



**Section 4(f) Evaluation
for the
Wilshire Bus Rapid Transit Project
Los Angeles, California**

Prepared for:

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Acronyms

BRT	Bus Rapid Transit
CFR	Code of Federal Regulations
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HOLA	Heart of Los Angeles
LACMA	Los Angeles County Museum of Art
LAUSD	Los Angeles Unified School District
LRT	Light Rail Transit
LWCF Act	Land and Water Conservation Fund Act
Metro	Los Angeles County Metropolitan Transportation Authority
MIS	Major Investment Study
National Register	National Register of Historic Places
proposed project	Wilshire Bus Rapid Transit Project
ROW	right-of-way
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SHPO	State Historic Preservation Officer
USC	United States Code

Executive Summary

This Section 4(f) evaluation has been prepared in accordance with 49 United States Code (USC) Section 303 and the Federal Highway Administration (FHWA) regulations for Section 4(f) compliance codified at 23 Code of Federal Regulations (CFR) Section 771.135. This study evaluates the effects of the proposed Los Angeles County Metropolitan Transportation Authority's (Metro) Wilshire Bus Rapid Transit Project (proposed project) on Section 4(f) resources identified along the project alignment.

There are 4 parks and recreational resources and 9 historic sites that qualify as Section 4(f) resources. The proposed project would not require the acquisition of any of these Section 4(f) properties adjacent to the project alignment or require a permanent easement; therefore, the proposed project would not result in a direct use.

Construction of the proposed project would occur within an existing right-of-way (ROW). No temporary easements through Section 4(f) properties would be necessary and no Section 4(f) properties would be used for construction staging. Therefore, there would be no temporary occupancy of the Section 4(f) properties.

Construction activities associated with the proposed project would be minor in scope and involve repaving the degraded road surface, restriping traffic lanes, reducing sidewalk widths in certain locations, and reconstructing sidewalks. These construction activities would not impair the activities, features, or attributes that qualify the properties for protection under Section 4(f). During operation, there would be no changes involving access, noise, or visual appearance. Therefore, there would be no constructive use of the Section 4(f) properties.

In an overall assessment, the proposed project would not result in direct use, temporary occupancy resulting in use, or constructive use of the Section 4(f) properties.

Overview of Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966, codified at 49 USC Section 303, declares that “[i]t is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreational lands, wildlife and waterfowl refuges, and historic sites.” To determine whether Section 4(f) applies to a federal transportation project, two prerequisites are considered: 1) the project must involve a resource that is protected under the provisions of Section 4(f), and 2) there must be a use of that resource. Resources subject to Section 4(f) consideration include publicly owned lands that are considered part of a public park; a recreational area of national, state, or local significance; a wildlife or waterfowl refuge; or a historic site of national, state, or local significance, whether publicly or privately owned.

As defined in 23 CFR Section 771.135(p), the “use” of a protected Section 4(f) resource occurs when any of the following conditions are met:

- Land is permanently incorporated into a transportation facility through partial or full acquisition (i.e., “direct use”),
- There is a temporary occupancy of land that is adverse in terms of the preservationist purposes of Section 4(f), or
- There is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (i.e., “constructive use”).

Direct Use

A direct use of a Section 4(f) resource takes place when property is permanently incorporated into a proposed transportation project (23 CFR Section 771.135[p][1]). This may occur as a result of partial or full acquisition of a fee simple interest, permanent easements, or temporary easements that exceed the regulatory limits noted below (23 CFR Section 771.135[p][7]).

Temporary Occupancy

Under FHWA regulations (23 CFR Section 771.135[p][7]), a temporary occupancy of a property does not constitute a use of a Section 4(f) resource when the conditions listed below are satisfied.

- The occupancy must be temporary (i.e., shorter than the period of construction) and not involve a change in ownership of the property.
- The scope of work must be minor, with only minimal changes to the protected resource.
- There must be no permanent adverse physical effects on the protected resource and no temporary or permanent interference with the activities or purpose of the resource.

- The property must be fully restored to a condition that at least equals the condition that existed prior to the proposed project.
- There must be documented agreement by the appropriate officials having jurisdiction over the resource regarding the foregoing requirements.

Constructive Use

A constructive use of a Section 4(f) resource happens when a transportation project does not permanently incorporate land from the resource, but the proximity of the project results in impacts (i.e., noise, vibration, visual, access, and/or ecological impacts) so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired (23 CFR Section 771.135[p][2]). Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished. This determination is made through the following practices:

- Identification of the current activities, features, or attributes of the resource that may be sensitive to proximity impacts;
- Analysis of the potential proximity impacts on the resource; and
- Consultation with the appropriate officials having jurisdiction over the resource (23 CFR Section 771.135[p][6]).

Project Background

The Los Angeles County Metropolitan Transportation Authority (Metro) has initiated the Wilshire BRT Project along a 12.5 mile long portion of Wilshire Boulevard between downtown Los Angeles and the City of Santa Monica (see Figure 1). Metro is proposing to construct bus lanes in the City of Los Angeles (9.1 miles) and Los Angeles County (0.8 mile), excluding the City of Beverly Hills. The project consists of dedicated weekday peak-period bus lanes in both the east and westbound directions.

Most of the existing curb lanes on Wilshire Boulevard in the City of Los Angeles would be “converted” to bus and right-turn-only operation in the peak periods (7–9 a.m. and 4–7 p.m.) on weekdays. In these segments, the curb lanes would be repaired or reconstructed, where necessary, and restriped and signed as peak-period bus lanes. In other areas, curbside bus lanes would be added as new lanes to Wilshire Boulevard by widening or restriping. Upgrades to the transit signal priority system include 1) the addition of bus signal priority at intersections with near-side bus stops (a recently developed and successfully tested concept), 2) an increase in the maximum available time for transit signal priority (from 10% to 15% of the traffic signal cycle at minor intersections), and 3) a reduction in the number of traffic signal recovery cycles (from two to one at key intersections along the corridor).

A portion of the proposed project is under County jurisdiction, between Bonsall Veteran Avenue and Federal Avenue (approximately 0.8 mile) near the Veterans Administration facilities. Key elements of the County’s project scope include widening Wilshire Boulevard between Bonsall Avenue and Federal Avenue, reduction of adjacent sidewalks to a uniform width of 10 feet, traffic lane restriping, adjustments to geometrics and traffic signals, signage and markings, and a 470-foot extension of an eastbound left-turn pocket at Sepulveda Boulevard.

In addition to the proposed project, two project alternatives are proposed. A No Project Alternative is required by Section 15126.6(e) of the CEQA Guidelines and assumes that the proposed project would not occur. Under the No Project Alternative, proposed improvements to 9.9 miles of the Wilshire Corridor included under the proposed project would not be implemented. Specifically, the proposed restriping and widening of some existing portions of the Wilshire corridor would not occur. Existing conditions of the Wilshire Corridor would remain under this alternative. Consequently, the No Project Alternative would not achieve or fulfill any of the goals and objectives of the proposed project.

Alternative A – Truncated Project Without Jut-Out Removal would include the development of an 8.7-mile bus lane from the Wilshire Boulevard/ S. Park View Street intersection to the Wilshire Boulevard/Centinela Avenue intersection. This alternative would eliminate the bus lane from mid-block Veteran Avenue/Gayley Avenue to Sepulveda Boulevard, totaling 0.31 mile. Additionally, this alternative would eliminate the jut-out removal between Comstock Avenue and Malcolm Avenue (1.0 mile). The existing traffic lane would be converted to a bus lane in each direction between Comstock Avenue and Malcolm Avenue. Under Alternative A, an additional 1.8 miles of curb lane reconstruction/resurfacing would occur between Fairfax Avenue and San

Vicente Boulevard and between the City of Beverly Hills and Westholme Avenue. The key differences between this alternative and the proposed project include the following: elimination of the bus lane between Valencia Street and S. Park View Street; inclusion of an additional 1.8 miles of curb lane reconstruction/resurfacing between Fairfax Avenue and San Vicente Boulevard and between the City of Beverly Hills and Westholme Avenue; retention of the jut-outs between Comstock Avenue and Malcolm Avenue; and elimination of the bus lane from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps.

