D. Taylor. It was constructed as a five-family apartment building (*Los Angeles Times* article). The Assessor reports alterations/additions that took place in 1972, but the details are currently unknown. Based on observation, there have been no major alterations or additions.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: A.W. Angel b. Builder: Unknown

*B10. Significance: Theme Architecture, Residential Area Los Angeles, Los Angeles County

Period of Significance 1933 Property Type Multiple Family Property (Courtyard Apartment)

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

APN 4360003044-4360003052 was listed as City of Los Angeles Historic-Cultural Monument #447 on September 1, 1989, based on its architectural value. As part of the Westside Subway Extension Project, URS investigators relocated this property in the field. The historical significance of APN 4360003044-4360003052 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 4360003044-4360003052 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Monterey Revival architectural style as applied to the courtyard apartment complex. It also appears to be eligible under Criterion C of the NRHP and Criterion 3 of the CRHR as a contributor to potential Historic District 1 (along with WSE 46, WSE 49, and WSE 61). Monterey Revival, popular between 1925 and 1955, shares many characteristics with the Spanish Colonial Revival style, such as stucco cladding, clay tile roofs, and recessed windows; however, this style is also characterized by two stories, a low-pitched gable roof (occasionally hipped), and a second-story balcony, which is usually cantilevered and covered by the principal roof.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4360003044-4360003052 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

Office of Historic Resources, City of Los Angeles Department of City Planning.
 "Historic-Cultural Monuments and Cultural Heritage Commission." 2010.
 "Property Owners Add to Their Holdings." *Los Angeles Times*. September 8, 1935:
 10.

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# _____

Trinomial _____

NRHP Status Code _____

Other Listings District: 19-189304

Review Code _____

Reviewer _____

Date _____

Page 1 of 2*Resource Name or #: (Assigned by recorder) 10801 Wilshire Blvd; APN 4360003014(WSE 49)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; ___ 1/4 of ___ 1/4 of Sec 27; S. B. B.M.c. Address 10801 Wilshire Boulevard City Los Angeles Zip 90024d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 367094 mE/ 3769763 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 337 feet AMSL; APN 4360003014; northwest corner of Wilshire Boulevard and Malcolm Avenue

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4360003014 is located at 10801 Wilshire Boulevard in a heavily developed urban mixed-use setting. It is a Late Gothic Revival-style church building. It occupies the front of the parcel and has a south-facing orientation. It is two stories with an L-shaped plan. At the southeast corner, there is a two-story square tower with a multi-sided spire. The building features a medium-pitch, cross-gable roof covered with non-historic age composite shingles; pairs of pointed arched window bays filled with fixed diamond-paned window sashes; and stucco cladding. The primary façade is asymmetrical with a pointed arch entry on Malcolm Avenue that is filled with historic-age wooden double doors. The side elevation and east elevation feature evenly spaced, pointed-arch stained glass windows with sills. The gable-front, east elevation also has a row of wood frame, small, rectangular windows with sills. The tower features vents and two louver, diamond-paned window sashes with sills. A wing perpendicular to the sanctuary connects the sanctuary to another gabled entrance off of Malcolm Avenue. Landscaping fronts both street sidewalks. The building appears to be minimally altered and is in good condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. **Resource Attributes:** (List attributes and codes)
HP16-Religious Building

*P4. **Resources Present:** Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. **Description of Photo:** (view, date, accession #)
View to the northwest, July 2009

*P6. **Date Constructed/Age and Source:** Historic
 Prehistoric Both
1940 per Los Angeles County Assessor

*P7. **Owner and Address:**
Unknown

*P8. **Recorded by:** (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. **Date Recorded:** March 2010

*P10. **Survey Type:** (Describe) Pedestrian Survey

*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3B, 3CB

*Resource Name or # (Assigned by recorder) 10801 Wilshire Blvd; APN 4360003014(WSE 49)

- B1. Historic Name: University Bible Church
- B2. Common Name: University Bible Church
- B3. Original Use: Church
- B4. Present Use: Church

*B5. Architectural Style: Late Gothic Revival

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1940 according to the Los Angeles County Assessor. Based on observation, the building appears to have been re-roofed.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Architecture Area Los Angeles, Los Angeles County

Period of Significance 1940 Property Type Religious Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4360003014 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA. Criteria Consideration A of the NRHP dictates that a religious property is eligible only if it derives its primary significance from architectural or artistic distinction or historical importance to avoid any appearance of judgment by government about the validity of any religion or belief. Since APN 4360003014 is a religious property, it must also meet Criteria Consideration A.

Based on site investigations and historic research, APN 4360003014 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Late Gothic Revival architectural style in a modern manner. It also appears to be eligible under Criterion C of the NRHP and Criterion 3 of the CRHR as a contributor to potential Historic District 1 (along with WSE 46, WSE 47, and WSE 61). Gothic Revival, most popular between 1840 and 1880 (though later examples are not uncommon), is characterized by a steeply pitched roof, usually with cross gables; gables commonly have decorated vergeboards; wall surface extending into gable without break; windows commonly extending into gables, frequently having pointed-arch shape; one-story porches, commonly supported by flattened Gothic arches. The Late Gothic Revival style is characterized by use of volumes and details derived from Gothic Revival, such as pointed arch windows and a roof tower but that is applied in a simplified manner.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4360003014 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

N/A

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# _____

Trinomial _____

NRHP Status Code _____

Other Listings
Review Code _____

Reviewer _____

Date _____

Page 1 of 2*Resource Name or #: (Assigned by recorder) 10300 Santa Monica Blvd; APN 4319009030(WSE 54)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; 1/4 of 1/4 of Sec 23; S. B. B.M.c. Address 10300 Santa Monica Boulevard City Los Angeles Zip 90025d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 369404 mE/ 3770070 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 252 feet; APN 4319009030; southwest corner of Santa Monica Boulevard and Fox Hills Drive

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4319009030 is located at 10300 Santa Monica Boulevard in a heavily developed urban residential setting. It is a New England barn-style commercial and residential building. It occupies the majority of the parcel and has main elevations facing Fox Hills Drive and Santa Monica Boulevard. It is two stories with an L-shaped plan. The building features a moderate pitch, cross-gable, asphalt shingled roof with small eave overhang and exposed rafters. The roof has non-historic age skylights and roof vents. In general, the window bays are regularly arranged and filled with grille covered window sashes on the ground story; wood frame, three-over-two double-hung window sashes on the second floor; and metal frame, square window sashes on the north elevation gable. The building is clad in wood clapboard siding with end boards. The primary façade is symmetrical with entry from Fox Hills Drive. The entrance contains non-historic age plywood panels attached to the sides of a large, deeply recessed square entry and a small flight of tiled steps. A second entry from Santa Monica Boulevard is a recessed, end-boarded square entry with a casement style, multi-light window sash. Above the second entry is a large dormer with a square, multi-light window sash. The remaining ground floor doors have been filled with plywood panels. The building appears to minimally altered and is in excellent condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: (List attributes and codes)
HP6 - 1-3 Story Commercial Building, HP2 - Single Family Property

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the west, August 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1949-50 per Los Angeles County Assessor

*P7. Owner and Address:
Unknown

*P8. Recorded by: (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. Date Recorded: March 2010*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13, March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORDPage 2 of 2 *NRHP Status Code 3S, 3CS*Resource Name or # (Assigned by recorder) 10300 Santa Monica Blvd; APN 4319009030(WSE 54)

- B1. Historic Name: N/A
 B2. Common Name: The Barn
 B3. Original Use: Photography Studio
 B4. Present Use: Residential

*B5. Architectural Style: New England Barn

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1949-50 according to the Los Angeles County Assessor. In 1965, architect A. Quincy Jones bought the property. He designed the new door, paneled the interior with redwood, added skylights and roof vents (LA Conservancy). Based on observation, the window sash on the north elevation and the plywood may be new construction.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____*B8. Related Features: N/AB9a. Architect: Unknown b. Builder: Unknown*B10. Significance: Theme Architecture/Architects Area Los Angeles, Los Angeles CountyPeriod of Significance 1965-79 Property Type Commercial Building (architect's studio)Applicable Criteria NRHP Criterion B/CRHR Criterion 2 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4319009030 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA. Criteria Consideration G of the NRHP generally excludes properties that achieved significance within the past fifty years unless they are of exceptional importance. Though the building is more than fifty years old, it achieved significance less than fifty years ago (1965-79) so it must meet this criteria consideration in order to be eligible.

Based on site investigations and historic research, APN 4319009030 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion B of the NRHP and Criterion 2 of the CRHR, as a building that is associated with the lives of persons significant in our past. The building is associated with the later career of architect Archibald Quincy Jones, who is important to the history of modern architecture in Southern California. Jones bought the property in 1965 and it was his residence and studio from 1965 until his death in 1979, during the historically significant part of his career that focused on large institutional projects. Jones is also well known for his modern tract housing for Joseph Eichler in the Bay Area and other residential work. During the time he lived and worked at this property, he completed several important projects, including buildings at University of California's Irvine, Riverside, Los Angeles, and San Diego campuses and at the University of Southern California (LA Conservancy).

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4319009030 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

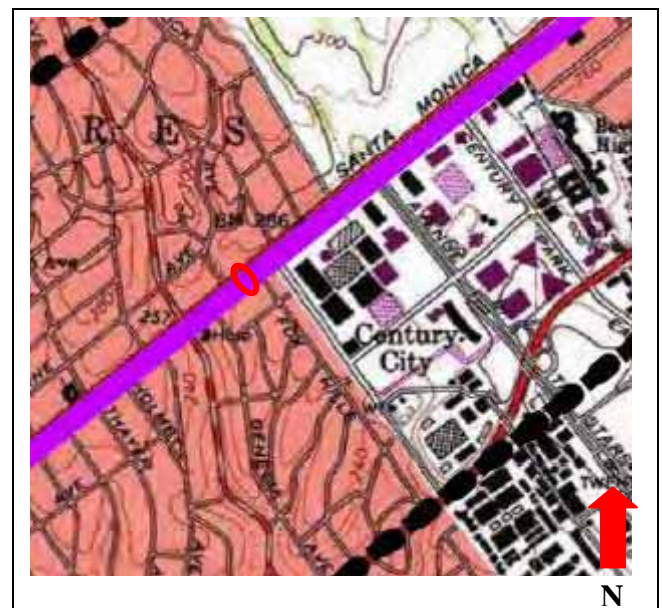
"A. Quincy Jones." *Wikipedia* entry."The Sixties Turn Fifty." *Los Angeles Conservancy*.<http://lac.laconservancy.org/site/PageServer?pagename=60sVotingPage>.

Accessed March 11, 2010.

B13. Remarks:

*B14. Evaluator: URS Corp.*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-177101 Update

HRI# 27777

Trinomial _____

NRHP Status Code 3S, 3CS

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2

*Resource Name or #: Beverly Hills High School (WSE 55)

P1. Other Identifier: 241 Moreno Drive

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; ___ ¼ of ___ ¼ of Sec 25; S. B. B.M.

c. Address 241 Moreno Drive City Beverly Hills Zip 90212

d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 369749 mE/ 3769993 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 238 feet AMSL; APN 4319001900; parcel on west side of Moreno Drive between Durant Drive and W. Olympic Boulevard

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) Beverly Hills High School is located at 241 Moreno Drive in an urban residential setting. It is a French Eclectic-style assembly of educational buildings. It occupies the east side of the parcel (west of Health Avenue) and has an east-facing orientation. It is two stories with a roughly U-shaped plan that wraps around a large central lawn. Access to the property is from Moreno Drive by way of a flight of steps featuring metal crossed and circular patterned railings. The buildings feature moderate-pitch, hipped roofs, covered with composite shingles, and dormer vents. The window bays are regularly arranged and filled with metal frame sash window. The walls are clad in stucco and brick with quoins. The primary façade is asymmetrical with multiple entries framed by cast concrete surrounds with segmental pediments. In the center there is a square tower with a round clock and finial. On the south side of the parcel is a Streamline Moderne cylindrical-roofed swimming pool. The projecting end areas of the pool building have rounded corners, horizontal bands, glass block windows, and coping above the windows. There are new classrooms and a science center to the west of Health Avenue, a private street which divides the parcel. The buildings appear to be minimally altered and are in excellent condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: (List attributes and codes)
HP15 – Educational Building

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the southwest, September 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric _____ Both
1927 (main school) and 1939-40 (pool) per Beverly Hills Unified School District 5 Year Master Plan, 2008

*P7. Owner and Address:
Beverly Hills Unified School District
255 South Lasky Drive
Beverly Hills, CA 90212

*P8. Recorded by: URS Corp.
1615 Murray Canyon Road, Suite 1000

San Diego, CA 92108-4314; update Pam Daly, Cogstone 1518 W. Taft, Orange, CA *P9. Date Recorded: March 2010; update July 2011

*P10. Survey Type: Pedestrian Survey *P11. Report Citation: (Cite survey report and other sources, or enter "none.") Cogstone. 2011. Westside Subway Extension Historic Properties Supplemental Survey Report

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) Beverly Hills High School (WSE 55)

- B1. Historic Name: Beverly Hills High School
- B2. Common Name: Beverly Hills High School
- B3. Original Use: High School
- B4. Present Use: High School

*B5. Architectural Style: French Eclectic (Main School Building), Streamline Moderne (Pool)

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1927 by the Los Angeles High School District. In 1936-1937, the main school building went through earthquake renovation due to the 1933 Long Beach earthquake. The swimming pool (Swim-Gym) was built in 1939-1940. Major additions (north wing to main building, five-story building with classrooms and two-level parking garage) occurred in 1967-70 and were designed by Rowland H. Crawford. In 2005-2007, the Science and Technology Center designed by LPA was added. (*Beverly Hills Unified School District 5 Year Master Plan*, page 11).

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: Lawn in front of (west) of campus

B9a. Architect: Rowland H. Crawford (Additions to main building), Stiles O. Clement (Pool), b. Builder: Unknown

*B10. Significance: Theme Architecture Area Beverly Hills, Los Angeles County
Period of Significance 1927, 1939 Property Type Educational Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4319001900 (Beverly Hills High School) within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 4319001900 (Beverly Hills High School and pool) appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the French Eclectic and Streamline Moderne architectural styles. The Swim-Gym is a good example of the work of Stiles O. Clements, a master architect. French Eclectic, popular between 1915 and 1945, is characterized by tall, steeply pitched hipped roofs, eaves commonly flared upward at roof-wall junction; brick, stone, or stucco wall cladding; and sometime decorative half-timbering. Streamline Moderne, popular from 1920 to the commencement of World War II, is characterized by stucco box massing often with rounded corners and even rounded parapets; emphasis on the horizontal through the use of banded surfaces and windows; curved projecting wings; glass brick; round windows (ship portholes); steel (ship) railing; and brightly colored vitrelight.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4319001900 (Beverly Hills High School) appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

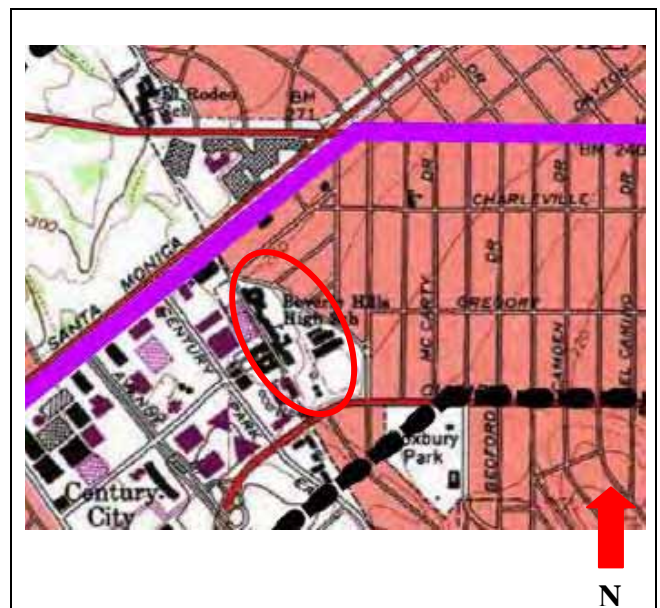
Beverly Hills Unified School District 5 Year Master Plan. 2008.

B13. Remarks:

*B14. Evaluator: URS Corp.: update Pam Daly, Cogstone

*Date of Evaluation: March 2010; July 2011

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# 027777

Trinomial _____

NRHP Status Code _____

Other Listings
Review Code _____

Reviewer _____

Date _____

Page 1 of 2*Resource Name or #: (Assigned by recorder) 241 Moreno Drive; APN 4319001900(WSE 55)

P1. Other Identifier: Beverly Hills High School

UPDATE

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; ___ ¼ of ___ ¼ of Sec 25; S. B. **B.M.**c. Address 241 Moreno Drive City Beverly Hills Zip 90212d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 369749 mE/ 3769993 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 238 feet AMSL; APN 4319001900; parcel on west side of Moreno Drive between Durant Drive and W. Olympic Boulevard

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4319001900 is located at 241 Moreno Drive in an urban residential setting. It is a French Eclectic-style assembly of educational buildings. It occupies the east side of the parcel (west of Health Avenue) and has an east-facing orientation. It is two stories with a roughly U-shaped plan that wraps around a large central lawn. Access to the property is from Moreno Drive by way of a flight of steps featuring metal crossed and circular patterned railings. The buildings feature moderate-pitch, hipped roofs, covered with composite shingles, and dormer vents. The window bays are regularly arranged and filled with metal frame sash window. The walls are clad in stucco and brick with quoins. The primary façade is asymmetrical with multiple entries framed by cast concrete surrounds with segmental pediments. In the center there is a square tower with a round clock and finial. On the south side of the parcel is a Streamline Moderne cylindrical-roofed swimming pool. The projecting end areas of the pool building have rounded corners, horizontal bands, glass block windows, and coping above the windows. There are new classrooms and a science center to the west of Health Avenue, a private street which divides the parcel. The buildings appear to be minimally altered and are in excellent condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. **Resource Attributes:** (List attributes and codes)
HP15 – Educational Building

*P4. **Resources Present:** Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. **Description of Photo:** (view, date, accession #)
View to the southwest, September 2009

*P6. **Date Constructed/Age and Source:** Historic
 Prehistoric Both
1927 (main school) and 1939-40 (pool) per Beverly Hills Unified School District 5 Year Master Plan, 2008

*P7. **Owner and Address:**
Unknown

*P8. **Recorded by:** (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. **Date Recorded:** March 2010

*P10. **Survey Type:** (Describe) Pedestrian Survey

*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 241 Moreno Drive; APN 4319001900(WSE 55)

B1. Historic Name: Beverly Hills High School

B2. Common Name: Beverly Hills High School

B3. Original Use: High School

B4. Present Use: High School

*B5. Architectural Style: French Eclectic (Main School Building), Streamline Moderne (Pool)

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1927 by the Los Angeles High School District. In 1936-1937, the main school building went through earthquake renovation due to the 1933 Long Beach earthquake. The swimming pool (Swim-Gym) was built in 1939-1940. Major additions (north wing to main building, five-story building with classrooms and two-level parking garage) occurred in 1967-70 and were designed by Rowland H. Crawford. In 2005-2007, the Science and Technology Center designed by LPA was added. (*Beverly Hills Unified School District 5 Year Master Plan*, page 11).

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: Lawn in front of (west) of campus

B9a. Architect: Rowland H. Crawford (Additions to main building), Stiles O. Clement (Pool), b. Builder: Unknown

*B10. Significance: Theme Architecture Area Beverly Hills, Los Angeles County
Period of Significance 1927, 1939 Property Type Educational Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4319001900 (Beverly Hills High School) within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 4319001900 (Beverly Hills High School and pool) appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the French Eclectic and Streamline Moderne architectural styles. The Swim-Gym is a good example of the work of Stiles O. Clements, a master architect. French Eclectic, popular between 1915 and 1945, is characterized by tall, steeply pitched hipped roofs, eaves commonly flared upward at roof-wall junction; brick, stone, or stucco wall cladding; and sometime decorative half-timbering. Streamline Moderne, popular from 1920 to the commencement of World War II, is characterized by stucco box massing often with rounded corners and even rounded parapets; emphasis on the horizontal through the use of banded surfaces and windows; curved projecting wings; glass brick; round windows (ship portholes); steel (ship) railing; and brightly colored vitreous.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4319001900 (Beverly Hills High School) appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

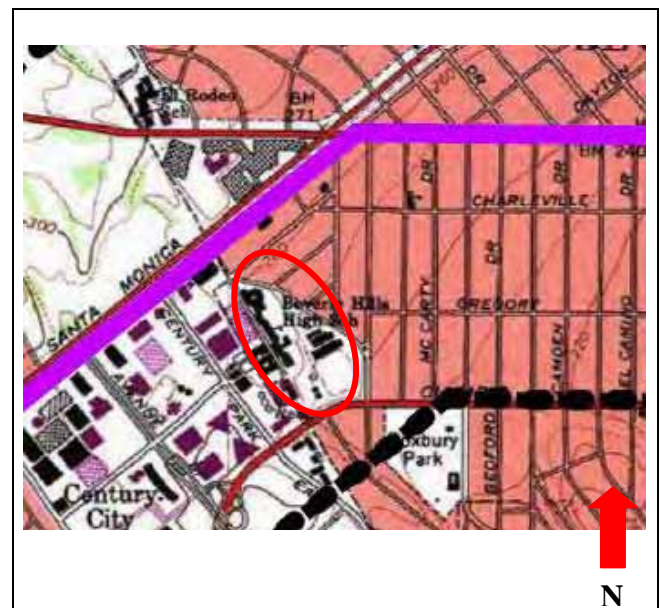
Beverly Hills Unified School District 5 Year Master Plan. 2008.

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# _____

Trinomial _____

NRHP Status Code _____

Other Listings
Review Code _____

Reviewer _____

Date _____

Page 1 of 2*Resource Name or #: (Assigned by recorder) 9720 Wilshire Blvd; APN 4328014035(WSE 56)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; 1/4 of 1/4 of Sec 24; S. B. B.M.c. Address 9720 Wilshire Boulevard City Beverly Hills Zip 90212d. UTM: (Give more than one for large and/or linear resources) Zone 11, 370164 mE/ 3770449 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 246 feet AMSL; APN 4328014035; southwest corner of Wilshire Boulevard and McCarty Drive

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4328014035 is located at 9720 Wilshire Boulevard in a heavily developed urban setting. It is a New Formalism-style commercial building. It is set back approximately thirty feet from Wilshire Boulevard, occupying the rear half of the lot. The building is nine stories with a rectangular plan. The building features a flat roof with a parapet and glass curtain walls of fixed metal-framed sashes enframed in a concrete grille of flaring arches (14 arched bays on each floor of primary north façade). The primary façade is symmetrical with the main entrance centered on the first floor. The building appears to be unaltered and is in excellent condition. The parking garage to the south and the round fountain to the north of the building demonstrate the same architectural style and may be related features.

*P3b. Resource Attributes: (List attributes and codes) ; HP7 - 3+ Story Commercial Building

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the south, July 2009

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1962 per Los Angeles County Assessor

*P7. Owner and Address:
Unknown

*P8. Recorded by: (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

*P9. Date Recorded: March 2010*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S; 3CS

*Resource Name or # (Assigned by recorder) 9720 Wilshire Blvd; APN 4328014035(WSE 56)

B1. Historic Name: Perpetual Savings Plaza (Los Angeles Times, June 17, 1962)

B2. Common Name: Pacific Mercantile Bank

B3. Original Use: Commercial Building

B4. Present Use: Commercial Building

*B5. Architectural Style: New Formalism

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1962 according to the Los Angeles County Assessor. Based on observation, there have been no major alterations or additions.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: Fountain and parking garage

B9a. Architect: Durrell Stone b. Builder: Unknown

*B10. Significance: Theme Commercial Architecture (Skyscrapers) Area Beverly Hills, Los Angeles County

Period of Significance 1962 Property Type Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4328014035 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA. Criteria Consideration G of the NRHP generally excludes properties that achieved significance within the past fifty years unless they are of exceptional importance. Since the building is less than 50 years of age, it must also meet this criteria consideration in order to be eligible.

Based on site investigations and initial historic research, however, APN 4328014035 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the New Formalism architectural style. The New Formalism style, popular from 1960 to the present, is characterized by single volume massing; buildings separate from nature and usually set on podium; often an exotic Near Eastern/Indian flavor; strict symmetry; flat projecting rooflines; suggestion of classical columns (piers) and entablatures; arches, elliptical and others; smooth wall surfaces, often elegantly sheathed in stone; high-quality materials; delicacy of all details with no heavy, monumental qualities; grilles of polished metal, concrete and stone; formal landscaping including pools, fountains, and frequent use of monumental High Art sculpture.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4328014035 appears to retain its historic integrity of location, design, setting, materials, workmanship and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

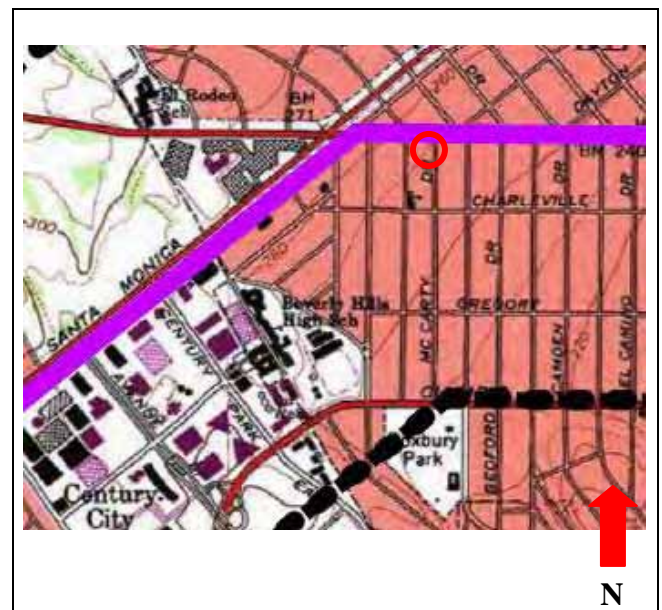
Los Angeles Times, June 17, 1962

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____

HRI# _____

Trinomial _____

NRHP Status Code _____

Other Listings _____ District: 19-189304

Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 10824 Lindbrook Drive; APN 4360003003(WSE 61)

P1. Other Identifier: N/A

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; ___ 1/4 of ___ 1/4 of Sec 27; S. B. B.M.c. Address 10824 Lindbrook Drive City Santa Monica Zip 90024d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 367003 mE/ 3769782 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation: 336 feet AMSL; APN 4360003003; south side of Lindbrook Drive between Hilgard and Malcolm Avenues

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) APN 4360003003 is located at 10824 Lindbrook Drive in a heavily developed urban mixed-use setting. It is a Spanish Colonial Revival-style courtyard apartment building. It occupies the entire lot and has a north-facing orientation. It is four stories with rectangular plan containing a large, central rectangular-plan courtyard. The building features low-pitch hipped roofs with exposed rafters. It is covered in red clay tile and has a chimney on the west side. The window bays are regularly arranged and filled with two-over-one double-hung sash windows with shutters and narrow sills, small rectangular double sash window sashes, and glass block windows. The building is clad in stucco. The corners of the building are marked by decorative quoins. Other features include wrought iron railings, historic-period light fixtures. On the northwest corner of the fourth story, there is an overhanging balcony and a round cupola. The primary façade is asymmetrical with central entrance to the courtyard through a cast concrete arch and up a flight of concrete steps paved with square terracotta tile and divided by a center balustrade. Entries to the individual apartments from the courtyard are through original, wooden doors. There are also three wood frame, multi-paned glass doors along the north elevation. The building appears to be minimally altered and is in good condition. The courtyard contains a small, shallow pool and is paved in square terracotta tile.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

*P3b. **Resource Attributes:** (List attributes and codes)
HP3 – Multiple Family Property*P4. **Resources Present:** Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)*P5b. **Description of Photo:** (view, date, accession #)
View to the east, August 2009*P6. **Date Constructed/Age and Source:** Historic
 Prehistoric Both
1938 per Los Angeles County Assessor*P7. **Owner and Address:**
Unknown*P8. **Recorded by:** (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314*P9. **Date Recorded:** March 2010*P10. **Survey Type:** (Describe) Pedestrian Survey*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13, March 2010.*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3D, 3CD

*Resource Name or # (Assigned by recorder) 10824 Lindbrook Drive; APN 4360003003(WSE 61)

B1. Historic Name: Dracker Apartments

B2. Common Name: Lindbrook Manor

B3. Original Use: Multiple Family Residence

B4. Present Use: Multiple Family Residence

*B5. Architectural Style: Spanish Colonial Revival

*B6. Construction History: (Construction date, alterations, and date of alterations)

The building was constructed in 1938 according to the Los Angeles County Assessor. Based on observation, the fencing is not original and a window on the fourth story (northwest corner) has been replaced.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: Pool in courtyard

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Architecture Area Los Angeles, Los Angeles County
Period of Significance 1938 Property Type Multiple Family Property (Courtyard Apartment)

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of APN 4360003003 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 4360003003, as an individual resource, does not appear to possess the requisite significance to be eligible for listing on the NRHP and CRHR or considered a historical resource for purposes of CEQA. However, the property does appear to be eligible under Criterion C of the NRHP and Criterion 3 of the CRHR, as a contributor to potential Historic District 1 (along with WSE 46, WSE 47, and WSE 49), because it significantly embodies the distinctive characteristics of the Spanish Colonial Revival architectural style. Spanish Colonial Revival, most popular between 1915 and the commencement of World War II, is characterized by stucco surfaces which predominate over the openings; low-pitched tile roofs, limited number of openings, loosely related to outdoors through use of French doors, terraces, pergolas; use of decorative ironwork for windows, doors, balconies and roof supports; glazed and unglazed tile used for walls and floors, commercial buildings that are generally organized with their facades in deep-set vertical bands (with windows and spandrels recessed); and Plateresque and especially rich Churrigueresque ornament of cast concrete or terracotta.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4360003003 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

"Apartment House Sold for \$400,000." *Los Angeles Times*. March 3, 1945: A1.

B13. Remarks:

*B14. Evaluator: URS Corp.

*Date of Evaluation: March 2010

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-189316 (Update Nov 2011)

HRI# _____

Trinomial _____

NRHP Status Code 3S, 3CS

Other Listings
Review Code _____

Reviewer _____

Date _____

Page 1 of 2

*Resource Name or #: AAA (Automobile Club of Southern California) Building (WSE 87)

P1. Other Identifier: 1950 Century Park East

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; 1/4 of 1/4 of Sec 26; S. B. B.M.

c. Address 1950 Century Park East City Los Angeles Zip 90067

d. UTM: Zone 11, 369570 mE/ 3769763 mN Elevation 280 feet AMSL.

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN 4319-001-008; The AAA Building is located at the intersection of Constellation Boulevard and Century Park East.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The AAA Building is a rectangular-massed, Modern-era articulated concrete structure enclosing a three-story glass walled inner structure. The building's office space is located within the glass-walled inner structure that is free from supporting framing members because the exterior concrete frame supports the building structure. The narrow ends of the main block provide the main entrance on the west elevation and the tangentially-attached parking garage structure on the east elevation. The arch-pierced concrete frame walls on the north and south elevations allow for ample light into the interior space, and the ends of the arched frames appear to be supporting the long horizontal concrete beams on each level of the front (west) façade. The front entrance is located in a three-story glass wall recessed behind an opening between the rough-surfaced, solid concrete end walls of the front elevation. The building does not appear to have been altered, and is in excellent condition.

