

# West Santa Ana Branch Transit Corridor

Final Displacements and Acquisitions Impact Analysis Report



Metro®



# Final Displacements and Acquisitions Impact Analysis Report

*Prepared for:*



**Metro**<sup>®</sup>

Los Angeles County  
Metropolitan Transportation Authority

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## ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AA	Alternatives Analysis
ADA	Americans with Disabilities Act
APN	Assessor Parcel Number
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
EIS/EIR	Environmental Impact Statement/Environmental Impact Report
FTA	Federal Transit Administration
GIS	Geographic Information System
I-	Interstate Freeway
LA	Los Angeles
LPA	Locally Preferred Alternative
LRT	light rail transit
LRTP	Long Range Transportation Plan
LRV	light rail vehicle
Metro	Los Angeles County Metropolitan Transportation Authority
MSF	maintenance and storage facility
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
PEROW	Pacific Electric Right-of-Way
Project	West Santa Ana Branch Transit Corridor Project
RAMP	Real Estate Acquisition Management Plan
ROW	right-of-way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SCAG	Southern California Association of Governments
SR	State Route
TCE	temporary construction easement
TPSS	traction power substation
UPRR	Union Pacific Railroad

## Acronyms and Abbreviations

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Acronym	Definition
US	US Route Freeway
USC	United States Code
WSAB	West Santa Ana Branch

# 1 INTRODUCTION

## 1.1 Study Background

The West Santa Ana Branch (WSAB) Transit Corridor (Project) is a proposed light rail transit (LRT) line. In January 2022, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors identified the Locally Preferred Alternative (LPA), which will extend approximately 14.5 miles from the northern terminus in the City of Los Angeles/Florence-Firestone community of Los Angeles (LA) County to the southern terminus in the City of Artesia, traversing densely populated, low-income, and heavily transit-dependent communities. The Project will provide reliable, fixed-guideway transit service that will increase mobility and connectivity for historically underserved, transit-dependent, and environmental justice communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

## 1.2 Alternatives Evaluation, Screening, and Selection Process

A wide range of potential alternatives have been considered and screened through the alternatives analysis processes. In March 2010, the Southern California Association of Governments (SCAG) initiated the Pacific Electric Right-of-Way (PEROW)/WSAB Alternatives Analysis (AA) Study (SCAG 2013) in coordination with the relevant cities, the Orangeline Development Authority (renamed to Eco-Rapid Transit, which has since been dissolved), the Gateway Cities Council of Governments, Metro, the Orange County Transportation Authority, and the owners of the right-of-way (ROW)—Union Pacific Railroad (UPRR), BNSF Railway, and the Ports of Los Angeles and Long Beach. The AA Study evaluated a wide variety of transit connections and modes for a broader 34-mile corridor from Union Station in downtown Los Angeles to the City of Santa Ana in Orange County. In February 2013, SCAG completed the PEROW/WSAB Corridor Alternatives Analysis Report<sup>1</sup> and recommended two LRT alternatives for further study: West Bank 3 and the East Bank.

Following completion of the AA, Metro completed the *West Santa Ana Branch Transit Corridor Project Technical Refinement Study* (Metro 2015) in 2015 focusing on the design and feasibility of five key issue areas along the 19-mile portion of the WSAB Transit Corridor within LA County:

- Access to Union Station in downtown Los Angeles
- Northern Section options
- Huntington Park Alignment and Stations
- New C (Green) Line Station
- Southern Terminus at Pioneer Station in Artesia

In September 2016, Metro initiated the WSAB Transit Corridor Environmental Study (Environmental Study) with the goal of environmentally clearing the Project under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

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<sup>1</sup> Initial concepts evaluated in the SCAG report included transit connections and modes for the 34-mile corridor from Union Station in downtown Los Angeles to the City of Santa Ana. Modes included low-speed magnetic levitation (maglev) heavy rail, light rail, and bus rapid transit.

Metro issued a Notice of Preparation (NOP) on May 25, 2017, with a revised NOP issued on June 14, 2017, extending the comment period to 60 days. In June 2017, Metro held public scoping meetings in the Cities of Bellflower, Los Angeles, South Gate, and Huntington Park. Metro provided project updates and information to stakeholders with the intent to receive comments and questions through a comment period that ended in August 2017. A total of 1,122 comments were received during the public scoping period from May through August 2017. The comments focused on concerns regarding the Northern Alignment options, with specific concerns related to potential impacts to Alameda Street with an aerial alignment. Given potential visual and construction issues raised through public scoping, additional Northern Alignment concepts were evaluated.

In February 2018, the Metro Board of Directors approved further study of the alignment in the Northern Section due to community input during the 2017 scoping meetings. A second alternatives screening process was initiated to evaluate the original four Northern Alignment options and four new Northern Alignment concepts. The *Final Northern Alignment Alternatives and Concepts Updated Screening Report* was completed in May 2018 (Metro 2018). The alternatives were further refined and, based on the findings of the second screening analysis and the input gathered from the public outreach meetings, the Metro Board of Directors approved Alternatives E and G for further evaluation.

On July 11, 2018, Metro issued a revised and recirculated CEQA NOP, thereby initiating a scoping comment period. The purpose of the revised NOP was to inform the public of the Metro Board's decision to carry forward Alternatives E and G into the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). During the scoping period, one agency and three public scoping meetings were held in the Cities of Los Angeles, Cudahy, and Bellflower. The meetings provided project updates and information to stakeholders with the intent to receive comments and questions to support the environmental process. The comment period for scoping ended on August 24, 2018; more than 250 comments were received.

Following the July 2018 scoping period, a number of project refinements were made to address comments received, including additional grade separations, removing certain stations with low ridership, and removing the Bloomfield extension option. The Metro Board adopted these project refinements at its November 2018 meeting.

### 1.3 Draft Environmental Impact Statement/Environmental Impact Report

The Draft EIS/EIR and corresponding technical studies included evaluation of a No Build Alternative, four Build Alternatives, two station design options, and two site options for a maintenance and storage facility (MSF):

- Alternative 1: Los Angeles Union Station to Pioneer Station
  - Design Option 1: Los Angeles Union Station – Metropolitan Water District
  - Design Option 2: Addition of Little Tokyo Station
- Alternative 2: 7th St/Metro Center to Pioneer Station
- Alternative 3: Slauson/A Line (Blue) to Pioneer Station
- Alternative 4: I-105/C Line (Green) to Pioneer Station

- Paramount MSF site option
- Bellflower MSF site option

Figure 1-1 illustrates the Build Alternatives evaluated in the Draft EIS/EIR.

Figure 1-1. Draft EIS/EIR Build Alternatives



Source: Metro 2020

The Draft EIS/EIR was released for public review and comment in July 2021 for 45 days, which was then extended to a 60-day public review period through September 28, 2021, to provide additional time for the public to respond. Notices of the Draft EIS/EIR release were done in accordance with CEQA and NEPA regulations and included two rounds of notices to announce details of the release of the Draft EIS/EIR, as well as to provide information on the public hearings and comment methods. The Notice of Availability was distributed to 261 agencies via USB drives, which included an electronic copy of the Draft EIS/EIR.

During the 60-day public review period, Metro hosted four virtual public hearings, four virtual community information sessions, and over 19 pop-up booths for in-person engagement at locations throughout the project corridor. In addition, Metro held approximately 20 briefings to key stakeholders, elected officials, corridor cities, and other agencies. In total, approximately 450 submissions were received during the public review and comment period. In January 2022, the Metro Board of Directors identified Alternative 3 as the LPA. The LPA extends from a northern terminus at the Slauson/A Line Station located in the City of Los Angeles/Florence-Firestone unincorporated area of LA County to a southern terminus at the Pioneer Station located in Artesia for a total of 14.5 miles. With identification of the LPA, the Metro Board also identified the MSF site option located in the City of Bellflower as a component of the LPA.

### 1.4 Report Purpose and Structure

This Impact Analysis Report examines the effects of the Project as it relates to displacements and acquisitions. The report is organized into nine sections:

- Section 1 – Introduction
- Section 2 – Project Description
- Section 3 – Regulatory Framework
- Section 4 – Affected Environment / Existing Conditions
- Section 5 – Environmental Consequences / Environmental Impacts
- Section 6 – California Environmental Quality Act Determination
- Section 7 – Construction Impacts
- Section 8 – Project Measures and Mitigation Measures
- Section 9 – References

### 1.5 General Background

The Project is located in or adjacent to the urban and suburban areas of the Cities of Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos, and the unincorporated Florence-Firestone community of LA County.

The provisions of the Uniform Relocation Assistance and Real Property Acquisition Act (Uniform Act) will apply to all acquisitions of real property or displacements of persons resulting from the Project. It was created to provide for fair and equitable treatment of all affected persons. Additionally, the Fifth Amendment of the U.S. Constitution provides that private property may not be taken for a public use without payment of “just compensation.”

The Uniform Act requires that the owning agency provide notification to all affected property owners of the agency’s intent to acquire an interest in their property. One of the items in this notification will include a written offer of just compensation established through the guidelines of the Uniform Act. A ROW specialist is assigned to each property owner to assist

through the acquisition process. The Uniform Act also provides benefits to displaced individuals to assist with financial and advisory services related to relocating their residence or business operation. Benefits are available to both owner occupants and tenants of either residential or business properties.

The Uniform Act requires provision of relocation benefits to all eligible displaced persons. Benefits to which eligible owners or tenants may be entitled are determined on an individual basis and explained in detail by an assigned ROW specialist.