For the purposes of this analysis, the proposed project includes the largest geographic extent, and therefore serves as the basis of the study area.

Project Purpose and Need

Wilshire Boulevard is the most heavily used transit corridor in the County of Los Angeles, with over 80,000 bus boardings taking place along the corridor each weekday. In addition to being the most heavily used transit corridor in the County, Wilshire Boulevard has the distinction of having some of the highest average daily traffic (ADT) volumes in the City of Los Angeles. Approximately 110,000 automobiles pass through the intersections of Westwood Boulevard, Gayley Avenue, and Veteran Avenue each weekday in the Westwood area. While ADT volumes are lower along the eastern portion of the project area (e.g., the ADT volume at Fairfax Avenue is 62,000), the corridor's average ADT volume is estimated at 80,000.

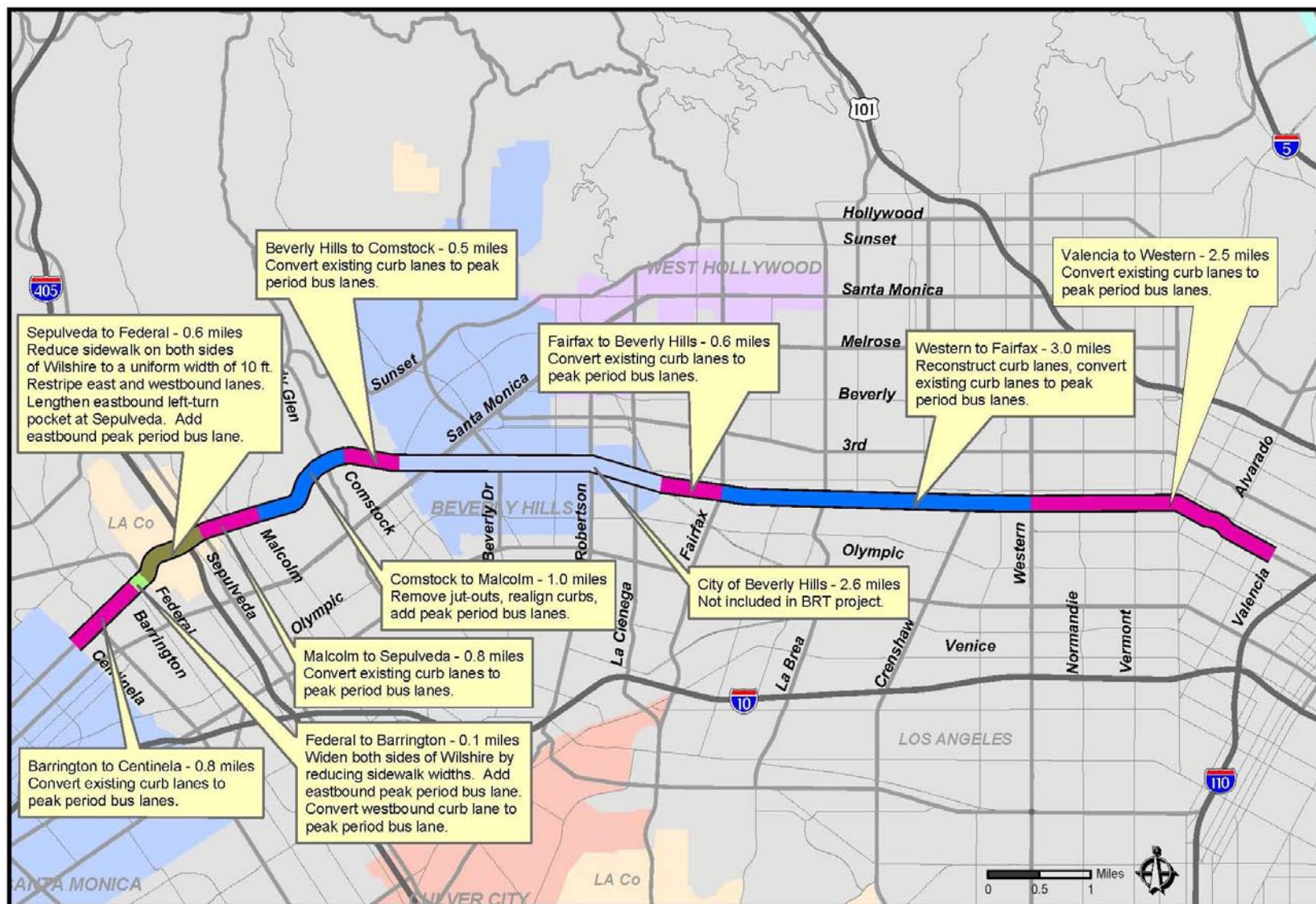
With increasing ADT volumes on Wilshire Boulevard, demands for viable alternatives to the automobile have increased as congestion continues to slow automobile travel. This same congestion also slows buses, increasing travel time, and reducing schedule reliability for transit customers, while increasing operating costs for Metro. Average bus speeds, along with automobile speeds, have declined steadily over the past 20 years. The Wilshire BRT Project is intended to further improve bus passenger travel times, service reliability, ridership of the existing Wilshire BRT system, and encourage a shift from automobile use to public transit.

Metro's Metro Rapid Program provides fast, frequent regional bus service throughout Los Angeles County. Key features of Metro Rapid include simple route layouts, frequent service, fewer stops, low-floor buses to facilitate boarding and alighting, color-coded buses and stations, and traffic signal priority. The program's success has garnered national acclaim from both the federal government and major transit providers. Launched in June 2000, the Wilshire/Whittier Metro Rapid Line 720 was one of the first two Metro Rapid Bus Rapid Transit (BRT) lines to be implemented in Los Angeles County. It demonstrated that by implementing a few key attributes as mentioned above, passenger travel times could be reduced by as much as 29% and ridership increased by as much as 40%.

Construction of the proposed Wilshire BRT project will not only assure the corridor's immediate and long-term success as a BRT facility, but will further enhance all transit services along Wilshire Boulevard. When implemented, bus passenger travel times are expected to further improve by an average of 24%. Average Metro Rapid bus speeds are projected to increase by an average of nearly 32%. Up to a 10% mode shift from mixed flow to bus use is projected.

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Figure 1: Project Features, Wilshire Bus Rapid Transit Project



Source: Metro, 2010

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Description of Section 4(f) Properties

As noted above, resources subject to Section 4(f) consideration include publicly owned lands such as a public park; a recreational area of national, state, or local significance; a wildlife or waterfowl refuge; or a historic site of national, state, or local significance, whether publicly or privately owned. No waterfowl refuges exist along the project alignment. Public parks and recreational areas, as well as historic sites, subject to Section 4(f) protection are identified below.

Public Parks and Recreational Areas

Table 1 provides a list of publicly owned parks and recreational areas considered for evaluation as Section 4(f) resources, and Figure 2 shows the location of these resources. The Los Angeles National Cemetery, located at 950 South Sepulveda Boulevard, is not considered a park or recreational area under the statutes of Section 4(f). The Los Angeles Country Club, located at 10101 Wilshire Boulevard, is a privately owned and operated club and not available for public use.

Table 1: Summary of Potential Section 4(f) Public Park and Recreational Areas Located along the Project Alignment

Property	Publicly Owned
MacArthur Park	Yes
Lafayette Multipurpose Community Center	Yes
Robert F. Kennedy Memorial Park (Under Construction)	Yes
Hancock Park	Yes

Source: City of Los Angeles Department of Recreation and Parks, 2008; Gonzalez Goodale Architects, 2008.