*P3b. Resource Attributes: (List attributes and codes); HP7 - 3+ Story Commercial Building

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the southeast, April 2011 (Google Earth)

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1963 per Los Angeles County Assessor

*P7. Owner and Address:
Automobile Club of Southern California
2601 South Figueroa Street
Los Angeles, CA 90007

*P8. Recorded by: (Name, affiliation, and address)
Pamela Daly, Cogstone Resource Management
1518 West Taft Avenue
Orange, CA 92685

*P9. Date Recorded:
November 2011

*P10. Survey Type: Pedestrian Survey

*P11. Report Citation: Cogstone. 2011. estis e
u a tension Historic Pro erties u le ental ur e
Re ort

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) AAA Building (WSE 87)

B1. Historic Name: Automobile Club of Southern California Building

B2. Common Name: Triple A

B3. Original Use: Commercial Building

B4. Present Use: Commercial Building

*B5. **Architectural Style:** Post-International style, articulated concrete frame. Appears to be Influenced by the Brutalist style.

*B6. **Construction History:** (Construction date, alterations, and date of alterations)

The building was constructed in 1963.

*B7. **Moved?** No Yes Unknown Date: _____ Original Location: _____

*B8. **Related Features:** N/A

B9a. Architect: Welton Becket and Associates b. Builder: Unknown.

*B10. **Significance: Theme:** Architecture, Commercial **Area** Beverly Hills, Los Angeles County
Period of Significance 1963-65 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The AAA Building was constructed with an articulated concrete frame designed by Welton Becket and Associates for the Century City District Office of the Automobile Club of Southern California. The building was constructed in 1963 using pre-stressed concrete construction. In 1965, it was designated one of the ten most outstanding examples of pre-cast construction in the United States. The concrete frame is not delicate or artistically turned, giving it a brutish appearance.

Welton Becket, and his company Welton Becket and Associates, were one of – if not the most – influential architects of commercial architecture in Southern California from his arrival in Los Angeles in 1929. Becket's range of works include the Capital Records Building, Dorothy Chandler Music Pavilion, and the Cinerama Dome. The AAA Building is a modest commercial building that was constructed on commission from the Automobile Club of Southern California, and is situated on the edge of the towering articulated steel, and glass curtain-walled buildings of Century City. The AAA Building was constructed with the exterior concrete frame carrying the structural load so that the inner glass walled space is nearly free of support members in the open space. Trees were planted along the length of the building, allowing a view of openness and nature from the interior office space. It is currently occupied by the Meridian Sports Club.

Based on site investigations and historic research, the AAA Building appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of a Post-International style building.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. The AAA Building appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. **References:**

Los Angeles Times. "Auto Club Building Gets Commendation", Aug. 19, 1965.

Los Angeles Times. "Century City Office Auto Club's Largest", Feb. 20, 1966.

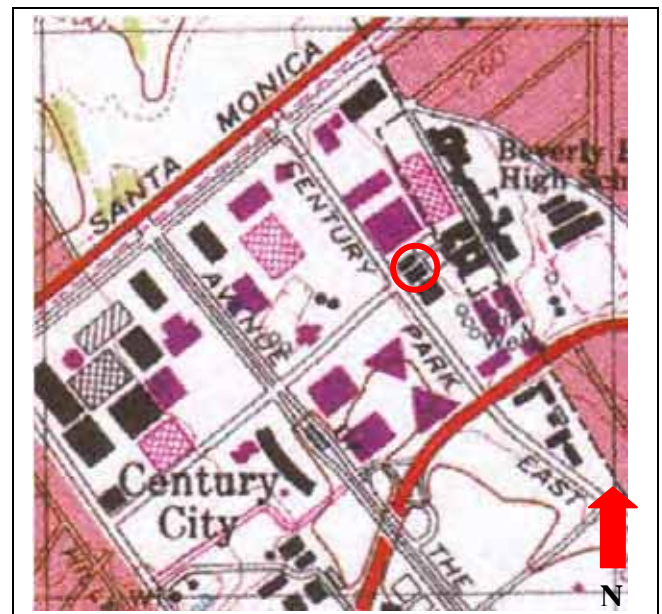
Los Angeles County Assessor.

B13. Remarks:

*B14. **Evaluator:** Pamela Daly, Cogstone Resource Management.

*Date of Evaluation: November 2011.

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-189313 (Update Nov 2011)

HRI# _____

Trinomial _____

NRHP Status Code 3S, 3CS

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2

*Resource Name or #: Bank of America - Beverly Hills (WSE 88)

P1. Other Identifier: 9461 Wilshire Boulevard

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; ¼ of ¼ of Sec 26; S . B . B.M.

c. Address 9461 Wilshire Boulevard City Beverly Hills Zip _____

d. UTM: Zone 11, 370846 mE/ 3770501 mN Elevation 229 feet AMSL.

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN4343-014-022; The Bank of America Building is located at northwest corner of the intersection of Wilshire Boulevard and Beverly Drive.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The eight-story building was designed and sited to be approached from the east, from downtown Los Angeles. The viewer will see an irregularly shaped building with a shallow curved wall placed on the end of a wedge-shaped mass that faces towards the intersection of Wilshire Boulevard and Beverly Drive. The curved wall is formed from deep set windows within an articulated steel frame. The viewer would then see a smooth plaster wall along the north elevation of the wedge, with bands of recessed ribbon windows extending along the length of each story. The south wall of the wedge facing Wilshire, with the same treatment of smooth wall with bands of recessed ribbon windows, seems to angle in and then out without a break, giving the building the look of a giant boomerang. The rear (west) block of the building is a rectangular mass. Between the wedge mass, that has a northwest/southeast orientation and the rectangular mass, is a half-wedge shape that forms the southwest/northeast angle of the boomerang. The best way to analyze the building is to look at an aerial view to understand how the major masses of the building are joined together.

P5a. Photograph or Drawing



*P3b. Resource Attributes: (List attributes and codes);
HP7 - 3+ Story Commercial Building

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5b. Description of Photo: (view, date, accession #)
View to the northwest, April 2011

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1960/1963 per Los Angeles County Assessor

*P7. Owner and Address:
Unknown

*P8. Recorded by: (Name, affiliation, and address)
Pamela Daly, Cogstone Resource Management
1518 West Taft Avenue
Orange, CA 92685

*P9. Date Recorded:
November 2011

*P10. Survey Type: Pedestrian Survey

*P11. Report Citation: Cogstone. 2011. Westside Subway Extension Historic Properties Supplemental Survey Report

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) Bank of America – Beverly Hills (WSE 88)

B1. Historic Name: Wilshire – Beverly Centre

B2. Common Name: Bank of America

B3. Original Use: Commercial Building

B4. Present Use: Commercial Building

*B5. Architectural Style: Modern-era Neo Expressionism

*B6. Construction History: (Construction date, alterations, and date of alterations)

Constructed in 1961-62. No alterations.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Victor Gruen Associates

b. Builder: Buckeye Construction Company, Beverly Hills.

*B10. Significance: Theme Architecture, Commercial

Area Beverly Hills, Los Angeles County

Period of Significance 1960-65

Property Type Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Wilshire Beverly Centre Building (Bank of America – Beverly Hills Building) was designed by Victor Gruen Associates in 1960 for the Buckeye Realty & Management Company. The building is an early example of an abstract modernist commercial building in the Los Angeles area that is sometimes referred to as Neo Expressionism. The building was constructed in 1961/1962 by the Buckeye Construction Company. Victor Gruen arrived in Los Angeles in 1941 shortly after leaving Austria. He established an office in Los Angeles in 1951 and used it as a base for his projects that were located across the United States. Gruen designed the first suburban open-air shopping mall known as Northland Mall in Detroit, Michigan. He considered his Southdale Center (Minneapolis, MN), Wilshire Terrace (Los Angeles), and Midtown Plaza (Rochester, NY) to be some of his principal works. Although the firm was primarily known for its large mall and public campus works, Victor Gruen Associates created drawings for several hundred buildings.

Based on site investigations and historic research, the Bank of America – Beverly Hills Building appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of a Modern era Neo Expressionist architectural style. The building presents the attributes of a Neo Expressionist building with a distorted shape, extensive use of concrete/smooth exterior walls, and lack of symmetry. The building also references the teachings of Le Corbusier using smooth concrete walls, ribbon windows, and curved walls, with the main mass lifted above ground level. The influence of Victor Gruen is evidenced in the construction of the building set back from property boundary, creating at least a small courtyard area and making it pedestrian-friendly in an urban environment.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. The Bank of America – Beverly Hills Building appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

City of Beverly Hills, Application for Building Permit, 9461 Wilshire Boulevard, September 8, 1960.

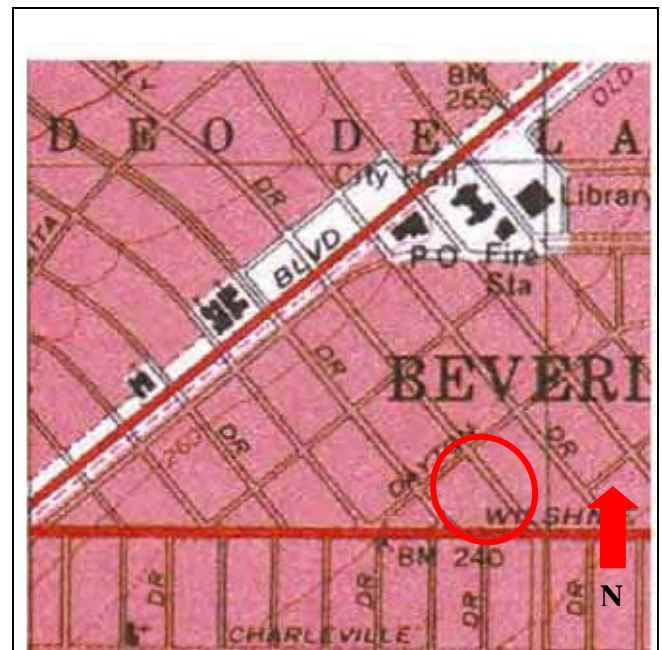
Hardwick, M. Jeffrey. *Victor Gruen: Architect of an American Dream*. Philadelphia: University of Pennsylvania Press; 2004.

B13. Remarks:

*B14. Evaluator: Pamela Daly, Cogstone Resource Management.

*Date of Evaluation: November 2011.

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary 19-177312 (Update Nov 2011)

HRI# _____

Trinomial _____

NRHP Status Code 3S, 3CS

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2

*Resource Name or #: Beverly Hills Porsche (WSE 89)

P1. Other Identifier: The Clock Drive-In Market, 8424 Wilshire Boulevard

***P2. Location:** Not for Publication Unrestricted

***a. County:** Los Angeles

***b. USGS 7.5' Quad** Beverly Hills **Date** 1999 **T** 1S; **R** 15W; ¼ of ¼ of **Sec 26**; S. B. **B.M.**

c. Address 8423 Wilshire Boulevard **City** Beverly Hills **Zip** _____

d. UTM: Zone 11, 373141 mE/ 3770220 mN Elevation 138 feet AMSL.

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN 4334-022-060; The Beverly Hills Porsche Dealership is located at northeast corner of the intersection of Wilshire Boulevard and North Hamilton Drive.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

WSE 89 is an L-shaped shaped set of storefronts that currently house an automobile sales and repair facility. The L-shaped complex was constructed in 1929 to house The Clock Market, a drive-in style market that was becoming popular on major thoroughfares in the more prosperous areas of Los Angeles. It is an excellent example of a drive-in style market designed in the Spanish Revival-style that was so popular in the early days of Beverly Hills. The entire structure was constructed to create a courtyard for the shopper/driver to easily pull into the parking lot and park in front of the market. While all the shopping area was on the first floor, a seven-room apartment is located on the second level of the complex. The two-story section of the complex is located facing Wilshire Blvd., with the long one-story service bay building extending from the rear (north) elevation of the two-story unit. The market building continues to the rear of the lot, where it turns at a right angle and continues uninterrupted towards the west. At the western terminal of the building is a small gable roof section that acts as an anchor of the long linear building. The building presents the decorative features of the Spanish-Revival style with a stucco wall surface, low-pitched red barrel tile roof, deeply recessed openings, arched openings, arcaded walkways, decorative vents, balconies/balconettes, tower (clock tower), multi-level roofs, and arched openings.

***P3b. Resource Attributes:** (List attributes and codes);

HP7 - 3+ Story Commercial Building

***P4. Resources Present:** Building Structure

Object Site District Element of District

Other (Isolates, etc.)

***P5b. Description of Photo:** (view, date, accession #)

View to the northeast, March 2011 (Google Earth).

***P6. Date Constructed/Age and Source:** Historic

Prehistoric Both

1929 per Los Angeles County Assessor

***P7. Owner and Address:**

Beverly Hills Porsche
8423 Wilshire Boulevard
Beverly Hills, CA

***P8. Recorded by:** (Name, affiliation, and address)

Pamela Daly, Cogstone Resource Management
1518 West Taft Avenue
Orange, CA 92685



***P9. Date Recorded:** November 2011

***P10. Survey Type:** Pedestrian Survey

***P11. Report Citation:** Cogstone. 2011. estsi e u a tension Historic Pro erties u le ental ur e Re ort.

***Attachments:** NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) Beverly Hills Porsche (WSE 89)

B1. Historic Name: The Clock Market

B2. Common Name: Beverly Hills Porsche

B3. Original Use: Drive-in market

B4. Present Use: Automobile sales and service garage

*B5. Architectural Style: Spanish Revival

*B6. Construction History: (Construction date, alterations, and date of alterations)

Constructed in 1929 to be used as a drive-in market. No major alterations.

*B7. Moved? No Yes Unknown Date: Original Location:

*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme: Commerce: Drive-In Market Area: Beverly Hills, Los Angeles County

Period of Significance: 1923-45

Property Type Commercial Building

Applicable Criteria: NRHP Criteria A and C/CRHR Criteria 1 and 3 (Broad Pattern of History, Architecture)

In 1923, C. L. Peckham, an insurance adjuster from Glendale, proposed a design for a market that would entice shoppers to drive right up to the stores they wished to patronize. The market would be L-shaped and shoppers would park their cars in a spacious parking lot designed like a courtyard, with easy access and exit from main streets. While the design of the market was important to convey a safe, easily accessible, and attractive shopping experience, the siting of the market was equally – if not more – important. Peckham stated that the market and courtyard should be located on a site that was easily reached by car and visible to thousands of drivers as they passed in the course of their daily activities. Ye Market Place opened in Glendale in October 1924, and became an immediate success. By 1931, there were more than 200 of these new type of markets that came to be called “drive-in markets.” The Beverly Hills Porsche Dealership is located within The Clock Market building that was constructed in 1929. The Spanish Revival style of architecture was used for many of these markets, and it was in keeping with the style widely found in the early days of Beverly Hills.

Based on site investigations and historic research, the entire Clock Market/Beverly Hills Porsche Building appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criteria A and C of the NRHP, and Criteria 1 and 3 of the CRHR, as an almost completely intact and excellent example of a 1920s drive-in market. The building is significant for its association with a specific type of building design created in Southern California to interact with the automobile culture. The type of commercial building was the predecessor of the strip mall and mini-mall. While there are a few of these markets still left in greater Los Angeles County, many have been radically altered to the point they have lost their architectural integrity. The Clock Market/Porsche Dealership is one of a handful left that are substantially intact with minor alterations, and has retained its historic integrity. (Historic aerial photographs to 1950 were reviewed to ascertain any substantial alterations over time.)

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

Los Angeles County Assessor.

Longstreth, Richard. *Drive-In: The Story of the Drive-In Market*. Cambridge, MA: MIT Press. 1999.

Marcello Vavala, Preservation Associate, Los Angeles Conservancy.

B13. Remarks:

*B14. Evaluator: Pamela Daly, Cogstone Resource Management.

*Date of Evaluation: November 2011.

(This space reserved for official comments.)



CONTINUATION SHEET

HRI#

Trinomial

Page 1 of 1 *Resource Name or # : Security First National Bank, 5207-5209 Wilshire Boulevard, Los Angeles (WSE 90)

Pedestrian Evaluation

UTM: Zone 11; 376033 m/e; 3769896 m/N; USGS Hollywood Quad 7.5min, 1:24,000

APN: 5507-023-017

Description:

Security First National Bank Building, Zephyr Club. Constructed in 1929. This is an outstanding example of Art Deco building design. It is modest in size, but rich in decorative elements with black and gold glazed terra cotta tiles cladding large fluted columns.

The building is unchanged and retains its historic integrity.

Status Code 5S1, 2S2

LAHCM #813.

Determined eligible for listing in the NRHP under DOE 19-83-0009-0000.

The Security First National Bank Building is located within the APE of the Wilshire/La Brea Station for the Westside Subway Extension Project.

Cogstone. 2011. *Westside Subway Extension Historic Properties Supplemental Survey Report*.

*Recorded by: Pam Daly, Cogstone Resource Management *Date: July 2011

Continuation

Update

CONTINUATION SHEET

HRI#

Trinomial

Page 1 of 1 *Resource Name or # : 1st Street Viaduct (53C1166), Los Angeles (WSE 91)

Pedestrian Evaluation

UTM: Zone 11; 386351 m/e; 3768175 m/N; USGS Los Angeles Quad 7.5min, 1:24,000

Description:

The 1st Street Viaduct is one of twelve significant bridges across the Los Angeles River.

Status Code 5S1, 2S2

LAHCM #909

It was determined eligible for listing in the NRHP from the U.S. Department of Transportation in 1982. DOE-19-86-0071-0000. (CHRIS Report LA-8252).

The west end of the 1st Street Viaduct crosses over the proposed ground-level improvements to the Division 20 rail yard that is within the APE of the Westside Subway Extension Project.

There are no proposed changes/alterations/physical effects to the 1st Street Viaduct as part of the Westside Subway Extension Project that will alter its ability to convey its historic significance.

Cogstone. 2011. *Westside Subway Extension Historic Properties Supplemental Survey Report*.

*Recorded by: Pam Daly, Cogstone Resource Management *Date: July 2011

Continuation

Update

CONTINUATION SHEET

HRI#

Trinomial

Page 1 of 1 *Resource Name or # : 4th Street Bridge (53C0044), Los Angeles (WSE 92)

Pedestrian Evaluation

UTM: Zone 11; 386442 m/e; 3767446 m/N; USGS Los Angeles Quad 7.5min, 1:24,000

Description:

The 4th Street Bridge is one of twelve significant bridges that cross the Los Angeles River.

Status Code 5S1, 2S2

LAHCM #906

It was determined eligible for listing in the NRHP from the U.S. Department of Transportation in 1982. DOE-19-86-0071-0000. (CHRIS Report LA-8252).

The west end of the 4th Street Bridge crosses over the proposed ground-level improvements to the Division 20 rail yard that is within the APE of the Westside Subway Extension Project.

There are no proposed changes/alterations/physical effects to the 4th Street Bridge as part of the Westside Subway Extension Project that will alter its ability to convey its historic significance.

Cogstone. 2011. *Westside Subway Extension Historic Properties Supplemental Survey Report*.

*Recorded by: Pam Daly, Cogstone Resource Management *Date: July 2011

Continuation

Update

CONTINUATION SHEET

HRI#

Trinomial

Page 1 of 1 *Resource Name or # : 6th Street Viaduct (53C1880), Los Angeles (WSE 93)

Pedestrian Evaluation

UTM: Zone 11; 386479 m/e; 3767109 m/N; USGS Los Angeles Quad 7.5min, 1:24,000

Description:

The 6th Street Viaduct is one of twelve significant bridges that crosses the Los Angeles River.

Status Code 5S1, 2S2

LAHCM #905

It was determined eligible for listing in the NRHP from the U.S. Department of Transportation in 1982. DOE-19-86-0071-0000. (CHRIS Report LA-8252).

The west end of the west end of the 6th Street Viaduct crosses over the proposed ground-level improvements to the Division 20 railyard that is within the APE of the Westside Subway Extension Project. The supporting abutment of the west end of the 6th Street Viaduct, that parallels Mesquit Street, is located on the boundary of project improvements that may involve the demolition of the building at 1479 East 6th Street/590 South Santa Fe Avenue.

There are no proposed changes/alterations/physical effects to the 6th Street Viaduct as part of the Westside Subway Extension Project that will alter its ability to convey its historic significance.

Cogstone. 2011. *Westside Subway Extension Historic Properties Supplemental Survey Report*.

*Recorded by: Pam Daly, Cogstone Resource Management *Date: July 2011

Continuation

Update

APN: 5507-023-018

5217-5231 Wilshire Boulevard, 672-682 South La Brea Avenue, Los Angeles

Pedestrian Evaluation

UTM:

Zone 11; 376007 m/e; 3769907 m/N; USGS Hollywood Quad 7.5min, 1:24,000

Description:

Constructed in 1930. Also known as the “Superman” building for its use in the opening credits of the television show. An Art Deco building with Gothic influence, the 12-story building has suffered from the removal of the original architectural details including spires, battlements, and the fenestration of the first two floors.

Under the proposed Westside Subway Extension Project, the Clem Wilson Building will not be physically affected by project activities.

Comparison of a historic photograph of the building (<http://digitallibrary.usc.edu/search/controller/view/examiner-m2769.html>) that shows its original street-level façade, to the street-level façade of 2011, reveals that the buildings façade has been substantially altered at some point in time.

Because of the size of the building, the change to the first level façade and the other alterations, have not removed the buildings ability to convey its architectural significance as a good example of an Art Deco style building.

Status Code 2S2, 3CD

Determined eligible for listing in the NRHP under DOE 19-83-0010-0000.

Cogstone. 2011. estsi e u a tension Historic Pro erties u le ental ur e Re ort.

*Recorded by: Pam Daly, Cogstone Resource Management *Date: July 2011 Continuation Update

CONTINUATION SHEET

HRI#

Trinomial

Page 1 of 1 *Resource Name or # : Burlington Northern & Santa Fe Railroad (WSE 95)

Historic Name: Atchison Topeka & Santa Fe Railroad

Pedestrian Evaluation

Length of track UTM:

Point A (north end of segment): Zone 11; 386420 m/e; 3768179 m/N; USGS Los Angeles Quad 7.5min, 1:24,000
Point B (south end of segment): Zone 11; 386575 m/e; 3767111 m/N; USGS Los Angeles Quad 7.5min, 1:24,000

Description:

The Burlington Northern & Santa Fe Railroad (BNSF) tracks are comprised of a set of 3 tracks, which run on a north-south axis on the west side of the Los Angeles River. The sets of tracks are set parallel to each other.

Under the proposed Westside Subway Extension Project, the existing BNSF tracks that are located immediately to the east of the proposed ground-level improvements to the Division 20 rail yard will not be physically affected by project activities.

Two prior reports have been issued regarding the length of track in the proposed Westside Subway Extension Project – Division 20 Maintenance Yard APE. Parsons. 2007. *Historical Resources Evaluation Report: 6th Street Viaduct Seismic Improvement Project*, and *FEIR/FEIS Los Angeles Union Station Run-Through Tracks Project*, 2005, presented the findings that although the entire Burlington Northern & Santa Fe Railroad line may be eligible for listing in the National Register of Historic Places or California Register of Historical Resource as a linear historic resource, the specific segment located in the proposed project area is not eligible for listing due to the lack of integrity as to original materials and workmanship.

There are no proposed changes/alterations/physical effects to the BNSF tracks as part of the Westside Subway Extension Project that will alter their ability to convey its historic significance as a linear resource. The specific segment located within the proposed project APE does not appear to meet the criteria or levels of integrity necessary to be considered a significant historic resource.

Status Code: 6Z

Cogstone. 2011. *Westside Subway Extension Historic Properties Supplemental Survey Report*.

*Recorded by: Pam Daly, Cogstone Resource Management *Date: July 2011 Continuation Update

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# P 19-189315 (Updated Nov 2011)

HRI# _____

Trinomial _____

NRHP Status Code 3S, 3CS

Other Listings
Review Code _____

Reviewer _____

Date _____

Page 1 of 3

*Resource Name or #: 8400 Wilshire Boulevard (WSE 96)

P1. Other Identifier: 8400 Wilshire Boulevard

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; ¼ of ¼ of Sec 26; S.B. **B.M.**

c. Address 8400 Wilshire Boulevard City Beverly Hills Zip _____

d. UTM: Zone 11, 373184 mE/ 3770161 mN Elevation 139 feet AMSL.

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN 4333-029-015; The building is located at the southwest corner of Wilshire Boulevard and South Gale Drive.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

WSE 96 is a commercial building designed in the Art Deco style. The restaurant/café was constructed in 1935 with alterations in 1947. The building features a tall one-story dining room area with large windows facing the street, while the rear of the building is a rectangular two-story mass devoid of exterior decoration. The front entrance of the café is located at the northeast corner of the building facing the intersection of Wilshire Blvd. and South Gale Drive. This entrance way is heavily ornamented with a tall, scalloped parapet and geometric drip molding, with a large fixed window set over the glass front door. Tall window panels flank the doorway, emphasizing the height of the building. On the front (north) and east elevations are large windows. The windows are each set deep in the stucco/concrete wall surface and with decorative elements above and along each window panel. The hollyhock ornament used by Frank Lloyd Wright is visible on the exterior walls. The building is currently painted in a dull monochromatic scheme with the Art Deco details being almost lost. The original window and front door units have been replaced, but the openings do not appear to have been altered.



*P3b. Resource Attributes: (List attributes and codes);
HP7 - 3+ Story Commercial Building

*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.)

*P5. Description of Photo: (view, date, accession #)
View to the southwest, 2011 (Google Earth)

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1935/1947 per Los Angeles County Assessor

*P7. Owner and Address:
Unknown

*P8. Recorded by: (Name, affiliation, and address)
Pamela Daly, Cogstone Resource Management
1518 West Taft Avenue
Orange, CA 92685

*P9. Date Recorded:
November 2011

*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: Cogstone. 2011. estsi e u a tension Historic Pro erties u le ental ur e Re ort

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) 8400 Wilshire Boulevard (WSE 96)

- B1. Historic Name: Unknown
- B2. Common Name: Red Medicine Restaurant
- B3. Original Use: Unknown
- B4. Present Use: Café - restaurant

*B5. Architectural Style: Art Deco

*B6. Construction History: (Construction date, alterations, and date of alterations)

Constructed in 1935. Alteration occurred in 1947 – the specifics of those alterations are unknown.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme: Architecture, Commerce Area Beverly Hills, Los Angeles County
Period of Significance 1930-40 Property Type Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of the building at 8400 Wilshire Boulevard, located within the APE, was determined by applying the procedure and criteria for the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, the building at 8400 Wilshire Boulevard appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Art Deco architectural style. The Art Deco characteristics apparent on the building include a stucco exterior, bas-relief panels with stylized geometric motifs, curved front entrance wall with an ornamental stepped pediment. The restaurant entrance faces east towards downtown Los Angeles, Wilshire Boulevard, and the Miracle Mile. (As Los Angeles grew west, the buildings along Wilshire Boulevard were constructed with an east-facing orientation to catch the eye of a passing driver.) The subject building is at the east end of the same block on Wilshire Boulevard with the Fox Wilshire Theater (now known as the Saban Theater), a highly significant Art Deco movie theater constructed in 1930.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. The building at 8400 Wilshire Boulevard appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

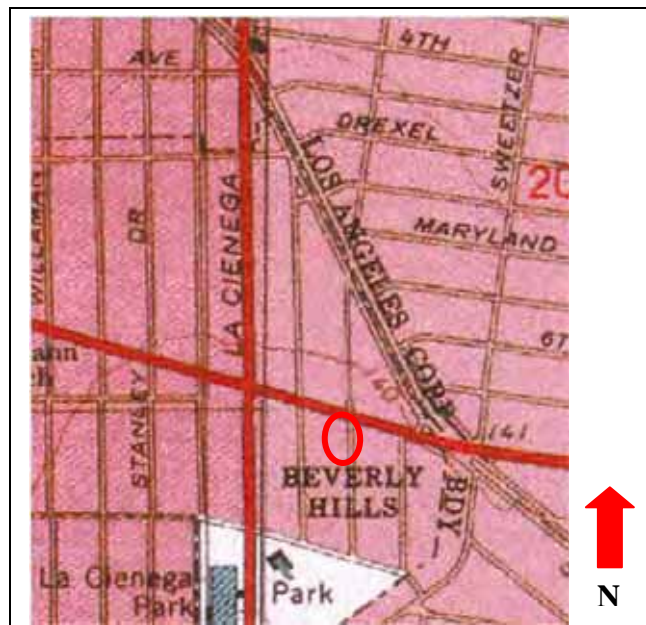
Los Angeles County Assessor.

B13. Remarks:

*B14. Evaluator: Pamela Daly, Cogstone Resource Management.

*Date of Evaluation: November 2011.

(This space reserved for official comments.)



CONTINUATION SHEET

Page 3 of 3 *Resource Name or #: 8400 Wilshire Boulevard (WSE 96)

*Recorded by: Pamela Daly, Cogstone Resource Management *Date: November 2011

P5a. Additional photos:



Decorative element on east elevation of the subject building.



Bas-relief panel over windows on east elevation.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# 19-189314 (Updated Nov 2011)

HRI# _____

Trinomial _____

NRHP Status Code 3S, 3CS

Other Listings
Review Code _____

Reviewer _____

Date _____

Page 1 of 2

*Resource Name or #: Los Angeles County Club – South Course (WSE 97)

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad Beverly Hills Date 1999 T 1S; R 15W; ¼ of ¼ of Sec 26; S.B. B.M.

c. Address 10101 Wilshire Boulevard City Los Angeles Zip _____

d. UTM: Zone 11, 368991 mE/ 3769859 mN Elevation 297 feet AMSL.

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN 4327-027-001; The section of the South Course that will be in the alignment of the proposed subway is located just north of Santa Monica Boulevard, with the approximate street address of 10195 Santa Monica Blvd. It is the very southwest corner of the South Course.

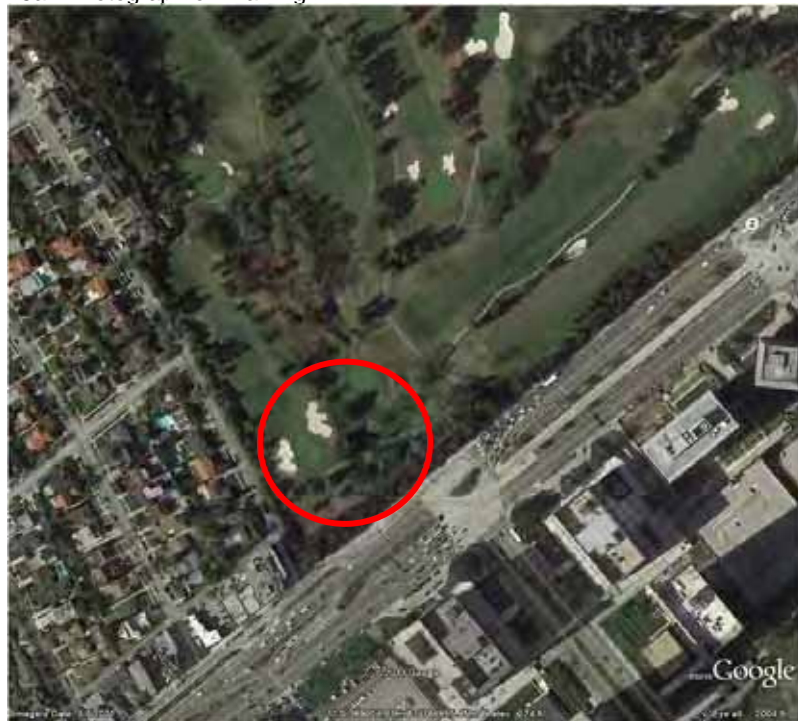
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Los Angeles Country Club (LACC) is a private, members-only golf course that was established in 1897. LACC constructed their current buildings, and the North and South courses at their present location in 1911. The North and South courses were designed by the golf course designers George C. Thomas (1873-1932) and William P. Bell (1886-1953).