## 1.6 Methodology

This section discusses the methods used to identify and evaluate potential effects on properties along the Project footprint as well as methods for determining whether sufficient replacement properties are available to accommodate potential displacements as identified by the analysis. An overview of the general methodology applied is provided, followed by specific methods, resources, and technology used to evaluate residential, commercial/industrial, and community properties/facilities.

Acquisition is the process of acquiring real property and can consist of full property acquisitions (e.g., alignment, property encroachment, access to a business, stations, MSF) or partial property acquisition (e.g., alignment, vertical circulations, property encroachment, widening intersections, ancillary facilities, traction power substation (TPSS) sites). An easement is the right to use all or part of the property of another owner for a specific purpose. Easements can be permanent (e.g., to accommodate an aerial alignment or access to property or facilities) or temporary (e.g., to accommodate construction activities).

### 1.6.1 Definition of Affected Area

For purposes of this analysis, the Affected Area is defined in terms of displacement and replacement areas. A “displacement” occurs when a parcel, or portion thereof, is acquired, resulting in a person having to move from the real property or having to move his or her personal property from the real property. The displacement area includes privately held residential, commercial, and industrial properties (parcels) directly affected by the LPA. “Replacement” refers to the movement (or relocation) of affected businesses and residences into suitable replacement sites.<sup>2</sup> The replacement area includes the cities affected by the LPA and other nearby cities that may provide replacement site options. Affected cities include Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia, as well as the unincorporated community of Florence-Firestone of LA County. This analysis prioritized affected cities and communities for identification of replacement sites. The search was expanded in situations where sufficient suitable replacement sites did not exist to accommodate displaced uses. Ultimately, a search distance of 6 miles from the LPA’s rail centerline was used to identify potential replacement sites; this distance may extend to properties in adjacent cities.

### 1.6.2 Property Displacement Analysis

To satisfy NEPA requirements, property displacements are determined by evaluating the extent to which the LPA will affect existing properties and identifying those properties where the current use will not be possible with implementation of the LPA. To achieve this, design files

<sup>2</sup> Title 49 CFR 24.2 (a)(9)

showing the extent of the LPA alignment and ancillary facilities were imported into a geographic information system (GIS) along with parcel boundary data from the LA County Assessor (LA County Assessor 2023). Parcel boundary data was acquired through Digital Map Products' LandVision Service. Design data was overlaid onto the parcel data layer to identify properties (and the portions of those properties) that will be required to accommodate the LPA. In addition to parcel data, aerial imagery from a number of sources, including Google and ESRI, was incorporated into the GIS and used to identify situations where the proposed facility may affect a building, driveway, parking lot, or other key features of a property that could affect its viability once the LPA is implemented. Based on the extent of the potential effect of the LPA, potential displacements were identified.

Various commercial and residential real estate databases such as the California Regional Multiple Listing Service, CoStar, and Reference USA's U.S. Businesses Database (RefUSA) were consulted, as well as U.S. Census data. Additionally, a field review of potential displacements based on current 2023 market conditions and vacancy rates was conducted to validate data obtained from digital sources. This data was used to determine the following:

- Residential units and occupants associated with each affected parcel
- Businesses associated with each affected parcel, including business names, addresses, type of business, and the estimated number of employees
- Availability of suitable replacement sites for displaced residences and businesses based on current 2023 market conditions and vacancy rates

### 1.6.3 Parcel Analysis

To analyze parcels that may be affected by the LPA, data was obtained for each component of the LPA assigned to a separate data layer and overlaid on the LA County Assessor parcel GIS layer (dated 2022) along with the ESRI Aerial Imagery Service in ArcGIS 10.5. The assessor parcel layer contains current ownership information, including Assessor Parcel Number (APN), owner name, zoning, and property use type. A spatial intersection query in GIS identified each parcel affected by the design footprint. Additional resources, including Google Earth Pro's nadir, 3D, and Street View features, assisted in determining the nature of the acquisition required from each affected parcel. Conflicting information was resolved through visual inspections of the property from aerial imagery and street view. Additionally, potential effects resulting from other features such as stations, maintenance facilities, or roadway work are independently evaluated.

The type of acquisition required for the LPA and specific land or rights required from each property were identified. Acquisition of an easement means that only certain rights (to be described in the easement deed) will be acquired and the owner will retain the underlying fee interest in the property. Based on the nature of effects, full acquisitions, partial acquisitions, permanent easements, temporary easements, or some combination of these will be required for the LPA. Based on the type of acquisition required for each property, the displacements of some or all of the occupants was determined and added to the affected parcels GIS layer to identify the number and type of displacements.

#### 1.6.3.1 Residential Properties

To identify and analyze potential effects related to displacement and acquisition on residential properties, property acquisitions and the number and type of displacements were identified. Property use type and zoning designations were determined based on information

from assessor parcel records and supplemented with zoning maps and general plan information from each affected city.

The U.S. Census Bureau's Quick Facts tool (U.S. Census Bureau 2017-2021) was used to determine the average number of persons per household for each city in which the residential acquisitions are anticipated. This tool was also used to estimate the number of residents displaced based on the number of residential units to be acquired. The estimated number of displaced residents was calculated using the average number of household occupants multiplied by the number of units displaced.

Identifying potential replacement sites for residential properties required a search for properties based on 2023 market conditions and vacancy rates for sale or lease within the replacement area cities. Searches for available units were performed using online real estate websites, including HotPads.com and Zillow.com. Available units were tallied for each city within the replacement area (and compared with the number of displacements in those cities), leading to a "gap analysis" to determine if there is a surplus or deficit of available replacement sites. For purposes of the "gap analysis," a "surplus" identifies a larger number of available replacement sites than required to accommodate, and a "deficit" identifies an insufficient number of replacement sites. A "suitable" replacement site will meet the definition of a "comparable replacement dwelling" as described in 49 Code of Federal Regulations (CFR) 24.2 (a)(6). However, it is impossible to verify that each replacement site meets the definition without an inspection of each potential replacement site. To ensure that all displacees will have the highest possible likelihood of being successfully relocated, the identification of a significant surplus of replacement properties is essential.

### 1.6.3.2 Commercial and Industrial Properties

The same methodology used to identify residential properties was also implemented to identify commercial and industrial properties and is largely based on zoning and land use information from the LA County Assessor supplemented with data from the affected cities. The evaluation of effects on commercial and industrial properties consists of direct effects on structures, an assessment of other elements (i.e., available parking, access to and traffic circulation within the property) and effects that may disrupt the businesses' ability to conduct their primary function after implementation of the LPA. In situations where a significant effect on business operations is anticipated and no reasonable mitigation measures could be implemented, it was determined that a full acquisition and subsequent relocation will be required.

Resources consulted to estimate the number of business units and the corresponding number of employees displaced include the RefUSA, and CoStar's Tenant module. These databases were queried to return a list of businesses corresponding with affected properties. This information included the business name, business type, and the estimated number of employees. Business data sources were supplemented with information available on company websites, other online resources such as Google Maps, and information gathered during site visits. The business type was re-categorized into general groupings (i.e., automotive, office, retail, and industrial) to ensure consistency across sources and to assist in the identification of suitable replacement sites. Employee counts for business records missing this information were estimated by referencing similarly sized businesses in the area where employee count data was available.

Identifying potential replacement sites for nonresidential properties required a search for properties currently for sale or lease within each of the replacement area jurisdictions.

Searches were performed using CoStar, and a gap analysis was performed between the number of resulting potential replacement units and the displacements identified for each city based on 2023 market conditions and vacancy rates. Replacement searches were filtered for automotive, office, retail, and industrial use types to ensure comparability. However, many displaced business facilities are anticipated to have special characteristics that will make finding suitable replacements more challenging. To ensure displaced businesses have the highest likelihood of being successfully relocated, the identification of a significant surplus of replacement sites is essential.

To satisfy CEQA requirements, displacement-related impacts are analyzed in accordance with Appendix G of the *CEQA Guidelines* and considered significant if the Project has the potential to:

- Displace substantial numbers of existing people or housing or business, necessitating the construction of replacement housing or replacement business elsewhere.

## 2 PROJECT DESCRIPTION

This section describes the No Build Alternative and the LPA studied in the WSAB Transit Corridor Final EIS/EIR, including station locations, and the MSF. The LPA was developed through a comprehensive alternatives analysis process and meets the purpose and need of the Project.

The No Build Alternative and LPA are generally defined as follows:

- **No Build Alternative:** Reflects the transportation network in the 2042 horizon year without the LPA. The No Build Alternative includes the existing transportation network along with planned transportation improvements that have been committed to and identified in the constrained *Metro 2009 Long Range Transportation Plan (2009 LRTP)* (Metro 2009) and SCAG's *2016-2040 RTP/SCS (SCAG 2016)*, as well as additional projects funded by Measure M that would be completed by 2042.
- **LPA:** The LPA consists of a 14.5-mile LRT line that will extend from the northern terminus in the City of Los Angeles/Florence-Firestone community of LA County to a southern terminus in the City of Artesia.

Figure 2-1 illustrates the LPA. The northern terminus of the LPA will be located just south of the intersection of Long Beach Avenue and Slauson Avenue, connecting to the current Slauson/A Line Station. South of Slauson Avenue, the LPA will follow the UPRR-owned La Habra Branch<sup>3</sup> ROW east along Randolph Street. At the Ports-owned San Pedro Subdivision ROW, the LPA will turn southeast to follow the San Pedro Subdivision ROW and then transition to the PEROW south of the I-105 freeway. The LPA will then follow the Metro-owned PEROW to the southern terminus at the Pioneer Station in Artesia. Figure 2-2 depicts the alignment sections that will require freight track relocation. The LPA will be grade separated where warranted, as indicated on Figure 2-1.