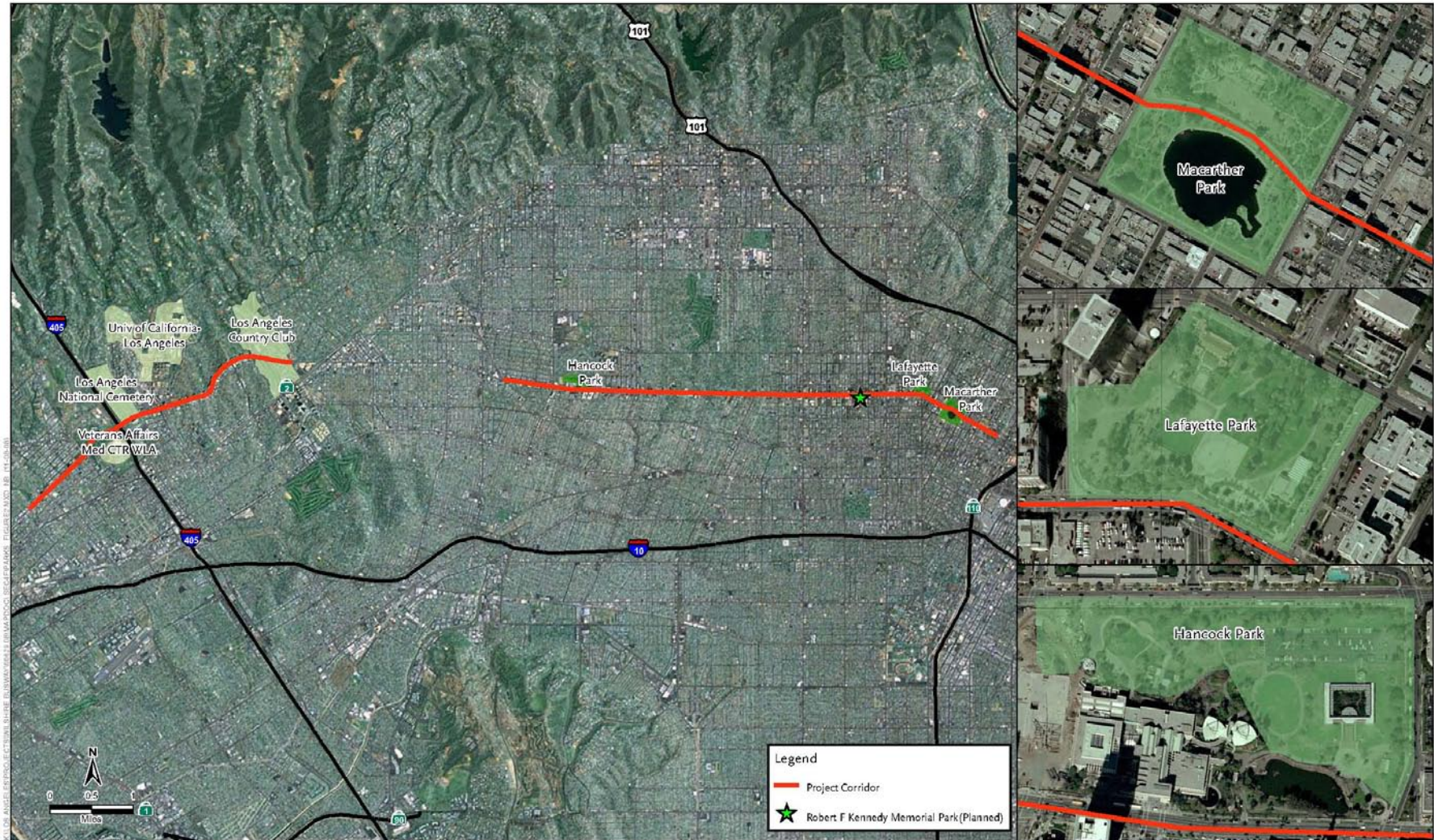
Historic Sites

ICF International conducted a survey of the built environment as part of the architectural resources technical report prepared for this project.¹ The built environment survey focused on those areas where ground-disturbing construction work is proposed, such as curb realignment work. The survey area included the segment between Comstock Avenue and Malcolm Avenue and continued to the segment between Bonsall Avenue and Barrington Avenue, extending one parcel on each side of Wilshire Boulevard but excluding the north side of Wilshire between Bonsall Avenue and Federal Avenue (see Figure 3). A total of 18 historic resources were identified. Of the 18 resources, two resources are listed in the National Register of Historic Places (National Register), six were determined eligible for listing in the National Register, and 12 were determined to be of local significance and not eligible for listing in the National Register. Table 2 lists the properties listed or determined eligible for listing in the National Register. Please see Figure 3 for the locations of these properties. Table 3 lists the properties determined not eligible for the National Register.

¹ ICF International. 2010. Architectural Resources Technical Report for the Metro Wilshire Bus Rapid Transit Project. November. (ICF J&S 00629.08.) Prepared for the Los Angeles County Metropolitan Transportation Authority. Los Angeles, CA.

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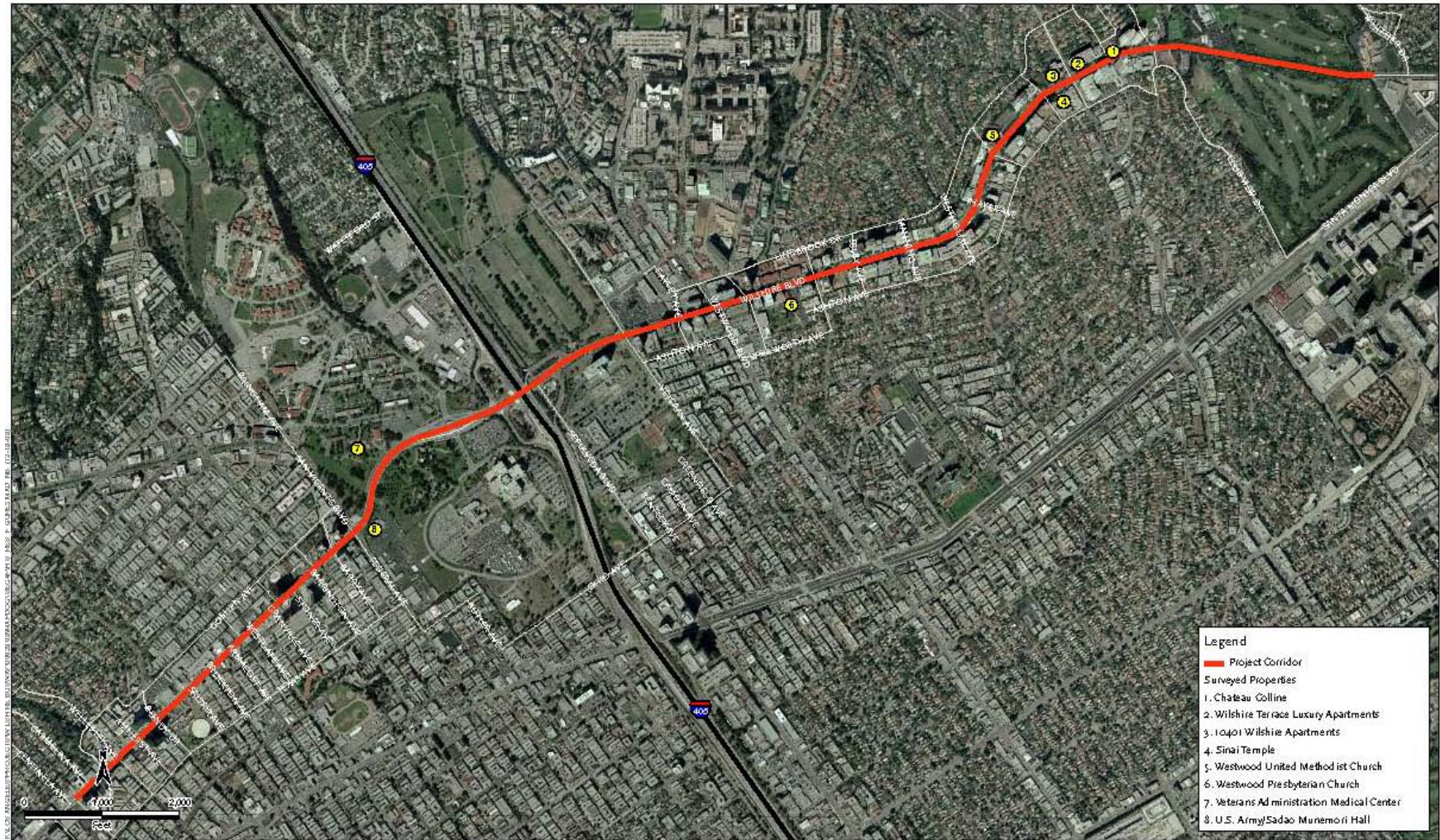
Figure 2: Location of Potential Section 4(f) Public Parks and Recreational Areas