The proposed underground alignment of the Locally Preferred Alternative route will cross at a depth of 30-70 feet or more beneath a small section of the southwest corner of the South Course. Historic aerial photographs dating to 1950, and information from the LACC, confirm that the landscape of this area of the South course has been relatively unchanged for 100 years. The layout of the tees, fairways, bunkers, sand traps, landscape, foliage, and greens are the same as designed by Thomas and Bell in 1911.

*P3b. Resource Attributes: (List attributes and codes) HP29 – Landscape architecture, HP39 – Other: golf course

P5a. Photograph or Drawing



*P4. Resources Present: Building Structure
 Object Site District Element of District
 Other (Isolates, etc.) Golf course.

*P5b. Description of Photo: (view, date, accession #)
View looking north, Google aerial March 2011

*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
Historic aerials of the south course show this landscape dating to 1950.
Course constructed in 1911 per Russ Myers, Director of Golf Courses and Grounds, Los Angeles Country Club.

*P7. Owner and Address:

Los Angeles Country Club
10101 Wilshire Boulevard
Los Angeles, CA 90024

*P8. Recorded by: (Name, affiliation, and address)
Pamela Daly, Cogstone Resource Management
1518 West Taft Avenue
Orange, CA 92685

*P9. Date Recorded:
November 2011

*P10. Survey Type: pedestrian Survey

*P11. Report Citation: Cogstone. 2011. estsi e u a tension Historic Pro erties u le ental ur e Re ort

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 3S, 3CS

*Resource Name or # (Assigned by recorder) Los Angeles Country Club – South Course (WSE 97)

B1. Historic Name: Los Angeles Country Club

B2. Common Name: LACC

B3. Original Use: private golf course

B4. Present Use: private golf course

*B5. Architectural Style: Historic landscape – golf course design

*B6. Construction History: (Construction date, alterations, and date of alterations)

Los Angeles Country Club moved to its present site in 1908. The North Course and the South Course were designed and constructed in 1911. Other than routine maintenance and minor upgrades, the courses have remained unchanged.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: permanent and temporary golf course furniture.

B9a. Architect: Golf Course Designers: George C. Thomas and William P. Bell b. Builder: Unknown

*B10. Significance: Theme: Recreation Area: Beverly Hills, Los Angeles Period of Significance: 1908 - 1961

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Landscape Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The North and South Golf Courses at LACC were designed by the famous golf course landscapers George C. Thomas, and William P. Bell, in 1911, based upon information provided by Russ Myers, Director of Golf courses and Grounds at Los Angeles Country Club. Thomas is renowned among golf enthusiasts for being a bold golf course design strategist, creating holes with beauty and originality. In the early 1900s, golf courses had to be constructed by hand, so the natural contour of the landscape where the course was to be sited had to be incorporated into the design. Thomas also designed the golf course at the Bel Air Country Club (Los Angeles), Riviera Country Club (Los Angeles), and Ojai Valley Inn (Ventura County). The brilliance of Thomas's and Bell's work is evident in the fact that many of their course designs are still in use 100 years after their construction.

The southwest area of the Los Angeles County Club South Course appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a historic landscape that significantly embodies the distinctive characteristics of a professionally designed golf course (landscape) over 50 years old.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. The southwest area of the Los Angeles County Club South Course has retained its historic integrity of location, design, setting, materials, workmanship, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

Los Angeles Country Club website: <http://www.thelacc.org>

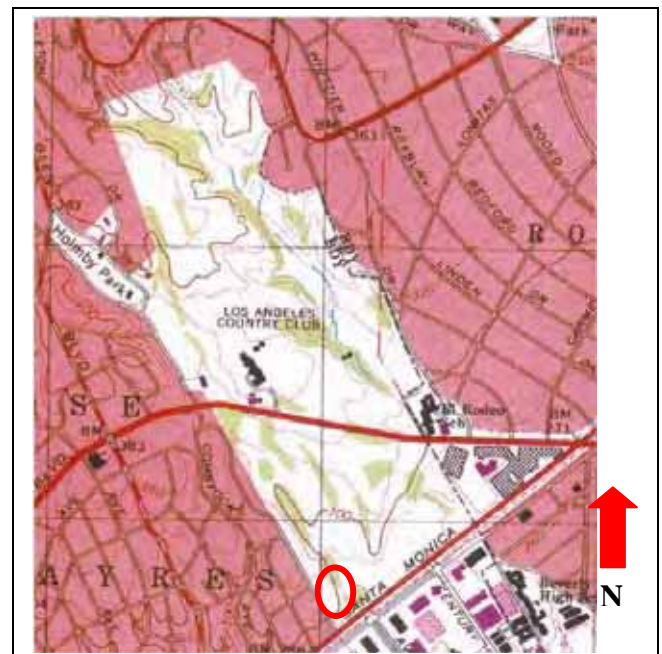
Russ Myers, Director of Golf courses and Grounds at Los Angeles Country Club, November 10, 2011.

B13. Remarks:

*B14. Evaluator: Pamela Daly, Cogstone Resource Management.

*Date of Evaluation: November 2011.

(This space reserved for official comments.)





APPENDIX C
Memorandum of Agreement

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**MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL TRANSIT ADMINISTRATION
AND THE
CALIFORNIA STATE HISTORIC PRESERVATION OFFICER**

**REGARDING THE LOS ANGELES WESTSIDE SUBWAY EXTENSION PROJECT,
LOS ANGELES COUNTY, CALIFORNIA**

WHEREAS, the Federal Transit Administration (FTA) is considering providing funding to the Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro) for the Los Angeles Westside Subway Extension Project (Undertaking) within the cities of Los Angeles and Beverly Hills, as well as within unincorporated portions of Los Angeles County, pursuant to Federal transit law (49 USC Chapter 53); and,

WHEREAS, the Undertaking consists of extending the LACMTA heavy rail subway system for nearly nine (9) miles via Wilshire Boulevard from the current western terminus of the Metro Purple Line at the Wilshire/Western Station to a new western terminus near the West Los Angeles Veterans Affairs (VA) Hospital. The Undertaking may be built entirely in one phase or built in three consecutive construction phases. The Undertaking includes construction of seven (7) new stations and will provide direct connections from the west side of the county to all elements of the existing Metro system, improve transit travel time, and provide more reliable transit service to transit riders. Improvements are also planned for the existing Division 20 Maintenance and Storage Facility west of the Los Angeles River between E. 1st Street and Jesse Street. There are two station options for each of the Century City, Westwood/UCLA, and Westwood/VA Hospital stations; and,

WHEREAS, FTA has defined the Undertaking's area of potential effect (APE) for archaeological resources as a radius of 100-feet along the potential subway alignment and maintenance facilities, including areas where the alignment veers outside the roadway right of way. FTA has defined the Undertaking's APE for architectural resources as extending one parcel past the limits of the above-ground project improvements for the stations, service areas, construction staging and laydown areas and any above-ground facilities; and,

WHEREAS, the FTA has determined that the project would constitute an Undertaking as per 36 CFR § 800.16(y), which requires compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC § 470f); and,

WHEREAS, FTA will be the lead Federal agency for the Undertaking, with the LACMTA, a grant applicant, as required by FTA, and as an invited signatory to this MOA; and,

WHEREAS, FTA has consulted with the California Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (16 USC § 470f) on eligibility and effects for properties within the APE; and, regarding the Undertaking's potential to affect historic properties, has decided to prepare a Memorandum of Agreement (MOA) pursuant to 36 CFR §§ 800.4(b)(2) and 800.6(c); and,

WHEREAS, FTA, in consultation with SHPO, has determined that, pursuant to 36 CFR § 800.3, the Ace Gallery is eligible for inclusion in the National Register of Historic Places (NRHP); and pursuant to 36 CFR § 800.5(a), FTA, in consultation with SHPO has determined that the Undertaking will have an adverse effect on a historic property, the Ace Gallery; and,

WHEREAS, FTA, in consultation with SHPO, pursuant to 36 CFR § 800.5(a), has determined that the Undertaking would have no adverse effect on the thirty-eight (38) individual architectural historic properties and two (2) historic districts which are on or eligible for listing in the National Register of Historic Places, and mitigation measures are included in this MOA to minimize the effects on the historic properties within the APE.

WHEREAS, FTA, in consultation with SHPO, pursuant to 36 CFR § 800.5(a), has determined that the Undertaking would have no adverse effect on the one (1) identified archaeological historic property, CA-LAN-2610 or undocumented archaeological resources within the APE provided the measures in this MOA are implemented.

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), FTA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with the required documentation and the ACHP has not chosen to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and,

WHEREAS, no Federally-recognized Indian tribes (as defined in 36 CFR § 800.16(m)) expressed an interest in consulting on the Undertaking; however, LACMTA, on behalf of the FTA, consulted with the Native American Heritage Commission and the local Native American community regarding the cultural sensitivity of the project area; and,

WHEREAS, LACMTA, on behalf of the FTA, has consulted with eighteen (18) local government offices, historical organizations, and individuals interested in historic preservation in Los Angeles County about the Undertaking and its effects on historic properties; and,

WHEREAS, this MOA was developed with appropriate public involvement (pursuant to 36 CFR §§ 800.2(d) and 800.6(a)) and the public was provided the opportunity to comment on the Undertaking and will hereafter be provided with further opportunities to comment on the Undertaking as stipulated further in this MOA; and,

WHEREAS, the FTA and the SHPO are signatories pursuant to 36 CFR § 800.6(c)(1) and LACMTA is an invited signatory pursuant to 36 CFR § 800.6(c)(2); and,

NOW, THEREFORE, all signatories agree that, upon FTA's decision to proceed with the Undertaking, FTA shall ensure that the Undertaking is implemented in accordance with the following stipulations in order to take into account the effects of the Undertaking on historic properties; and further agree that these stipulations shall govern the Undertaking and all of its parts until this MOA expires or is terminated.

STIPULATIONS

FTA will ensure that the terms of this MOA are carried out and will require, as a condition of any approval of Federal funding for the Undertaking, adherence by LACMTA to the stipulations set forth herein.

I. ARCHITECTURAL HISTORIC PROPERTIES

A. Treatment to Resolve Adverse Effect

1. HABS/HAER Documentation

The adverse effects of the Undertaking on the Ace Gallery will be resolved by FTA by requiring LACMTA to implement and complete National Park Service Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) documentation, pursuant to Section 110(b) of the National Historic Preservation Act for the adversely-affected property. Prior to any action, the photo-recording and documentation consistent with the standards of the National Park Service HABS or HAER will be prepared by a Secretary of Interior qualified professional architectural historian or historic architect. Whenever possible, HABS/HAER documentation Level 2 would be employed whenever measured drawings for a property are available. If measured drawings are not available, HABS/HAER documentation Level 1 would be employed.

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

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

2. Public Website Development

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

B. Treatment to Avoid Adverse Effects

1. Design Phase Planning

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

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

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

2. Design Review and Monitoring

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

C. Construction Phase

1. Geotechnical Investigations

For the historic properties noted in Stipulation II.D.1, further geotechnical investigations will be undertaken to evaluate soil, groundwater, seismic, and environmental conditions along the alignment. This analysis will assist in the development of appropriate support mechanisms and measures for cut and fill construction areas. The subsurface investigation would also identify areas that could cause differential settlement as a result of using a tunnel boring machine (TBM) in close proximity to historic properties. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) will provide input and review of final design documents prior to implementation of the mechanisms and measures. The review will evaluate whether the geotechnical investigations and support measures for cut and fill, and measures to prevent differential settlement meet the Secretary of the Interior's *Standards for the Treatment of Historic Properties*. The evaluation of measures will be forwarded by the LACMTA to the FTA and SHPO for review. Then FTA, in consultation with the SHPO, upon the SHPO's concurrence, shall approve the evaluation and permit the LACMTA to proceed with construction.

D. Treatment to Avoid Adverse Effect to Historic District Contributing Historic Landscape Element

1. Pre-Construction Survey

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

A report on the results of the inventory will be submitted to FTA, LACMTA and the SHPO for review and will be placed on file with LACMTA and supplied to other signatories to this MOA if requested.

2. Landscape Protection Measures

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

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

3. Construction Monitoring

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

E. Reporting Reviews

1. SHPO Review and Comment

Upon completion of construction and any reports prepared for resolution of adverse effects, the SHPO shall have thirty (30) days to review the draft and comment on the level of effort, results, and eligibility recommendations; those comments shall be incorporated into the final technical report, as appropriate. If no response by the SHPO is received by the FTA and/or LACMTA within thirty (30) days, the FTA and LACMTA shall assume concurrence and authorize the final technical report and/or the historic architectural documentation.

2. Document Submittal

Within thirty (30) days of receipt of comments on any draft report, the FTA and LACMTA shall submit the final technical report and/or historic architectural documentation to the SHPO, the appropriate California Historical Resources Information System information center, and the appropriate Indian tribe(s), and shall make it available to other interested persons who meet the confidentiality requirements. Reports prepared with archaeological site information shall not be distributed to the general public, except in an abridged form that does not include sensitive information about archaeological site locations or human remains.

3. Report Standards

All reports generated as a result of this MOA shall be consistent with contemporary professional standards and the Secretary of the Interior's guidelines.

II. ARCHAEOLOGICAL RESOURCES

This MOA accordingly sets forth the following measures to be implemented to reduce potential construction impacts within the APE to known archaeological historic properties and to undocumented archaeological resources, including human remains.

A. Consultation with Native American Individuals, Tribes and Organizations and Treatment of Cultural Remains and Artifacts.

1. The parties to this MOA agree that Indian burials and related items discovered during the implementation of the MOA and the Undertaking will be treated in accordance with the requirements of § 7050.5(b) of the California Health and Safety Code. If, pursuant to § 7050.5(c) of the California Health and Safety Code, the county coroner/medical examiner determines that the human remains are or may be of Native American origin, then the discovery shall be treated in accordance with the provisions of §§ 5097.98 (a) - (d) of the California Public Resources Code.
2. LACMTA will ensure that the expressed wishes of Native American individuals, tribes, and organizations are taken into consideration when decisions are made regarding the disposition of other Native American archaeological materials and records relating to Indian tribes.

B. Confidentiality

The signatories to this MOA acknowledge that archaeological historic properties covered by this MOA are subject to the provisions of § 304 of the National Historic Preservation Act of 1996 and § 6254.10 of the California Government Code (Public Records Act), relating to the disclosure of archeological site information, and having so acknowledged, will ensure that all actions and documentation prescribed by this MOA are consistent with §304 of the National Historic Preservation Act.

C. Worker Training

Prior to initiating ground-disturbing activities, a qualified archaeologist will conduct a short cultural resources awareness training session for all construction workers and supervisory personnel. Each worker will learn the proper procedures to follow in the event cultural resources or human remains are uncovered during ground-disturbing activities.

D. Unanticipated Discoveries

If FTA and LACMTA determines, after any future construction of the Undertaking has commenced, that project activities will affect a previously unidentified property that may be eligible for the NRHP, or affect a known historic property in an unanticipated manner, FTA and LACMTA will address the discovery or unanticipated effect in accordance with 36 CFR § 800.13(b)(3). The LACMTA must notify the FTA and SHPO within forty-eight (48) hours of the discovery. FTA, at its discretion, may hereunder, and pursuant to 36 CFR § 800.13(c), assume any unanticipated discovered property to be eligible for inclusion in the NRHP.

For properties determined eligible or assumed to be eligible pursuant to Stipulation I.E., LACMTA will notify the FTA, ACHP, and SHPO of those actions that it proposes to avoid, minimize, or mitigate adverse effects. Consulting parties will have forty-eight (48) hours to provide their views on the proposed actions. The FTA will ensure that the timely-filed recommendations of consulting parties are taken into account prior to granting approval of the measures that the LACMTA will implement to resolve adverse effects. The LACMTA will carry out the approved measures prior to resuming construction activities in the location of the discovery.

III. ADMINISTRATIVE PROVISIONS

A. Standards

1. Definitions

The definitions set forth at 36 CFR § 800.16 are applicable throughout this MOA.

2. Professional Qualifications

LACMTA shall ensure that all historic preservation and archaeological work are performed by LACMTA under the direct supervision of a person or persons who meet(s) or exceed(s) the pertinent qualifications in the Secretary of the Interior's *Professional Qualification Standards* (48 CFR §§ 44738-44739) in those areas in which the qualifications are applicable for the specific work performed.

3. Documentation Standards

Written documentation of activities prescribed by Stipulations I, II of this MOA shall conform to *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* as amended and annotated (48 CFR §§ 44716-44740) as well as to applicable standards and guidelines established by the SHPO.

4. Curation and Curation Standards

LACMTA shall ensure that, to the extent permitted under §§ 5097.98 and 5097.991 of the California Public Resources Code, the materials and records resulting from the activities prescribed by this MOA curate in accordance with 36 CFR Part 79. FTA will ensure that, to the extent permitted by applicable law and regulation, the views of the Most Likely Descendant(s) are taken into consideration when decisions are made about the disposition of other tribal archaeological materials and records.

B. Dispute Resolution

Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FTA shall consult with such party to resolve the objection. If FTA determines that such objection cannot be resolved, FTA will:

1. Forward all documentation relevant to the dispute, including the FTA's proposed resolution, to the ACHP. The ACHP shall provide FTA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FTA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FTA will then proceed according to its final decision.
2. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, FTA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FTA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.
3. FTA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

C. Amendments

Any MOA party may propose that this MOA be amended, whereupon the MOA parties will consult for no more than thirty (30) days to consider such amendment. FTA may extend this consultation period. The amendment process shall comply with 36 CFR §§ 800.6(c)(1) and 800.6(c)(7). This MOA may be amended only upon the written agreement of the signatory parties. If it is not amended, this MOA may be terminated by any of the signatory parties in accordance with Section D of Stipulation III.

D. Termination

If any signatory to this MOA determines that its terms will not or cannot be carried out, that signatory shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation C of Stipulation III, above. If within thirty (30) days (or another time period agreed to by all signatories) agreement on an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the Undertaking, FTA must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FTA shall notify the signatories as to the course of action it will pursue.

E. Duration of the MOA

1. Unless terminated pursuant to Section D of Stipulation III above, or unless superseded by an amended MOA, this MOA will be in effect following execution by the signatory parties until FTA, in consultation with the other MOA parties, determines that all of its stipulations have been satisfactorily fulfilled. This MOA will terminate and have no further force or effect on the day that FTA notifies the other MOA parties in writing of its determination that all stipulations of this MOA have been satisfactorily fulfilled.
2. The terms of this MOA shall be satisfactorily fulfilled within twenty (20) years following the date of execution by the signatory parties. If FTA determines that this requirement cannot be met, the MOA parties will consult to reconsider its terms. Reconsideration may include the continuation of the MOA as originally executed, amendment of the MOA, or termination. In the event of termination, FTA will comply with Section D of Stipulation III, above, if it determines that the Undertaking will proceed notwithstanding termination of this MOA.
3. If the Undertaking has not been implemented within ten (10) years following execution of this MOA by the signatory parties, this MOA shall automatically terminate and have no further force or effect. In such event, FTA shall notify the other MOA parties in writing and, if it chooses to continue with the Undertaking, shall reinstate review of the Undertaking in accordance with 36 CFR Part 800.

F. Effective Date


This MOA will take effect on the date that it has been fully executed by FTA, LACMTA, and SHPO.

G. Execution

Execution of this MOA by FTA, LACMTA, and SHPO, its transmittal by FTA to the ACHP in accordance with 36 CFR § 800.6(b)(1)(iv), and subsequent implementation of its terms, shall evidence, pursuant to 36 CFR § 800.6(c), that this MOA is an agreement with the ACHP for purposes of Section 110(1) of the NHPA, and shall further evidence that FTA has taken into account the effects of the Undertaking on historic properties and has afforded the ACHP an opportunity to comment on the Undertaking and its effects on historic properties.


SIGNATORY

Federal Transit Administration

By 
Leslie T. Rogers
Regional Administrator
FTA Region IX

Date MAR 6 2012

California State Office of Historic Preservation

By  FOR MILFORD WAYNE DONALDSON Date 3/7/12
Milford Wayne Donaldson
State Historic Preservation Officer
Office of Historic Preservation, Sacramento

INVITED SIGNATORY PARTY:

Los Angeles County Metropolitan Transportation Authority

By Arthur T. Leahy
Arthur T. Leahy
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority

Date 12-19-11

APPENDIX D
Section 106 Correspondence

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U.S. Department
of Transportation
Federal Transit
Administration

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

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Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

Mr. Milford Wayne Donaldson, F.A.I.A.
State Historic Preservation Officer
Office of Historic Preservation
California State Department of Parks and
Recreation Post Office Box 942896
Sacramento, CA 94296-0001

Attention: Dr. Susan Stratton, Supervisor, Project Review Unit

Re: Metro Westside Extension Project

Dear Mr. Donaldson:

The Federal Transit Administration (FTA), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro), is pleased to initiate efforts in the identification of historic properties and the analysis of effects on those properties for various components of the proposed Metro Westside Extension Project within the Cities of Los Angeles, West Hollywood, Beverly Hills, and Santa Monica, as well as within unincorporated portions of Los Angeles County (near the West Los Angeles Veteran's Administration Hospital). This letter is to request your review and concurrence with the Area of Potential Effects (APE) and to delegate the authority to consult directly with the LACMTA.

Cultural resources identification and analysis will be prepared in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, as required by the Advisory Council on Historic Preservation, with regulations contained in 36 Code of Federal Regulations (CFR), Part 800, and applicable sections of the California Environmental Quality Act (CEQA).

Project Description

The Metro Westside Subway Extension would extend the Metro Rail heavy rail technology via Wilshire Boulevard from the current terminus of the Metro Purple Line at Wilshire/Western Station or possibly via a combined alternative that would extend the Metro Purple Line via Wilshire Boulevard and also extend the Metro Red Line from the Hollywood/Highland Station to the Westside, potentially as far as Santa Monica.

The purpose of the project is to address the mobility needs of residents, workers, and visitors traveling to, from, and within the highly congested Westside Extension Study Area by providing faster and more reliable high-capacity public transportation than existing services which operate in mixed-flow traffic. This proposed subway

improvement will bring about a significant increase in east-west capacity and improvement in person-mobility by reducing transit travel time. On a county-wide level, the project will strengthen regional access by connecting Metro bus, Metro rail, and Metrolink networks to a high-capacity transit serving the Study Area. The overall goal of the project is to improve mobility in the Westside Extension Transit Corridor by extending the benefits of the existing Metro Red/ Metro Purple Line rail and bus services beyond their current termini near Highland Avenue and/or Western Avenue in Los Angeles as far as Ocean Avenue in Santa Monica.

Alternatives

The Westside Transit Corridor Extension Alternative Analysis Report, prepared by LACMTA was completed in January 2009, and is available on the project website at www.metro.net/westside. This report identified four alternatives for further consideration in a Draft Environmental Impact Statement/Report (DEIS/DEIR). The four alternatives include the following two subway alignments alternatives plus the No Build and Transportation Systems Management (TSM) alternatives:

- *Wilshire Boulevard Alignment Heavy Rail Transit (HRT) Subway (Alternative I):* This alternative alignment extends underground from the Metro Purple Line Wilshire/Western station to 4th Street and Wilshire Boulevard in Santa Monica (approximately 12.5-miles in length). It has 10 stations and 1 optional station (Refer to enclosed maps for station locations and names). The alignment is generally under Wilshire Boulevard with various route alignments between Century City and Santa Monica.
- *Wilshire/Santa Monica Boulevard Combined HRT Subway (Alternative II):* This alignment alternative extends underground from the Metro Purple Line Wilshire/Western station and from the Metro Red Line at the Hollywood/Highland station to 4th Street and Wilshire Boulevard in Santa Monica (approximately 17-miles in length). It has 14 stations and 1 optional station (Refer to enclosed maps for station locations and names). This alternative has two alignment options in the Beverly Center area. One option follows San Vicente Boulevard from Santa Monica Boulevard to La Cienega Boulevard, where it curves south and then west to meet the Wilshire Boulevard alignment. The second option follows La Cienega Boulevard from Santa Monica Boulevard, past the Beverly Center, and curves west at Wilshire Boulevard.
- *No Build Alternative:* This EIS will also consider the No Build Alternative that includes all existing highway and transit services and facilities and the committed highway and transit projects in the current LACMTA Long Range Transportation Plan and the current 2008 Southern California Association of Governments' Regional Transportation Plan. No new infrastructure would be built within the Study Area, aside from projects currently under construction, or funded for construction and operation by 2030 by the recently approved Measure R and identified in the LACMTA Long Range Transportation Plan. Proposed major highway improvements affecting the Westside Extension Transit Corridor

between now and 2030 include completing missing segments of high occupancy vehicle (HOV) lanes on Interstate 405 (I-405) Freeway. From a rail transit perspective, the No Build Alternative includes the Metro Purple and Metro Red Lines along the eastern and northeastern edges of the study area. This alternative also includes a rich network of local, express, and Metro Rapid bus routes that will continue to be provided, with both bus route and additions and modifications proposed.

- *Transportation System Management (TSM) Alternative:* The EIS will also consider the TSM Alternative which enhances the No Build Alternative and improves upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area. This alternative emphasizes more frequent service and low cost capital and operations improvements to reduce delay and enhance mobility. Although the frequency of service is already very good, this alternative considers improved bus services during peak periods on selected routes.

For the most part, the various alternatives to be considered for the Metro Westside Extension project generally traverse Wilshire Boulevard from the Metro Purple Line Wilshire/Western station to 4th Street and Wilshire Boulevard in Santa Monica (Alternative 1), and a second line extending west from the Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard to join the Wilshire Line in Beverly Hills (Alternative 11).

Area of Potential Effects

A proposed project-specific APE was established in accordance with 36 CFR Part 800.16 (d), which defines an APE as:

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

The proposed project-specific APE (see enclosed map) was delineated to ensure identification of significant historic and architectural resources that may be directly or indirectly affected by the proposed project and are listed in or eligible for inclusion in the National Register of Historic Places (National Register) and/or California Register of Historical Resources (California Register). The APE was established using methodology consistent with those of previous LACMTA projects, in addition to information and data obtained from the South Central Coastal Information Center (SCCIC), agency records (e.g., City of Los Angeles Office of Historic Resources, County of Los Angeles Assessor, Department of Water and Power), and through historical research (e.g., Sanborn Fire Insurance Maps).

For historic and architectural resources, the proposed built environment APE includes all parcels adjacent to both sides of the proposed project alignment, including stations,

subway or open cut construction areas, and areas proposed for acquisition. In addition, the APE includes areas that may be subject to potential project-related effects, including visual or audible effects, and settlement effects that may result from construction or implementation the proposed project. Additionally, the built environment APE includes the boundaries of seven known identified historic structures, and one historic district that have been listed in or evaluated and considered eligible for the listing on the National Register. The built environment APE generally will not consider properties set far back from the edge/boundary of their parcel (*e.g.*, where there is a sliver impact); entire complexes or rows of structures on a parcel or multiple parcels (*e.g.*, shopping center) - only the front row of structures are included in the survey area; properties elevated high above the alignment due to topographic features; and, properties separated from the Project improvements by frontage roads or large retaining/sound barrier walls. Very large linear properties will not be identified or evaluated beyond the area reasonably subject to effect by the Project. Rather, the identification and evaluation of these complex linear properties within the APE considered whether the segment in the APE would be a contributor or non-contributor to a larger significant property as a whole (should that larger property ever be determined eligible for inclusion to the National and California.

For archaeological resources, the proposed APE includes the proposed at-grade and underground right-of-way and/or areas of direct ground disturbance. The APE also includes areas with permanent site improvements and areas for staging and temporary construction activities. Most Pleistocene Age sediments within the project area that have the potential to contain archaeological resources, in most areas, do not exceed a depth of 40 ft. However, due to geologic distortion, prehistoric sediment deposits, and early historic period disturbance (trenching, tunneling, or structural foundations), the potential for archaeological resources may be encountered at depths greater than 40 ft. Therefore, the proposed vertical APE for archaeological resources extends from the ground surface to approximately 100 feet below the existing ground surface. The proposed horizontal APE for archaeological resources extends from the edge of the existing ROW to 100 ft on either side of the ROW (100 ft radius), except in those areas where excavation, earth moving, or staging will occur beyond 100 feet; in which case, those areas will be included in the horizontal APE.

For purposes of this project, the survey identification efforts will be focused on parcels containing improvements constructed up until 1968. Information regarding the date of improvement will be obtained from Los Angeles County Assessor, historical research, and/or visual survey. Properties will be evaluated for National and California register eligibility as part of the project identification phase, as well as noting all previously identified historic properties and historical resources.

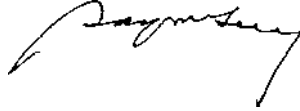
Consultation Coordination

To the extent that it facilitates the review and approval process, FTA has authorized certain experienced and knowledgeable agencies to consult directly with you in addressing Section 106 requirements. In permitting this arrangement, agencies have been instructed to keep FTA informed by forwarding copies of all transmittals to our attention, and immediately contacting FTA on matters deemed to be of significant importance. Until further notice, this authority is extended to the LACMTA for the Metro Westside Extension project.

Previous scoping efforts have taken place and are expected to continue over the next several months. On behalf of FTA, the LACMTA supported by its consultant Parsons Brinckerhoff and sub-consultant URS Corporation, is currently contacting local historic groups, Native American groups, and other stakeholders that may have an interest in the project. The LACMTA has met with the City of Los Angeles, Office of Historic Resources, and expects to meet with the other jurisdictional agencies and groups like the Los Angeles Conservancy to address their concerns.

Please let us know if you have comments on the project description, APE definition, methodology, or maps. If you or your staff is interested in a site visit of the corridor, we would be pleased to accommodate your request. The LACMTA appreciates your assistance in the preservation of cultural resources related to all aspects of their transit system. If you or any members of your staff have questions, please contact Mr. Ray Tellis of our Los Angeles Metropolitan Office at (213) 202-3956.

Sincerely,

A handwritten signature in black ink, appearing to read "Leslie T. Rogers". The signature is fluid and cursive, with a long, sweeping underline that extends to the left.