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<sup>3</sup> The La Habra Branch may also be referred to as the La Habra Subdivision. La Habra Branch is used within this document.

Figure 2-1. Locally Preferred Alternative Alignment by Grade



Source: WSP and TAHA 2023

Figure 2-2. Existing Rail Right-of-Way Ownership



Source: WSP and TAHA 2023

## 2.1 No Build Alternative

For the NEPA evaluation, the No Build Alternative is evaluated in the context of the existing transportation facilities in the project corridor (the corridor extends approximately 2 miles from each side of the four alternatives evaluated in the Draft EIS/EIR) and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable. Because the No Build Alternative provides the background transportation network against which the LPA's impacts are identified and evaluated, the No Build Alternative does not include the Project.

The No Build Alternative reflects the transportation network in 2042 and includes the existing transportation network along with planned transportation improvements that have been committed to and identified in the constrained Metro 2009 LRTP and the SCAG 2016 RTP/SCS, as well as additional projects funded by Measure M, a sales tax initiative approved by voters in November 2016. The No Build Alternative includes Measure M projects that are scheduled to be completed by 2042.

The required environmental baseline socioeconomic growth projections, including the reasonably foreseeable transportation network in 2042, were established in July 2017 when the preparation of the Draft EIS/EIR began. The SCAG 2016-2040 RTP/SCS was the adopted current regional growth forecast at the time the Draft EIS/EIR baseline was established. Specifically, the baseline year 2017 and future year 2042 population, housing, and employment are derived from the Transportation Analysis Zone-level estimates from the SCAG 2016-2040 RTP/SCS.

Table 2.1 lists the existing transportation network and planned improvements included as part of the No Build Alternative based on the Metro 2009 LRTP and SCAG 2016 RTP/SCS.

**Table 2.1. No Build Alternative – Existing Transportation Network and Planned Improvements**

Project	To / From	Location Relative to Study Area
<b>Rail (Existing)</b>		
Metro Rail System (LRT and Heavy Rail Transit)	Various locations	Within Study Area
Metrolink (Southern California Regional Rail Authority) System	Various locations	Within Study Area
<b>Rail (Under Construction/Planned)<sup>1</sup></b>		
Metro Westside D Line Extension	Wilshire/Western to Westwood/VA Hospital	Outside Study Area
Metro C Line Extension <sup>2</sup> to Torrance	96th Street Station to Torrance	Outside Study Area
Metro C Line Extension	Norwalk to Expo/Crenshaw	Outside Study Area
Metro East-West Line/Regional Connector/Eastside Phase 2	Santa Monica to Lambert Road Santa Monica to Peck Road	Within Study Area
Metro North-South Line/Regional Connector/Foothill Extension to Claremont Phase 2B	Long Beach to Claremont	Within Study Area
Metro Sepulveda Transit Corridor	Metro G Line to Metro E Line	Outside Study Area

Project	To / From	Location Relative to Study Area
Metro East San Fernando Valley Transit Corridor	Sylmar to Metro G Line	Outside Study Area
Los Angeles World Airport Automated People Mover	96th Street Station to LAX Terminals	Outside Study Area
Metrolink Capital Improvement Projects	Various projects	Within Study Area
California High-Speed Rail	Burbank to LA LA to Anaheim	Within Study Area
Link US <sup>3</sup>	LAUS	Within Study Area
<b>Bus (Existing)</b>		
Metro Bus System (including BRT, Express, and local)	Various locations	Within Study Area
Municipality Bus System <sup>4</sup>	Various locations	Within Study Area
<b>Bus (Under Construction/Planned)</b>		
Metro G Line (BRT)	Del Mar (Pasadena) to Chatsworth Del Mar (Pasadena) to Canoga Canoga to Chatsworth	Outside Study Area
Vermont Transit Corridor (BRT)	120th Street to Sunset Boulevard	Outside Study Area
North San Fernando Valley BRT	Chatsworth to North Hollywood	Outside Study Area
North Hollywood to Pasadena	North Hollywood to Pasadena	Outside Study Area
<b>Highway (Existing)</b>		
Highway System	Various locations	Within Study Area
<b>Highway (Under Construction/Planned)</b>		
High Desert Multi-Purpose Corridor	SR-14 to SR-18	Outside Study Area
I-5 North Capacity Enhancements	SR-14 to Lake Hughes Road	Outside Study Area
SR-71 Gap Closure	I-10 to Rio Rancho Road	Outside Study Area
Sepulveda Pass Express Lane	I-10 to US-101	Outside Study Area
SR-57/SR-60 Interchange Improvements	SR-57/SR-60	Outside Study Area
I-710 South Corridor Project (Phases 1 and 2)	Ports of Long Beach and LA to SR-60	Within Study Area
I-105 Express Lane	I-405 to I-605	Within Study Area
I-5 Corridor Improvements	I-605 to I-710	Outside Study Area

Source: Metro 2018, WSP 2019

Notes: <sup>1</sup> Where extensions are proposed for existing Metro rail lines, the origin/destination is defined for the operating scheme of the entire rail line following completion of the proposed extensions and not just the extension itself.

<sup>2</sup> The Metro C Line extension to Torrance includes new construction from Redondo Beach to Torrance; however, the line will operate from Torrance to 96th Street.

<sup>3</sup> Link US rail walk times included only.

<sup>4</sup> The municipality bus network system is based on service patterns for Bellflower Bus, Cerritos on Wheels, Cudahy Area Rapid Transit, Get Around Town Express, Huntington Park Express, La Campana, Long Beach Transit, Los Angeles Department of Transportation, Norwalk Transit System, and the Orange County Transportation Authority.

BRT = bus rapid transit; LA = Los Angeles; LAUS = Los Angeles Union Station; LAX = Los Angeles International Airport; LRT = light rail transit; SR = State Route; VA = Veterans Affairs

## 2.2 Locally Preferred Alternative

### 2.2.1 Refinements to the Locally Preferred Alternative

The LPA evaluated in this report is Alternative 3 from the Draft EIS/EIR with refinements to address stakeholder coordination and comments on the Draft EIS/EIR. Refinements to the LPA include the following:

- Shift the Slauson/A Line aerial station platform south and add a second set of vertical circulation and pedestrian circulation elements between the Slauson/A Line Station and the existing A Line Station. Additionally, a set of stairs was added between the A Line station and street level.
- Swap the location of the freight and LRT tracks within the La Habra Branch ROW compared to the Draft EIS/EIR design. Freight tracks will be located on the north side of the ROW and LRT tracks on the south side to accommodate potential freight connectivity to an existing industrial track on the north side of the ROW.
- Open or close at-grade crossings and implement left-turn restrictions over the LRT tracks in the City of Huntington Park:
  - Open crossings previously proposed for closure at Albany Street and Rugby Boulevard
  - Close crossings previously proposed to remain open at Malabar Street and Arbutus Avenue
  - Implement left-turn restrictions at Santa Fe Avenue, Pacific Boulevard, Miles Avenue, and State Street
- Modify roadway design at the southeast corner of Florence Avenue and California Avenue to avoid partial acquisition of infrastructure related to a water well.
- Redesign a freight spur track connection north of Rayo Avenue on the west side of the freight tracks to avoid impacts to a spur track.
- Close the private at-grade crossing at Miller Way. The private business will be displaced by the Project.
- Extend the LRT viaduct north of Imperial Highway to avoid impacts to a spur track and full acquisition of a property.
- Reconfigure the I-105/C Line Station parking facility by removing dedicated transit parking on the west side of the freight tracks and expanding the parking facility on the east side of the freight tracks to the north; also add a new driveway entrance to the parking facility at Century Boulevard.
- Eliminate demolition and reconstruction of the Arthur Avenue and Façade Avenue bridges; modify Façade Avenue to an emergency exit only from the I-105/C Line infill station (rather than a station entrance and exit).
- Modify the replacement freight bridge at I-105 to a four-span structure, consistent with the current bridge, rather than the previously proposed two-span structure.
- Replace the proposed pedestrian undercrossing with a pedestrian bridge at Paramount High School that will span the entire rail ROW.
- Realign the MSF site entrance on Somerset Boulevard to align with Bayou Avenue to allow for a signalized pedestrian crossing of Somerset Boulevard.
- Add protected left turn and a traffic signal on Clark Avenue at Los Angeles Street to accommodate dedicated turning movements to the community.