SOURCE: ESRI Streetmap USA (2007), ESRI USA Imagery (2006)

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Figure 3: Location of Historic Resources Listed in or Eligible for Listing in the National Register



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Table 2: Properties Listed in or Determined Eligible for Listing in the National Register

Property Name	Address/Location	Listed in the National Register of Historic Places?	Details
1. Chateau Colline	10335 Wilshire Boulevard	Yes	Recorded as National Register item #03000426 on May 22, 2003.
2. Wilshire Terrace Luxury Apartments	10375 Wilshire Boulevard	Potentially Eligible	Potentially eligible for the National Register under Criterion C at a local level of significance (pending State Historic Preservation Officer [SHPO] consultation).
3. 10401 Wilshire Apartments	10401 Wilshire Boulevard	Potentially Eligible	Potentially eligible for the National Register under Criterion C at a local level of significance (pending SHPO consultation).
4. Sinai Temple	10416 Wilshire Boulevard	Potentially Eligible	Potentially eligible for the National Register under Criterion C at a local level of significance (pending SHPO consultation).
5. Westwood United Methodist Church	10497 Wilshire Boulevard	Potentially Eligible	Potentially eligible for the National Register under Criterion C at a local level of significance (pending SHPO consultation).
6. Westwood Presbyterian Church	10822 Wilshire Boulevard	Potentially Eligible	Potentially eligible for the National Register under Criterion C at a local level of significance (pending SHPO consultation).
7. Veterans Administration Medical Center	11301 Wilshire Boulevard	Yes	Determined eligible for the National Register as a historic district on November 11, 1980. It is recorded as National Register item #65001079
8. U.S. Army Reserve Center/Sadao Munemori Hall	1250 Federal Avenue	Potentially Eligible	Potentially eligible for the National Register under Criterion C at a local level of significance (pending SHPO consultation).

Source: ICF International 2010; National Register, 2008.

Table 3: Properties Determined Not Eligible for the National Register^a

Property Name	Address/Location	Section 4(f) Resource?
Apartment Building	1116–1120 Manning Avenue	National Register: Not Eligible
Beverly Hills Plaza Hotel	10300 Wilshire Boulevard	National Register: Not Eligible
The Bermuda	10354 Wilshire Boulevard	National Register: Not Eligible
High Rise Apartment Building	10530 Wilshire Boulevard	National Register: Not Eligible
Wilshire West	10635 Wilshire Boulevard	National Register: Not Eligible
Wilshire Westwood Terrace	10645 Wilshire Boulevard	National Register: Not Eligible
Apartment Building	10655 Wilshire Boulevard	National Register: Not Eligible
Sterling Wilshire Building	10717 Wilshire Boulevard	National Register: Not Eligible
Apartment Building	10763 Wilshire Boulevard	National Register: Not Eligible
La Salle Building	10777 Wilshire Boulevard	National Register: Not Eligible
University Bible Center	10801 Wilshire Boulevard	National Register: Not Eligible
Holderman Hall	1250 Federal Avenue	National Register: Not Eligible

^a Eligibility for listing in the National Register is determined on an individual basis. These properties have been evaluated in detail on Department of Parks and Recreation Historical Resources Inventory Forms (Series DPR 523) in Appendix A of the Architectural Resources Technical Report.

Source: ICF International 2010.

In addition to the historic structures identified above, archaeological sites listed in the National Register also come under the purview of Section 4(f). ICF International conducted a records search and archaeological survey to determine whether prehistoric resources are present along the proposed Wilshire Bus Rapid Transit Project route. The results of this records search indicate that 58 surveys have been conducted within the project route, and 81 cultural resource sites have been identified. However, only three previously recorded archaeological sites (La Brea Tar Pits, historic refuse deposit at Hancock Park, and a second historic refuse deposit site) have the potential to be affected by the proposed project. These three sites are listed in Table 4. Only one of the sites (La Brea Tar Pits) has been determined eligible for the National Register and is considered a Section 4(f) resource.

Table 4: Identified Cultural Resource Sites Potentially Affected by the Proposed Project

Primary Number	Description	Section 4(f) Resource?
19-000159/ 19-171007	La Brea Tar Pits, 5800 Wilshire Boulevard	Yes, archaeological site eligible for listing in National Register
19-001261	Historic refuse deposit at Hancock Park, 5800 Wilshire Boulevard	No, has not been evaluated as eligible for listing in National Register
19-003336	Historic refuse deposit	No, has not been evaluated as eligible for listing in National Register

Source: ICF International 2010; National Register, 2008.

Effects on Section 4(f) Properties

The following sections describe how the proposed project would affect Section 4(f) resources. A summary of potential effects is provided below in Table 5. Additional analysis then follows for each resource. In every instance, an assessment has been made as to whether any permanent or temporary occupation of a property would occur and whether the proximity of the project would cause any access, noise, vibration, or aesthetic effects that would substantially impair the features or attributes that qualify the resource for protection under Section 4(f).

The analysis of potential effects on Section 4(f) resources, below, includes the following:

- A description of each Section 4(f) resource,
- A discussion of how the proposed project would affect each Section 4(f) resource and whether the effects would result in a “use” of the resource, and
- An evaluation of any feasible and prudent alternatives to avoid use of the Section 4(f) resource. An alternative is not feasible if it cannot be built as a matter of sound engineering practice. A feasible alternative is not prudent if there are truly unusual factors present in a particular case, there are uniquely difficult problems, or the cost or community disruption resulting from the alternative reaches an extraordinary magnitude. A feasible alternative that fails to satisfy the purpose of and need for the project is usually also not prudent.

The proposed project alternatives, including the No Project Alternative, and Alternative A (Truncated Without Jut-out Removal), would either involve no project related activities, or would involve a similar area of project activities. Accordingly, impacts resulting from either of these alternatives would be less than, or similar to the proposed project. Therefore, neither of these project alternatives would be expected to affect any Section 4(f) resources, including those identified for the proposed project.