Leslie T.
Rogers
Regional
Administrator

Enclosure: Draft Area of Potential Effects Map

cc: David Meiger, Project Manager, LACMTA

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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27 September 2010

Reply To: FTA100816B

Roger Martin
Transportation Planning Manager
Westside Area Planning Team
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Section 106 Consultation for the Westside Subway Extension DEIS/DEIR, Los Angeles County, CA

Dear Mr. Martin:

Thank you for your letter of 13 August 2010 initiating consultation for the Federal Transit Authority (FTA) for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. FTA has delegated authority to consult directly with the Los Angeles County Metropolitan Transportation Authority (LACMTA) although FTA remains responsible for all findings. You are requesting at this time that I concur with the determination of the Area of Potential Effect (APE).

FTA established the APE as shown on the maps attached to your letter. For archaeological resources, the APE was defined as a radius of 100-feet along the potential subway alignment and maintenance facilities including areas where the alignment veers outside the roadway right away. For architectural resources, the APE extends one parcel past the limits of the above-ground project improvements for the stations, service areas, and any above-ground facilities. This includes the areas expected to be directly or indirectly affected by either construction or operation of the project, areas where property takes are required and areas that may be affected by noise and vibration from the construction and operation of the proposed project. I find the APE is satisfactory pursuant to 36 CFR 800.4(a)(1).

Thank your for considering historic properties in your planning process and I look forward to continuing consultation on this project. If you have any questions, please contact Amanda Blosser of my staff at (916) 654-7372 or e-mail at ablosser@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Susan K. Stratton for".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:ab



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
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SEP 16 2011

Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
California State Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

RE: Westside Subway Extension Project,
Los Angeles County, CA – Section 106
Consultation / 36 CFR Part 800

Attention: Ms. Amanda Blosser, Project Review Unit

Dear Mr. Donaldson:

The Federal Transit Administration (FTA), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is providing the California State Historic Preservation Office (SHPO) with a revised area of potential effect (APE), determination of eligibility, determination of effects and related information pursuant to our responsibilities for compliance with Section 106 of the National Historic Preservation Act (NHPA) as amended (36 CFR 800) for the Westside Subway Extension project in Los Angeles County.

Subsequent to your letter of concurrence on the APE dated September 27, 2010, the proposed project has been refined with the selection of the Locally Preferred Alternative (LPA), which consists of a nearly nine miles subway extension with seven new stations (see attached figures). The LPA is the only build alternative under consideration for the project. The revised APE for archeological resources comprises of 100 feet on both sides of the center line of the alignment, a 500-foot radius around all station locations, and a 100-foot radius around the Division 20 maintenance facility (see attached figures). For historic/architectural resources, the APE extends one property parcel beyond the limits of the above-ground LPA alignment for the station locations and the Division 20 maintenance facility (see attached figures).

The archaeological resources survey concluded that there are no prehistoric or archaeological resources present within the archaeological APE for the LPA. At the Division 20 facility (see Figure 7-2 of *Archaeological Resources Technical Report*), only site CA-LAN-2610, one of four previously recorded sites, is eligible for listing in the National Register of Historic Places (NRHP) under Criteria D (see Table 7-1 of *Archaeological Resources Technical Report*). Site CA-LAN-2610 is located beneath Santa Fe Avenue and will be avoided by the project construction. As a result, FTA has determined that a “*no adverse effect*” is appropriate for this site.

Within the historic/architectural APE, 41 historic resources (39 individual properties and 2 historic districts) eligible for or listed on the NRHP were evaluated for project effect. Five of these properties are currently listed on the NRHP; 36 historic resources including two historic districts (VA Medical Center and Westwood/UCLA) have been determined eligible for inclusion on the NRHP. The following table provides a brief site description, eligibility status/recommendation, and effect determinations.

WSE No.	Common Name	Brief Description	NRHP Eligibility/ Listing	NRHP Criteria	Impact/ Determination
WSE 41	VA Medical Center Historic District	Old Soldiers Home and VA Medical Center buildings; includes WSE 41a Wadsworth Theater, and WSE 41b historic landscape	Eligible	A, C	Protection or temporary removal and return of historic landscape and trees to original site; no impact by tunneling noise or vibration/ No Adverse Effect
HD 1	Westwood/UCLA Historic District	Spanish Revival, Monterey Revival; includes WSE 46, WSE 47, WSE 49, and contributor HD1a/WSE 61	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 10	Linde Medical Building	Mid-Century Modern	Eligible	C	Removal for station entrance of a section of meeting wall between attached, integrated garage and rear of main structure/ No Adverse Effect
WSE 11	Century Plaza Hotel	Mid-Century Modern	Eligible	C	Avoid/ No Adverse Effect
WSE 12	Century Park Towers	Mid-Century Modern	Eligible	G, C	Avoid/ No Adverse Effect
WSE 13	Beverly Wilshire Hotel	Italian Renaissance	Listed	A, B, C	Avoid/ No Adverse Effect
WSE 14	Union Bank Building	Mid-Century Modern	Eligible	C	Alteration for station entrance of exterior wall on west end of first level/ No Adverse Effect
WSE 15	Ace Gallery Building	Mid-Century Modern - Brutalism	Eligible	C	Demolish/ Adverse Effect
WSE 16	Glendale Federal Savings Building	Mid-Century Modern	Eligible	C	Avoid/ No Adverse Effect
WSE 17	California Bank Building-Sterling Plaza	Art Deco Commercial	Eligible	C	Avoid/ No Adverse Effect
WSE 18	Fine Arts Theater	Art Deco	Eligible	C	Avoid/ No Adverse Effect
WSE 21	Fox Wilshire Theater	Art Deco	Eligible	C	Avoid/ No Adverse Effect
WSE 23	Johnie's Coffee Shop	Googie style design	Eligible	C	Avoid/ No Adverse Effect
WSE 24	May Company Wilshire (LACMA West)	Streamline Moderne	Eligible	C	Station portal entrance will be constructed in the interior of the first level; avoid alterations to the exterior of the building/ No Adverse Effect
WSE 25	Art Deco-style commercial building	Art Deco	Eligible	C	Avoid/ No Adverse Effect
WSE 26	Darkroom Photography Store façade	Streamline Moderne	Eligible	C	Avoid/ No Adverse Effect

WSE No.	Common Name	Brief Description	NRHP Eligibility/ Listing	NRHP Criteria	Impact/ Determination
WSE 27	Art Deco-style commercial building	Art Deco	Eligible	C	Avoid/ No Adverse Effect
WSE 28	Tidewater (Getty) Oil building	International style	Eligible	C	Avoid/ No Adverse Effect
WSE 29	Los Altos Hotel and Apartments	Spanish Revival	Listed	C	Avoid/ No Adverse Effect
WSE 30	Wiltem Theater	Art Deco	Listed	C	Avoid/ No Adverse Effect
WSE 31	Pierce National Life	Mid-Century Modern	Eligible	C	Avoid/ No Adverse Effect
WSE 42	Catholic-Protestant Chapels/ Wadsworth Chapel	1890 Chapel	Listed	A, C	Avoid/ No Adverse Effect
WSE 43	Westwood Federal Building	Mid-Century Modern	Eligible	G, C	Avoid/ No Adverse Effect
WSE 44	Ralph's Grocery Store	Spanish Revival	Listed	C	Avoid: No Adverse Effect
WSE 45	Glendon Arcade Shops	Spanish Revival	Eligible	C	Avoid/ No Adverse Effect
WSE 46	Lindbrook Village	Spanish Revival	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 47	Courtyard Apartment Complex	Monterey Revival	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 49	University Bible Building	Gothic Revival	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 54	The Barn	Home and office of A.Q. Jones architect	Eligible	G, B	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 55	Beverly Hills High School	French Eclectic and Streamline Moderne	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 56	Perpetual Savings Bank Building	Mid-Century Modern	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 87	AAA Building	Mid-Century Modern	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 88	Wilshire Beverly Centre Building (Bank of America Building)	Mid-Century Modern	Eligible	C	Avoid/ No Adverse Effect
WSE 89	Beverly Hills Porsche Dealership	1920s Spanish Revival commercial	Eligible	C	Avoid/ No Adverse Effect
WSE 90	Security National Bank Building/Zephyr Club	Art Deco commercial	Eligible	C	Avoid/ No Adverse Effect
WSE 91	1 st Street Viaduct	1920s concrete bridge	Eligible	C	Avoid/ No Adverse Effect
WSE 92	4 th Street Bridge	1920s concrete bridge	Eligible	C	Avoid/ No Adverse Effect
WSE 93	6 th Street Viaduct	1920s concrete bridge	Eligible	C	Avoid/ No Adverse Effect
WSE 94	Clem Wilson /Mutual of Omaha Building	Art Deco and Gothic	Eligible	C	Avoid/ No Adverse Effect
WSE 96	[unoccupied]	Art Deco	Eligible	C	Avoid/ No Adverse Effect
WSE 97	Los Angeles Country Club (South Course)	Private club established in 1897	Eligible	C	No impact by tunneling noise or vibration/ No Adverse Effect

The VA Medical Historic District, WSE 41, includes the contributing landscape that would be in the “cut-and-cover” area associated with the construction of tunnels for the Westwood/VA Hospital Station. This would require the temporary removal of some ficus and palm trees near the Wadsworth Theater and the Palm Garden during construction. Following construction, the trees will be returned to their current location. A qualified Historic Landscape Architect will conduct on-site monitoring to ensure that the trees are properly removed and replaced. Additionally, measures will be taken to protect a large eucalyptus within the historic district (south side of Wilshire Boulevard). Therefore, FTA has determined a finding of “no adverse effect” for this resource.

The LPA would require the placement of station portals in two historic properties: Linde Medical Building (WSE 10) and Union Bank Building (WSE 14). The Westwood/UCLA station entrance (portal) would be placed in the attached, integrated parking garage, which would require the removal of a portion of the meeting wall between the garage and the interior of the Linde Medical Building. The Wilshire/Rodeo station portal would involve alteration of the exterior wall on the first level of the Union Bank Building (WSE 14). However, because the design and construction associated with these two buildings would comply with the Secretary of the Interior Standards for Rehabilitation; therefore, FTA has determined that there would be “no adverse effect” to these two historic properties.

The proposed Wilshire/Fairfax station entrance (portal) would be constructed within the interior of the first level of the May Company Building (WSE 24) and would use existing public entryways. The design and construction would be conducted in adherence to Secretary of the Interior’s Standards for the Treatment of Historic Properties, thus, not affecting the elements that contribute to the significance or integrity on the exterior of this building. As a result, FTA has determined a “no adverse effect” to the May Company building.

All other historic properties, except for the Ace Gallery, will be avoided by the project. Therefore, FTA has determined that there would be “no adverse effect” to these properties.

The LPA would require demolition of the Ace Gallery building to accommodate Wilshire/Rodeo station entrance (portal) and a construction staging area; FTA has determined a finding of “adverse effect” for the Ace Gallery. FTA recommends that a Memorandum of Agreement (MOA) be prepared to resolve the adverse effects on this building.

Please review the enclosed reports and the information provided in this letter. If you find the reports adequate, agree with FTA’s eligibility recommendations, determination of project effect, and recommendation for preparing a MOA to resolve any adverse effect the project would have on Ace Gallery, please respond within 30 days in accordance with 36 CFR Part 800.

We thank you for your attention to this critical project to the Los Angeles County metropolitan area. FTA will be contacting your office shortly after your receipt of this letter to address any concerns or answer any questions you may have regarding this project and schedule a meeting. If you have any questions or concerns, please contact Mr. Ray Tellis, Team Leader of our

Mr. Milford Wayne Donaldson, FAIA
September 16, 2011
Page 5 of 5

Los Angeles Metropolitan Office, 213-202-3956 or ray.tellis@dot.gov. The staff contact person is Mr. Anthony Lee, Environmental Protection Specialist, at 212-668-2173 or 202-695-0846 or anthony.lee@dot.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Leslie T. Rogers", with a stylized flourish extending to the right.

Leslie T. Rogers
Regional Administrator

Copy to (by e-mail):

David Mieger, Los Angeles County Metropolitan Transportation Authority

Enclosures

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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calshpo@parks.ca.gov
www.ohp.parks.ca.gov



01 November 2011

Reply To: FTA100816B

Leslie Rogers
Regional Administrator
Federal Transit Authority
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

Re: Section 106 Consultation for the Westside Subway Extension Project, Los Angeles County, CA

Dear Mr. Rogers:

Thank you for your letter of 16 October 2011 initiating consultation for the Federal Transit Authority (FTA) for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. You are requesting at this time that I concur with the determinations of eligibility and finding of no effect.

Subsequent to the concurrence on the APE in September, the proposed project description was refined and the Locally Preferred Alternative (LPA) was selected. The LPA consists of nine miles of subway extension with seven new stations as shown in the maps attached to your report. The LPA is the only build option under consideration for this project.

FTA has defined the revised APE for archaeological resources as comprising 100 feet on both sides of the center line of the alignment, a 500-foot radius around the station locations, and a 100-foot radius around the Division 20 maintenance facility. For architectural resources, the APE extends one property parcel beyond the above-ground LPA alignment for the station locations and the Division 20 maintenance facility. The APE is shown in Appendix A of your attached report. I agree the revised APE is sufficient pursuant to 36 CFR 800.4(1)(a).

Within the APE for the project, 11 historic properties that were either listed or determined eligible for inclusion in the National Register of Historic Places (NRHP) were identified as well as a portion of one historic district. Five of those resources were newly identified as the result of field work for this undertaking. They are as follows:

- AAA Building, 1950 Century Park East, eligible under Criterion C
- Wilshire Beverly Center Building (Bank of America Building), 9461 Wilshire Blvd, eligible under Criterion C
- Beverly Hills Porsche, 8423 Wilshire Blvd, Salinas, eligible under Criterion C
- 8400 Wilshire Blvd, eligible under Criterion C
- Los Angeles Country Club (South Course), 10101 Wilshire Blvd, eligible under Criterion C

In addition, the stand of mature ficus and palm trees in the north-west quadrant of the Wadsworth Theater were determined to be a contributing feature to the VA Medical Center Historic District (11301 Wilshire Boulevard). The district was determined eligible for listing in

1981 by the Keeper of the National Register under Criteria A and C. Also, the segment of the AT&SF Railroad, previously recorded and determined eligible in 2000, no longer appears to retain sufficient integrity to convey its significance for inclusion in the NRHP. At this time, I am only able to concur with the determinations for the contributing landscape feature to the VA Medical Center Historic District and that the AT&SF segment is no longer eligible. Insufficient information was provided on the five other built environment resources precluding my ability to concur with the determination. For concurrence, I need the following information:

- AAA Building, a discussion of how the building significantly embodies the distinctive characteristics of a Modern-era architectural style including what those character defining features are. Also in Section B10 of the DPR 523B form, the building is referenced as the Ace Gallery Building which I believe is an error.
- Wilshire Beverly Center Building, again a discussion of the distinctive characteristics of the Modern-era architectural style. Also it would be useful to know whether this building was considered to eligible as a significant work of Victor Gruen.
- Beverly Hills Porsche, how does this building relate to other examples of automobile facilities for the era and what are the character-defining features of a Spanish Revival architectural style.
- 8400 Wilshire Blvd, a better discussion of the distinctive characteristics of Art Deco style and how this building embodies those characteristics.
- Los Angeles Country Club (South Course), define the distinctive characteristics of a golf course and significant golf course design and how this course represents those characteristics.

The properties listed in Table 6-3 were determined not eligible for inclusion in the NRHP. I concur with these determinations. Until we have resolved the additional determinations of eligibility I will not comment on the finding of effect.

Thank you for considering historic properties in your planning process and I look forward to continuing consultation on this project. If you have any questions, please contact Amanda Blosser of my staff at (916) 445-7048 or e-mail at ablosser@parks.ca.gov.

Sincerely,



Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:ab

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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8 December 2011

Reply To: FTA100816B

Leslie Rogers
Regional Administrator
Federal Transit Authority
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

Re: Section 106 Consultation for the Westside Subway Extension Project, Los Angeles County, CA

Dear Mr. Rogers:

Thank you for continuing consultation for the Federal Transit Authority (FTA) for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. You are requesting at this time that I concur with the determinations of eligibility and finding of effect.

After our teleconference on November 4, 2011, it's come to my attention that a total of 41 potential historic properties were identified in the APE for the undertaking and not 11 as mentioned in my previous letter. Thank you for forwarding information regarding the additional properties and the supplemental information regarding the 5 properties for which I specifically requested more information.

Five of the historic properties are listed on the NRHP and the remainder was determined eligible for inclusion in the NRHP as the result of this study. They are as follows:

1. Linde Medical Building, 10291 Wilshire Boulevard, Criterion C, meets Criterion Consideration G, period of significance 1962-63.
2. Century Plaza Hotel, 2025 Avenue of the Stars, Criterion C, meets Criterion Consideration G, period of significance 1965.
3. Century Park Towers, 2029 Century Park East, Criterion C, meets Criterion Consideration G, period of significance 1973-1977.
4. Union Bank Building, 9460 Wilshire Boulevard, Criterion C, period of significance 1958-1960.
5. Ace Gallery Building, 9430 Wilshire Boulevard, Criterion C, period of significance 1948-1950.
6. Glendale Federal Savings Building, 9450 Wilshire Boulevard, Criterion C, period of significance 1968.
7. California Bank Building-Sterling Plaza, 9429 Wilshire Boulevard, Criterion C, period of significance 1929.
8. Fine Arts Theater, 9554 Wilshire Boulevard, Criterion C, period of significance 1938.
9. Fox Wilshire Theater, 8430 Wilshire Boulevard, Criterion C, period of significance 1930.
10. Johnie's Coffee Shop, 6101 Wilshire Boulevard, Criterion C, period of significance 1956.
11. May Company Wilshire, 6067 Wilshire Boulevard, Criterion C, period of significance 1939-1940.

12. Commercial Building, 5352 & 5354 Wilshire Boulevard, Criterion C, period of significance 1937.
13. Darkroom Photography Store, 5366-5354 Wilshire Boulevard, Criterion C, period of significance 1930s.
14. Commercial Building, 5410 Wilshire Boulevard, Criterion C, period of significance 1931.
15. Tidewater (Getty) Oil Building, 4201 Wilshire Boulevard, Criterion C, period of significance 1958.
16. Pierce National Life, 3807 Wilshire Boulevard, Criterion C, meets Criterion Consideration G, period of significance 1967-1969.
17. Westwood Federal Building, 11000 Wilshire Boulevard, Criterion C, meets Criterion Consideration G, period of significance 1966.
18. Glendon Arcade Shops, 1139 Glendon Avenue, Criterion C, period of significance 1933.
19. Westwood-UCLA Historic District, Criterion C, period of significance 1933-1940.
The following contributors were identified in the APE for this project:
 - Lindbrook Village, 10830, 10836 Lindbrook Drive
 - Courtyard Apartment Complex, 10840 Lindbrook Drive
 - University Bible Building, 10801 Wilshire Boulevard
 - Dracker Apartments/Lindbrook Manor, 10824 Lindbrook Drive
20. The Barn, 10300 Santa Monica Boulevard, Criterion B, period of significance 1965-1979, meets Criterion Consideration G.
21. Beverly Hills High, 241 Moreno Drive, Criterion C, period of significance 1927 and 1939.
22. Perpetual Savings Bank Building, 9720 Wilshire Boulevard, period of significance 1962.
23. AAA Building, 1950 Century Park East, eligible under Criterion C
24. Wilshire Beverly Center Building (Bank of America Building), 9461 Wilshire Blvd, eligible under Criterion C, meets Criterion Consideration G, period of significance 1960-1965.
25. Beverly Hills Porsche, 8423 Wilshire Blvd, Salinas, eligible under Criterion C, 1920-1935.
26. 8400 Wilshire Blvd, eligible under Criterion C, period of significance 1930-1940.
27. Los Angeles Country Club (South Course), 10101 Wilshire Blvd, eligible under Criterion C, period of significance 1897-1960.

After reviewing the information, I am able to concur that the above resources are eligible for inclusion in the NRHP. The properties listed in Table 6-3 were determined not eligible for inclusion in the NRHP. I also concur with these determinations.

FTA has determined the undertaking will have an adverse effect on one historic property: Ace Gallery Building. As the result of the project the building will be demolished to accommodate the Wilshire/Rodeo station entrance and construction staging. All of the other historic properties will not be adversely affected by the project. I concur with the determination of effect for the project.

Thank you for considering historic properties in your planning process and I look forward to continuing consultation on this project with preparation of an agreement document addressing the adverse effects. If you have any questions, please contact Amanda Blosser of my staff at (916) 445-7048 or e-mail at ablosser@parks.ca.gov.

Sincerely,

Susan H Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:ab



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

Mr. John M. Fowler
Executive Director
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue, NW, Suite 803
Washington, DC 20004

DEC 15 2011

Attention: Louise D. Brodnitz, Program Analyst, ACHP

RE: Reissued
Westside Subway Extension Project,
Los Angeles County, CA;
Notification of Adverse Effect

Dear Mr. Fowler:

The Federal Transit Administration (FTA), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA), proposes a subway extension project in Los Angeles County, CA. Pursuant to provisions of Section 106 of the National Historic Preservation Act, as amended (36 CFR Part 800.6), FTA is providing this letter to the Advisory Council on Historic Preservation (ACHP) as notification that this undertaking will have an adverse effect on a historic property (Ace Gallery building). The consulting parties for this undertaking include FTA, the State Historic Preservation Officer (SHPO) for the State of California, and the LACMTA (project sponsor).

The proposed project is an extension of the existing Metro Purple Line heavy rail transit subway system from its current western termini at Wilshire/Western Station to a new western terminus near the West Los Angeles Veterans Affairs (VA) Hospital. The extension will be nearly nine miles and will include seven new stations (see attached figures). The project will also include improvements at the Division 20 maintenance facility.

FTA has concluded that there are no prehistoric or archaeological resources present within the archaeological Area of Potential Effects (APE) for the Locally Preferred Alternative (LPA). At the Division 20 facility (see Figure 7-2 of *Archaeological Resources Technical Report*), only site CA-LAN-2610, one of four previously recorded sites, is eligible for listing in the National Register of Historic Places (NRHP) under Criteria D (see Table 7-1 of *Archaeological Resources Technical Report*). Site CA-LAN-2610 is located beneath Santa Fe Avenue and will be avoided by the project construction. As a result, FTA has determined that a *“no adverse effect”* is appropriate for this site. FTA’s consultation with the California SHPO is currently underway. While no official concurrence has been received to date, FTA anticipates agreement from the

California SHPO on both the adverse and no adverse effect findings based on conversations and emails to date.

Within the project's historic/architectural APE, 41 historic resources (39 individual properties and 2 historic districts) were identified eligible for or currently listed on the NRHP. Detailed identification and eligibility determination process for historic resources can be found in the *Historic Properties Survey Technical Report*. These properties were evaluated for project effect. As summarized in the following table, of the total of 41 historic properties, only one individual historic property, the Ace Gallery, has a determination of Adverse Effect.

WSE No.	Common Name	Brief Description	Impact/ Determination
WSE 41	VA Medical Center Historic District	Old Soldiers Home and VA Medical Center buildings; includes WSE 41a Wadsworth Theater, and WSE 41b historic landscape	Protection or temporary removal and return of historic landscape and trees to original site; no impact by tunneling noise or vibration/ No Adverse Effect
HD 1	Westwood/UCLA Historic District	Spanish Revival, Monterey Revival; includes WSE 46, WSE 47, WSE 49, and contributor HD1a/WSE 61	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 10	Linde Medical Building	Mid-Century Modern	Removal for station entrance of a section of meeting wall between attached, integrated garage and rear of main structure/ No Adverse Effect
WSE 11	Century Plaza Hotel	Mid-Century Modern	Avoid/ No Adverse Effect
WSE 12	Century Park Towers	Mid-Century Modern	Avoid/ No Adverse Effect
WSE 13	Beverly Wilshire Hotel	Italian Renaissance	Avoid/ No Adverse Effect
WSE 14	Union Bank Building	Mid-Century Modern	Alteration for station entrance of exterior wall on west end of first level/ No Adverse Effect
WSE 15	Ace Gallery Building	Mid-Century Modern - Brutalism	Demolish/ Adverse Effect
WSE 16	Glendale Federal Savings Building	Mid-Century Modern	Avoid/ No Adverse Effect
WSE 17	California Bank Building-Sterling Plaza	Art Deco Commercial	Avoid/ No Adverse Effect
WSE 18	Fine Arts Theater	Art Deco	Avoid/ No Adverse Effect
WSE 21	Fox Wilshire Theater	Art Deco	Avoid/ No Adverse Effect
WSE 23	Johnie's Coffee Shop	Googie style design	Avoid/ No Adverse Effect
WSE 24	May Company Wilshire (LACMA West)	Streamline Moderne	Station portal entrance will be constructed in the interior of the first level; avoid alterations to the exterior of the building/ No Adverse Effect
WSE 25	Art Deco-style commercial building	Art Deco	Avoid/ No Adverse Effect

WSE No.	Common Name	Brief Description	Impact/ Determination
WSE 26	Darkroom Photography Store façade	Streamline Moderne	Avoid/ No Adverse Effect
WSE 27	Art Deco-style commercial building	Art Deco	Avoid/ No Adverse Effect
WSE 28	Tidewater (Getty) Oil building	International style	Avoid/ No Adverse Effect
WSE 29	Los Altos Hotel and Apartments	Spanish Revival	Avoid/ No Adverse Effect
WSE 30	Wiltren Theater	Art Deco	Avoid/ No Adverse Effect
WSE 31	Pierce National Life	Mid-Century Modern	Avoid/ No Adverse Effect
WSE 42	Catholic-Protestant Chapels/ Wadsworth Chapel	1890 Chapel	Avoid/ No Adverse Effect
WSE 43	Westwood Federal Building	Mid-Century Modern	Avoid/ No Adverse Effect
WSE 44	Ralph's Grocery Store	Spanish Revival	Avoid/ No Adverse Effect
WSE 45	Glendon Arcade Shops	Spanish Revival	Avoid/ No Adverse Effect
WSE 46	Lindbrook Village	Spanish Revival	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 47	Courtyard Apartment Complex	Monterey Revival	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 49	University Bible Building	Gothic Revival	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 54	The Barn	Home and office of A.Q. Jones architect	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 55	Beverly Hills High School	French Eclectic and Streamline Moderne	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 56	Perpetual Savings Bank Building	Mid-Century Modern	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 87	AAA Building	Mid-Century Modern	No impact by tunneling noise or vibration/ No Adverse Effect
WSE 88	Wilshire Beverly Centre Building (Bank of America Building)	Mid-Century Modern	Avoid/ No Adverse Effect
WSE 89	Beverly Hills Porsche Dealership	1920s Spanish Revival commercial	Avoid/ No Adverse Effect
WSE 90	Security National Bank Building/Zephyr Club	Art Deco commercial	Avoid/ No Adverse Effect
WSE 91	1 st Street Viaduct	1920s concrete bridge	Avoid/ No Adverse Effect
WSE 92	4 th Street Bridge	1920s concrete bridge	Avoid/ No Adverse Effect
WSE 93	6 th Street Viaduct	1920s concrete bridge	Avoid/ No Adverse Effect
WSE 94	Clem Wilson /Mutual of Omaha Building	Art Deco and Gothic	Avoid/ No Adverse Effect
WSE 96	[unoccupied]	Art Deco	Avoid/ No Adverse Effect

WSE No.	Common Name	Brief Description	Impact/ Determination
WSE 97	Los Angeles Country Club (South Course)	Private club established in 1897	No impact by tunneling noise or vibration/ No Adverse Effect

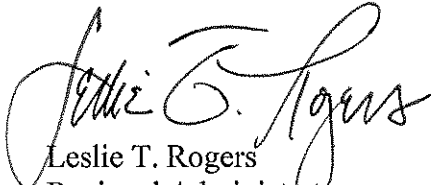
The Ace Gallery building has been determined eligible for listing in the NRHP because it embodies the distinctive characteristics of the Brutalism architectural style. Demolition of the Ace Gallery building will be required to accommodate Wilshire/Rodeo station entrance (portal) and a construction staging area; FTA has determined a finding of *adverse effect* for the Ace Gallery (see attached SHPO letter dated September 16, 2011). Based on conversations to date with the California SHPO, FTA anticipates agreement from the California SHPO on both the adverse and no adverse effect findings.

FTA, in continued consultation with the California SHPO, will develop a Memorandum of Agreement (MOA) to resolve the adverse effects identified. FTA proposes, and expects the California SHPO to agree, that the basis for mitigating the adverse effects of this undertaking will include the following measures:

- Prior to construction, the National Park Service Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) photo-recording and documentation of the Ace Gallery will be produced.
- A public website will be developed concerning the history of the Ace Gallery. The website would be based on the photographs produced as part of the HABS/HAER documentation, and historic archival research previously prepared as part of the Undertaking and historic documentation.

We are requesting that the ACHP review the information outlined in this letter and the attached documentation. If the ACHP chooses to participate in the consultation process of this undertaking, we would appreciate a response within 15 days of receipt of this letter. Should you require additional information, please contact Mr. Ray Tellis, Team Leader of our Los Angeles Metropolitan Office, at (213) 202-3956 or ray.tellis@dot.gov. The staff contact person is Mr. Anthony Lee, Environmental Protection Specialist, at (212) 668-2173 or (202) 695-0846 or anthony.lee@dot.gov.

Sincerely,



Leslie T. Rogers
Regional Administrator

Enclosures:

Mr. John M. Fowler
December 15, 2011
Page 5 of 5

Project Figures
Archeological Resources Survey Report
Historic Properties Survey Report



Preserving America's Heritage

January 3, 2012

Mr. Leslie T. Rogers
Regional Administrator
Federal Transit Administrator, Region IX
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

**Ref: *Proposed Westside Subway Extension Project
Los Angeles County, California***

Dear Mr. Rogers:

The Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the adverse effects of the referenced project on properties listed on and eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the California SHPO, and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the opportunity to review this undertaking. If you have any questions, please contact Louise Brodnitz at 202-606-8527, or via email at lbrodnitz@achp.gov.

Sincerely,

Raymond V. Wallace
Historic Preservation Technician
Office of Federal Agency Programs

APPENDIX E
SAAG Workshop Summaries

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METRO WESTSIDE SUBWAY EXTENSION STATION AREA ADVISORY GROUPS

Comments & Feedback from Stakeholder Workshops

February - June 2011

Topics Covered and Key Feedback

Advisory Group Attendee List

Consolidated Comments

Photos from the Meetings

Station Tour Booklet



2011 DRAFT



Metro

PB PARSONS
BRINCKERHOFF

TORTI GALLAS AND
PARTNERS, INC.

METRO WESTSIDE SUBWAY EXTENSION STATION AREA ADVISORY GROUPS

Summary of Comments & Feedback

Workshop # 1 Conceptual Urban Design

February, 2011 (3 meetings)

5 : 30 pm - 8 : 30 pm

Contents:

Topics Covered

Advisory Group Attendee List

Consolidated Comments

Photos from the Meetings



Metro



PB PARSONS
BRINCKERHOFF

TORTI GALLAS AND
PARTNERS, INC.

STATION AREA ADVISORY GROUP

Workshop #1: Summary and Topics Covered

Overview

The first set of Station Area Advisory Group (SAAG) workshops was held in February, 2011 to discuss planning and urban design for the Metro Westside Subway Extension as the project moves into preparation of the Final Environmental Impact Report.