- Modify alignment of the LRT tracks and soundwall at the Bellflower Mobile Home Park to minimize parking loss and provide replacement parking elsewhere on the property to maintain the existing number of parking spaces.
- Redesign retaining walls on the southeast side of the 183rd Street/Gridley Road crossing from retained fill to columns.
- Incorporate the Artesia Historic District Recreation Trails as an existing, rather than future, condition in the Final EIS/EIR plan set.
- Add a design option that will close 186th Street but keep 187th Street open to traffic in the City of Artesia, and turn Corby Avenue into a cul-de-sac with an access driveway for the existing business.
- Modify the entrance to the Pioneer Station parking structure to align with Solana Place and shift structure north to provide alley egress resulting in an additional level on the Pioneer parking structure to maintain the number of parking spaces identified in the Draft EIS/EIR.
- Extend the median located north of the LRT tracks at the Pioneer Boulevard grade crossing to prohibit left turns from a shopping center driveway along the east side.
- Incorporate Mitigation Measures NOI-4 (Crossing Signal Bell Shrouds) and NOI-5 (Gate-Down-Bell-Stop Variance), recommended in the Draft EIS/EIR to further reduce noise at grade crossings, as Project Measure NOI PM-1 and NOI PM-2 in the Final EIS/EIR to be implemented as part of the LPA.
- Add Project Measure VA PM-8 (Residential Screening for Aerial Structures), which requires privacy screening along portions of the aerial structure adjacent to the rear of residential properties in the Cities of Paramount, Bellflower, and Cerritos if the soundwall in those locations will not be sufficiently tall to provide similar privacy screening.
- Add Project Measures BIO PM-1 (Invasive Plant Species Best Management Practices) and BIO PM-2 (Prohibition of Invasive Plant Species in Landscape Plans) to provide options to minimize the spread of invasive species during construction and prohibit the inclusion of invasive species in landscape plans; add Project Measure BIO PM-3 (LA Metro Tree Policy) to require adherence to LA Metro Tree Policy, adopted by Metro in October 2022.
- Add Project Measure CR PM-1 (Secretary of the Interior Standards Design Review), which requires review and approval of the design of the new LRT bridge and C Line station that will be constructed within the Century Freeway-Transitway Historic District and extension of the Union Pacific LA River Rail Bridge's existing concrete piers by a professional who meets the Secretary of the Interior's Professional Qualification Standards in architectural history, history, or architecture.

Refinements also included the following modifications to construction laydown/staging areas:

- Relocate the construction laydown area near State Street and Randolph Street to east of State Street in the railroad ROW.
- Relocate the laydown area at the southeast corner of Imperial Highway and Garfield Place to north of Imperial Highway within the San Pedro Subdivision ROW.
- Locate a construction laydown/staging area on the east side of the ROW between Rayo Avenue and Southern Avenue.

Additionally, refinements included changes to traction power substations (TPSS) site locations:

- Relocate TPSS Site 14 from the northwest corner of Randolph Street and State Street to the east within railroad ROW.
- Eliminate optional TPSS Sites 16E and 12E in the City of Huntington Park.
- Add Optional TPSS Site 7E within the reconfigured parking facility east of the tracks at the I-105/C Line Station parking facility.
- Relocate the proposed TPSS Site 2 from the northwest side of the intersection of 183rd Street/Gridley Road to the southeast side.

### 2.2.2 Alignment Configuration

This section summarizes the LPA alignment. The general characteristics of the LPA are summarized in Table 2.2. Figure 2-3 illustrates the freeway crossings along the alignment. Additionally, the LPA will require relocation of existing freight rail tracks within the ROW to maintain existing operations where freight tracks will be in a shared corridor with the LRT tracks. Figure 2-2 depicts the alignment sections that will require freight track relocation.

**Table 2.2. Summary of LPA Components**

Component	Quantity
Alignment length	14.5 miles
Length of at-grade and aerial	12.1 miles at-grade; 2.4 miles aerial <sup>1</sup>
Station configurations	9 along WSAB alignment, 1 at-grade infill station along C Line 3 aerial; 6 at-grade
Parking facilities	5 total: 4 surface lots and 1 parking structure (approximately 2,800 spaces)
At-grade crossings	30
Elevated street crossings	15
Freight crossings	6
Freeway crossings	4 (1 aerial/overcrossing at I-105; 3 freeway undercrossings <sup>2</sup> at I-710, I-605, SR 91)
Freight realignment	8.7 miles
River crossings	3 (Rio Hondo, LA River and San Gabriel)
TPSS facilities	17
Maintenance and Storage Facility site	1 (City of Bellflower)

Source: WSP 2023

Notes: <sup>1</sup> Alignment configuration measurements count retained fill embankments as at-grade.

<sup>2</sup> The light rail tracks crossing beneath freeway structures.

LA = Los Angeles; TPSS = traction power substation; WSAB = West Santa Ana Branch

Figure 2-3. Freeway Crossings



Source: WSP 2023

The total alignment length of the LPA will be approximately 14.5 miles, consisting of approximately 12.1 miles of at-grade and 2.4 miles of aerial alignment. The LPA will include nine new LRT stations along the WSAB alignment, of which six will be at-grade and three will be aerial. Additionally, the Project will add one new infill station along the C Line at I-105 to allow transfers between the WSAB alignment and the C Line. Five of the stations will include parking facilities, providing a total of approximately 2,800 dedicated transit parking spaces. Four of the parking facilities will be surface lots and the fifth will be a parking structure. The alignment will include 30 at-grade crossings, 4 freeway crossings (3 freeway undercrossings and 1 aerial freeway crossing), 3 river crossings, 15 aerial road crossings, and 6 freight crossings. The following further describes the LPA along the alignment.

**Northern terminus (City of Los Angeles/Florence-Firestone community of LA County):** The northern terminus of the LPA will begin at the Slauson/A Line Station, which will serve as a transfer point to the Metro A Line. Transfers between the Slauson/A Line Station and the existing Metro A Line will be accommodated via two pedestrian bridges between the two station platforms. The pedestrian bridges will be located at the southern and northern ends of the platforms and will be accessed by stairs, escalators, and/or elevators. Stairs, escalators, and/or elevators will also connect with the street level on the north side of the station, while stairs will connect with the street level on the south side of the station. An additional set of stairs will be added to the existing A Line Station providing access to street level. Tail tracks<sup>4</sup> accommodating layover storage for a three-car train will extend approximately 1,000 feet north from the station.

**La Habra Branch ROW<sup>5</sup> (City of Huntington Park):** South of the Slauson/A Line Station, the alignment will turn east along the existing UPRR owned La Habra Branch ROW in the median of Randolph Street. The alignment will be on the south side of the La Habra Branch ROW, and the freight tracks will be realigned but remain in the northern portion of the ROW. The alignment will transition to an at-grade configuration west of Alameda Street and will proceed east along the Randolph Street median. Wilmington Avenue, Regent Street, and Malabar Street will be closed to traffic crossing the ROW, altering the intersection design to a right-in, right-out configuration. The Pacific/Randolph Station will be located just east of Pacific Boulevard. From the Pacific/Randolph Station, the alignment will continue east at-grade. Arbutus Avenue and Rita Avenue will be closed to traffic crossing the ROW, altering the intersection design to a right-in, right-out configuration.

**San Pedro Subdivision ROW (Cities of Huntington Park, Bell, Cudahy, South Gate, Downey, and Paramount):** At the San Pedro Subdivision ROW, the alignment will transition to an aerial configuration and turn south to cross over Randolph Street and the freight tracks, returning to an at-grade configuration north of Gage Avenue. The alignment will be located on the east side of the existing San Pedro Subdivision ROW freight tracks, and the existing track(s) will be relocated to the west side of the ROW. The alignment will continue at-grade within the San Pedro Subdivision ROW to the at-grade Florence/Salt Lake Station south of Florence Avenue.

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<sup>4</sup> Tail tracks are additional tracks that extend beyond the end of the mainline tracks and can be used for temporarily parking, storing, or reversing the direction of trains. While the tracks are designed to allow for layover if needed, trains will not sit at the end of the line.

<sup>5</sup> The La Habra Branch may also be referred to as the La Habra Subdivision. La Habra Branch is used within this document.

The alignment will continue southeast from the at-grade Florence/Salt Lake Station within the San Pedro Subdivision ROW, crossing Otis Avenue, Santa Ana Street, and Ardine Street at-grade. The alignment will be located on the east side of the existing San Pedro Subdivision freight tracks, and the existing tracks will be relocated to the west side of the ROW. South of Ardine Street, the alignment will transition to an aerial structure to cross over the existing UPRR tracks and Atlantic Avenue. The Firestone Station will be located on an aerial structure between Atlantic Avenue and Firestone Boulevard. The Firestone Station will include a dedicated transit parking facility providing approximately 600 parking spaces with a vehicle underpass under the freight tracks to access the parking facility.

The alignment will then cross over Firestone Boulevard and transition back to an at-grade configuration prior to crossing Rayo Avenue at-grade. The alignment will continue south along the San Pedro Subdivision ROW, crossing Southern Avenue at-grade and continuing at-grade until it transitions to an aerial configuration to cross over the LA River. The LRT bridge will be constructed next to the existing freight bridge. South of the LA River, the alignment will transition to an at-grade configuration, then passing under the I-710 freeway through a new box tunnel structure. The alignment will then return to an aerial structure to cross over the Rio Hondo Channel. South of the Rio Hondo Channel, the alignment will transition to an aerial structure to cross over a realigned spur track, Imperial Highway and Garfield Avenue. South of Garfield Avenue, the alignment will transition to an at-grade configuration and serve the Gardendale Station north of Gardendale Street.

From the Gardendale Station, the alignment will continue south in an at-grade configuration, crossing Gardendale Street and Main Street to serve the I-105/C Line Station, which will be located at-grade north of Century Boulevard. The I-105/C Line Station will include a dedicated transit parking facility providing approximately 340 to 360 parking spaces, depending on the location of the TPSS. The alignment will continue at-grade, crossing Century Boulevard, then will cross over the I-105 freeway in an aerial configuration within the existing San Pedro Subdivision ROW bridge footprint. A new Metro C Line Station will be constructed in the median of the I-105 freeway. The I-105/C Line Station will be connected to the new infill C Line Station in the middle of the freeway via a pedestrian walkway on the new LRT bridge. Vertical pedestrian access will be provided from the LRT bridge to the new C Line Station platform via stairs, escalators, and/or elevators. Emergency egress from the C Line Station will also be provided at Façade Avenue via stairs and elevators. To accommodate construction of the new station platform, the existing Metro C Line tracks will be widened and, as part of the I-105 Express Lanes Project, the I-105 lanes will be reconfigured.