Table 5: Summary of Potential Effects on Section 4(f) Properties

Resource	Proposed Project			Remarks
	Use?			
	Direct Use	Temporary Use	Constructive Use	
Public Parks and Recreational Areas				
MacArthur Park (formerly Westlake Park)	No	No	No	Direct—none Temporary—none Constructive—none
Lafayette Multipurpose Community Center	No	No	No	Direct—none Temporary—none Constructive—none
Robert F. Kennedy Memorial Park (Under Construction)	No	No	No	Direct—none Temporary—none Constructive—none
Hancock Park	No	No	No	Direct—none Temporary—none Constructive—none
Historic Sites (archaeological)				
La Brea Tar Pits (19-000159/ 19-171007)	No	No	No	Direct—none Temporary—none Constructive—none
Historic Sites (architectural)				
Chateau Colline	No	No	No	Direct—none Temporary—none Constructive—none
Wilshire Terrace Luxury Apartments	No	No	No	Direct—none Temporary—none Constructive—none
Sinai Temple	No	No	No	Direct—none Temporary—none Constructive—none
10401 Wilshire Apartments	No	No	No	Direct—none Temporary—none Constructive—none
Westwood United Methodist Church	No	No	No	Direct—none Temporary—none Constructive—none

Table 5: Summary of Potential Effects on Section 4(f) Properties

Resource	Proposed Project			Remarks
	Use?			
	Direct Use	Temporary Use	Constructive Use	
Westwood Presbyterian Church	No	No	No	Direct—none Temporary—none Constructive—none
Veterans Administration Medical Center	No	No	No	Direct—none Temporary—none Constructive—none
U.S. Army Reserve Center/Sadao Munemori Hall	No	No	No	Direct—none Temporary—none Constructive—none

Source: ICF International, 2010.

Parks/Recreational Areas with No Section 4(f) Use

MACARTHUR PARK (FORMERLY WESTLAKE PARK)

Description and Significance of Property

Type/Location/Size

MacArthur Park (2230 W. 6th Street) is located in the Westlake neighborhood of the City of Los Angeles. The park is bordered on the northeast by 6th Street, on the southeast by Alvarado Street, on the southwest by 7th Street, and by Park View Street on the northwest. The park is approximately 32 acres in area.

Access/Facilities/Usage

MacArthur Park is divided into two sections by Wilshire Boulevard. In the southern section is a lake with paddle boats, which are available for public rental on weekends. In the northern section are band shell, children's play area, an auditorium, active and passive recreational areas, and the MacArthur Park Community Center, which features an after-school club and various community and cultural activities. Picnic tables and walking paths are located throughout the park. Pedestrian access is provided on all four sides of the park from adjoining streets. Visitor parking is available on adjoining streets; limited on-site parking exists at the community center. The park is accessible via public transit (buses and Red and Purple Line trains to the Westlake/MacArthur Park station). The park and community center are open to the public from 8:30 a.m. to 6:00 p.m. on weekdays and weekends. However, there is no fence around the park to restrict access after operating hours.

Relationship to Similar Facilities in the Area

The park does not have any particular association with any other public parks or recreational areas in the area.

Ownership/Jurisdiction

The park and its facilities are owned by City of Los Angeles and managed by the Department of Recreation and Parks.

Significance

In comparing the availability and function of this recreational area with the recreational objectives of the community, the resource in question plays an important role in meeting those objectives and is a significant recreational resource in the Westlake neighborhood and the City of Los Angeles.

Application of Section 4(f) Criteria for Use

Direct Use

The proposed project would not require any acquisition or permanent easement at MacArthur Park. Land from this resource would not be permanently incorporated into the project through partial or full acquisition. MacArthur Park is located along the segment of the proposed project, where existing curb lanes would be converted to peak period bus lanes. Currently, the curb lanes on both the eastbound and westbound sides of Wilshire Boulevard through MacArthur Park are used as vehicular traffic lanes from 7–9 a.m. and 4–7 p.m., Monday through Friday. During the remainder of the time, the lanes are used for parking. The proposed project would allow only buses and vehicles making right-turns to use the curb lanes during peak periods (7–9 a.m. and 4–7 p.m., Monday through Friday).

Temporary Occupancy

The proposed project would not require any temporary easement through the park or place construction equipment or materials at the park. Access to the park would be maintained at all times. Therefore, there would be no temporary occupancy resulting in use of the park.

Constructive Use

Noise/Vibration

Along this segment of the proposed project, minor construction activities, such as the installation of new signage for the bus lanes, would occur on Wilshire Boulevard. Therefore, construction activities would not result in an increase in noise levels. During operations, noise levels from the bus lanes during peak periods would not be substantial and would not disrupt recreational activities at the park.

Aesthetics

There would be no changes that would affect views to and from the park due to conversion of the curb lanes on Wilshire Boulevard to bus lanes during peak periods.

Access

Access to the park would be maintained at all times, and there would be no changes with respect to bus stops along Wilshire Boulevard in the vicinity of the park. Parking availability in the vicinity of the park would not change as a result of the project. Currently, parking is not allowed along Wilshire Boulevard during peak periods.

Coordination/Consultation

Formal consultation with the City of Los Angeles Department of Recreation and Parks will be initiated during the public review of the draft EIR/EA.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the Federal Transit Administration (FTA) administrator that no direct, temporary, or constructive use of MacArthur Park would result from implementation of the proposed project.

LAFAYETTE MULTIPURPOSE COMMUNITY CENTER

Description and Significance of Property

Type/Location/Size

Lafayette Multipurpose Community Center (formerly Lafayette Park/Senior Citizen Center) is located at 625 South Lafayette Park Place in Los Angeles. The facility is approximately 11 acres and located just four blocks west of MacArthur Park along Wilshire Boulevard. It is bordered on the east by Lafayette Park Place, on the north by 6th Street, on the west by Commonwealth Avenue, and a Los Angeles County Superior Court building on the northwest. Wilshire Boulevard is the southern boundary for most of the facility, except for a small triangular area south of Wilshire Boulevard bordered by Hoover Street on the west and Lafayette Park Place on the east (see Figure 2).

Access/Facilities/Usage

The facility includes open space, jogging/walking paths, picnic tables, lighted outdoor basketball courts, a soccer field, lighted outdoor tennis courts (located south of Wilshire Boulevard), a children's play area, an auditorium, a community room, and the Felipe De Neve Branch Library. The community center several classes and activities for both children and adults of the neighborhood throughout the year.

Main pedestrian access to the facility is available along 6th Street. Visitor parking is available on the adjoining streets; limited on-site parking exists at the library. The community center is accessible via public transit (buses). The community center is open to the public from 8:00 a.m. to 9:00 p.m. on weekdays and from 8:00 a.m. to 5:00 p.m. on weekends. The community center is fenced off with gates for entry to the various facilities.

Relationship to Similar Facilities in the Area

The park does not have any particular association with any other public parks or recreational areas in the area.

Ownership/Jurisdiction

The property is owned by City of Los Angeles and managed by the Department of Recreation and Parks. Recently, the City of Los Angeles and Heart of Los Angeles (HOLA), a non-profit organization, have partnered to renovate and expand the facilities. Completion is expected in April 2009 and would include a renovated soccer field, a state-of-the-art gymnasium, a wireless computer lab, classrooms, and community meeting rooms as well as HOLA's existing art studios, fine arts library, dance studio, digital media center, and learning center.² HOLA runs many of its programs for the local community from the facilities at this park.

Significance

In comparing the availability and function of this recreational area with the recreational objectives of the community, the resource in question plays an important role in meeting those objectives and is a significant recreational resource in the Westlake neighborhood and the City of Los Angeles.

Application of Section 4(f) Criteria for Use

Direct Use

The proposed project would not require any acquisition or permanent easement at the Lafayette Multipurpose Community Center. Land from this resource would not be permanently incorporated into the project through partial or full acquisition. Lafayette Multipurpose Community Center is located along the segment of the proposed project, where existing curb lanes would be converted to peak period bus lanes. Currently, the curb lanes on both the eastbound and westbound sides of Wilshire Boulevard are used as vehicular traffic lanes from 7–9 a.m. and 4–7 p.m., Monday through Friday. During the remainder of the time, the lanes are used for parking. The proposed project would allow only buses and vehicles making right-turns to use the curb lanes during peak periods (7–9 a.m. and 4–7 p.m., Monday through Friday).