Purpose of the Workshops

The focus of this first workshop series was on conceptual urban design issues at and around the station areas. The Metro Design Team introduced SAAG Members (“Members”) to the Station Planning and Urban Design process. The Members then gave feedback about the station planning and design themes, approaches, and tools that they wanted to see at their station areas.

Presentation

The workshops began with a brief presentation given by the Metro Design Team. The presentation:

- Updated Members on the status of the Metro Westside Subway Extension process.
- Outlined the goals of the SAAG design workshops, what they will cover, and the role of the SAAG in the public input process.
- Presented the potential locations of the stations and portals (entrances).
- Gave an overview of the key factors that were evaluated to select the station locations and portals.
- Introduced the Station Planning and Design Toolkit, how it has been used and how it will be used during the station area design process.

Group Exercise and Discussion

Following the presentation, the Members gathered into station-specific groups to discuss each station area in detail and discuss local design needs. Members of the Metro Design Team moderated the group discussions and documented the Members’ input. The following pages outline the feedback collected from the SAAG Members during the station specific break-out groups. In general, the conversations focused on conceptual design strategies for the station areas. Safety and station design character were two of the biggest issues, along with strategies for integrating the station into the neighborhood character, assuring existing and future transit connections, and thinking about new development.

Visual Materials

To help facilitate the meetings and gather feedback, the Metro Design Team presented the SAAG Members with visual materials (maps, photos, precedent images, a board of design principles and detailed design toolkit flashcards).

Workshop Schedule

February 22, 2011
Wilshire/La Cienega
Wilshire/Rodeo

February 23, 2011
Century City
Wilshire/Westwood

February 28, 2011
Wilshire/La Brea
Wilshire/Fairfax

WILSHIRE / LA BREA

SAAG MEMBER ATTENDEES

Name	Contact Info	Association
Wally Marks	310-204-1865 wally@wnmrealty.com	Property Owner
Owen Smith	323-933-3301 Osmith1930@sbcglobal.net	Brookside Homeowners & GWNC
Liz Fuller	323-939-6193 zilfworks@gmail.com	Sycamore Square Homeowners & GWNC
Fred Pickel	323-937-7920 fpickel@wilshireenergy.com	Hancock La Brea Homeowners
Dave Powers	949-863-4247 dpowers@breproperties.com	Senior Investment Director, BRE Properties
Tim Deegan	Td.td2007@gmail.com	Chair Mid-City West NC Transportation Committee
Wayne Sachs	1-213-488-0675 Wayne.sachs@prodigy.net wsachs@sachslaw.net	Lives near 3 rd & La Brea. From MCWNC
William (Bill) Ahmanson	310-278-0770 wahmanson@theahmansonfoundation.org	The Ahmanson Foundation, Hancock Park resident

In addition, the following City Staff attended for the Wilshire / La Brea and/or Wilshire / Fairfax station area discussions:

Claire Bowin	John Darnell
Nikki Ezhari	Jay Greenstein
Chris Koontz	Nick Maricich

WILSHIRE / LA BREA

COMMENTS AND DISCUSSION ITEMS, CONTINUED

Top Design Issues

- Design for the Future (TOD)
- Station Character
- Safe & Welcoming Station
- Connectivity to Transit

1. Design for the Future (TOD)

- Public/open space would be ideal in this area, to provide a moment of respite, since three of the other corners are already built out or are going to be. Design something plaza-like or a pocket park that can be shaped by others over time.
- Create a little oasis, a chance to do something different.
- Consider phasing the uses for station area. Station could be designed as open space initially, and later be developed.
- Design should consider the massing and scale of development at other corners at intersection. If site is built out, it could still include a plaza or feature that is a moment of respite.
- Think about the long-term and what will be compatible with surrounding buildings.
- Best use for the land (maximize ROI), could evolve overtime.
- There should be a more holistic, broad conversation with city planning about land use planning to inform design.
- Proposed building on SE corner will be mixed-use building that has 40,000 SF of retail, the rest is residential.
- Existing retail spaces are underutilized. There are vacancies now. Introducing more retail may not be appropriate until market changes.
- Look at the Ballston, Virginia Metro station and the Wilshire/Vermont station.
- Currently, there is lots of residential in the area.
- How does the size of the Metro lot compare to the Wilshire/Western Station? Members would like to get a feel for the size.
- Given financial pressures of the county, is the corner piece more valuable? Is it possible to preserve some open space?
- Look at the open space from Beverly to Canon in front of the Montage, and at Crescent 1/4 block in from Wilshire.
- Is there enough land to develop and still have open space?
- What else should fit into the "L" shaped space on the Metro parcel in terms of parking, amenities, etc.?
- Who is the audience (projected riders) for area

- employees/residents of the area?
- beachgoers or Downtown visitors?
- What do peak-hour users want?
- Will the Metro building stay or be taken down?
- Will Metro use the entire MTA site?
- Are there any federal mandates on things we need to work around?

2. Give the Station Character

- Architecture should highlight history of the area.
- Try to incorporate the surrounding architecture, neon lights, La Brea Tar Pits, archaeological history.
- The use of neon (style) is encouraged in the Miracle Mile district. Design something "catchy."
- Station should also be young, exciting, vibrant.
- Consider what will be the character (of the area) for the next few decades?
- Whether adaptive reuse or redeveloping something that captures the art deco, design element should make a character statement (i.e. tower at the corner).
- La Brea is important stop because there is not station for several miles. This station is gateway to Mid-Wilshire.
- Is there something to identify the concept of this station as the gateway to Miracle Mile? (Miracle Mile & Miracle Mile Overlay District).
- Is there a name for the station other than the name of the intersection (Wilshire/La Brea)? For example: Miracle Mile East. Should there be a "museum" subway stop?
- Don't name plaza or public spaces after historic people or other famous people.

3. Make the Station Safe & Welcoming.

- Intersection is dangerous and needs to be enhanced for pedestrians.
- Pedestrian experience should be most enhanced at the corner.
- Entrance location/position should be comfortable like the layout of the Wilshire/Western station, but with more landscaping.
- Landscape and add green space.
- Design for things that could fit in other adjacent facilities (i.e. vendors).
- Create a visual barrier (i.e. planters) to protect pedestrians from street to feel safe.

WILSHIRE / LA BREA

COMMENTS AND DISCUSSION ITEMS, CONTINUED

- Thought should be given to comfort (shield from wind, shade from sun).
- Provide interactive kiosks. Highlight the history of the area.
- A security kiosk would improve safety.
- Plan for vendors (news, coffee) to add some service for the riders.

Re: Signage

- Signage is critical.
- Station needs lights and signage to show when the system is open.
- Signage should show the time of the approaching bus/train.
- Signage should show what is happening in the area.
- Signage should make it easy to orient yourself.
- Station needs bus and other transit directional signage (i.e. "Downtown" or "Uptown").
- Signage should show local businesses and associations.

Connect to Transit

Re: Pedestrians

- Having only one entrance may create pedestrian traffic pressure.
- Wilshire/La Brea intersection does not feel safe to cross.
- Sidewalks need to be wider.
- Crossing areas need to be more obvious.
- Intersection should be enhanced.
- Enhance the crosswalks to define a "gateway moment."
- Consider colored brick and designs (e.g. Little Tokyo) that can reclaim the intersection for pedestrians.

Re: Buses

- Bus connections should be incorporated into Metro parcel, rather than within the right of way.
- North/south bus connection is lacking. This is the direction people are going to be going to and traveling from so linkages north/south are key.
- Look at San Francisco for bus circulation layout on site.
- What about transit/bus turnabout?

Re: Bicycles

- Bicycles are an important component to design for this station area.
- There are a lot of schools in area where children ride bicycles.
- Bike rental would be good.
- Bike storage would be good.
- It should be easy to maneuver bike into and out of the station (i.e. bike slide).
- There should be room in the elevator for wheelchairs, bike, etc.

Re: Parking, taxis, drop off

- There should be flexible parking space for car share or food trucks.
- Car share (Zipcar) could be viable, but given LA car culture, maybe not.
- Taxi/shuttle space is needed and should be located on parcel, not street.
- Queuing area is needed.
- Kiss n' Ride (drop-off/pick-up area) is needed and should be located on parcel, not street.
- Drop off space should be integrated into the station area.

Requested Materials/Resources

- Demographics on station ridership.
- TOD case studies and precedent studies.
- Information on how to make the area around the station better within a 1/4 mile radius.

WILSHIRE / FAIRFAX

SAAG MEMBER ATTENDEES

Name	Contact Info	Association
Steve Kramer	323-964-7100, ext 0 swk@kramerlaw.biz	Miracle Mile Chamber of Commerce
Evan Kaizer	323-931-6022 ejkaizer@sieroty.com	President, Sieroty Company
Fred Goldstein	323-857-6048 fgoldstein@lacma.org	LACMA Alternate: Pamela Kohanchi
Jeff Jacobberger	323-646-3308 jacobbergerj@sbcglobal.net	Chair MCWNC
Shelley Wagers	1-310-384-9876 Shelley@wagersmail.net	Per JJ, MCWNC
Buddy Pepp	323-964-6356 bpepp@petersen.org	President, Petersen Automotive Museum
Diana Plotkin	323-653-6254 plotkindi@aol.com	Beverly Wilshire Homes Association Bob Chernow, Alternate
Dr. Robert Newport	theholodoc@gmail.com	Carthay Circle Neighborhood Association
Henry Miller	213-494-5753 HenryM@99only.com	99Cents Only Store Marv Holen
Kevin Glynn		MMRA
Bernie Clinch	bernieclinch@gmail.com	Park La Brea Residents Association
Adam Lev	323-692-5900 ALev@ratkovich.net	Ratkovich
Joyce Kleifield	323-370-1220 Joyce.kleifield@lausd.net	
Bruce McCormick		

In addition, the following City Staff attended for the Wilshire / La Brea and/or Wilshire / Fairfax station area discussions:

Claire Bowin	John Darnell
Nikki Ezhari	Jay Greenstein
Chris Koontz	Nick Maricich

WILSHIRE / FAIRFAX

COMMENTS AND DISCUSSION ITEMS

Top Design Issues

- Station Character and Quality
- Connectivity
- Safety
- Welcoming Station Area
- Design for the Future

1. Give the Station Character

The SAAG members were concerned with the design character of the station. General comments include:

- Design a "signature" entrance to the subway, one that the neighborhood is proud of so that people will take care of it and maintain its quality.
- No cookie cutter station design. This station should be "special."
- Architecture of station (and signage) should pay tribute to rich architectural history in area.
- Architecture and design should not replicate the past. It should be contemporary but rooted into the past.
- The gold curve of the LACMA West is an example of a beloved architectural detail that predates LACMA and represents entire neighborhood.
- Station design must be high quality. Designing and incredible station will help boost ridership.
- Design character should reflect both the neighbors and the institutions in the area. It should be inviting to tourists, residents, and employees alike.
- The identity should be more than "just LACMA."
- Brand the station as a cultural institution like the Louvre Metro station in Paris.
- There is a good balance of public and private spaces in the area.
- Park La Brea is very close to station and has thousands of residents who will ride subway.

2. Connect to Routes and Transit

Re: Bicycles

- Bicycle safety and facilities are important.
- Bike lockers would be helpful for commuters.
- Create connections to bike routes to station.
- A bike share program would be an incredible addition to station. It should be considered at all stations.

Re: Pedestrians

- Crosswalks should be improved for safety and attractiveness.

- Crossing Wilshire and Fairfax is dangerous. Pedestrian crossings need to be improved. Increased time to cross would be helpful.
- Would it be possible to separate pedestrians from vehicles for crossing streets with bridge or underground tunnel?
- Fairfax has very narrow sidewalks north of Wilshire. Sidewalks need to be improved for pedestrian traffic boost with subway.
- Fairfax cannot take any more traffic. It is at capacity.
- Northeast corner of Wilshire/Fairfax has major bus activity. Need sidewalk improvements in area.
- Could left turn lane on Fairfax be used more creatively? Is this space used?

Re: Buses, shuttles, etc.

- There should be a comprehensive bus solution that is coordinated with station. Buses stall traffic on Wilshire. Could there be a bus lane or bus cut out?
- This would be an ideal place for a DASH shuttle or other neighborhood circulator to move riders between station and other nearby activity centers (i.e. Farmer's Market, 3rd Street, Cedars Sinai, Beverly Center, Park La Brea etc).
- Consider bus and shuttle routes that connect to station area, such as Grey Line Tour Bus that runs down Wilshire.
- Zipcar or carshare would be helpful.
- Taxi stands take up too much space and will slow traffic. Members do not want taxis.

Re: Parking

- Parking is a major issue. The streets cannot bear more parked cars.
- Would it be possible for Metro to share parking with LACMA? LACMA has a large garage and different peak hours that Metro commuters.
- The Petersen Automotive Museum has abundant parking.
- If portal is at LACMA West, could Johnnie's parcel be used for parking?
- Providing parking is a delicate balance of land uses. Metro does not want to increase congestion by having people drive to park at station.

WILSHIRE / FAIRFAX

COMMENTS AND DISCUSSION ITEMS, CONTINUED

3. Make the Station Area Safe & Comfortable

- Escalators and stairs should be completely covered from rain.
- Make sure the station is clean.
- Provide security to prevent crime. Will there be special security guards at station?
- How will security be addressed for non peak travel times? (Metro system is currently 21 hours).
- Provide Metro staff to help in station areas. Currently there are no Metro people working in station to answer questions and help out.
- Include phones in station that connect to Metro staff to answer questions or report issues.
- Simplify Metro fares and payment (round trip option, smartcard?)
- There is a homeless problem in the area.
- Are there going to be public restrooms?

4. Make the Station Area Welcoming

- Make the station "green." There are too many barren concrete public spaces in LA.
- Create an outdoor space that could act as an art installation area to help activate space.
- Any and all public art in area should be high quality. Curator to maintain quality of art?
- There should be a distinct marker in the public space to help orient riders. For example the clock tower in Grand Central Station (NYC) is distinct; everyone knows where it is.
- The street frontage character should change in the area to be more pedestrian friendly. Currently, many of the buildings turn their back to the street and do not have pedestrian-oriented entrances or interesting facades. Buildings should be oriented to the street.
- Create a welcoming area/plaza at the station that will provide riders with information about what to do in the area.
- Add shade to station area. Make it comfortable for pedestrians waiting for bus in bright LA sun.
- Amenities should not all need to be concentrated at station, but could be dispersed around area to increase circulation.
- Offer quick food stand or vendors near buses and/or station for people who want to grab a quick bite while waiting for transit.
- Could there be food courts in the station or concourse level?
- Provide seating in station and station area.
- Design seating to prevent sleeping.

- ADA facilities are very important.
- Digital billboards should not be allowed. Station area should not be 'Bladerunner-esque' with large, flashing signs like Koreatown. They are distracting and unsafe.
- Directional signage should not visually "clutter" station area. It should be simple and clear.

5. Design for the Future

Re sustainability:

- Keep it "green." Design the station to generate its own power and operate without consuming resources. What about methane power? Solar panels from LACMA roof?
- Design to conserve water. There should be as much greenery as possible per drop of water. Surfaces should be porous.

Re technology:

- Provide wifi in station area, station, and trains.
- Digital signage kiosks or stand could be used to information into multiple languages.
- What about using voice technology to translate information into multiple languages.
- Create an Metro iPhone app that will show train schedule and other updated info.

Portal Location Feedback

Regarding portal locations, the Members noted:

- The portal should be as close as possible to the intersection of Wilshire/Fairfax.
- The portal location should be located so as to reduce pedestrian crossings.
- There is more density on the north side of Wilshire than the south, so a north portal would make more sense.
- The LACMA West portal option answers many of the principles in the Toolkit.

Final Words

Before closing the discussion, the moderators asked each Member to offer one final word (or phrase) for to inform the approach to station planning and design. The final words and phrases included:

- LACMA
- street life
- quality
- integrated
- sooner

WILSHIRE / FAIRFAX

COMMENTS AND DISCUSSION ITEMS, CONTINUED

- less maintenance
- safety
- traffic amelioration
- don't affect businesses
- get it right the first time
- connectivity
- earthquakes
- integration
- shuttle buses

Resources/Requested Materials

- Construction schedule
- Construction impacts on traffic
- Paleontology impacts and process
- Seismic safety
- Mitigation for disruption to small businesses

WILSHIRE / LA CIENEGA

SAAG MEMBER ATTENDEES

Name	Contact Info	Association
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Todd Johnson	310-652-2827 tjohnson@lawrysonline.com	General Manager, Lawrys
AJ Willmer	310-751-0082 ajwillmer@ajdj.com	Area resident. Proposed by both City & Chamber.
Michael Blumenfeld	310-201-0515 blumenlove@aol.com	Area resident.

In addition, the following City Staff attended for the Wilshire / La Cienega and/or Wilshire / Rodeo station area discussions:

Aaron Kunz
Michele McGrath
Peter Noonan

WILSHIRE / LA CIENEGA

COMMENTS AND DISCUSSION ITEMS

Top Design Issues

- The Wilshire / La Cienega SAAG members (Members) would like the station to be an “iconic gateway to Beverly Hills.”
- Safety and Attractiveness
- Giving the Station Character
- Balancing Signage and Wayfinding
- Designing for the Future

1. *Make it Safe and Attractive and Give the Station Character*

The SAAG members felt that safety and attractiveness are of utmost importance. Their comments included:

- Safety is critical at the station area.
- Assuring safety and attractiveness will help to give the station character and a unique recognizable identity.
- Metro should treat the station as an iconic gateway that announces Beverly Hills.
- Depending on the amount of space that Metro uses for the portal, the gateway concept may be more integrated or it may be more iconic / dramatic.
- Iconic public art or art that is integrated into the urban design of the station, is a very desirable component. The sculpture at Wilshire & Beverly is an example.
- Any and all public art in area should be high quality.
- Perhaps the aesthetic of the station should reflect the 1930s historic architecture that is characteristic of the surrounding buildings (e.g. theater or car dealership).
- Design should respect the historic character of the surrounding neighborhood without mimicking it.
- At the same time, uniformity and consistency of design throughout the station, above surface and below ground, are important.
- The importance of Restaurant Row as the original restaurant row in the U.S., should not be understated. This should be considered as design moves forward.
- Maintenance is a key factor.
- There are no key vistas that need to be considered especially for the station area.
- Add shade to station area.

2. *Balance Signage & Wayfinding*

SAAG members discussed the importance of Signage and Wayfinding at the station area. Their comments included:

- Enough information / signage should be provided so that visitors unfamiliar with the area can situate themselves. Sometimes its hard to see existing Metro stations.
- There should not be sign clutter; an overabundance of signs and ads are not desired.
- Appropriate signage includes:
 - Wayfinding and directional signage: when you come up the escalator and stairs. These signs should identify the following key areas of the Wilshire/La Cienega Area:
 - Restaurant Row – a major draw
 - Theater
 - Downtown Beverly Hills
 - Cardinal Directions
 - Informational signage: station should be clearly labeled to be seen both from the street and the pedestrian walkway.
 - Pylon, station labels, a ‘You are Here’ map, nearby attractions, cardinal directions.

3. *Design for the Future*

The Members discussed the importance of looking at how the station entrance area will change over time.

Their comments included:

- It’s appropriate for the entrance to be located in a plaza at first and then morph over time. Wilshire / Western is an example.
- Over time, the gateway station can be integrated directly into part of a building.
- More access and egress points into the station box are desired. For instance linkages across the street on the other side of Wilshire or La Cienega.
- Many areas around the station area are ripe for redevelopment. This is a major asset to development of the station area.
- This is the gateway to Beverly Hills and will in the future be more pedestrian friendly.
- The station portal is in the appropriate place in terms of future development, character, and use of the station.

WILSHIRE / LA CIENEGA

COMMENTS AND DISCUSSION ITEMS, CONTINUED

4. Provide Access to Transit and Connect Station to Routes and Destinations

Members felt that various transportation streams should be linked carefully in to the station. Comments included:

- Taxi queuing is appropriate near or at the station area, on La Cienega. There is already some in front of Lowry's, but having some spaces at the station area, makes sense.
 - Bus will be the primary pick-up & drop-off method for people using the subway.
 - Bus drop off and pick up should happen close to, or directly at, the station area.
 - Bus drop off and pick up should happen within the right-of-way (most people in the group wanted this option) or within a dedicated area directly at the station to layover and wait.
 - Shuttles (e.g. to and from Cedars) should be considered.
 - There are many existing shuttles in the area and it may make sense for more to be introduced that link neighborhood destinations in with the subway.
 - Bicycle lanes may be introduced in the future and bicycle racks should be designed in to the station area.
 - Bicycle lockers are not desired.
 - A bike rental program may be desired.
 - Kiss & Ride might also be a good area. Drop-off is a simple solution, but pick-up is a bigger challenge because of queuing.
 - Connection to Beverly Center and Cedars Sinai are critical. Consider enhancing these connections through pedestrian improvements, shuttles, lighting, signage and other amenities.
 - Parking is not desired.
- The crosswalks at the intersection could be enhanced. Gridlock prevents pedestrian friendliness. Improving this would help make the station welcoming.
 - The station area should not be seen as a gathering place, rather it should act as a pass-through.
 - Hanging out and loitering is undesirable.
 - People will travel directly to their destination- e.g. restaurant row, Cedars, businesses, bus transfer, etc.
 - There should be bus shelter(s) with coverings for the weather.
 - Food and vendors, along with seating areas are not desired. This is a pass-through station area, not a hang out spot. There are plenty of restaurants and food options on La Cienega and there will be in the future.
 - Do vendors take away from restaurant business or do they help add to it?
 - Make sure the station is clean and well-maintained.
 - Are there going to be public restrooms?

Requested Information/Resources

SAAG members requested the following information-

- The size of the portal area that will be used.
- Station security regulations, including earthquake, emergency operations, emergency operations.
- More information on property acquisitions, management, and portal construction.
- Construction schedule and methods.

5. Make Station Welcoming

- West on Wilshire and north on La Cienega are important pedestrian corridors for lighting and pedestrian improvements.
- Gestural lighting is needed to compliment gateway image of the station.
- Some Members liked the new lights on La Cienega, which are very bright.
- Lighting and amenities should enhance and reinforce the gateway aesthetic of the station.
- Although the area feels safe, the intersection should be enhanced.

WILSHIRE / RODEO

SAAG MEMBER ATTENDEES

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Jeff Levine	310-967-0022 (home) 310-358-3845 (business) jeff@levinegroups.com	Traffic & Parking Commission
Kelly Pucci	310-246-1881 kpucci@gcomfort.com	George Comfort & Sons own Wilshire / Beverly property
Joe Tilem	310-273-3313 310-201-0083 majorjo@aol.com	Former Mayor
Hermann Elger	310-860-7800 HElger@montagehotels.com	Montage Hotel, Joined by Jay Newman, Athens Group (Hotel Developer): 310-899-4184 310-963-8628 (cell) jnewman@athensdevco.com
Tom Blumenthal		Geary's
Victoria Natkin		Greta's

In addition, the following City Staff attended for the Wilshire / La Cienega and/or Wilshire / Rodeo station area discussions:

Aaron Kunz
Michele McGrath
Peter Noonan

WILSHIRE / RODEO

COMMENTS AND DISCUSSION ITEMS

Top Design Issues

- Connectivity and Accessibility
- Safety
- Station Character (elegance)
- Welcoming & Comfortable

1. Connect to Routes

The SAAG members are concerned about the portal location and advocated strongly for a portal on the north side of Wilshire. Members were split as to how close the station should be to Rodeo Drive. Some felt proximity to Rodeo Drive was critical to the success of the station, whereas others felt it should be moved east to avoid impacting the "triangle" area during construction. General comments regarding connectivity included:

- Pedestrian safety is a key issue. A majority of the riders will be crossing Wilshire from south to north side.
- Pedestrian routes from station area should not change flow of traffic. There should be a bridge or underground tunnel to connect the north and south side of Wilshire to ensure traffic is not impacted by streams of pedestrians flowing from station. New crosswalks are not favored as they will slow traffic.
- Bus stops near the station need attention. Businesses do not like bus stops in front of their property because they are dirty, loud, and gather trash. Metro should improve maintenance around bus stops.
- The bus stop in front of the Sterling Building is not desirable.
- Bus stops should be integrated into station. What about a subterranean drop-off and bus stop that is connected to station?
- Bike facilities should be organized and located thoughtfully. Bikes should not be locked haphazardly to street furniture, lamp poles, and racks around station.
- Members are interested in the possibility of special bike facilities, bike room, bike valet, and/or bike vendors in the area to rent out bikes to visitors.
- Bikeability is not a major concern for Beverly Hills. The City does not want a bike route along Wilshire. Santa Monica is being considered for a bike route. The last Bicycle Master Plan was done in 1977. The City is looking into revising the Bicycle Master Plan.

- There is interest in a car share program around station. The Planning Commission is currently looking into car share and would be happy to have it if there was an interested vendor. Car sharing could potentially use the City's parking garage.
- Station circulation and drop off areas should not affect Wilshire traffic flow. Kiss & Ride or taxi drop off areas should be located off Wilshire (along side streets or alleys).
- Some members were interested in studying a drop off lane in the alley behind ACE Galley if ACE Gallery was used as portal.
- ACE Gallery site would be a good portal location from the construction point of view, though it is not proximate to Rodeo.

2. Make the Station Safe

The SAAG Members are concerned with safety in the station area and trains, as well as comfort. Comments included:

- Safety is a must. Many people are carrying around large sums of money in their pocket.
- Station should be well lit inside and outside of station area.
- Retail along the ground floor of the station area is key to make it an active, safe place. Merchants add eyes to the street.

3. Give the Station Character

The SAAG Members are very concerned with the character of the future station. They would like the station to be "elegant", "classy", and "iconic". The station character should evoke the sense that riders "come to behold" Beverly Hills. Comments included:

- Station should be "elegant."
- Station should be reflective of Beverly Hills.
- None of the existing Metro plaza designs reflect the level of quality that is needed.
- Members do not like the "Metro look."
- Station design should be equivalent to the subway station experience at the Paris Louvre.
- Station should have a distinctive sidewalk to Rodeo that is elegant and durable.
- Station should not have lots of vendors. Riders should be directed to shop and eat in area and patronize businesses.
- Station should have elegant landscaping and special paving.

WILSHIRE / RODEO

COMMENTS AND DISCUSSION ITEMS, CONTINUED

- Members are concerned with whether Metro can maintain elegant materials.
- Members do not want a station plaza.

4. Make the Station Welcoming

- Station area should be sensory experience (like Caruso Developments: the Grove and the Americana). Members want visitors to see, feel, smell Beverly Hills when walk out of portal. This could include music, water fountains, smelling high-end perfumes like Giorgio Armani, etc.
- Members do not want any advertising in station area. Signage should be "muted" and classy.
- Station areas should have amenities to make it comfortable such as:
 - public restrooms that are well maintained and safe
 - drinking fountains
 - benches for people who have been walking/shopping all day. (Benches should prevent people from laying down and sleeping on them)
 - wifi
 - seating areas around station an on platform to allow riders to rest feet after walking and shopping. (Seating should prevent people from laying down/ sleeping on them.)
 - shade at station area
 - air conditioning within the station
 - maps and information kiosks around station for wayfinding. Kiosks could be interactive to show nearby shops and restaurants.

Requested Information/Resources

The SAAG members requested the following information:

- Factsheets of volume and demographics of projected ridership.
- Cost estimate of building a private portal entrance.
- Construction schedule, staging areas, impacts, and mitigations.
- Studies of portal on north side of Wilshire.

Other Major Issues: Portal Location

The Members are most interested in creating access to the station, which (to them) means, having a portal entrance on the north side of Wilshire. The group spent a lot of time talking about portal locations. The group advocated strongly for Metro to study placing the entrance on the north side of Wilshire. The group was divided as to whether the station should be close to Rodeo Drive or farther from the "triangle" to avoid construction impacts. Knock out panels are important for future development to potentially connect to subterranean garages.

CENTURY CITY

SAAG MEMBER ATTENDEES

Name	Contact Info	Association
Carol Spencer	310-785-0619 (home) Cc_neighborhood@earthlink.net	Comstock Hills
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Lou Marienthal	307-277-8032 loudena@pacbell.net	VP, Century City Homeowners Alliance. Resident, Century Hill

In addition, the following City Staff attended for the Century City and/or Westwood station area discussions:

Jay Greenstein
Eric Norton

Nick Maricich
Michelle Sorkin

CENTURY CITY

COMMENTS AND DISCUSSION ITEMS

Top Design Issues

- Design for a pedestrian-friendly future in Century City; link in to the heart of Century City
- Connect to routes and transit
- Station Character
- Safety & Comfort

1. Design for the Future

The SAAG members were concerned with designing the station area to support a pedestrian-friendly, mixed-use environment as a vision for Century City. Questions and comments included:

- For so long, Century City has moved to a more futuristic view of the city. Members want to get back to getting people on the street. The importance of designing a pedestrian-friendly ground floor.
- Greening Century City Plan gives a nice environment to walk in. Design should anticipate an increase in pedestrians as a result of the subway, an increase in activity at later hours, and more businesses coming to area.
- The Constellation station at Avenue of the Stars is in the heart and future heart of Century City. This is the preferred location by consensus in the group.
- Would a large increase in condominiums in Century City area help support station?
- Does MTA have any legal land-use tools as far as TOD concerned to plan for the future of Century City?
- How far can we "push the envelope"? What tools (development agreements/ multiple entitlements) does Metro have to support TOD?
- Can the medians be used differently?
- The medians should "go away."
- The Greening Century City plan addressed medians.
- Why not add portal entrances on the median?
- What is the size of the portal and area that Metro needs for station function?

2. Connect to Routes and Transit

The SAAG Members advocated for safe, easy connections to station for pedestrians, bicyclists, bus riders, drivers, etc. Questions and comments included:

Re: Pedestrians

- Need pedestrian-friendly interventions, crosswalks, trees, lighting, wider sidewalks, etc.

- Can you extend a passageway underground to the North side of Santa Monica Boulevard? Crossing at grade is such a hassle.
- Sidewalk is not large enough and should increase in size in order to accommodate pedestrian activity.
- There should be bump-outs at curbs.
- The intersection at Moreno is problematic for pedestrians. This area is farther from routes and transit, as well as farther from the heart of Century City and is not preferred.
- What about setbacks on street frontages?
- How do you get more people into the station? Shuttles? Other modes of transportation?

Re: Bicycle Facilities

- Most people traveling inbound on the Metro will park their bicycles at their office.
- Most people traveling outbound on the Metro will need some sort of bicycle storage.
- Interest in people wanting to use bikes is high.
- Consider bike connection from Pico to Motor Avenue.
- Consider bike rental/share program.
- Include bike parking in surrounding garages.

Re: Parking, shuttles, etc

- There is ample parking in Century City (\$190/month as one example of cost).
- Century City is a major commuter location for work. Employees should take transit, not drive to work.
- How to integrate existing parking facilities with the subway?
- Multi-modal planning is encouraged.
- Shuttle service for residents IS desired.
- Electric vehicle charging stations, bike-share, and car-share are of interest.

3. Give the Station Character.

- Station should have a balance between consistency and uniqueness.
- Station should have strong sense of visibility/identity (i.e. you are "in a place"). It should be an iconic feature and can embrace new technologies and the modernism/future of Century City.
- Station entrance should be remarkable and attractive. It should make a statement and stand out.