**PEROW (Cities of Paramount, Bellflower, Cerritos, and Artesia):** South of the I-105 freeway, the alignment will continue at-grade within the San Pedro Subdivision ROW. In order to maintain freight operations and allow for freight train crossings, the alignment will transition to an aerial configuration as it turns southeast and enter the PEROW. The existing freight track will cross beneath the aerial alignment and align on the north side of the PEROW east of the San Pedro Subdivision ROW. The Paramount/Rosecrans Station will be located in an aerial configuration west of Paramount Boulevard and north of Rosecrans Avenue. The existing freight track will be relocated to the northeast side of the alignment adjacent to the viaduct structure. The Paramount/Rosecrans Station will include a dedicated transit parking facility providing approximately 490 parking spaces located south of the alignment between Los Angeles Department of Water and Power property and Rosecrans Avenue.

The alignment will continue southeast in an aerial configuration over the Paramount Boulevard/Rosecrans Avenue intersection and descend to an at-grade configuration. The alignment will return to an aerial configuration to cross over Downey Avenue descending back to an at-grade configuration north of Somerset Boulevard. The existing Paramount High School pedestrian bridge will be reconstructed over the LPA and freight tracks to maintain the connection between Paramount High School and the athletics fields. One of the adjacent freight storage tracks at the World Energy facility will be relocated to accommodate the new LRT tracks and maintain storage capacity. There are no active freight tracks south of the World Energy facility (Somerset Boulevard).

The alignment will cross Somerset Boulevard at-grade. South of Somerset Boulevard, the at-grade alignment will parallel the existing Bellflower Bike Trail that is currently aligned on the south side of the PEROW. The alignment will continue at-grade crossing Lakewood Boulevard, Clark Avenue, and Alondra Boulevard. The at-grade Bellflower Station will be located west of Bellflower Boulevard. The Bellflower Station will include a dedicated transit parking facility providing approximately 260 parking spaces.

East of Bellflower Boulevard, the Bellflower Bike Trail will be realigned to the south side of the PEROW to accommodate an existing historic building located near the southeast corner of Bellflower Boulevard and the PEROW. The realigned bike trail will then match the existing bike trail east of the historic building near Bellflower Boulevard. The LRT alignment will continue southeast within the PEROW and transition to an aerial configuration near Cornuta Avenue, crossing over Flower Street and Woodruff Avenue. The alignment will return to an at-grade configuration south of Woodruff Avenue. South of Woodruff Avenue, the Bellflower Bike Trail will be realigned along the north side of the PEROW. Continuing southeast, the LRT alignment will cross under the SR-91 freeway in an existing undercrossing. The alignment will cross over the San Gabriel River on a new bridge, replacing the existing abandoned freight bridge. South of the San Gabriel River, the alignment will transition back to an at-grade configuration before crossing Artesia Boulevard at-grade.

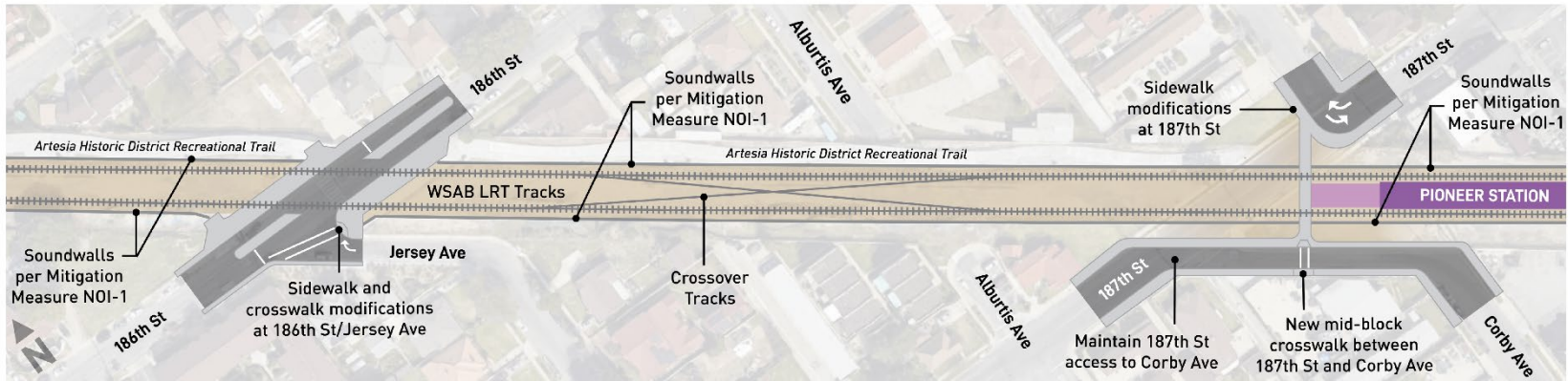
East of Artesia Boulevard, the alignment will cross beneath the I-605 freeway in an existing underpass. Southeast of the underpass, the alignment will continue at-grade, crossing Studebaker Road. North of Gridley Road, the alignment will transition to an aerial configuration to cross over 183rd Street and Gridley Road. The alignment will return to an at-grade configuration and cross 186th Street and 187th Street at-grade. The alignment will then pass through the Pioneer Station on the north side of Pioneer Boulevard at-grade. The Pioneer Station will include a dedicated transit parking facility providing approximately 1,100 parking spaces. Tail tracks accommodating layover storage for a three-car train will extend approximately 1,000 feet south from the station, crossing Pioneer Boulevard and terminating north of South Street.

### 2.2.3 Design Option – Close 186th Street

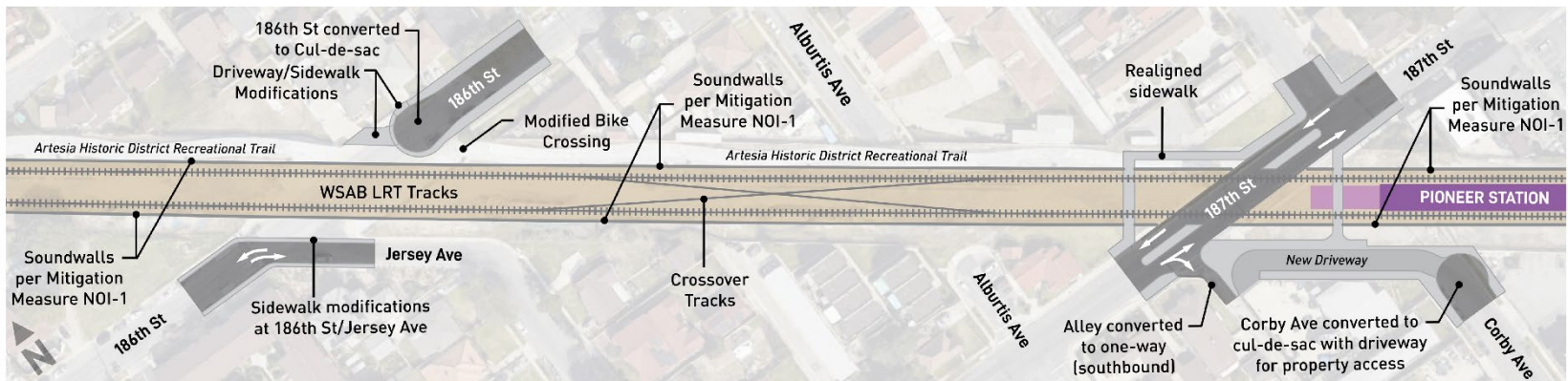
The LPA includes one design option:

- **Design Option:** Close 186th Street – The design option would close 186th Street but keep 187th Street open to traffic in the City of Artesia. Corby Avenue would become a cul-de-sac with an access driveway for the existing business (Figure 2-4).