² Heart of Los Angeles. About HOLA. Available: <<http://heartofla.org/about>>. Accessed: October 28, 2008.

Temporary Occupancy

The proposed project would not require any temporary easement through the Lafayette Multipurpose Community Center property or place construction equipment or materials at the center. Access to the community center would be maintained at all times. Therefore, there would be no temporary occupancy resulting in use of the community center property.

Constructive Use

Noise/Vibration

Along this segment of the proposed project, minor construction activities, such as the installation of new signage for the bus lanes, would occur on Wilshire Boulevard. Therefore, construction activities would not result in an increase in noise levels. During operations, noise levels from the bus lanes during peak periods would not be substantial and would not disrupt recreational activities at the park.

Aesthetics

There would be no changes that would affect views to and from the park due to conversion of the curb lanes on Wilshire Boulevard to bus lanes during peak periods.

Access

Access to the park would be maintained at all times, and there would be no changes with respect to bus stops along Wilshire Boulevard in the vicinity of the community center. Parking availability in the vicinity of the community center would not change as a result of the project. Currently, parking is not allowed along Wilshire Boulevard during peak periods.

Coordination/Consultation

Formal consultation with the City of Los Angeles Department of Recreation and Parks will be initiated during the public review of the draft EIR/EA.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use of the Lafayette Multipurpose Community Center would result from implementation of the proposed project.

ROBERT F. KENNEDY MEMORIAL PARK (UNDER CONSTRUCTION)

Description and Significance of Property

Based on recent communication with the Los Angeles Unified School District's (LAUSD) architects for one of its schools, Gonzalez Goodale Architects,³ it has become known that a park is under construction at 3400 Wilshire Boulevard on property owned by the LAUSD. Based on the preliminary information available, the park would be open to the public and would be located along Wilshire Boulevard. However, based on initial consultation with the City of Los Angeles Department of Recreation and Parks, the City did not have any details on the proposed park.⁴ For the purposes of this Section 4(f) analysis, it is assumed that a publicly-owned park is proposed at this location. The details on design, size and facilities are not available as the development of the park is in conceptual design stages.

Application of Section 4(f) Criteria for Use

Direct Use

The proposed project would not require any acquisition or permanent easement through this property. Land from this resource would not be permanently incorporated into the project through partial or full acquisition. The proposed Robert F. Kennedy Memorial Park is located along the segment of the proposed project, where existing curb lanes would be converted to peak period bus lanes. Currently, the curb lanes on both the eastbound and westbound sides of Wilshire Boulevard in this area are used as vehicular traffic lanes from 7–9 a.m. and 4–7 p.m., Monday through Friday. During the remainder of the time, the lanes are used for parking. The proposed project would allow only buses and vehicles making right-turns to use the curb lanes during peak periods (7–9 a.m. and 4–7 p.m., Monday through Friday).

Temporary Occupancy

The proposed project would not require any temporary easement through the proposed park or place construction equipment or materials at the proposed park. Access to the proposed park would be maintained at all times. Therefore, there would be no temporary occupancy resulting in use of the park.

Constructive Use

Noise/Vibration

Along this segment of the proposed project, minor construction activities, such as the installation of new signage for the bus lanes, would occur on Wilshire Boulevard. Therefore, construction activities would not result in an increase in noise levels. During operations, noise levels from the

³ Phone Conversation with Victor Guevara of Gonzalez Goodale Architects on 11/21/2008.

⁴ Phone Conversation with Peggy Nguyen of City of Los Angeles Department of Recreation and Parks on 11/21/2008; as well as phone and email conversation with Paul J. Davis of the same department on 11/6/2008.

bus lanes during peak periods would not be substantial and would not disrupt recreational activities at the proposed park.

Aesthetics

There would be no changes that would affect views to and from the proposed park due to conversion of the curb lanes on Wilshire Boulevard to bus lanes during peak periods.

Access

Access to the proposed park would be maintained at all times (it is assumed that the proposed park would be accessed via Wilshire Boulevard), and there would be no changes with respect to bus stops along Wilshire Boulevard in the vicinity of the proposed park. Parking availability in the vicinity of the proposed park would not change as a result of the project. Currently, parking is not allowed along Wilshire Boulevard during peak periods.

Coordination/Consultation

Formal consultation with the City of Los Angeles Department of Recreation and Parks will be initiated during the public review of the draft EIR/EA.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use of proposed Robert F. Kennedy Memorial Park would result from implementation of the proposed project.

HANCOCK PARK

Description and Significance of Property

Type/Location/Size

Hancock Park (5801 Wilshire Boulevard) is located in the Miracle Mile area of Los Angeles. The property is bordered on the north by 6th Street, Curson Avenue on the east, Los Angeles County Museum of Art (LACMA) on the west, and Wilshire Boulevard on the south (see Figure 2). Also located on the park is the George C. Page Museum of La Brea Discoveries where many of the fossils that have been discovered are displayed for the public. The property is also comprised of the La Brea Tar Pits (an archaeological site), a group of pools that have been spewing asphalt for the past 40,000 years and where more than three million fossils from the last Ice Age have been excavated.⁵

⁵ Natural History Museum of Los Angeles County. 2002. Return to the Ice Age: The La Brea Exploration Guide. Available: <<http://www.tarpits.org/education/guide/index.html>>. Accessed: October 29, 2008.

Access/Facilities/Usage

Open green space with a variety of trees can be found on the property known as Hancock Park (not to be confused with the residential neighborhood of the same name located approximately 1 mile to the east). Several paths traverse the property for the public to walk as they view the pits as well as the large display models of prehistoric mammals located around the park. Access to the Hancock Park is provided from Wilshire Boulevard and 6th Street. Transit access is provided for buses on Wilshire Boulevard. Subterranean parking structures are available as well as on-street parking along 6th Street. The park (and museum) is open weekdays from 9:30 a.m. to 5 p.m. and weekends from 10 a.m. to 5 p.m.

Relationship to Similar Facilities in the Area

Hancock Park is located adjacent to the Los Angeles County Museum of Art and is owned by the County of Los Angeles.

Ownership/Jurisdiction

Hancock Park is owned by the County of Los Angeles. La Brea Tar Pits and the Page Museum are both preserved and managed by the Natural History Museum of Los Angeles County Foundation.

Significance

In comparing the availability and function of this recreational area with the recreational objectives of the community, the resource in question plays an important role in meeting those objectives and is a significant recreational resource in the Miracle Mile area and the City and County of Los Angeles.

Application of Section 4(f) Criteria for Use

Direct Use

The proposed project would not require any acquisition of or permanent easement through Hancock Park. Land from this resource would not be permanently incorporated into the project through partial or full acquisition. Hancock Park is located along the segment of the proposed project, where existing curb lanes would be reconstructed, resurfaced, and converted to peak period bus lanes. Currently, the curb lanes on both the eastbound and westbound sides of Wilshire Boulevard are used as vehicular traffic lanes from 7–9 a.m. and 4–7 p.m., Monday through Friday. During the remainder of the time, the lanes are used for parking. The proposed project would allow only buses and vehicles making right-turns to use the curb lanes during peak periods (7–9 a.m. and 4–7 p.m., Monday through Friday).

Temporary Occupancy

The proposed project would not require any temporary easement through Hancock Park or place construction equipment or materials at the park. Access to Hancock Park would be maintained at all

times. Therefore, there would be no temporary occupancy resulting in use of Hancock Park property.

Constructive Use

Noise/Vibration

Along this segment of the proposed project, minor construction activities, such as repaving/resurfacing of the curb lanes and the installation of new signage for the bus lanes, would occur on Wilshire Boulevard. Therefore, construction activities would not result in an increase in noise levels. During operations, noise levels from the bus lanes during peak periods would not be substantial and would not disrupt recreational activities at the park.