CENTURY CITY

COMMENTS AND DISCUSSION ITEMS, CONTINUED

- Design can also gesture to or incorporate the area's history: studios, only one block away from celebration of iconic moments in history (i.e. Reagan victory, Apollo moon landing, Ella Fitzgerald, 1984 Olympics, etc) at the Century Plaza Hotel (designed by Minoru Yamasaki).
- Materials can be used to commemorate the history.
- Portal entrance should be a place to "hang out" given supportive uses which help to activate the space (i.e. cafe, plaza, etc).
- Design can learn from the "W" Hotel entrance at Hollywood & Vine, which is very successful because of the openness, color, width, landscaping.
- Consider iconic views/vistas: triangular buildings and the Century Plaza Hotel on Southwest corner.

Re Signage:

- Haphazard billboards and advertising are a major concern. Station area needs specific location/ design for advertising.
- Pillars and PAKs (public amenity kiosks) are not desired (i.e. CBS Decaux).
- Don't want too many signs (no signage clutter).
- Need major directory which identifies major buildings and where you are located.
- MTA pylon is difficult to see when driving. Station needs a more visible sign for both pedestrians and motorists.
- Station entrance needs to be more visible/clear from maps online.
- Signs on either end of the platform should have more information about the location in addition to the street name.
- Signs should have more identifiable common element throughout the Metro line.
- signage and wayfinding should be increased in general both at the station and around the station.

4. Make the Station Safe.

- Security needs to be addressed.
- Century Plaza portal has the most foot traffic out of all the portal options. Because it is built-up, there must be careful consideration/planning as far as open space is concerned.
- There should be good lighting as one moves away from the station area into the residential area.

- Avenue of the Stars: there should be an extension of the "safety comfort zone".
- What about restrooms below ground? Most buildings in Century City are secure/gated.
- Amenities should be integral with designs, not haphazardly scattered all around. What about convenience items underground?
- Use vendors and kiosks to create space with more "eyes on the street."
- Desire for street-level cafe(s) and active uses.
- Desire for Farmer's Market. Currently only identifiable to people who work in Century City, not to visitors.
- "Energize the streets."

Other Major Issues: Station Alignment & Portals

In the order of preference, the members ranked the station areas (by consensus):

1. Constellation Boulevard
 2. Santa Monica West
 3. Santa Monica East ("FAIL")
- Re Santa Monica West: Members are concerned with fault line
 - Re Santa Monica East: station seems "really far away" and defeats the purpose of the station in Century City.
 - Re: Constellation: station is the best location.
 - Either entrance at Avenue of the Stars (hotel or vacant lot) is good option.
 - Westfield Mall portal on Constellation is "psychologically out of the way," but an important link in to the subway.
 - Members are concerned about tunnel excavation under homes and disruption to traffic.
 - Members asked about the station option that used to run (in a North-South alignment) down Avenue of the Stars?

Resources/Requested Materials

- Data on how ridership is quantified.
- Information regarding tunneling depth and impacts.
- Information regarding what factors determines
- which station location and portal entrance is selected.

WILSHIRE / WESTWOOD

SAAG MEMBER ATTENDEES

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Matt Abularach	909-855-2108 Mabu9008@gmail.com	UCLA Student, USAC Facilities Commission; Parking & Transportation Co-Chair

In addition, the following City Staff attended for the Century City and/or Westwood station area discussions:

Jay Greenstein
Eric Norton

Nick Maricich
Michelle Sorkin

WILSHIRE/WESTWOOD

COMMENTS AND DISCUSSION ITEMS

Top Design Issues

- Integrated Transit and Multi-modal Connections
- Station Character
- Future Development
- Safety
- Welcoming and Comfortable

1. Connect to Routes & Transit

Connections to the subway are critical. The SAAG Members would like the transit station designed to be integrated into the larger Westwood transit network with safe, convenient access to:

- Bus Network (Metro, Big Blue, etc)
- UCLA Shuttles
- LAX Flyaway Shuttle
- Bike Routes
- Pedestrian Routes (sidewalks, crosswalks, pedestrian bridges, underground pathways to subterranean parking, etc)
- Public Parking Garages (Park & Ride)
- Carsharing facilities
- Drop Off/ Kiss & Ride Area

Re: Pedestrians

- Traffic congestion (pedestrian) might get worse with the entrance at Wilshire/ Westwood. Sidewalk is narrow along Westwood and it would be challenging to accommodate more pedestrian traffic with a new subway.
- It would be valuable to know pedestrian volumes at different segments along Wilshire and around Westwood.
- Street wall setbacks are needed for pedestrian safety around Metro as sidewalks are too narrow.
- DOT widening the streets is devastating Westwood. Wide streets and high traffic volume degrades Westwood "Village" feel.
- Consider slowing traffic in Westwood for safety.

Re: Parking

- Parking is a large issue. People need place to park and ride subway. Not everyone will be coming by bus, bike or walking.
- Could there be Metro parking garage with validation for riding Metro?
- What about shared parking with private underground garages in towers?
- Parking costs should be reasonable.
- Will there be public parking at VA?
- Could Wilshire corridor tower share parking with subway at off peak hours?

Re: shuttles, buses, etc.

- Metro should provide connections to transit in area. Portal at Gayley/Wilshire would be ideal multi-modal connector. Gayley portal should connect to:
 - Fly Away
 - UCLA shuttles
 - Parking
 - Kiss N' Ride Drop
 - Bus Drop Off Area
 - Zip Car
 - Bike Path (on Gayley) and facilities
- UCLA is willing to work with Metro to connect the shuttle with west station (Gayley).
- Connections to Kinross for shuttles/buses would be good.
- Would an underground bus stop be possible to connect directly to the station and prevent traffic build up at street level? Station design should not preclude connection with other lines being constructed in future (e.g. connection to valley) along 405.
- Circulation/ distribution in Westwood has to be improved in the future (with feeder shuttles/buses).
- Need high frequency am/pm circulations in future.

Re: Bicycles

- Gayley is the shortest bicycle route in history.
- Bike connection to subway at Gayley is important.
- There should be bike racks near Metro and bikes allowed on Metro.

2. Give the Station Character

The SAAG Members would like the station to be evocative of Westwood's past, while also being future-thinking. The portals should act as "gateways to Westwood." Comments included:

- Station name should be "Westwood/UCLA."
- One portal could be modern design and the other could be historic design (Antiquity and Modernity).
- One portal could be UCLA themed, the other portal could be Westwood themed.
- Station should be utilitarian (IKEA).
- Could you create a tower element rather than a canopy to mark station entrance?
- The station character pay homage to:
 - UCLA

WILSHIRE/WESTWOOD

COMMENTS AND DISCUSSION ITEMS, CONTINUED

- Historic Westwood Village architecture
- Wilshire Corridor Towers aesthetic and identity
- Janss (Mediterranean vernacular)
- Westwood iconic towers (Fox theater, clock tower)
- Holmby Hall (Kaufmann)
- Future plans will be for dense development. The challenge for UCLA is to not "under build" Lot 36.
- UCLA is willing to study the site.

3. Design for the Future

The members are interested in future development to shape Westwood and support the subways. The group is particularly interested in what type of development would occur at UCLA Lot 36, the major land bank in the area, and how it would support a growing transit-oriented culture in Westwood. Members were interested in knock out panels, where they would be placed, and how much it would cost to build private portals to connect to the station box. Members would like to know if there is an incentive program for private developers to build additional portal. General comments included:

- Westwood/Gayley portal has more potential for TOD than Westwood/Wilshire.
- Westwood Medical Building along Wilshire has potential to have retail at ground level.
- Knock out panels are key. The more the better. Knock out panels should be on all four corners to capture large pedestrian flow in Westwood.
- Are there incentives for property owners to build another portal?
- What is the footprint required for the portal?
- UCLA owns octagonal building south of Wilshire (location of current Wells Fargo Bank). Could portal be integrated into this building?
- Convenient local child care is important land use.
- If funding is provided, could UCLA provide parking in their Lot 36 Development?
- 300-400 parking spaces could be in future Lot 36 development for Metro riders in partnership with UCLA
- Lot 36 is land bank for future density.
- Consider Hollywood/Highland model of TOD and parking.
- According to UCLA campus architect, Lot 36 -
 - Has to be used for educational mission (such as medical research).
 - There is no concrete plan for development.

4. Make the Station Safe

The SAAG Members are concerned with safety in the station area and trains, as well as safe, well lit pathways to the subway station with activities or land uses that add "eyes on the street." General comments included:

- The subway needs to feel safe for everyone, particularly women and children.
- Safety in Westwood Village can be an issue at night.
- Homelessness is an issue in Westwood Village.
- Westwood needs greater evening activity to make pathways to subway feel safe. Active business around the station reduces crime rate.
- "Subway" sandwich has one of the highest volume - open 24hrs.
- Nurses/ doctors working odd hours help make Westwood 24 hour place.
- Large windows at LA Fitness buildings facing Wilshire bus stop make bus riders feel safe while waiting for bus. Big windows would be good around station to help create more "eyes of the street."
- Bank at Westwood Medical building could be turned into a cafe for street activities.
- DOT should consider narrowing streets in area to allow for larger sidewalks. Sidewalks are small along Wilshire, Gayley and Westwood Blvd. Narrowing the right-of-way would allow for wider sidewalks, angled parking, and other pedestrian amenities.

5. Make the Station Welcoming

Members would like to see the following amenities at station areas:

- Drinking fountains
- Public restrooms
- Bike facilities

Members do not want:

- "Transit TV", like on buses.
- Vendors. Riders should be directed to shop in village, rather than underground. No commercial uses in the station.

WILSHIRE/WESTWOOD

COMMENTS AND DISCUSSION ITEMS, CONTINUED

Other Major Issues: Portal Entrances

The Members are most interested in creating access to the station, which (to them) means, having several portal entrances to make the station as convenient as possible. The group spent a lot of time talking about portal locations to assess which sites were preferred. Although Metro only plans to building two locations, the Members advocated strongly for at least three entrances, serving both the north and the south side of Wilshire.

Members would like a north portal entrance to:

- connect to Westwood Village
- connect to UCLA
- connect to westbound buses

Members would like a south portal entrance to:

- connect to the businesses and multi-family housing south of Wilshire
- access east bound bus traffic and prevent pedestrians from "dashing across Wilshire" to catch a bus, a major safety concern
- connect to a drop off area for people coming from the west
- If there is no portal on south side of Wilshire, then Metro should consider having a better connection to south (perhaps a pedestrian bridge/tunnel).

Members commented that they would like portals at both Westwood and Gayley to serve different needs.

- A Westwood/Wilshire portal would create easy connections to buses that run along Westwood Blvd. It would be the closest portal to the village and UCLA. Members believe there is more ridership on the north side of Wilshire (UCLA, Hospital, Village Retail, Hammer, Geffen, etc).
- A portal at Westwood/Gayley would connect to the bike route along Gayley (which needs to be improved). This portal location also has the greatest potential for transit-oriented development (at Lot 36). A Westwood/Gayley portal would "lead riders through the village" who might stop to buy coffee, shop, support businesses, restaurants, etc.

Requested Information/Resources

The SAAG members requested the following information:

- Link to the Executive Summary of the EIR.
- Digital copy of the Toolkit Flashcards.
- Digital copy of the aerial map.
- Factsheets of volume and demographics of projected Westwood ridership.
- Study showing pedestrian pathways and volume around Westwood.
- Cost estimate of building a private portal entrance.
- Schedule of how often trains will run.
- Field trip to subway stations would be educational.

WORKSHOP PHOTOS

PHOTOS FROM THE WORKSHOP SESSIONS



METRO WESTSIDE SUBWAY EXTENSION STATION AREA ADVISORY GROUPS

Summary of Comments & Feedback

Workshop # 2 Updated Station Maps, Signage, & Comments from the Subway Tours

April and May, 2011 (3 meetings)

5 : 30 pm - 8 : 30 pm

Contents:

Topics Covered and Key Feedback

Advisory Group Attendee List

Consolidated Comments

Photos from the Meetings



Metro



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PARTNERS, INC.

STATION AREA ADVISORY GROUP

Workshop # 2, Summary of Topics Covered

Workshop Schedule

April 26, 2011
Wilshire/La Cienega
Wilshire/Rodeo

April 27, 2011
Century City
Wilshire/Westwood

May 02, 2011
Wilshire/La Brea
Wilshire/Fairfax

Overview

The second set of Station Area Advisory Group (SAAG) workshops was held in April and May, 2011 to discuss updated planning and urban design concepts for the Metro Westside Subway Extension as the project moves into preparation of the Final Environmental Impact Report.

Purpose of the Workshops

The workshops were broken into two parts: a presentation to the group followed by smaller, station-specific break-out group discussions led by moderators from the Project Team.

The opening presentation:

- Described how cities in the U.S. and Canada have built a “culture of transit” in communities that did not initially identify themselves as transit cities.
- Presented updated station area maps showing potential portal locations (stairs, elevators, and escalators) and knock-out panels at six new station areas.
- Introduced a set of presentation boards and signage flashcards to help facilitate discussion during the break-out groups regarding observations and lessons learned from the LA subway tours that Metro hosted in April.

During the break-out groups, the SAAG Members:

- Discussed the pros and cons of the potential portal locations to understand which portal options are preferred.
- Provided input on amenities and improvements in and around the station areas to help foster a “culture of transit” in Los Angeles.
- Discussed their observations and insights from the LA subway tour and how these observations might inform future station design.
- Gave recommendations on how to improve station signage and wayfinding in and around the stations.

This following pages summarize the feedback gathered during the April/May SAAG workshop series.

STATION AREA ADVISORY GROUP

Summary and Topics Covered, Continued

Key Points from the Station Area Advisory Groups

Below is a brief summary of the key points discussed during the break-out sessions for each Station Area Advisory Group. The following pages provide more detailed descriptions of the discussions and input we received.

Wilshire/La Brea

- **Portal Location:** There is consensus among the Members that the portal location, as drawn, is the preferred location. The majority of the group was happy with the portal orientation, as drawn. However, some Members would like the portal to be oriented toward the intersection of Wilshire and La Brea, or down Wilshire Blvd.
- Members expressed that it is critical to not preclude joint-development at this station, as well as to link the station to other transit connections and assure good signage and wayfinding.
- Members requested more information on the mechanical/utility building that must be accommodated on the parcel, as well as station safety.

Wilshire/Fairfax

- **Portal Location:** There is consensus among the SAAG Members that the May Company building is the preferred location for the portal. Members were frustrated that the updated maps did not show a portal location in the May Company Building as they believe they voiced that this was the ideal site during the February workshop.
- Members requested for Metro to study further how a portal can be accommodated in the May Company building.

Wilshire/La Cienega

- **Portal Location:** There is consensus among the Members that the portal location, as drawn, is the preferred location. Some SAAG members would like for the portal to be oriented west, with the stairs and escalators running parallel to Wilshire.
- All Members would like the portal to be closer to the La Cienega/Wilshire corner.
- Any station plaza provided should be small but very visible with excellent signage. The Members would like the plaza to be a place to pass through, rather than to linger within.
- Members expressed that joint development, drop-off, and connectivity considerations should be planned for.

Wilshire/Rodeo

- **Portal Location:** There is consensus among the SAAG Members that the Bank of America (BOA) building is the preferred primary portal location. However, the current configuration, as drawn, is unacceptable due to its impact on the building frontage and underground parking. If the BOA building cannot accommodate the primary portal with minimal impacts, the Members are split as to whether the primary portal should be as close to Rodeo Drive as possible (Union Bank building) or farther from Rodeo Drive (Ace Gallery) to reduce construction impacts.
- Members requested for Metro to study further the Bank of America site as the primary portal with a more thoughtful approach that minimizes the impact to underground parking and the building frontage (which is currently blocked by elevators).

Century City

- **Portal Location:** The SAAG Members unanimously agreed that the portal should be at Avenue of the Stars and Constellation location, rather than either of the locations along Santa Monica Blvd. The Members believe that the Santa Monica Blvd options do not support a “culture of transit” and fail to provide residents, visitors, and workers with good connectivity and access. The Members consider these options to be critical fail stations.
- At the Avenue of the Stars and Constellation location, all property owners (present at the workshop) are eager and willing to have the portal on their site. They would like to work directly with Metro to coordinate planning and design.
- Members expressed that signage needs to be strong to direct people around Century City, and should be coordinated with a larger wayfinding and branding effort in Century City.

Westwood/UCLA

- **Portal Location:** There was not consensus about the preferred portal location. Members feel strongly that there should be a portal on the south and north side of Wilshire.
- Members requested for Metro to further study the portal orientation at the northwest corner of Wilshire/Westwood to be closer to Wilshire Blvd. The SAAG Members believe the Westwood Medical building is not of historical significance and therefore can be better designed to meet the needs of Metro riders.
- Members would like to know more about UCLA's plans for Lot 36 and how it would accommodate multi-modal transit, which they believe is key to the success of the subway.

WILSHIRE / LA BREA

SAAG MEMBER ATTENDEES

La Brea Station Area Advisory Group		
Name	Contact Info	Other Info
Wally Marks	310-204-1865 wally@wnmrealty.com	Property Owner
Owen Smith	323-933-3301 Osmith1930@sbcglobal.net	Brookside Homeowners & GWNC
Liz Fuller	323-939-6193 zilfworks@gmail.com	Sycamore Square Homeowners & GWNC
Fred Pickel	323-937-7920 fpickel@wilshireenergy.com	Hancock La Brea Homeowners
Dave Powers	949-863-4247 dpowers@breproperties.com	Senior Investment Director, BRE Properties
Tim Deegan	Td.td2007@gmail.com	Chair Mid-City West NC Transpo Committee (note: LACMA employee)
Wayne Sachs	1-213-488-0675 Wayne.sachs@prodigy.net wsachs@sachslaw.net	Lives near 3 rd & La Brea. From MCWNC
Rita Azar	323-938-3900 rita@ritaflora.com	Owner, Rita Flora
William (Bill) Ahmanson	310-278-0770 wahmanson@theahmansonfoundation.org	The Ahmanson Foundation, Hancock Park resident

In addition, the following City Staff attended for the Wilshire / La Brea and/or Wilshire / Fairfax station area discussions:

Claire Bowin
Jay Greenstein
Nick Maricich
Sheila Irani

WILSHIRE / LA BREA

COMMENTS AND DISCUSSION ITEMS

Portal Orientation

- The SAAG Members acknowledged the reasons to orient the portal up La Brea and most Members agreed that the orientation made sense (to preserve the potential for new retail / commercial building frontage along Wilshire and minimize the portal footprint).
- Members expressed that there is a lot of north/south travel so it is good to orient the portal along La Brea for easy connections.
- Some SAAG Members thought the portal should be as switch back, oriented directly toward the intersection.
- Some Members questioned if the portal could be oriented west down Wilshire.

General Station Area Design

- Can the portal move as close as possible to La Brea?
- The La Brea sidewalk should be widened. There should be ample room between the sidewalk and the entrance, along with more lighting and more shade.
- There should be a plaza at the top of the stairs that flows around to La Brea and also to Wilshire.
- The Wilshire frontage will be the main entrance to the new development or to the station plaza.
- The parcel represents significant development potential.
- Assuring good circulation is key for this station.
- There should be knock-out panels to the east of La Brea.
- This station is the gateway to Miracle Mile.
- There should be streetcaping, trees, bollards, and other designs to help soften the Wilshire/La Brea corner and make it a pleasant place. Currently this is a tough intersection for pedestrians. The plaza should be protected from cars.
- Perhaps the station area could be designed through a design competition to get people thinking creatively and to raise excitement about the subway.
- The station area should be designed as a plaza at first and then be developed over time with building(s).
- Safety is a key issue here. There should be no blind corners and everything should be well-lit.
- There should be bike parking, along with bike share and taxi queuing. There should be room for new uses in the years to come. Design for flexibility.

- Perhaps there can be kiosks and food carts in the station plaza.
- The edges around the plaza can be programmed with uses that people need while hopping on the subway, such as dry cleaning, coffee shops, bike repair, etc.
- There should be a drop-off area and a taxi queuing area for senior citizens.
- You need to consider the traffic impacts of a drop-off area that is located at the curb.
- This is not a tourist destination like other places on the line. This is a neighborhood-oriented station. It should be designed for people from the neighborhood that are going to be using it and going to downtown, Westwood, and other destinations.
- This may become a destination at some point, but for now the station area is more of a pass-through conduit for riders.
- This station is the southern gateway to Hollywood and the neighborhoods to the north of it. Linkages to the north are key.
- There should be an archway on the corner with an artistic design that speaks the language of the neighborhood.
- There should be a canopy over the entrance for shade and comfort of riders.
- Circulation of cars, buses, and taxis should not impact the neighbors.
- The station area should be well-maintained and easy to clean.
- The station should be colorful and inviting inside.

Thoughts from the Tour

- *General:* It is preferred when the station portals are as close as possible to the corner, rather than tucked away deep within a development.
- *Sunset and Vermont:* The bike lockers are directly within the sidewalk right-of-way and it makes it hard for people to pass by. The La Brea station should accommodate any bike parking areas outside of the sidewalk right-of-way, and inside of private property. This station area is attractive below-ground. Above-ground the parcel is not getting the best return on development, since it is not built out.
- *Wilshire and Vermont:* This station felt very open and exposed. There should be more softscaping.

WILSHIRE / LA BREA

COMMENTS AND DISCUSSION ITEMS, CONTINUED

Signage

- Signage should brand the area as the gateway to the Miracle Mile.
- The signage could reflect the art deco aesthetic and should be tied into a neighborhood signage program.
- It's very important for there to be directional signage at the top of the stairs that helps to orient people as they come out of the station.
- There should be pylons on each side of the plaza on both Wilshire and La Brea.
- There should be maps of bus systems and connections. This is especially important at this station with many transit connections.
- All station maps and neighborhood signage should have a "you are here" dot to help orient riders upon exiting the station.
- If a building is developed in the years to come, it should have lollipop signs on each side to announce the station.
- Neon could be used in the design of signage and of the station itself.

Requested Materials and Further Studies

- Members would like information on:
 - The shape, look, size, and siting requirements for the mechanical room at this station.
 - Safety and security features at the station area including design, cameras, lighting, etc.

WILSHIRE / FAIRFAX

SAAG MEMBER ATTENDEES

Fairfax Station Area Advisory Committee		
Name	Contact Info	Other Info
Steve Kramer	323-964-7100. ext 0 swk@kramerlaw.biz	Miracle Mile Chamber of Commerce
Evan Kaizer	323-931-6022 ejkaizer@sieroty.com	President, Sieroty Company
Fred Goldstein	323-857-6048 fgoldstein@lacma.org	LACMA Pam Kohanchi, Alternate 323-857-6103 pkohanchi@lacma.org
Jeff Jacobberger	323-646-3308 jacobbergerj@sbcglobal.net	Chair, MCWNC
Shelley Wagers	1-310-384-9876 Shelley@wagersmail.net	Beverly Wilshire Homes Association
Buddy Pepp	323-964-6356 bpepp@petersen.org	President, Petersen Automotive Museum
Diana Plotkin	323-653-6254 plotkindi@aol.com	Beverly Wilshire Homes Association Bob Chernob, Alternate
Dr. Robert Newport	theholodoc@gmail.com	Carthay Circle Neighborhood Association
Henry Miller	213-494-5753 HenryM@99only.com	99Cents Only Store Marv Holen
Kevin Glynn	323-933-5190 kglaca@gmail.com	MMRA
Bernie Clinch	bernieclinch@gmail.com	Park La Brea Residents Association
Adam Lev	323-692-5900 ALev@ratkovich.net	Ratkovich
Joyce Kleifield	323-370-1220 Joyce.kleifield@lausd.net	Fairfax HS
Bruce McCormick	323-841-0053 RBMcCormick@ca.rr.com	MCWNC

In addition, the following City Staff attended for the Wilshire / La Brea and/or Wilshire / Fairfax station area discussions:

Claire Bowin
Jay Greenstein
Nick Maricich
Sheila Irani

WILSHIRE / FAIRFAX

COMMENTS AND DISCUSSION ITEMS

Portal Orientation

- With consensus, the SAAG Members feel strongly that the preferred portal location is in the May Company building, instead of as drawn at Johnie's. The May Company is the iconic, wow-factor the Members want.
- Members expressed that Metro should get all the facts (i.e. such as cost, cost effectiveness, and staging of May Company site) on the table before making a decision about the portal location. Members believe that when all factors are considered, the May Company building may not be the most expensive and challenging.
- The Members think that Metro needs direct communication with LACMA to discuss a May Company building portal to get direct questions and answers.
- LACMA representatives think that the site north of the May Company building could potentially be used as a the staging area.
- Some Members think that the south portal may be too far from the intersection of Fairfax. However, that portal location has better future development potential.
- Some members expressed concern that the Johnie's portal location would impact the parking for the 99 Cent Only store. Other Members wondered why Johnie's was historic and needs to be preserved.

General Station Area Design

- Metro should work with property owners on location and design.
- The lot across from LACMA has been excavated, which would make it easier to build a portal.
- The station area should be designed as a destination, not just a corner. This is a "civic center."
- This is the "heart of Miracle Mile."
- This station has a lot of potential for multi-modal connections, such as bike sharing, car sharing, etc.
- Members want Metro to consider bike access, which is critical for this station. Other Metro stations have largely ignored bike connections.
- Members are concerned about parking impacts in the neighborhood during and after construction.
- Some Members think there is enough available parking at the LACMA, Petersen's Automotive Museum and other underutilized structures and lots that Metro riders may be able to use.

- Safety and lighting should be considered in portal location and design.
- Sidewalk enhancements and widening are needed, particularly along Fairfax where the sidewalk is quite narrow.
- Members expressed interest in bus cut-outs. However, sidewalk may be too narrow for bus cutouts.
- Metro needs to link to existing and future shuttle connections throughout the area.
- There should be more street trees and trees/landscaping at the station portal site for comfort and walkability. This area can get very hot.
- Metro should educate high school students and other young potential transit users. Transit education is part of "building a culture of transit."
- Metro machines and directions are often difficult to use and figure out. Metro should create very easy-to-use machines.
- Some Members expressed concern about the cost of Metro fares.

Thoughts from the Tour

- N/A

Signage

- The SAAG Members would like good signage at the station area that orients people in the neighborhood and directs them to attractions and destinations in the area. This is especially important for this station area.
- Signage needs to be located inside and outside of the station box.

Requested Materials/Further Studies

- The Members requested that Metro study the May Company site further to see the portal could work there, since this is the preferred portal location.

WILSHIRE / LA CIENEGA

SAAG MEMBER ATTENDEES

La Cienega Station Area Advisory Committee		
Name	Contact Info	Other Info
Howard Fisher	310-556-4401 (home) 310-553-2000 (office) HSF@howardsfisher.com	Public Works Commission (outgoing) Traffic & Parking Commission (incoming)
Joyce Braun	310-557-1930 (home) 310-567-4514 (mobile) joycelb@prodigy.net	Traffic & Parking Commission
Craig Corman	310-273-6697 (home) 310-273-7046 (business) cormans@earthlink.net	Planning Commission
Todd Johnson	310-652-2827 tjohnson@lawrysonline.com	General Manager, Lawrys
AJ Willmer	310-751-0082 ajwillmer@ajdj.com	Area resident. Proposed by both City & Chamber.
Michael Blumenfeld	310-201-0515 blumenlove@aol.com	Area resident.
Amanda McCauley	323-782-7877 AMcCauley@lfp.com	Flynt Building

In addition, the following City Staff attended for the Wilshire / La Cienega and/or Wilshire / Rodeo station area discussions:

Aaron Kunz
Peter Noonan
Martha Eros

WILSHIRE / LA CIENEGA

COMMENTS AND DISCUSSION ITEMS

Portal Orientation

- The portal should be as close as possible to the corner.
- The portal should be as close as possible to the sidewalk, but the sidewalk should be widened in the portal area.
- The portal should be oriented along Wilshire, facing west, rather than up La Cienega.
- Is it possible to have a portal near the San Vicente and Wilshire intersection?
- Members would like a knock-out panel on the east side for future entrance (near San Vicente).

General Station Area Design

- There should be a plaza at the station area. Some SAAG Members believe the plaza should be developed into a building over time as this is valuable property, while others would like to see it remain as a plaza.
- The station plaza should be a place to pass through, rather than to stay and linger.
- There should be modern and elegant station art that is iconic, as the gateway to Beverly Hills.
- There should be a knock-out panel in front of the Flynt building. Connection to the south side of Wilshire is critical.
- All corners of the La Cienega/Wilshire intersection should have knock-out panels.
- If you can't have knock-out panels, you should have enhanced crosswalks for safety. The intersection is a tough one to cross.
- A drop-off area would be good. This station should serve people in the larger neighborhood, not just people that can walk there. Also if you don't have a drop-off area, then the station is less convenient to Beverly Hills residents and more convenient to people who don't live there.
- San Vicente and Wilshire was suggested as a good place for a drop off, since a lot of vehicles travel up and down this street. Also perhaps there can be a cut out where people pull off to drop off passengers.
- The station area should be comfortable for people to walk to buses, trains, parking, taxis, etc.
- There should be places for taxis to queue, as well as shuttles to pick up and drop off people.
- It should be designed for both residents who live nearby and workers who are coming in from other places.
- The goal is to get people out of their cars and to foster a "culture of transit" so that they are more comfortable taking the subway, bus, etc.

- There should not be any food vendors at the station area.
- There should be a canopy and shade trees for the comfort of riders.
- Some SAAG members wanted there to be parking at the station area; others did not.

Thoughts from the Tour

- *Hollywood and Vine:* The station entrance is too close to the sidewalk. This station is a gateway, rather than a gathering place, which the SAAG Members like for La Cienega.
- *Sunset and Vermont:* A small plaza (like the plaza at Sunset/Vermont) would work at the La Cienega station. Members like that the plaza is small enough so that people do not really hang out there. Members liked the fact that you can come up on both sides of Vermont. SAAG Members really want connections to the south side of Wilshire at the La Brea station.
- *7th and Metro:* This is a nice station area with a very open feel, even though there is a building above. If a building comes in at La Cienega, it should have an open ground floor with access from all sides.
- *Wilshire and Vermont:* It is hard to see this entrance because it is tucked away in the building. La Cienega should learn from this lesson, either by assuring adequate signage or locating the entrance closer to the right-of-way.

Signage

- It is critical that there is ample signage to announce the subway station. Many existing stations do not have ample signage and you don't know the station is there.
- Signage should orient people to nearby attractions, including any nearby parking, even if no parking is provided at the station area itself.
- Signage should direct people to Restaurant Row, as well as Cedars, the Flynt building, and general cardinal directions.
- All new Metro signage should match and/or respect the new signage (and new lighting) and the existing signage in the area.
- All neighborhood signage should be subordinate to the Metro signage that announces the station.
- The color of all Metro signage should be purple.
- There should be a pylon on both La Brea AND Wilshire.
- There should be directional signage at the top of the escalators / stairs.
- Less is more: don't clutter the area with signage.