Figure 2-4. Locally Preferred Alternative and Design Option: Close 186th Street



Locally Preferred Alternative



Design Option 1: Close 186th Street

Source: Cityworks Design and WSP 2023

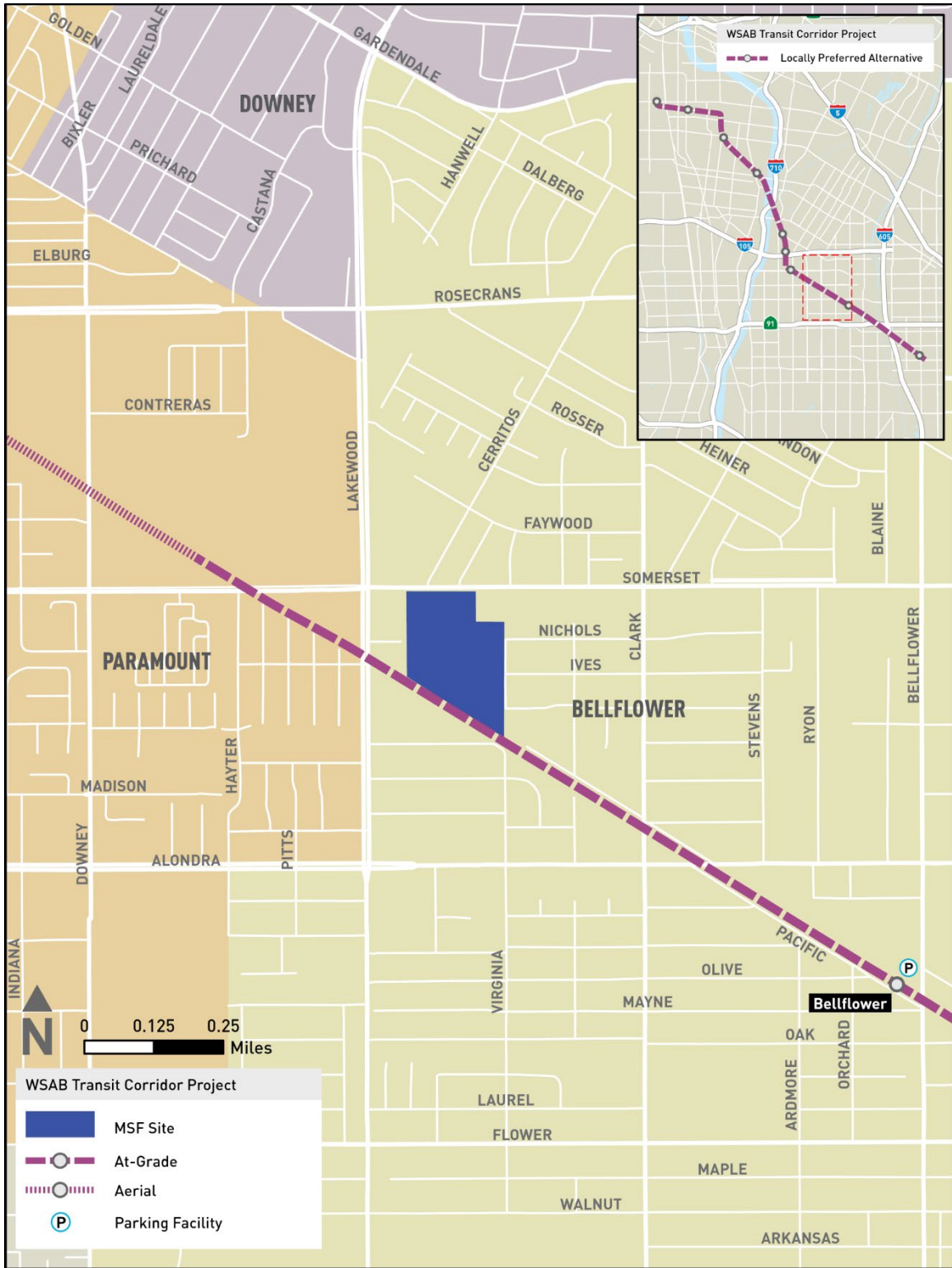
### 2.2.4 Maintenance and Storage Facility

Generally, each LRT project requires an MSF facility to provide daily servicing and cleaning, inspection and repairs, and storage of light rail vehicles (LRVs). Activities may take place in the MSF throughout the day and night depending upon train schedules, workload, and the maintenance requirements.

In January 2022, the Metro Board identified the Bellflower MSF as the WSAB Project's MSF site. The MSF site is located in the City of Bellflower and is bounded by a mobile home community and industrial facilities to the west, Somerset Boulevard and apartment complexes to the north, residential homes to the east, and the PEROW and Bellflower Bike Trail to the south. Access to the site will be via a signalized driveway at Somerset Boulevard and Bayou Avenue (Figure 2-5). In total, the MSF site is approximately 21 acres and could accommodate up to 80 LRVs to serve the Project's operations plan.

The MSF will have storage tracks, each with sufficient length to store three-car train sets and a maintenance-of-way vehicle storage. The facility will include a main shop building with administrative offices, a cleaning platform, a TPSS, employee parking, a vehicle wash facility, a paint and body shop, and other facilities as needed. The east and west yard leads (i.e., the tracks leading from the mainline to the facility) will have sufficient length for a three-car train set.

Figure 2-5. Maintenance and Storage Facility Site



Source: WSP and TAHA 2023



## 3 REGULATORY FRAMEWORK

This section identifies applicable federal, state, and local regulations and plans related to displacements and acquisitions.

### Federal

- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- Real Estate Acquisition Management Plan (RAMP) and Relocation Plan
- Americans with Disabilities Act (ADA) of 1990

### State

- California Relocation Act (Government Code Section 7260 et seq.)
- California Code of Civil Procedure (Code of Civil Procedure Section 1245.330 et seq.)

### Regional

There are no applicable regional plans, policies, or regulations in regard to displacements and acquisitions.

### Local

- City of Los Angeles General Plan, Housing Element 2013-2021
- City of Vernon General Plan, Housing Element 2014-2021
- Florence-Firestone Community Plan, Los Angeles County
- City of Huntington Park Draft General Plan
- City of South Gate General Plan 2035
- City of Bellflower General Plan
- City of Artesia General Plan

### Relocation Resources

- Relocation Assistance and Counseling
- Direct Financial Assistance
- Sufficient Government Funding for Relocation
- Programs and Policies for Nonresidential Relocation

## 3.1 Federal

### 3.1.1 Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S. Code [USC] Section 61)

The Uniform Act mandates that certain relocation services and payments be made available to eligible residents, businesses, and non-profit organizations displaced as a direct result of projects undertaken by a federal agency or with federal financial assistance. The Uniform Act provides for uniform and equitable treatment of persons displaced from their homes and businesses and establishes uniform and equitable land acquisition policies.<sup>6</sup> Owners and holders of real estate interests of private property have federal constitutional guarantees that their property will not be acquired, taken, or damaged for public use unless they first receive an offer of just compensation.

A just compensation amount is measured by the “fair market value” of the real estate property interests and rights acquired, where fair market value is considered to be the: “highest price on the date of valuation that would be agreed to by a seller, being willing to sell, but under no particular or urgent necessity for so doing, nor obliged to sell; and a buyer, being ready, willing and able to buy but under no particular necessity for so doing, each dealing with the other with the full knowledge of all the uses and purposes for which the property is reasonably adaptable and available” (Code of Civil Procedure Section 1263.320a). The establishment of fair market value of a property is determined by an independent appraisal opinion of value of a property’s worth that is just and equitable on the open market and confirmed by an outside independent review appraisal. The Federal Transit Administration (FTA) brochure, “General Acquisition and Relocation Information,” provides a description of the process by which private property is acquired for transit projects. The Uniform Act is also codified in 49 CFR Part 24. All real estate acquisition and relocation assistance undertaken with FTA federal assistance must be compliant with this act and its implementing regulations at 49 CFR Part 24.

### 3.1.2 Real Estate Acquisition Management Plan and Relocation Plan

For all major capital projects under 49 CFR 633.25 and FTA Circular 5010.1D, a RAMP and Relocation Plan is required. The RAMP is a top-level and project-wide document that describes the property acquisition/relocation and management functions for a project. The RAMP follows the project’s life cycle through Preliminary Engineering, Final Design, the application for a Full Funding Grant Agreement, and construction and service phases.

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<sup>6</sup> The term “displaced person” means any person who moves from real property; or moves his personal property from real property; or any person who moves from real property; or moves his personal property from real property. The term “business” means any lawful activity, excepting a farm operation, conducted primarily for the purchase, sale, lease, and rental of personal and real property, and for the manufacture, processing, or marketing of products, commodities, or any other personal property; for the sale of services to the public; by a nonprofit organization; or for assisting in the purchase, sale, resale, manufacture, processing, or marketing of products, commodities, personal property, or services by the erection and maintenance of an outdoor advertising display or displays, whether or not such display or displays are located on the premises on which any of the above activities are conducted. (42 USC Ch. 61, Section 4601)

### 3.1.3 Americans with Disabilities Act of 1990 (42 USC Section 12101 – 12213)

The ADA is a civil rights law that prohibits discrimination based on disability in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public. The purpose of the law ensures people with disabilities have the same rights and opportunities as everyone else and provides civil rights protections to individuals with disabilities similar to those provided to individuals based on race, color, sex, national origin, age, and religion. ADA also guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, state and local government services, and telecommunications.

## 3.2 State

### 3.2.1 California Relocation Act (Government Code Section 7260 et seq.)

The California Relocation Act establishes uniform policies to provide for the fair and equitable treatment of people displaced from their homes or businesses as a direct result of state and/or local government projects or programs. This Act requires that comparable replacement housing be made available to displaced persons within a reasonable period of time prior to the displacement. Provisions of the California Relocation Act apply if a public entity undertakes a project for which federal funds are not present, and in this case, the public entity must provide relocation assistance and benefits. The California Relocation Act, consistent with the intent and guidelines of the Uniform Act, seeks to achieve the following:

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

Under federal regulations, owners of private property have similar state constitutional guarantees regarding property acquisitions, damages, and just compensation.

### 3.2.2 California Code of Civil Procedure (Section 1245.330 et seq.)

Title 7 of the Code of Civil Procedure describes California's Eminent Domain Law. Eminent Domain is the power of local, state, or federal government agencies to take private property for public use so long as the government provides just compensation to the property owner.

## 3.3 Local

Several of the local jurisdictions do not include goals, objectives, and policies that directly relate to property acquisitions, displacement, or relocations in the cities' general plan and elements. Table 3.1 lists and summarizes the relevant general plan policies of each city that provide policies related to acquisitions, displacement, or relocations.