Aesthetics

There would be no changes that would affect views to and from the park due to conversion of the curb lanes on Wilshire Boulevard to bus lanes during peak periods.

Access

Access to the park would be maintained at all times, and there would be no changes with respect to bus stops along Wilshire Boulevard in the vicinity of Hancock Park. Parking availability in the vicinity of Hancock Park would not change as a result of the project. Currently, parking is not allowed along Wilshire Boulevard during peak periods.

Coordination/Consultation

Formal consultation with the County of Los Angeles will be initiated during the public review of the EIR/EA.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use of the Hancock Park would result from implementation of the proposed project.

Historic Sites with No Section 4(f) Use

LA BREA TAR PITS (LISTED IN THE NATIONAL REGISTER)

Description and Significance of Property

In 1935, La Brea Tar Pits was listed as California Historical Landmark #170. In 1949, La Brea Tar Pits was described as “asphalt seeps with faunal and floral remains.” A “human skull and other human parts” were identified between 6 and 9 feet below the surface in Pit 10. Other human-related artifacts identified included wooden bunt foreshafts, possibly for atlatls; dart

shafts; and a stone “cog.”⁶ In 1984, the park was deemed eligible for listing in the National Register.⁷ Due to these designations, the site qualifies as a Section 4(f) historic resource.

Application of Section 4(f) Criteria for Use

The proposed project would be constructed within the existing ROW of Wilshire Boulevard and, therefore, would not be expected to materially impair the site (i.e., demolish or substantially alter the physical characteristics). Given the minor scope of construction activities involved (repairs to the road surface and reconstruction of gutters where damaged), no deep excavation would occur that would damage or disturb the site. Consequently, no effect on the site is anticipated for purposes of Section 106, and no direct, temporary, or constructive use of the Section 4(f) resource would result.

Coordination/Consultation

Consultation with SHPO and other cultural resources stakeholders has been initiated, which is described in the cultural resources technical study and in the Section 106 documentation. FTA will seek SHPO concurrence with the determination of eligibility and the finding of effect (no adverse effect) for this resource.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use would result from implementation of the proposed project.

CHATEAU COLLINE (LISTED IN THE NATIONAL REGISTER)

Description and Significance of Property

Chateau Colline, located at 10335 Wilshire Boulevard, was recorded as a historic resource in the National Register (#03000426) for its architecture/engineering on May 22, 2003. Designed by architect Percy Parke Lewis, Chateau Colline was built in 1935. The architecture of the building is exemplified by late 19th and 20th Century Revival styles. Its leaded-glass windows, turrets, and climbing vines give it the appearance of a castle. Chateau Colline was recognized as a Historic-Cultural Monument (HCM #703) by the Los Angeles Cultural Heritage Commission in 2001.

⁶ Heizer, R. F. 1949. Archaeological Site Survey Record for 19-000159. On file at the South Central Coastal Information Center, California State University, Fullerton.

⁷ Stout, Robert W. 1984. Determination of Eligibility Notification Form (E.O. 11593) for Rancho La Brea Fossil Deposits, Hancock Park, Los Angeles County, CA. On file, South Central Coastal Information Center, California State University, Fullerton.

Application of Section 4(f) Criteria for Use

The proposed project would be constructed within the existing ROW of Wilshire Boulevard and, therefore, would not be expected to materially impair the building (i.e., demolish or substantially alter the physical characteristics). The building would continue to convey its architectural significance. Consequently, no effect on the building is anticipated for purposes of Section 106,⁸ and no direct, temporary, or constructive use of the Section 4(f) resource would result.

Coordination/Consultation

Consultation with SHPO and other cultural resources stakeholders has been initiated, which is described in the cultural resources technical study and the Section 106 documentation. FTA will seek SHPO concurrence with the determination of eligibility and the finding of effect (no adverse effect) for this resource.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use would result from implementation of the proposed project.

WILSHIRE TERRACE LUXURY APARTMENTS (POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER)

Description and Significance of Property

The Wilshire Terrace Luxury Apartments, a freestanding, 14-story, 154.5-foot-tall structure located at 10375 Wilshire Boulevard, was designed by Victor Gruen and completed in 1957. The building has high design quality and is an excellent example of Mid-Century residential architecture. It retains integrity from its period of significance, 1957, and is significant because it embodies architectural innovation in residential Modernism. It is an example of Victor Gruen's large-scale residential architecture. Therefore, it is eligible for listing under Criterion C (Architecture and Design) at the local level, with a period of significance of 1957.

Application of Section 4(f) Criteria for Use

The proposed project would be constructed within the existing ROW of Wilshire Boulevard and, therefore, would not be expected to materially impair the building (i.e., demolish or substantially alter the physical characteristics). The building would continue to convey its architectural significance. Consequently, no effect on the building is anticipated for purposes of Section 106, and no direct, temporary, or constructive use of the Section 4(f) resource would result.

⁸ Section 106 of the National Historic Preservation Act requires federal agencies, or those they fund or permit, to consider the effects of their actions on historic properties.

Coordination/Consultation

Consultation with SHPO and other cultural resources stakeholders has been initiated, which is described in the cultural resources technical study and in the Section 106 documentation. FTA will seek SHPO concurrence with the determination of eligibility and the finding of effect (no adverse effect) for this resource.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use would result from implementation of the proposed project.

SINAI TEMPLE (POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER)

Description and Significance of Property

The building located at 10400 Wilshire Boulevard, known as Sinai Temple, is actually a series of buildings that occupy a full city block. The original building was located on the northwest corner of the block. The temple was designed in a Post-Modern style; it displays geometric forms that are accented on the corners and at the primary entrance. Sinai Temple appears to be eligible for the National Register under Criterion B for its association with an important Modern architect, Sidney Eisenshtat, and Criterion C as a significant religious building that contributes to a context of historic religious architecture along Wilshire Boulevard and in the adjacent neighborhoods. The period of significance would span from the 1920s to the 1970s, a timeframe that includes recognized architectural periods and styles as well as many prominent architects who practiced in Los Angeles.

Application of Section 4(f) Criteria for Use

The proposed project would be constructed within the existing ROW of Wilshire Boulevard and, therefore, would not be expected to materially impair the building (i.e., demolish or substantially alter the physical characteristics). The building would continue to convey its architectural significance. Consequently, no effect on the building is anticipated for purposes of Section 106, and no direct, temporary, or constructive use of the Section 4(f) resource would result.

Coordination/Consultation

Consultation with SHPO and other cultural resources stakeholders has been initiated, which is described in the cultural resources technical study and in the Section 106 documentation. FTA will seek SHPO concurrence with the determination of eligibility and the finding of effect (no adverse effect) for this resource.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use would result from implementation of the proposed project.

10401 WILSHIRE APARTMENTS (POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER)

Description and Significance of Property

The building located at 10401 Wilshire Boulevard is a multi-unit apartment building that is designed in the shape of a Greek cross. The building is 11 stories tall and constructed of concrete. The 10401 Wilshire Boulevard property appears to be eligible for listing in the National Register under Criterion B for its association with the architect Martin Stern Jr. (1917–2001), a prolific Mid-Century Modern architect. Therefore, the building would be eligible for the National Register under Criterion B.

Application of Section 4(f) Criteria for Use

The proposed project would be constructed within the existing ROW of Wilshire Boulevard and, therefore, would not be expected to materially impair the building (i.e., demolish or substantially alter the physical characteristics). The building would continue to convey its architectural significance. Consequently, no effect on the building is anticipated for purposes of Section 106, and no direct, temporary, or constructive use of the Section 4(f) resource would result.