WILSHIRE / RODEO

SAAG MEMBER ATTENDEES

Rodeo Station Area Advisory Committee		
Name	Contact Info	Other Info
Bill Wiley	310-247-7040 bwiley@2rodeo.com	General Manager, 2 Rodeo
Joe Shooshani	310-273-2239 (home) 213-748-7869 (business) joe@bobcometal.com	Public Works Commission
Noah Furie	310-203-5454 (home) 310-310-954-1062 (business) noah@bfcloans.com	Planning Commission
Jeff Levine	310-967-0022 (home) 310-358-3489 (business) jeff@levinegroups.com	Traffic & Parking Commission
William Shaw	310-385-3917 (office) 310-402-3966 (cell) Jennifer.cooke@fourseasons.com	Beverly Wilshire Hotel, Director of Public Relations
Kelly Pucci	310-246-1881 kpucci@gcomfort.com	George Comfort & Sons own Wilsh/Bev property
Alan Abramson	310-275-8397 UncleAlPal@aol.com	B&A Management Company Will miss 1 st meeting.
Joe Tilem	310-273-3313 mayorjo@aol.com	Former BH Mayor
Hermann Elger	310-860-7800 HElger@montagehotels.com	Montage Hotel Joined by Jay Newman, Athens Group (Hotel Developer): 310-899-4184 310-963-8628 (cell) jnewman@athensdevco.com
Tom Blumenthal	tblumenthal@gearys.com 310-273-4741	Geary's
Douglas Christmas	323-935-4411 AceGallery@AceGallery.net	Ace Gallery
Raffi Cohen	310-273-2733 Raffi@galaxyhodling.com	Galaxy Commercial Properties

In addition, the following City Staff attended for the Wilshire / La Cienega and/or Wilshire / Rodeo station area discussions:

Aaron Kunz
Peter Noonan
Martha Eros

WILSHIRE / RODEO

COMMENTS AND DISCUSSION ITEMS

Portal Orientation

- SAAG Members were divided about what portal option (Bank of America, Ace Gallery, or Union Bank) was the best location for the primary portal.
- Some SAAG Members felt strongly that the portal should be as close to Rodeo as possible and liked the idea of an iconic view from the Union Bank building portal. This group felt that the Ace Gallery was too far east.
- Other SAAG Members are worried about the construction impacts to Rodeo Drive businesses and believe the portal should be moved east (Ace Gallery), which might help spur redevelopment nearby.
- SAAG Members are concerned about pedestrian safety and traffic interruptions if the primary portal is placed on south side of street (Union Bank).
- Ace Gallery owner expressed concern about location as lay down area. Owner plans to develop a 5-star hotel on site and would like to develop site soon (i.e. before Metro will use site).
- The Bank of America ("B of A") portal option does not work for landlord. Property owner expressed major concern about the loss of parking and the blocked frontage/entrance of the building due to the elevator placement. The current configuration is a deal breaker.
- Members expressed concern about the loss of right of way along Beverly.
- Members would like to know if the portal tunnel could be located under Beverly Drive to reduce impact to underground parking at Bank of America building.
- SAAG Members asked if plaza at intersection of Canon Drive and Wilshire could be used as location of primary portal.

General Station Area Design

- Adding pedestrian traffic to Beverly would help businesses.
- Architectural character of the secondary portal will be less interesting than primary entrance.
- Members do not anticipate land use changing much in the area.
- Members are concerned about parking. Some members think Metro needs to build parking adjacent to station. Other members think that patrons will park at Beverly Gardens (which has over 1,100 spaces).

Thoughts from the Tour

- Maintenance: Some stations have materials that are holding up well. Others look bad.
- Trash: Some members thoughts stations seemed dirty. Others thought they were very clean.

Signage

- N/A

Requested Materials/Further Studies

- SAAG Members felt strongly that B of A location is ideal placement for portal IF portal orientation can be designed to minimize impacts to B of A property.
- SAAG Members would like Metro to further investigate B of A portal option. If B of A building cannot be done as primary portal, they would like to see designs for location as secondary portal and what impacts that would have. Current placement of elevators is unacceptable.
- SAAG Members are interested in 9401 Wilshire property as portal entrance (at corner of Canon/Wilshire).
- Re-label William Morris building as MGM.
- SAAG Members would like:
 - Information regarding construction impacts (traffic, noise, lay down areas) and timeline.
 - More detailed designs of B of A as primary or secondary portal with more detailed impacts and mitigations.
 - Information on the density of employment 1,000 feet from each portal option.
 - Information on cost of secondary portals.

Final Comments

Members were confused by the idea of a full portal and half portal. We explained that Metro will build one full portal for each station, with the exception of Westwood, which will have two portals. Because the full portals are large and are challenging to configure in this dense, urban area, some SAAG Members expressed interest in having two "half" portals instead of one "full" portal. This suggests that the Members do not fully understand the ridership needs at stations, but also would like more creative, non-standard configurations for the portal entrance(s) to fit well in their urban neighborhoods.

CENTURY CITY

SAAG MEMBER ATTENDEES

Century City Station Area Advisory Committee		
Name	Contact Info	Other Info
Carol Spencer	310-785-0619 (home) Cc_neighborhood@earthlink.net	Comstock Hills
Steve Breuer	310-556-3386 sebnbb@sbcglobal.net	President Century City Homeowners Alliance
Richard Harmetz	(310) 277-6505 Gratiano@pacbell.net	Tract 7260
Sarah Shaw	310-551-0077 shaw@jmbrealtycorp.com	JMB Realty/Constellation Place
Bob Hale	323-785-5100 bob@RCHStudios.com	Rios Clementi Hale Studios
Joe de Tuno	310-824-2200 Joe@woodridgecapital.com	Woodridge Capital/Next Century Associates (Century Plaza Hotel)
Cameron Benson	310-789-2179 cbenson@wattplaza.com	Watt Companies Alternate: Joe Marcinek
Susan Bursk	310-553-2222 susan@centurycitycc.com	Century City Chamber of Commerce
Renee Watkinson	310-226-7400 Renee.Watkinson@cbre.com	CB Richard Ellis
John Goodwin	310-445-8457 jgoodwin@us.westfield.com	Westfield
Lou Marienthal	307-277-8032 loudena@pacbell.net	VP, Century City Homeowners Alliance. Resident, Century Hill
Joe Marcinek	310-789- jmarcinek@wattcompanies.com	Watt Companies

In addition, the following City Staff attended for the Century City and/or Westwood station area discussions:

Michelle Sorkin
Conni Pallini-Tipton

CENTURY CITY

COMMENTS AND DISCUSSION ITEMS

Portal Orientation

- The SAAG group unanimously agreed that the preferred portal location was in the heart of Century City at Avenue of the Stars and Constellation.
- The other two portal location options are not preferred. Especially the east Santa Monica Blvd station which is very far removed from the heart of Century City and would not serve Century City residents, visitors, or workers. These station areas are not conducive to the culture of transit.
- If the Santa Monica east portal station is chosen, the portal on the east of the street is preferred, as compared to the orientation of the portal drawn for the west.
- Both of the owners of the northeast and southwest potential portal sites at the preferred entrance location explained that they would like to have the portal on their sites.

General Station Area Design

- Metro should coordinate with existing developments and new design plans. It's critical that the station is incorporated into the Century City roadmap for the future. For example the new development plans for Westfield.
- The new developments planned provide existing opportunities for joint-development and both owners are excited for the potentials.
- The Century City station should be a mobility hub with development that is transit-oriented.
- The goal is to make it increasingly walkable.
- Too many entrances may make people walk more underground and the goal is to get people walking above-ground on the sidewalks.
- Elevators should face the Avenue of the Stars and Constellation intersection.
- There is potential to accommodate Zip Cars and bike racks at the station area.
- Pedestrian signals are important to facilitate crossing.
- Design of ventilation structures is very important.
- If a portal is provided at Santa Monica Blvd and Avenue of the Stars then there should also be a portal at Westfield. This way you can maximize access. At the same time, we should not make Westfield pay for the primary portal.
- There are beautiful, old Ficus trees on the south corners of Santa Monica Blvd and Avenue of the Stars, along with existing fountains. These

should be taken into consideration during the design phase.

Thoughts from the Tour

- *General:* Consideration should be given to what you see when you come up out of the station. This is especially important for Century City where its all about the vistas and views.
- It is important to have a "you-are-here" dot to orient riders on all neighborhood maps and signage.
- If there is a plaza, the elevator and escalators should be close to each other.
- Many plazas are not well-maintained.
- *Sunset and Vermont:* It is nice the way the stairs are oriented so that daylighting reaches deep into the station.

Signage

- It is critical that there is ample signage to orient riders to destinations around Century City.
- Century City needs its own signage plan for wayfinding. There should be a Century City brand, which could integrate in to Metro station ID and other signage.
- There should be vehicular wayfinding for transit parking.
- Signage needs to be well maintained.

Requested Materials and Further Studies

- Joint development opportunities and linkages with proposed development in Century City.

WILSHIRE / WESTWOOD

SAAG MEMBER ATTENDEES

Westwood/UCLA Station Area Advisory Committee		
Name	Contact Info	Other Info
Jeff Averill	310-825-9677 javerill@capnet.ucla.edu	UCLA Campus Architect Alternate: Dave Karwaski
Kam Hekmat	310-824-3000 khekmat@indivest.com	Indivest
Tony Ranger	310-203-9199 tranger@topa.com	President, TOPA Management Company
Angela Rinebold	310-446-2208 Angela_Rinebold@equityoffice.com	Equity Office. Owns several Westwood office properties Alternate: Charlie Hobey 626-304-6103 charles_hobey@equityoffice.com
John K. Heidt	310-593-0093 ext. 108 (office) jheidt@heidttorres.com	Westwood Homeowners Association
Michael Metcalfe	310-474-6418 (home office) m.metcalfe@verizon.net	Westwood Homeowners Association
Debbie Nussbaum	310-476-3242 Nussbaum3@earthlink.net	Westwood Hills Property Owners Association
Jackie Freedman	310-474-2946 jldfree@aol.com	Holmby- Westwood Property Owners Association
Dr. Wolfgang Veith	310-208-6624 (home office) wolfgangveith@verizon.net	North Westwood Village Residents Association
Clinton Schudy	310-208-6559 (office) landedinla@yahoo.com	Oakely's Barber Shop
Gail Friedman	310-208-3131 (office) gail@sarahleonardjewelers.com	Sarah Leonard Fine Jewelers
Steve Sann	213-448-8147 (cell) Stevesann2001@yahoo.com	NINETHIRTY & The Backyard at the W
Thomas Schneider	310-208-2227 ext. 106 t_schneider@bartonmyers.com	Barton Myers Associates (Architecture)
Richard A. Fragapane	949-433-1515 (cell) 949-465-0187 (office direct) rfragapane@themullercompany.com	The Muller Company (owns Westwood Medical Plaza) Alternate: Amy Martin
Matt Abularach	909-855-2108 Mabu9008@gmail.com	UCLA Student, USAC Facilities Commission; Parking & Transportation Co-Chair

In addition, the following City Staff attended for the Century City and/or Westwood station area discussions:

Michelle Sorkin
Conni Pallini-Tipton

WILSHIRE/WESTWOOD

COMMENTS AND DISCUSSION ITEMS

Portal Orientation

- Members wanted to know why the station box and portal locations changed from last meeting.
- SAAG Members would like a minimum of three portals (two along north and one on south).
- Some Members would like a portal at all four corners of Wilshire/Westwood with underground walkways.
- SAAG Members felt strongly that there should be a portal on the south side of the street to accommodate the towers with lots of commercial space and pedestrians de-boarding from eastbound traffic, buses, etc.
- Property owners of the portal location on the south side of street was unhappy and questioned why the portal moved from the SE side of Wilshire/Westwood to the SW corner.
- SAAG Members were concerned with orientation of the portal at the Wilshire Medical building. Many believe that this building is of no historic significance. Members feel strongly that the portal should be closer to the intersection and frontage of Wilshire Blvd.
- Some members believe a south portal is more important than a portal at Lot 36. Others think that a Westwood/Wilshire portal is important for UCLA riders and a Lot 36 portal is key for multi-modal connections.
- Members would like to know what kind of agreement UCLA will have with Metro on Lot 36 and how the space will be used.

General Station Area Design

- "Connectivity should be the key word" for the station design in Westwood.
- Members suggested an knock out panel with an entrance from Murdock Plaza.
- Members are concerned with parking and would like some kind of agreement about how UCLA will develop Lot 36 and what type of parking and/or other mobility connections will exist (i.e. LAX FlyAway, bike lockers, etc).
- Members would like to know if there are going to be any setbacks along streets (Westwood) to accommodate pedestrian traffic. Sidewalks are very narrow at present and need repair.
- Future buildings could have "arcades" covering sidewalks.
- Members are wondering what kind of zoning changes will occur and would like to protect the historic, "village" character of Westwood Village. City planner explained that transit will not

"automatically" change zoning. Zoning changes have a formal process which require community input.

- Members are wondering if traffic lights can be synchronized with escalators and transit so that people do not crowd sidewalk while waiting to cross street.
- Members would like an underground tunnel to avoid people crossing Wilshire from north to south as they believe it is too "dangerous" and "takes too long" to cross.
- Members would like some kind of drop-off point for the Metro to avoid traffic accidents.
- Bicycle usage is big in Westwood area. Station should have adequate bike amenities.

Thoughts from the Tour

- Views Out: Members loved the Hollywood/Vine station with the iconic view out of the Pantages Theater. There are many iconic symbols in Westwood to incorporate into the design (i.e. Majestic Crest Theater).
- Advertising: Should be designed in designated places instead of "plastered" throughout station.
- Favorite: Hollywood/Vine was the favorite station. Members loved the playful nature with colors, landscaping, public art. This should be a model for Westwood.
- Lighting: Older stations were dark and need to be brightened. Dark corners attract trash. Station needs to be well- lit because it will be used at night.
- Colors: Lighter colors are preferred for Westwood station.
- Artwork: Should relate to the area and history "as far back as Spanish explorers."

Signage

- Signage should be very visible and easy to read.
- Good signage for elevators is key.
- Directional signage should state which direction line is moving (i.e. Downtown LA/Eastbound and Veteran Affairs/Westbound).
- Wayfinding is important in Westwood Village because it is not a typical grid and can be confusing.
- Station should use the color purple for signage and other design surfaces to help brand the "Purple Line."
- Digital signs that tell you when the train is coming should be above.
- Metro maps need a "you are here" dot or star.

WILSHIRE/WESTWOOD

COMMENTS AND DISCUSSION ITEMS, CONTINUED

Requested Materials/Further Studies

- SAAG Members would like information re:
 - Historic analysis for Westwood Medical building as they do not think it is significant.
 - The potential Sepulveda transit line and environment studies
 - Statistics on potential transit riders coming from south and north
 - Cost information of primary and secondary portals
 - Plans/agreements with UCLA on how Lot 36 will be used and coordinated with subway.

Final Comments

Members were confused by the idea of a full portal and half portal. We explained that Metro will build one full portal for each station, with the exception of Westwood, which will have two portals. Because the full portals are large and are challenging to configure in many dense, urban areas, some SAAG Members expressed interest in having two "half" portals instead of one full portal. This suggests that they don't fully understand the ridership at stations, but also would like more creative, non-standard configurations of the portal entrance to fit well in their urban neighborhoods.

WORKSHOP PHOTOS

PHOTOS FROM THE WORKSHOP SESSIONS



METRO WESTSIDE SUBWAY EXTENSION STATION AREA ADVISORY GROUPS

Summary of Comments & Feedback

Workshop # 3 Updated Station Maps, TOD Scenarios & Station Art

June 20-22, 2011 (3 meetings)

5:30 pm - 8:00 pm

Contents:

Discussion Topics

Attendee List

Consolidated Comments

Photos from the Meetings



Metro



PB PARSONS
BRINCKERHOFF

TORTI GALLAS AND
PARTNERS, INC.

STATION AREA ADVISORY GROUP

Workshop # 3, Summary of Topics Covered



Workshop Schedule

June 20, 2011

Wilshire/La Brea
Wilshire/Fairfax

June 21, 2011

Wilshire/La Cienega
Wilshire/Rodeo

June 22, 2011

Century City
Wilshire/Westwood

Overview

The third set of Station Area Advisory Group (SAAG) workshops was held June 20-22, 2011 to discuss updated planning and urban design concepts for the Metro Westside Subway Extension station areas as the project moves into preparation of the Final Environmental Impact Report.

Purpose of the Workshops

The workshops were broken into two parts: a presentation to the SAAG members followed by smaller, station-specific break-out group discussions led by moderators from the Project Team. City staff and planners from Beverly Hills and the City of LA attended the workshops, as well as staff from some City Council offices.

The opening presentation:

- Presented TOD build-out scenarios and analysis for each station area, explained by team member, G.B. Arrington from PB Placemaking.
- Provided an overview of the Metro Art Program, presented by Metro Creative Services staff, Maya Emsden (Deputy Executive Director) and Jorge Pardo (Director, Art & Design).
- Presented updated station area maps showing potential portal locations (stairs, elevators, and escalators), knock-out panels, and staging areas at six new station areas, as well as some sketches and renderings of the station areas.

During the break-out groups, the SAAG Members:

- Discussed the pros and cons of the potential portal locations to inform the Metro Project Team on why particular portal options are preferred.
- Reviewed and provided input on presentation drawings of the proposed station areas, including 3D views of station models, "before and after" photo montages, conceptual landscape drawings and joint development studies.
- Provided input on amenities and improvements in and around the station areas to help foster a "culture of transit" in Los Angeles.

The following pages summarize the feedback gathered during the June SAAG workshop series.

STATION AREA ADVISORY GROUP

Summary of Key Discussion Items

Overview

Below is a brief summary of the key points discussed during the break-out sessions for each Station Area Advisory Group. The following pages provide more detailed descriptions of the discussions and input we received.

Wilshire/La Brea

- **Portal Location:** The SAAG Members favor the north portal location because they are more “used to the idea.” However, they believe both sites (north and south) are good locations for the portal.
- The members are very interested in joint development opportunities at the station. They would like to see a station plaza around the portal that remains open with future development.
- Station circulation is critical in the area. Members favor a paseo or arcade that would provide access through the Metro parcel to Detroit.
- Members requested more information on the mechanical/utility building that must be accommodated on the Metro parcel.

Wilshire/Fairfax

- **Portal Location:** The SAAG Members prefer the primary portal location to be at the LACMA West building, over the other portal options.
- Members requested for Metro to study seismic issues and upgrades to better understand the implications of a primary portal at LACMA West before making any decisions on the portal location.

Wilshire/La Cienega

- **Portal Location:** The SAAG Members are concerned that the current portal configuration will hinder future development as there is not sufficient space to provide parking on the parcel. The Members see the station site as very important for future development and would like the station design to preserve the largest possible footprint for future development.
- The SAAG members are divided as to whether they would like a station plaza that is large enough to accommodate activities and amenities such as a farmer’s market, or a small plaza that does not encourage lingering.

Wilshire/Rodeo

- **Portal Location:** The SAAG Members believe that the ACE Gallery is the “lesser of evils” if they must choose a portal location among Union Bank, ACE Gallery, and Bank of America locations. They prefer ACE Gallery because it is the farthest site from Rodeo Drive and will have the least impact on traffic and businesses.
- The group’s primary concern is construction impacts and mitigations.
- The SAAG members requested more information on how the three portal locations were selected.

Century City

- **Portal Location:** The SAAG members unanimously support a portal at Avenue of the Stars/Constellation, rather than along Santa Monica Blvd. The members view a Constellation portal as the best location due to the concentration of active uses within walking distance. A station along Santa Monica Blvd would be a “waste of resources” according to the group.
- The group is very open to working with Metro in finding construction staging areas to accommodate a Constellation station.
- The SAAG Members also are very interested in being involved in a station art advisory group.

Westwood/UCLA

- **Portal Location:** The SAAG Members feel strongly that there should be a portal on the south and north side of Wilshire with handicap access on both sides.
- The SAAG members do not like Westwood Medical portal configuration that comes out into the parking garage.
- Some of the SAAG members would prefer removing the existing bank building and putting the portal at the corner. Members would like Metro to further study the historical significance of the Westwood Medical building to see how a portal could be accommodated at the corner of Westwood and Wilshire.
- Members would like the current bus stop at the NW corner on Westwood to be relocated to the north at Kinross to reduce congestion and provide more waiting space.
- Members would like to see pedestrian access from Lot 36 to Kinross, making good pathways to Westwood Village.
- Station parking, bike parking, good bus interface, and safe, wide pedestrian sidewalks are critical issues for the Westwood/UCLA station.

WILSHIRE / LA BREA

SAAG Workshop Attendees

La Brea Station Area Advisory Group		
Name	Contact Info	Other Info
Wally Marks	310-204-1865 wally@wnmrealty.com	Property Owner
Owen Smith	323-933-3301 Osmith1930@sbcglobal.net	Brookside Homeowners & GWNC
Liz Fuller	323-939-6193 zilfworks@gmail.com	Sycamore Square Homeowners & GWNC
Fred Pickel	323-937-7920 fpickel@wilshireenergy.com	Hancock La Brea Homeowners
Dave Powers	949-863-4247 dpowers@breproperties.com	Senior Investment Director, BRE Properties
Tim Deegan	Td.td2007@gmail.com	Chair Mid-City West NC Transpo Committee (note: LACMA employee)
Wayne Sachs	1-213-488-0675 Wayne.sachs@prodigy.net wsachs@sachslaw.net	Lives near 3 rd & La Brea. From MCWNC
Rita Azar	323-938-3900 rita@ritaflora.com	Owner, Rita Flora
William (Bill) Ahmanson	310-278-0770 wahmanson@theahmansonfoundation.org	The Ahmanson Foundation, Hancock Park resident

In addition, the following City Staff and City Council staff attended for the Wilshire / La Brea and/or Wilshire / Fairfax station area discussions:

Nick Maricich
Susan Robinson
Jay Greenstein
Fernando Ramirez

WILSHIRE / LA BREA

SAAG Member Discussion Summary

Overview

The SAAG members of the Wilshire/La Brea group do not have a strong preference as to whether the station should be to the north or south of Wilshire. Most of the group felt that they were "used to" the idea of the station being north of Wilshire, but did not have a strong preference. The group discussed joint development opportunities and station circulation issues, as well as public art.

Portal Location

- Members wanted to know if there is data to show which portal location has more ridership (north or south). They think that the north side of Wilshire has higher density.
- Some members don't want to cross a major intersection to get to the portal. They would like to know if a pedestrian overpass is an option to cross Wilshire or La Brea.

Joint Development

The group had many comment regarding future joint development studies shown at the table. Their comments included:

- Members prefer an open plaza at the corner of La Brea and Wilshire rather than development enclosing the portal entrance.
- The plaza should have shade.
- Members would like to see future development with an open plaza, wrap building and tower (a combination of development scenario 1 and 2 as shown in the table images).
- Retail space lining in courtyards (like Wilshire & Vermont) is often underutilized and not a preferable design for future development.
- "Less massing is better" in terms joint development. Some members are worried about shadow impacts of future development on residential areas.
- Members favored site plan designs that had passes or arcades through the plaza to allow easy circulation from Detroit.
- Members would like to know more about the Metro station generator (i.e. How tall? How close can future buildings be to it? Can future development building on top of it? Is it a permanent structure? Can it be moved? Is it noisy? How often is it tested? Can it go underground? Access/ingress issues?)
- What happens to the dirt removed during construction?
- There should be knock out panels at all four corners for future development and access.

Station Design

The SAAG members had several comments regarding station design, including:

- The intersection should be well lit.
- Art should be very visible.
- The area should have wide sidewalks like the block along Wilshire west of Detroit.
- There should be good connectivity to residential and businesses adjacent to station.
- Signage and wayfinding is important. There should be a map of the local area.
- Lighting is important.
- Security is important.

Station Artwork

The SAAG members had several comments and comments regarding station art, including:

- What is the community input framework? Who is involved in the input?
- Is there room for community input later in the process?
- Does the station art need a theme?
- A thematic art program could be good.
- Car culture vs. mass transit could be a historic theme in looking at the corridor's past and future.
- Art deco style is difficult to replicate well. It might not be right for the station.
- Are there standards for tasteful, respectful art? The religious community would like to have some representation for art decisions to make sure there are is not reference to nudity or other distasteful things.
- The scale of the art will be important.
- The art should incorporate/acknowledge the history of the area.
- What about neon as an art theme?
- The La Brea tar pits could be a theme?.
- The art should create a pleasant experience and integrate the station with the street.

WILSHIRE / FAIRFAX

SAAG Workshop Attendees

Fairfa Station Area Advisory Committee		
Name	Contact Info	Other Info
Steve Kramer	323-964-7100. ext 0 swk@kramerlaw.biz	Miracle Mile Chamber of Commerce
Evan Kaizer	323-931-6022 ejkaizer@sieroty.com	President, Sieroty Company
Fred Goldstein	323-857-6048 fgoldstein@lacma.org	LACMA Pam Kohanchi, Alternate 323-857-6103 pkohanchi@lacma.org
Jeff Jacobberger	323-646-3308 jacobbergerj@sbcglobal.net	Chair, MCWNC
Shelley Wagers	1-310-384-9876 Shelley@wagersmail.net	Beverly Wilshire Homes Association
Buddy Pepp	323-964-6356 bpepp@petersen.org	President, Petersen Automotive Museum
Diana Plotkin	323-653-6254 plotkindi@aol.com	Beverly Wilshire Homes Association Bob Chernov, Alternate
Dr. Robert Newport	theholodoc@gmail.com	Carthay Circle Neighborhood Association
Henry Miller	213-494-5753 HenryM@99only.com	99Cents Only Store Marv Holen
Kevin Glynn	323-933-5190 kglaca@gmail.com	MMRA
Bernie Clinch	bernieclinch@gmail.com	Park La Brea Residents Association
Adam Lev	323-692-5900 ALev@ratkovich.net	Ratkovich
Joyce Kleifield	323-370-1220 Joyce.kleifield@lausd.net	Fairfax HS
Bruce McCormick	323-841-0053 RBMcCormick@ca.rr.com	MCWNC

In addition, the following City Staff and City Council staff attended for the Wilshire / La Brea and/or Wilshire / Fairfax station area discussions:

Nick Maricich
Susan Robinson
Jay Greenstein
Fernando Ramirez

WILSHIRE / FAIRFAX

SAAG Member Discussion Summary

Overview

The SAAG members of the Wilshire/Fairfax unanimously favor the primary portal location at the May Company (i.e. LACMA West) building. The Metro Team explained that there are several unknowns regarding the feasibility of the LACMA West portal until studies are done to determine seismic impacts and upgrades needed. The Metro team explained that all aspects of the portal option sites (construction staging, access, seismic issues, etc) are being evaluated by the staff. The staff will make recommendations, but ultimately the Metro Board will make the final decision on portal locations.

Portal Option Comments

The SAAG members made the following comments during the workshop.

- There are too many unknowns right now for the group to understand the advantages of all of the portal options.
- The SAAG members don't want complexity to rule out LACMA prematurely. Metro should find out sooner than later if seismic upgrades are needed to build the portal at LACMA West.
- The station portal needs to be at LACMA West (not across the street at Johnie's).
- Some members would like Metro to bring the portal closer to Wilshire/Fairfax.
- There should be a knock-out panel on south side of Wilshire.
- Some members would like mixed-use development at the Johnie's parcel, not an open plaza.
- Some members would like for Johnie's to be used as a secondary portal with LACMA West as the primary portal. As a secondary portal, Johnie's could be used as a "quick stop" for coffee, etc with bike station amenities.
- The Farmer's Market and the Grove are destination points that need to be considered for portal location options (south side, Orange Grove and Ogden) and crossing through LACMA to get to destinations to the north.
- Bus integration at the LACMA destination is the only way to get people to use public transit.

ACMA Station

The SAAG members made the following comments during the workshop regarding station art and design.

- LACMA is premier location and cultural destination.
- The architectural detail of the LACMA West building is a natural draw to the station.
- The station should have strong art theme so that the "look" of the station will tell you where you are.
- Art and design needs to be reflective of LACMA as a destination - not "kitsch." SAAG members want innovative design, a statement of the art culture, LACMA, Peterson Museum.
- The LACMA West building portal location display windows need to stay, they could be used for art.
- There should be a permanent site for "rotating art" in LACMA west windows and "in-station" art, gift shop, restaurants, etc.
- Lighting is important.

Pedestrian Activity

The SAAG members made the following comments during the workshop regarding pedestrian activity.

- Emerging from the station should place people near the LACMA entrance "creating a pedestrian environment" that spans from the LACMA entrance across Wilshire.
- Increased animation will result no matter where the portals are (north or south), except for LACMA West, which is covered.
- Station design should help create more of a pedestrian environment. The station area needs crosswalks, walking pathways, signalization, etc.
- Metro should create a pedestrian corridor that is a pleasant experience.
- The City of LA needs to rethink LADOT mitigation measures for development that will support a pedestrian corridor.

WILSHIRE / LA CIENEGA

SAAG Workshop Attendees

a Cienega Station Area Advisory Committee		
Name	Contact Info	Other Info
Howard Fisher	310-556-4401 (home) 310-553-2000 (office) HSF@howardsfisher.com	Public Works Commission (outgoing) Traffic & Parking Commission (incoming)
Joyce Braun	310-557-1930 (home) 310-567-4514 (mobile) joycelb@prodigy.net	Traffic & Parking Commission
Craig Corman	310-273-6697 (home) 310-273-7046 (business) cormans@earthlink.net	Planning Commission
Todd Johnson	310-652-2827 tjohnson@lawrysonline.com	General Manager, Lawrys
AJ Willmer	310-751-0082 ajwillmer@ajdj.com	Area resident. Proposed by both City & Chamber.
Michael Blumenfeld	310-201-0515 blumenlove@aol.com	Area resident.
Amanda McCauley	323-782-7877 AMcCauley@lfp.com	Flynt Building

In addition, the following City Staff staff attended for the Wilshire / La Cienega and/or Wilshire / Rodeo station area discussions:

Aaron Kunz
Martha Eros
Peter Noonan

WILSHIRE / LA CIENEGA

SAAG Member Discussion Summary

Overview

The SAAG members of the Wilshire/La Cienega focused their discussion on future development, station art, and station plaza design.

Future Development

The group had many comments regarding future joint development studies shown at the table. Their comments included:

- The best design configuration would have the most development potential.
- The property is valuable and should be developed with a building over time.
- What is the City's role during the process of future development? Will there be zoning changes?
- The current portal configuration does not leave enough area for viable parking for future development.
- Will the zoning change to allow less parking in transit zone?
- There could be a shared parking option in order to avoid special rules and variances.
- The SAAG Members are concerned with the number of parking being removed. They would want to allow sufficient space for underground parking since the area has viable development potential.
- Some members would like to see a circular drop-off area lined with retail. A kiss n ride should have a liner of retail along edge of plaza.

Station Artwork

The group had the following comments and questions regarding station art and design.

- The station should be an iconic gateway into Beverly Hills.
- The station design should be distinctive from Los Angeles.
- Marketing for the station should be compatible with the marketing for the City of Beverly Hills.
- SAAG Members would like to see a 1930s theme for the station area.
- The members expressed some concern about the art decision process. (Metro controls and maintains the art work while artists keep the copyrights.)
- Members would like to know how to become more involved in the final decision for choosing the artwork. (Metro creates selection process with community. The art selection process begins during Preliminary Engineering.)