Table 3.1. Relevant Policies Related to Acquisition, Displacement, or Relocation

Goal/Policy	Description
<b>City of Los Angeles Housing Element 2013-2021</b>	
Policy 1.2.8	Preserve the existing stock of affordable housing near transit stations and transit corridors. Encourage one-to-one replacement of demolished units.
<b>City of Vernon Housing Element 2014-2021</b>	
Policy H-1.3	Mitigate any residential displacement impacts occurring as a result of residential demolition.
Policy H-2.1	Provide for the retention of existing residential units in the City that are economically and physically sound.
<b>Florence-Firestone Community Plan</b>	
Policy R-1.6	Displacement of Residents. Discourage the displacement of existing residents as new housing opportunities are developed.
Policy R-1.7	No Net Loss of Affordable Units. Ensure that there is no net loss of affordable housing units in the community.
<b>City of Huntington Park Draft General Plan 2030</b>	
Policy 3	The City of Huntington Park shall vigorously oppose any public agency initiative that would result in the removal of existing housing units without the provision of replacement housing.
Policy 7	The City of Huntington Park shall minimize housing displacement and require expeditious and equitable relocation in the event units are demolished.
<b>City of South Gate General Plan 2035</b>	
Policy P.5	New development or redevelopment should not result in the displacement of existing homes without providing for adequate replacement housing.
<b>City of Bellflower Housing Element 2014-2021</b>	
Policy 4.2	Avoid displacement of low-income households and, where necessary, ensure that it is carried out in an equitable manner.
<b>City of Artesia General Plan 2030</b>	
Policy HE4.1	Provide fair housing services to residents and ensure that all are aware of their rights and responsibilities regarding housing.

Source: City of Los Angeles, 2014; City of Vernon, 2015; County of Los Angeles, 2019; City of Huntington Park, 2017; City of South Gate, 2009; City of Bellflower, 2013; City of Artesia, 2014

### 3.4 Relocation Resources

In accordance with the Uniform Act; 49 CFR Part 24; California Government Code 7260 et seq.; California Code of Regulations (CCR) 600 et seq.; and other prevailing regulations (see Section 3.2), in the event business or residential displacement occurs as a result of property acquisitions, relocation resources will be provided by Metro to eligible displacees that meet the requirements of the guidelines mentioned above for a displaced person. This also includes a relocation plan as required by CCR, Title 25, Division 1, Chapter 6. The following details information presented from Chapter 10 of the California Department of Transportation (Caltrans) *Right of Way Manual*, which has traditionally been the source for guidance regarding relocation of displacees resulting from federally funded projects.

#### 3.4.1 Residential Property Resources

Available area or areas with the capacity to absorb residential relocations is an important relocation resource. In addition to residential properties available for people requiring relocation, other types of residential relocation resources are available. These include the following:

- Relocation assistance and counseling for those who will need to relocate
- Direct financial assistance for those who will need to relocate
- Sufficient government funding to carry out all relocation processes and forms of assistance

##### 3.4.1.1 Relocation Assistance and Counseling

The Uniform Act requires the displacing agency to establish a relocation assistance advisory program that satisfies the requirements of Title VI of the Civil Rights Act of 1964 (42 USC 2000d et seq.), Title VIII of the Civil Rights Act of 1968 (42 USC 3601 et seq.), and Executive Order 11063 (27 Fed. Reg. 11527, November 24, 1962). The Uniform Act offers to assist in relocating displacees to “decent, safe, and sanitary” housing that meets their needs and is within their financial means.

Relocation assistance emphasizes that for comparable replacement properties in areas of minority concentration, minority persons displaced shall be given reasonable opportunity to relocate to replacement properties outside of minority concentrated areas. Eligible displacees will be assigned a relocation advisor responsible for providing current and continuing information throughout the relocation process, including:

- Explanation of eligible requirements for relocation payments and the appeal process
- Translation services to explain the relocation program to persons with limited English proficiency
- Information on the availability, purchase prices, rental costs, and financing terms of comparable replacement dwellings and/or nonresidential sites
- Assurance that no one will be required to move unless at least one comparable replacement dwelling is made available
- Explanation of the eviction policies to be pursued in carrying out the Project
- An address, in writing, of the specific comparable replacement dwelling used to establish the maximum replacement housing payment
- Inspection of the replacement property to ensure it meets decent, safe, and sanitary standards

- Offer transportation for all persons to inspect housing to which they are referred
- Assistance in locating and obtaining replacement property, including assistance in completing required applications and other forms
- Assistance in completing the agency's claim forms, and if necessary, a request for a relocation assistance appeal
- Counseling advice as to other sources of benefits that may be available, such as information on federal and state housing programs, disaster loans, and other programs (e.g., Small Business Administration, U.S. Federal Housing Administration, U.S. Department of Housing and Urban Development)
- Other advisory assistance, as needed, to minimize hardship

The goal of relocation assistance and counseling is to minimize the hardship people might experience in adjusting to their relocation. For projects requiring a significant number of displacements, the establishment of a relocation office in a convenient location for displaced persons is encouraged if the district office is not easily accessible to those displaced.

#### 3.4.1.2 Direct Financial Assistance

The residential Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary or incidental to the purchase or rental of the replacement dwellings and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displaced person. The following summarizes the residential Relocation Assistance Program:

**Moving Costs.** Any displaced person who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles or a fixed payment based on a fixed moving cost schedule.

**Purchase Supplement.** Fully eligible homeowners may be entitled to payments for increased costs of replacement housing. Homeowners who have owned and occupied their property for 90 days or more prior to the date of the first written offer to purchase the property may qualify to receive a purchase price differential payment and receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. A mortgage differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. In the event that the total amount of these benefits will exceed established state maximum payment amounts, consideration will need to be given to the Last Resort Housing Program.

**Rent Differential.** 90-Day Occupants and Non-Tenured Occupants (owner or tenant) may be entitled to a rent differential payment. This payment is made when the implementing agencies determine that the cost to rent a comparable "decent, safe, and sanitary" replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to limitations. If the total entitlement for rental supplement exceeds established maximums, Last Resort Housing will need to be considered.

**Down Payment.** The down payment option is designed to help eligible displacees purchase and relocate to decent, safe, and sanitary comparable housing. Eligible displacees may be entitled to receive a full amount of the rental supplement if it is applied toward the down payment for the purchase of the replacement property, even if this results in a 100 percent purchase. Any remaining rental supplement can be applied to the incidental expenses related to the purchase, including nonrecurring items paid in escrow. An eligible 90-day occupant (tenant or owner), or non-tenured occupant, who purchases a decent, safe, and sanitary replacement dwelling may convert the rental supplement to a down payment. If the total entitlement for rental supplement exceeds zero, an eligible 90-day occupant or non-tenured occupant is entitled to a minimum down payment if they meet the “spend-to-get” requirements.

**Last Resort Housing.** Federal regulation (49 CFR 24) provides policy and procedure for implementing the Last Resort Housing Program on federal-aid projects. Last Resort Housing benefits are the same as those benefits for standard residential relocation, as explained above, with the exception for the amounts of payments and the methods in making them. Last Resort Housing covers situations where a displacee cannot be relocated because of lack of available comparable replacement housing or when the anticipated replacement housing payments exceed the limits of the standard relocation procedure because the displacee either lacks the financial ability or has other valid circumstances. In certain exceptional situations, Last Resort Housing may be used for tenants of fewer than 90 days. After the implementing agency makes the first written offer to acquire the property, the agency will directly contact the displacees to gather important information. The implementing agency will make contact within an agreed upon reasonable length of time.

The information gathered will include the following:

- Preferences in area of relocation
- Number of people to be displaced and the distribution of adults and children according to age and sex
- Location of schools and employment
- Specific arrangements needed to accommodate any family member(s) with special needs
- Financial ability to relocate into a comparable replacement dwelling that will adequately house all members of the family

#### 3.4.1.3 Sufficient Government Funding for Relocation

Metro intends to finance the Project with federal, state, and local funding provided through Measure M.

#### 3.4.2 Programs and Policies for Nonresidential Relocation

The nonresidential Relocation Assistance Program provides assistance to businesses, farms, and non-profit organizations in locating suitable replacement properties and reimbursement for certain relocation costs. The nonresidential Relocation Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business’ specific relocation needs. The payment types will be used instead of moving, searching, and reestablishment expenses and may include, but are not limited to, the following:

**Moving Expenses.** Moving expenses qualifying for financial assistance include transportation of personal property, disconnecting and dismantling machinery and equipment, utility connection or transfer, temporary storage, moving and storage insurance, transfer fees for licenses or permits, costs to sell property or belongings that cannot be moved, salvage value for those items that cannot be sold or moved, and the costs of searches for suitable replacement properties. Business owners have the option to self-move or to hire movers. Small businesses, in particular, may choose either in-lieu fixed payment or reimbursement for actual costs.

**Reestablishment Expenses.** Reestablishment payments for qualifying expenses may be made available to displaced business owners. These benefits must be actual, reasonable, and necessary. They include, but are not limited to, repairs or modifications to the new property to make it suitable, construction and installation costs of signage, lot and structure repaving or redecorating, expenses to advertise the new location, increased operating costs from rent or insurance premium changes (for up to two years), and increased personal or real property taxes. Compensation for loss of goodwill is also provided. Goodwill is defined as the benefit that accrues from the skill, reliability, or location of a business. If these factors can be shown to be reduced as a consequence of the relocation, the business owner will be compensated for the loss. Generally, this is part of the acquisition expense, but some may occur as a relocation expense.

**Fixed In-Lieu Payment.** A fixed payment in lieu of moving and searching payments and reestablishment payment may be available to businesses that meet certain eligibility requirements.

## 4 AFFECTED ENVIRONMENT / EXISTING CONDITIONS

### 4.1 Existing Land Use Conditions

#### 4.1.1 General Corridor-wide Land Use

The areas around the LPA consists of a variety of urban and suburban land uses, including public facilities, commercial (offices and retail), industrial, and residential (single- and multi-family). Land uses surrounding the Wilmington Branch ROW, La Habra Branch ROW, San Pedro Subdivision ROW, and PEROW have historically been developed around the rail ROWs. The rail ROWs north of Somerset Boulevard currently contain active freight and physically separate the neighborhoods and communities within the Affected Area. The following discussion of land uses in the Affected Area is generalized and is not described on a parcel-by-parcel basis.