Coordination/Consultation

Consultation with SHPO and other cultural resources stakeholders has been initiated, which is described in the cultural resources technical study and in the Section 106 documentation. FTA will seek SHPO concurrence with the determination of eligibility and the finding of effect (no adverse effect) for this resource.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use would result from implementation of the proposed project.

WESTWOOD UNITED METHODIST CHURCH (POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER)

Description and Significance of Property

Westwood United Methodist Church, located at 10497 Wilshire Boulevard, appears to be eligible for the National Register under Criterion C. It is an exceptional example of a Renaissance Revival church and exhibits high artistic value. Therefore, it is within the context of religious

buildings on Wilshire Boulevard. The church was founded by G. Bromley Oxnam, executive secretary of the Los Angeles Missionary and Church Extension Society, and Dr. Lewis Guild.

Application of Section 4(f) Criteria for Use

The proposed project would be constructed within the existing ROW of Wilshire Boulevard and, therefore, would not be expected to materially impair the building (i.e., demolish or substantially alter the physical characteristics). The building would continue to convey its architectural significance. Consequently, no effect on the building is anticipated for purposes of Section 106, and no direct, temporary, or constructive use of the Section 4(f) resource would result.

Coordination/Consultation

Consultation with SHPO and other cultural resources stakeholders has been initiated, which is described in the cultural resources technical study and in the Section 106 documentation. FTA will seek SHPO concurrence with the determination of eligibility and the finding of effect (no adverse effect) for this resource.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use would result from implementation of the proposed project.

WESTWOOD PRESBYTERIAN CHURCH (POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER)

Description and Significance of Property

Westwood Presbyterian Church, located 10822 Wilshire Boulevard, appears to be eligible for the National Register under Criterion C. It is an exceptional example of a religious building and exhibits high artistic value and historic significance within the context of religious buildings on Wilshire Boulevard. The church was founded by the Reverend Cecil Hoffman, the Presbyterian campus minister at UCLA. In 1950, the congregation moved the former Janss Corporation real estate office to the current site and retrofitted it for use as a chapel. A new sanctuary building was constructed in 1953, interpreting the Gothic Revival style in poured concrete with a clay tile roof.

Application of Section 4(f) Criteria for Use

The proposed project would be constructed within the existing ROW of Wilshire Boulevard and, therefore, would not be expected to materially impair the building (i.e., demolish or substantially alter the physical characteristics). The building would continue to convey its architectural significance. Consequently, no effect on the building is anticipated for purposes of Section 106, and no direct, temporary, or constructive use of the Section 4(f) resource would result.

Coordination/Consultation

Consultation with SHPO and other cultural resources stakeholders has been initiated, which is described in the cultural resources technical study and in the Section 106 documentation. FTA will seek SHPO concurrence with the determination of eligibility and the finding of effect (no adverse effect) for this resource.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use would result from implementation of the proposed project.

VETERANS ADMINISTRATION MEDICAL CENTER (LISTED IN THE NATIONAL REGISTER)

Description and Significance of Property

The Veterans Administration Medical Center, located at 11301 Wilshire Boulevard, was determined eligible for the National Register as a historic district on November 11, 1980. It is recorded as National Register Item #65001079. The Governor's House and associated residential buildings located on this portion of the Veteran's Administration's parcel were determined eligible on the National Register as a part of the Veterans Administration Historic District in November 1980. The Area of Potential Effect considered in the Architectural Resources Technical Report prepared for the proposed project does not include the north side of Wilshire Boulevard between Bonsall Avenue and Federal Avenue; therefore, the Veterans Administration land that includes the Wadsworth Theater and Chapel were not surveyed.

Application of Section 4(f) Criteria for Use

The proposed project would be constructed within the existing ROW of Wilshire Boulevard and, therefore, would not be expected to materially impair the character-defining features of the historic district (i.e., demolish or substantially alter the physical characteristics). The district would continue to convey its historical and architectural significance. Consequently, no effect on the district is anticipated for purposes of Section 106, and no direct, temporary, or constructive use of the Section 4(f) resource would result.

Coordination/Consultation

Consultation with SHPO and other cultural resources stakeholders has been initiated, which is described in the cultural resources technical study and in the Section 106 documentation. FTA will seek SHPO concurrence with the determination of eligibility and the finding of effect (no adverse effect) for this resource.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use would result from implementation of the proposed project.

U.S. ARMY RESERVE CENTER/SADAO MUNEMORI HALL (POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER)

Description and Significance of Property

The U.S. Army Reserve Center/Sadao Munemori Hall, located at 1250 Federal Avenue, incorporates design features associated with Mies van der Rohe (the curtain wall) and Louis Kahn and Paul Rudolph (the vertical brick sections extending above the roof and the projecting brick bays adjacent to the curtain walls). The Mid-Century design is an elegant solution; it maintains the image of Federal buildings while embracing the tenets and materials of Modern architecture. Given this architectural achievement, the building appears to meet the eligibility standard of Criterion C for listing in the National Register and Criterion 3 for listing in the California Register of Historical Resources (pending SHPO consultation on eligibility).

Application of Section 4(f) Criteria for Use

The proposed project would be constructed within the existing ROW of Wilshire Boulevard and, therefore, would not be expected to materially impair the building (i.e., demolish or substantially alter the physical characteristics). The building would continue to convey its architectural significance. Consequently, no effect on the building is anticipated for purposes of Section 106, and no direct, temporary, or constructive use of the Section 4(f) resource would result.

Coordination/Consultation

Consultation with SHPO and other cultural resources stakeholders has been initiated, which is described in the cultural resources technical study and in the Section 106 documentation. FTA will seek SHPO concurrence with the determination of eligibility and the finding of effect (no adverse effect) for this resource.

Recommended Determination

Given the foregoing analysis, it is recommended that a determination be made by the FTA administrator that no direct, temporary, or constructive use would result from implementation of the proposed project.

Section 6(F)(3) Considerations

Section 6(f)(3) of the Land and Water Conservation Fund Act (LWCF Act) (16 USC Section 460l-4) contains provisions to protect federal investments in park and recreational resources and the quality of those assisted resources. The law recognizes the likelihood that changes in land use or development may make park use of some areas purchased with LWCF funds obsolete over time, particularly in rapidly changing urban areas, and provides for conversion to other use pursuant to certain specific conditions.

Section 6(f)(3): No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.

This requirement applies to all parks and other sites that have been the subject of LWCF grants of any type and includes acquisition of park land and development or rehabilitation of park facilities.

The only resource developed with the use of LWCF grant funds located along the project corridor is Macarthur Park, with an LWCF grant approved on June 6, 1971⁹. Nonetheless, the proposed project would not result in conversion of any public recreational uses. Therefore, there would be no effect on parks or recreational resources, including any LWCF-funded recreational areas.

⁹ United States Department of the Interior, National Park Service, 2010. Land & Water Conservation Fund, Detailed Listing of Grants Grouped by County. Los Angeles County, California. Available at: <http://waso-lwcf.ncrc.nps.gov/public/index.cfm> Accessed March 29, 2010.

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Mr. Robinson is a cultural resources specialist with more than 20 years of experience in prehistoric and historical archaeology. He has worked extensively in California as well as the Pacific Northwest, the Midwest, and the Atlantic seaboard. He has specialized training in lithic analysis and lithic materials identification and sourcing and meets the Secretary of Interior's standards for a professional archaeologist. He has managed all phases of archaeological activities, including surveys, testing, data recovery excavations, monitoring, site evaluation, analysis, report preparation, and archival research.
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Mr. Anaya is an environmental planner with over 1 year of experience in the environmental planning field. Prior to joining ICF International, Mr. Anaya held a position at Metro serving as liaison between Metro and the community, providing information, updates, and effects of Metro Gold Line Eastside Extension construction.

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