- What are the qualifications of Metro art team? (Metro chooses a Beverly Hills advisory group selected in consultation with the City.)
- How are the artists selected? How does the community offer input on artist selection and final art work?

Station Plaza Design

The group varied in their ideas for a future station plaza. The members could not unanimously agree on the ideal size of the potential plaza. Their comments included:

- About half the SAAG group favors a more open station plaza design, while the other half would prefer the station to be a pass through.
- PA bigger plaza is too inviting for homeless. Members would like a safe and inviting station plaza.
- A large plaza may become too difficult to activate.
- A large plaza would need temporary uses to become more active, such as cafes and farmer's markets.
- Some Members would not like to see a farmer's market at the station.
- Cedars Sinai shuttle stops should be considered in the design of the plaza.

WILSHIRE / RODEO

SAAG Workshop Attendees

Rodeo Station Area Advisory Committee		
Name	Contact Info	Other Info
Bill Wiley	310-247-7040 bwiley@2rodeo.com	General Manager, 2 Rodeo
Joe Shooshani	310-273-2239 (home) 213-748-7869 (business) joe@bobcometal.com	Public Works Commission
Noah Furie	310-203-5454 (home) 310-310-954-1062 (business) noah@bfcloans.com	Planning Commission
Jeff Levine	310-967-0022 (home) 310-358-3489 (business) jeff@levinegroups.com	Traffic & Parking Commission
William Shaw	310-385-3917 (office) 310-402-3966 (cell) Jennifer.cooke@fourseasons.com	Beverly Wilshire Hotel, Director of Public Relations
Kelly Pucci	310-246-1881 kpucci@gcomfort.com	George Comfort & Sons own Wilsh/Bev property
Alan Abramson	310-275-8397 UncleAIPal@aol.com	B&A Management Company Will miss 1 st meeting.
Joe Tilem	310-273-3313 majorjo@aol.com	Former BH Mayor
Hermann Elger	310-860-7800 HElger@montagehotels.com	Montage Hotel Joined by Jay Newman, Athens Group (Hotel Developer): 310-899-4184 310-963-8628 (cell) jnewman@athensdevco.com
Tom Blumenthal	tblumenthal@gearys.com 310-273-4741	Geary's
Douglas Christmas	323-935-4411 AceGallery@AceGallery.net	Ace Gallery
Raffi Cohen	310-273-2733 Raffi@galaxyhodling.com	Galaxy Commercial Properties

In addition, the following City Staff attended for the Wilshire / La Cienega and/or Wilshire / Rodeo station area discussions:

Aaron Kunz
Peter Noonan
Martha Eros

WILSHIRE / RODEO

SAAG Member Discussion Summary

Overview

The SAAG members of the Wilshire/Rodeo had a heated discussion about the portal options being evaluated. While many concerns were expressed for each portal option, the group seemed to agree that the ACE Gallery location was the "lesser of evils" and best portal location of those being evaluated. The group is very concerned about construction mitigation and potential impacts to businesses. The group also requested more information on how the three portal locations (currently being evaluated) were selected.

Portal Options

The group discussed all of the portal options. Below is a summary of the comments from various portal options.

Option A: Full Portal

In general, most of the members felt that the impacts from a Union Bank portal would be too great on the Rodeo Drive businesses and Beverly Wilshire Hotel. They also felt that the loss of parking at Union Bank made this option unfeasible.

Option B: Full Portal

The group unanimously agreed that taking a lane (southbound) on Beverly would be an "unacceptable" impact on the station area; Beverly is "too busy" of a street and intersection.

Option C: Full Portal

The SAAG members expressed that while the traffic impact is reduced, the impact to underground parking at the Bank of America building would be too great. The loss of parking is a "non-starter" for the Bank of America building representative.

ACE Gallery Full Portal

Most SAAG members believe that this is the best location given the portal options because it has the least impact on traffic and businesses. Some members see this portal as "too far" from Rodeo Drive.

Split Portal Options

The majority of the SAAG members view a full portal at ACE Gallery and a half portal at Bank of America as the best option, if impacts to traffic along Beverly can be avoided, as well as impacts to the Bank of America parking. This would allow for a portal on both the north and south side of Wilshire. A split portal at Union Bank and Bank of America would

also accomplish this. However, the impacts to businesses would be greater as the portal is closer to Rodeo Drive. One SAAG member expressed his concern that two portals would add more cost to the project and create more negative impacts from construction in two locations. Hence, in his view, one portal is better than one and a half.

Other Comments

Other comments and questions from the SAAG group included:

- We need to support major retail streets on south side (of Wilshire).
- What is a meaningful station?
- How do you drop off/meet people at the portal?
- We need a "drop off zone."
- There needs to be 24 hour toilets.
- There station needs on-site police with parking spaces for police cars.
- What is the impact of construction on historic buildings during construction?
- What are the trucking (haul routes) for materials?
- Why not move the station west to the Sak's 5th Avenue site? Or move it northwest to the Budget site on Santa Monica Blvd?
- Why not use the parking lot across from Canon Drive as a portal location?

CENTURY CITY

SAAG Workshop Attendees

Century City Station Area Advisory Committee		
Name	Contact Info	Other Info
Carol Spencer	310-785-0619 (home) Cc_neighborhood@earthlink.net	Comstock Hills
Steve Breuer	310-556-3386 sebnbb@sbcglobal.net	President Century City Homeowners Alliance
Richard Harmetz	(310) 277-6505 Gratiano@pacbell.net	Tract 7260
Sarah Shaw	310-551-0077 shaw@jmbrealtycorp.com	JMB Realty/Constellation Place
Bob Hale	323-785-5100 bob@RCHStudios.com	Rios Clementi Hale Studios
Joe de Tuno	310-824-2200 Joe@woodridgecapital.com	Woodridge Capital/Next Century Associates (Century Plaza Hotel)
Cameron Benson	310-789-2179 cbenson@wattplaza.com	Watt Companies Alternate: Joe Marcinek
Susan Bursk	310-553-2222 susan@centurycitycc.com	Century City Chamber of Commerce
Renee Watkinson	310-226-7400 Renee.Watkinson@cbre.com	CB Richard Ellis
John Goodwin	310-445-8457 jgoodwin@us.westfield.com	Westfield
Lou Marienthal	307-277-8032 loudena@pacbell.net	VP, Century City Homeowners Alliance. Resident, Century Hill
Joe Marcinek	310-789- jmarcinek@wattcompanies.com	Watt Companies

In addition, the following City Staff and City Council staff attended for the Century City and/or Westwood station area discussions:

Susan Robinson
Connie Tipton
Jay Grenstein

CENTURY CITY

SAAG Member Discussion Summary

Overview

The Century City SAAG members unanimously favor a portal along Constellation at Ave of the Stars over a portal along Santa Monica Blvd. Whether the portal is on the northeast or southwest corner of the Ave of the Stars/Constellation intersection is less of a concern. The SAAG members wanted to know how their input was being used and weighted with regard to other considerations in station design. The group had many questions regarding how a final decision will be made on the portal location, and expressed their deep concern that "politics" may dictate portal decisions, rather than good transit planning principles. The group emphasized that they think that a portal location at Century Park East would be a "waste of resources." The members are afraid that Beverly Hills will attempt to block and de-fund the project if they "don't get their way." The group also expressed some concern about the lack of transparency of background studies and that decisions could be made based on an "invisible geological report" that the public may not have access to. David Mieger explained that the number one criteria for station selection is public safety.

The group had several questions for David Mieger regarding staging areas and timing. The group consensus was that property owners would be willing to work with Metro on staging areas to enable a portal at Constellation/Ave of the Stars. G.B. Arrington discussed the trend TOD scenarios briefly with the SAAG members. The group also discussed public art with Maya Emsden. The SAAG members are very interested in public art for the station area and would like to be included in the public art process in an advisory capacity.

General Questions

The following questions were posed by SAAG members during the June SAAG workshop.

- What do the consultants think is the best portal location?
- Under what buildings does Constellation route go under?
- What are the pros and cons of each alignment (i.e. Constellation vs. Santa Monica)?
- Why are there multiple portal options at Westwood when Century City only has one?
- Is it possible to change the bus routes once the station is built (i.e. could buses along Santa Monica be re-routed to a Constellation station)?

- What are the staging areas for the Santa Monica station location and Constellation station location?
- How important is the availability of staging site in determining the station location?
- How long will Constellation NOT be accessible during station construction?
- Has a subway station ever been built on a fault line?
- How is the SAAG member input used/weighed?
- What is the impact of funding legislation on schedule? "30/10"
- How did G.B. constrain parking in his model? How likely is G.B.'s trend scenario exercise from a numerical exercise?

General Comments

The following comments were made by SAAG members during the June SAAG workshop.

- Knock out panels are desired at every corner at Constellation/Ave of the Stars, except for the southeast corner.
- There should be multiple portals so that people don't have to cross bus streets.
- Underground crossings are the opposite of what Century City needs. We want people on the streets to have an active pedestrian realm.
- JMB is planning a mobility hub at their proposed transit plaza.

Station Artwork

SAAG members had the following questions and comments.

- How does Metro budget for the artwork?
- Is the artwork fully funded by Metro or is there some funding coming from private or city sources?
- How does changeable/temporary art work?
- Would Metro be open if approached by a credible institution (i.e. Annenberg Foundation) to help guide the public art and station design?
- Can development project funds be used for station art work?
- What are the rules for advertising in stations?
- The character of the community should be reflected in the Century City station art. Can the community define the theme for the artists?
- How can the community become part of the art selection process?
- How do artists make their proposals? Do they show the actual proposed artwork or concepts?
- If you select the right artist, you don't have to worry about the actual final design.

WILSHIRE / WESTWOOD

SAAG Workshop Attendees

Westwood/ C A Station Area Advisory Committee		
Name	Contact Info	Other Info
Jeff Averill	310-825-9677 javerill@capnet.ucla.edu	UCLA Campus Architect Alternate: Dave Karwaski
Kam Hekmat	310-824-3000 khekmat@indivest.com	Indivest
Tony Ranger	310-203-9199 tranger@topa.com	President, TOPA Management Company
Angela Rinebold	310-446-2208 Angela_Rinebold@equityoffice.com	Equity Office. Owns several Westwood office properties Alternate: Charlie Hobey 626-304-6103 charles_hobey@equityoffice.com
John K. Heidt	310-593-0093 ext. 108 (office) jheidt@heidttorres.com	Westwood Homeowners Association
Michael Metcalfe	310-474-6418 (home office) m.metcalfe@verizon.net	Westwood Homeowners Association
Debbie Nussbaum	310-476-3242 Nussbaum3@earthlink.net	Westwood Hills Property Owners Association
Jackie Freedman	310-474-2946 jldfree@aol.com	Holmby-Westwood Property Owners Association
Dr. Wolfgang Veith	310-208-6624 (home office) wolfgangveith@verizon.net	North Westwood Village Residents Association
Clinton Schudy	310-208-6559 (office) landedinla@yahoo.com	Oakely's Barber Shop
Gail Friedman	310-208-3131 (office) gail@sarahleonardjewelers.com	Sarah Leonard Fine Jewelers
Steve Sann	213-448-8147 (cell) Stevesann2001@yahoo.com	NINETHIRTY & The Backyard at the W
Thomas Schneider	310-208-2227 ext. 106 t_schneider@bartonmyers.com	Barton Myers Associates (Architecture)
Richard A. Fragapane	949-433-1515 (cell) 949-465-0187 (office direct) rfragapane@themullercompany.com	The Muller Company (owns Westwood Medical Plaza) Alternate: Amy Martin
Matt Abularach	909-855-2108 Mabu9008@gmail.com	UCLA Student, USAC Facilities Commission; Parking & Transportation Co-Chair

In addition, the following City Staff and City Council staff attended for the Century City and/or Westwood station area discussions:

Susan Robinson
Connie Tipton
Jay Grenstein

WESTWOOD/UCLA

SAAG Member Discussion Summary

Overview

The SAAG members of the Westwood/UCLA focused their discussion the portal locations and station design needs. SAAG members felt strongly that there should be a portal on the both the north and the south side of Wilshire as they believe it is unsafe to have a lot of pedestrian traffic crossing Wilshire Blvd. Below is a compilation of comments for the three portal locations.

Portal Locations

Westwood Medical Portal Location

- Some SAAG Members would prefer a portal at the NW corner of Wilshire/Westwood instead of the current portal configuration in the parking garage.
- By placing the portal in the garage, the area can make potential for supportive retail inside the portal entrance area.
- If there were to be retail at the portal, it should not compete with the retail and shops at the Village.
- Members want to know if the Westwood Medical building at the NW corner is historic. The Chase bank location was originally a coffee shop. This issue needs to be investigated by SHPO.
- Members would like to see a switchback portal (instead of the current "straight run" configuration) to bring the portal closer to the corner. The property owner is concerned a switchback portal may affect the column structure of the building.
- The current sidewalk width on Westwood Blvd is not wide enough to support high pedestrian traffic and people waiting for the bus. Members desire more generous sidewalks, particularly along Westwood, north of portal.
- Removing a lane would calm traffic on Westwood and allow for wider sidewalks for pedestrian traffic.
- Members agreed that traffic calming would be good for the Village. If they would lose a lane, they would prefer it to be on the west side of Westwood, not along Wilshire Blvd.
- Members would like the current bus stop at the NW corner on Westwood to be relocated to the north (at Kinross) to reduce congestion and provide more waiting space.
- Members would like a high level of service for pedestrians.
- Members suggested a study of diagonal parking near the north portal on Westwood.

- Village business owners would prefer for there to be pedestrian traffic between the portal and shops for better business.
- Some separation between the portal and bus stop could create "friction" with pedestrian traffic, and hence, create customers for retail area.

Westwood South Portal Location

- Members want a full portal on south side of Wilshire.
- Members would like the half portal to include a set of escalators that move up and down and/or an elevator to make it more accessible to passengers with disabilities.
- Portals should each have elevators and escalators that go both up and down at each half portal.

UCLA Portal Location

- Members preferred Scheme B (frontage road) instead of Scheme A for Lot 36.
- For the Scheme B, the frontage road details, such as exits, need further study.
- Some Members want the portal closer to Gayley to make a closer connection to the Village. The existing alley can be enhanced for pedestrians.
- Because Lot 36 is currently a large vacant lot, the precise location of portal needs further study (re: UCLA Building location is a factor).
- Since there cannot be any construction above the storm drain, a possible pedestrian connection to the Village may be an option. Members believe that the linkage between the portal and the Village is important.
- Members would like pedestrian connections between the portal and UCLA shuttles on Kinross.
- The portal on Lot 36 can possibly bring the arts and culture of the Village closer to Wilshire.
- UCLA is unsure of what's to come in Lot 36 (i.e. buildings), potential Village storefront.
- People who live in Westwood would like parking near the portal entrance to then take the train Downtown and to Century City.
- UCLA is considering some public parking outside Lot 36, at Lot 32.
- The station needs good bus and pedestrian circulation through the station area.
- Members suggested that UCLA buses could run on Kinross while Metro and other buses could stop at the Westwood/Wilshire transit corner to disperse pedestrian traffic better.
- Bicyclists have issues moving through Westwood Village and parking in Westwood.

SAAG WORKSHOP PHOTOS



WESTSIDE SUBWAY EXTENSION

SAAG METRO RED/PURPLE LINE TOUR* | APRIL 2011



* Please take notes and photos along the tour and send them to Georgia Sheridan at gsheridan@tortigallas.com.
For any other questions regarding the tour or Station Area Advisory Groups, contact Jody Litvak at Litvakj@metro.net.

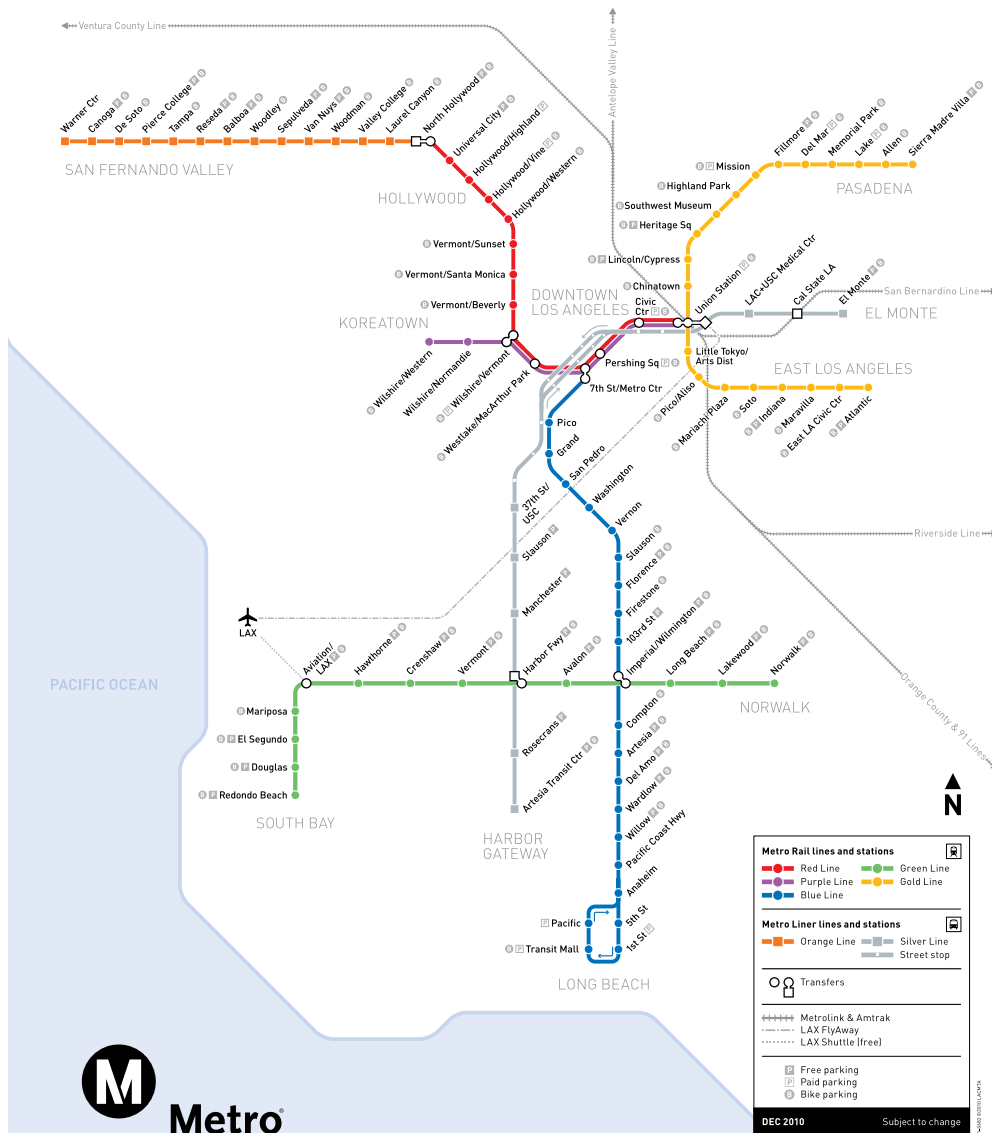
WESTSIDE SUBWAY EXTENSION: LOCALLY PREFERRED ALTERNATIVE



FUTURE PURPLE LINE STATIONS

1. Wilshire/La Brea
2. Wilshire/Fairfax
3. Wilshire/La Cienega
4. Wilshire/Rodeo
5. Century City
6. Westwood/UCLA
7. Westwood/VA Hospital

METRO SYSTEM MAP



GETTING TO METRO HEADQUARTERS

One Gateway Plaza, Los Angeles, CA 90012
 Located on the east side of Union Station at the corner of Cesar E. Chavez Ave and Vignes Street

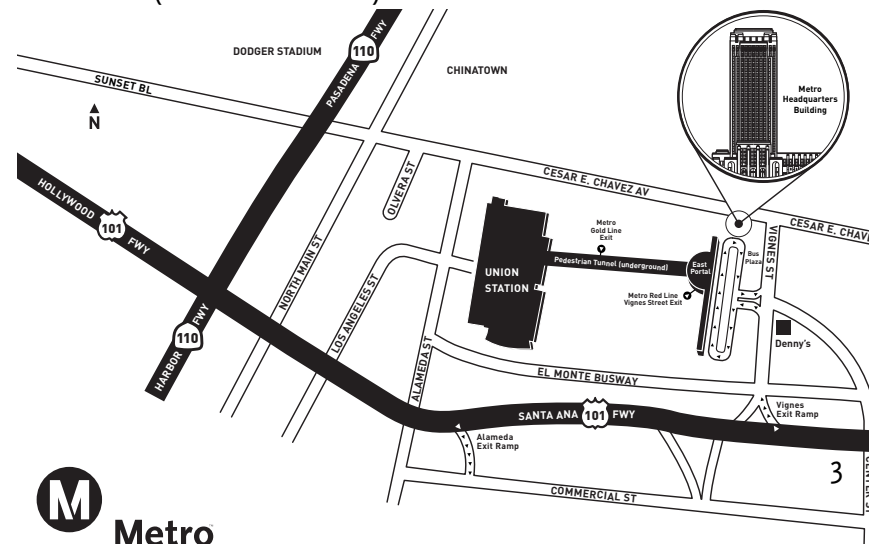
Metro Headquarters is easily accessible by various rail and bus lines. Go to www.metro.net for trip planning information.

Driving Directions From 101 Southbound to Metro Garage

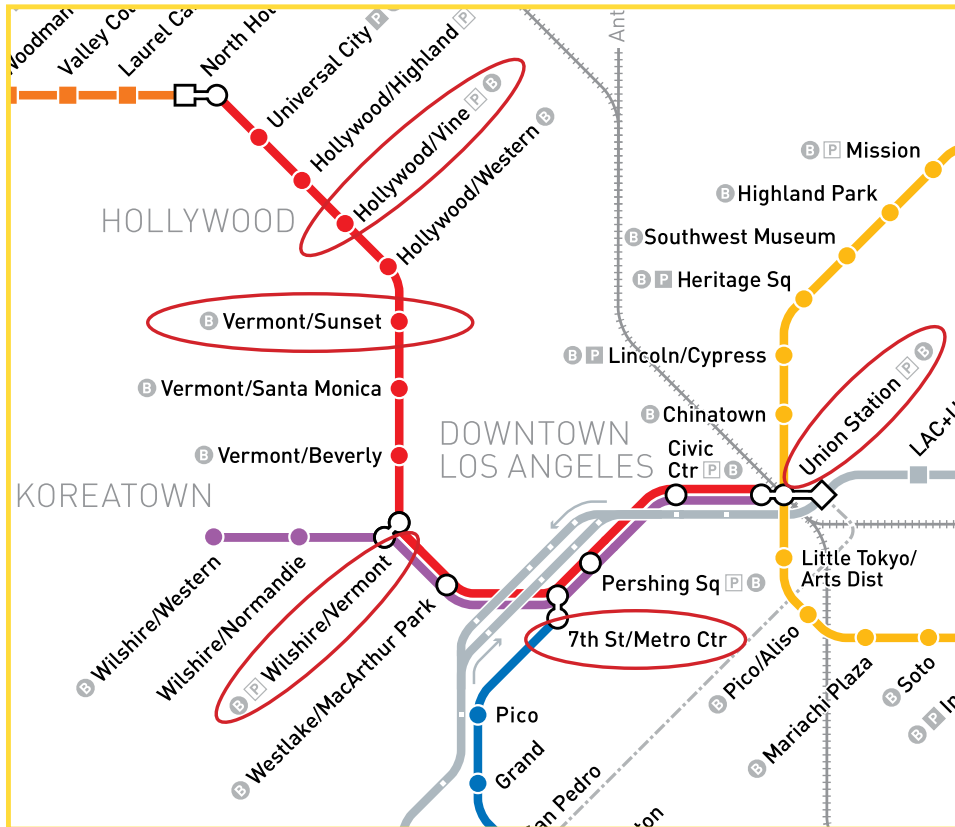
Exit at Alameda St.
 Turn left at Commercial St.
 Turn left at Center St and continue straight on to Ramirez St.
 Cross Vignes St into the underground parking entrance (use middle lane).

Driving Directions From 101 Northbound to Metro Garage

Exit at Vignes St and stay in left-hand lane.
 Then turn left at the light into the underground parking entrance (use middle lane).



RED AND PURPLE LINE TOUR SCHEDULE



FRIDAY, APRIL 1ST STATION TOUR*

- 9:30am Meet @ Metro Headquarters
- 9:40am Depart for Union Station
- 9:46am Train Departs Union Station for 7th/Metro
- 10:10am Train Departs 7th/Metro for Wilshire/Vermont
- 10:43am Train Departs Wilshire/Vermont for Hollywood/Vine
- 11:11am Train Departs Hollywood/Vine for Vermont/Sunset
- 11:39am Train Departs Vermont/Sunset for Union Station
- 11:55am Train Arrives at Union Station
- 12:00pm Tour Conclusion

SUNDAY, APRIL 3RD STATION TOUR*

- 1:30pm Meet @ Metro Headquarters
- 1:40pm Depart for Union Station
- 1:46pm Train Departs Union Station for 7th/Metro
- 2:10pm Train Departs 7th/Metro for Wilshire/Vermont
- 2:43pm Train Departs Wilshire/Vermont for Hollywood/Vine
- 3:11pm Train Departs Hollywood/Vine for Vermont/Sunset
- 3:39pm Train Departs Vermont/Sunset for Union Station
- 3:55pm Train Arrives at Union Station
- 4:00pm Tour Conclusion

**We encourage you to arrive early to Metro Headquarters for the tour. Please be sure to be at the station platform at least two minutes before the train departs.*

THINGS TO CONSIDER ALONG YOUR TOUR...

1. Is the Station Area easy to find? Easy to navigate?



2. Is it easy to transfer to another mode of transportation? Bus, shuttle, bike?



3. Is it easy to navigate from the Station Area to destinations in the neighborhood?



THINGS TO CONSIDER ALONG YOUR TOUR....

4. What is the quality of the architecture, materials, and landscaping? How do they affect the station and station area?



5. What kind of amenities are in the Station Area? Vendors? Shade? Seating?



6. How does the station art and design contribute to the station character and the neighborhood?



1 7TH/METRO



Station Aerial Map

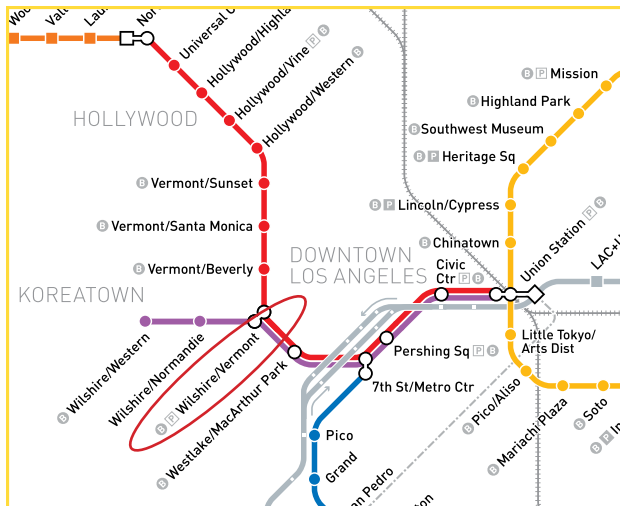


Station Photo

NOTES/OBSERVATIONS

Station Location (Easy to Find)	Transit Connections (Bus, Bike, Etc)	Station Art, Lighting, Materials
Station Quality and Character	Amenities (Vendors, Landscaping, Etc)	Metro Signs and Neighborhood Signs

2 WILSHIRE/VERMONT



Station Aerial Map

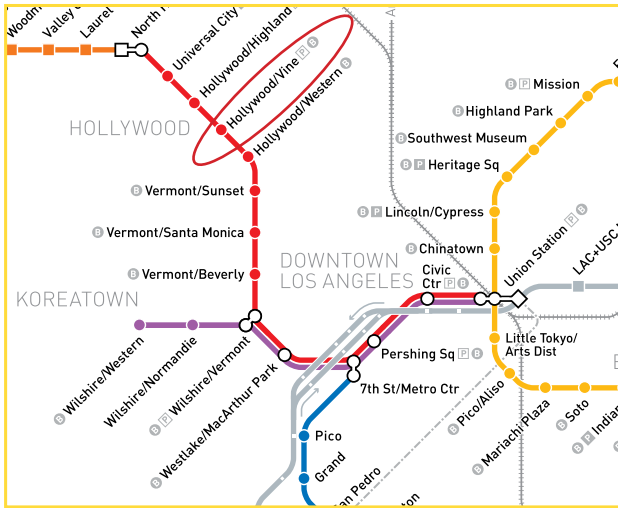


Station Photo

NOTES/OBSERVATIONS

Station Location (Easy to Find)	Transit Connections (Bus, Bike, Etc)	Station Art, Lighting, Materials
Station Quality and Character	Amenities (Vendors, Landscaping, Etc)	Metro Signs and Neighborhood Signs

3 HOLLYWOOD/VINE



Station Aerial Map



Station Photo

NOTES/OBSERVATIONS

Station Location (Easy to Find)	Transit Connections (Bus, Bike, Etc)	Station Art, Lighting, Materials
Station Quality and Character	Amenities (Vendors, Landscaping, Etc)	Metro Signs and Neighborhood Signs

4 VERMONT/SUNSET



Station Aerial Map

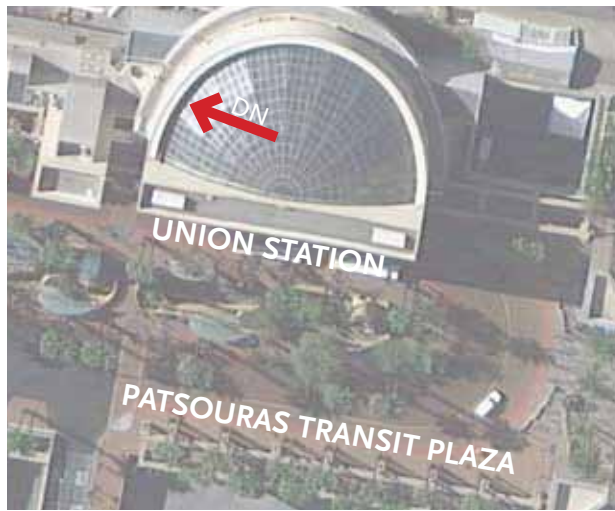


Station Photo

NOTES/OBSERVATIONS

Station Location (Easy to Find)	Transit Connections (Bus, Bike, Etc)	Station Art, Lighting, Materials
Station Quality and Character	Amenities (Vendors, Landscaping, Etc)	Metro Signs and Neighborhood Signs

5 UNION STATION



Station Aerial Map



Station Photo

NOTES/OBSERVATIONS

Station Location (Easy to Find)	Transit Connections (Bus, Bike, Etc)	Station Art, Lighting, Materials
Station Quality and Character	Amenities (Vendors, Landscaping, Etc)	Metro Signs and Neighborhood Signs

FINAL OBSERVATIONS*



Favorite Station? Why?	Least Favorite Station? Why?

GENERAL COMMENTS:

* Please take notes and photos along the tour and send them to Georgia Sheridan at gsheridan@tortigallas.com. For any other questions regarding the tour or Station Area Advisory Groups, contact Jody Litvak at Litvakj@metro.net.