Table 4.1 provides the land use distribution of the Affected Area for land use (i.e., adjacent areas within approximately 50 feet of the LPA alignment) and the surrounding area (within 0.25 mile of the alignment and 0.5 mile of the station areas) for the LPA. Figure 4-1 through Figure 4-4 provide an overall context of the land uses surrounding the Affected Area for land use.

**Table 4.1. Existing Land Use Distribution for the Locally Preferred Alternative**

Land Use	Percent of Land Use (%) <sup>1</sup>	
	Affected Area <sup>2</sup>	Surrounding Area <sup>3</sup>
Agriculture	2.1	0.2
Commercial	6.3	8.3
Industrial	32.2	15.3
Institutional/ Public Facilities	17.5	6.0
Open Space/ Recreational Facilities	10.0	3.1
Residential	24.3	64.4
River	3.2	0.8
Vacant	4.4	1.8

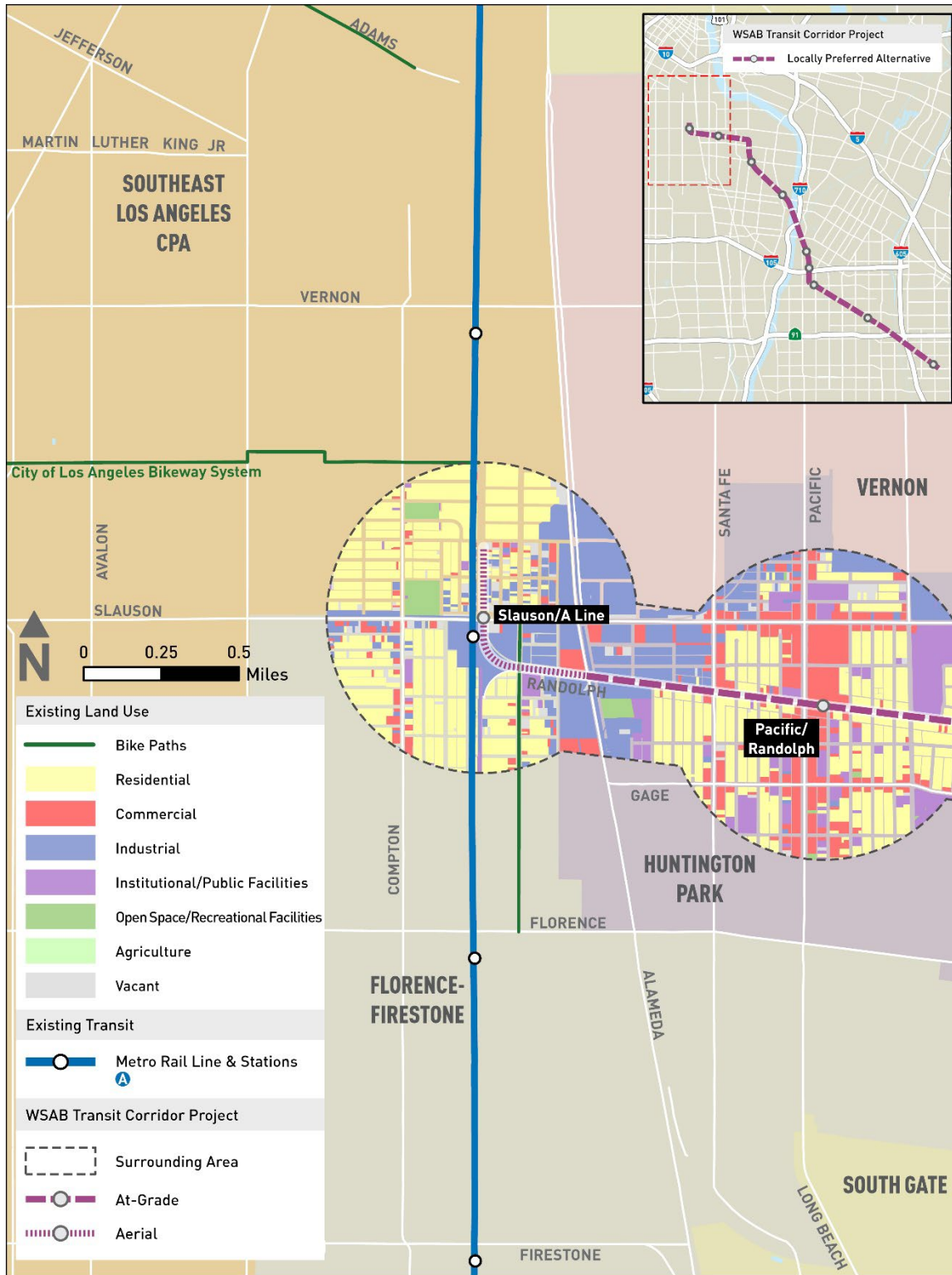
Source: TAHA 2023

Notes: <sup>1</sup> The land use distribution characterizes the land uses within the Affected Area and in the Surrounding Area for the LPA. Percentages may not equal 100 percent due to rounding.

<sup>2</sup> "Affected Area" is defined as the adjacent area within approximately 50 feet of the LPA.

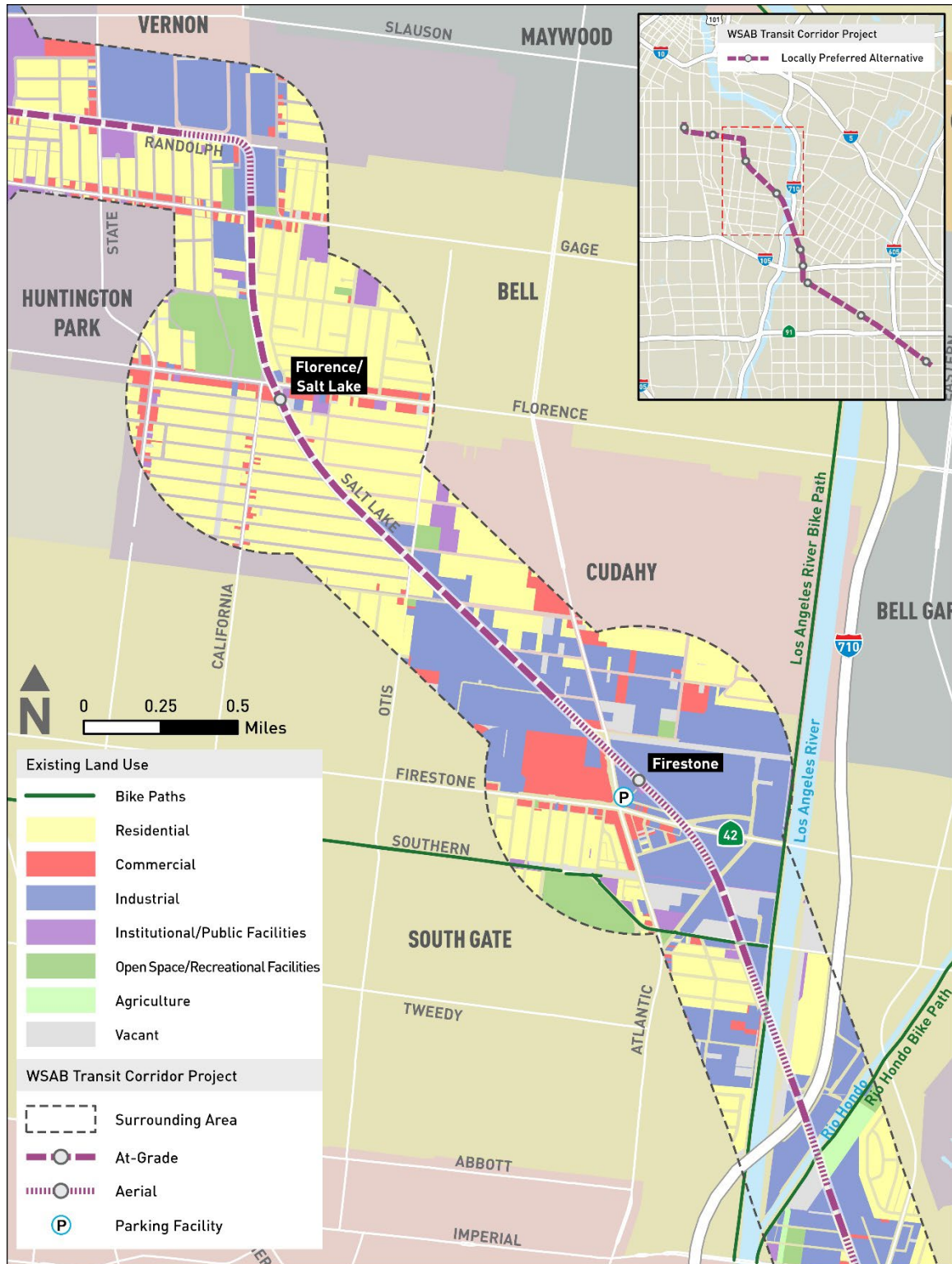
<sup>3</sup> "Surrounding Area" is defined as the area within 0.25-mile of the alignments and 0.5-mile of the station areas.

Figure 4-1. Existing Land Use within 0.25 Mile of the Alignment and 0.5 Mile of Stations (from Southeast Los Angeles to City of Huntington Park)



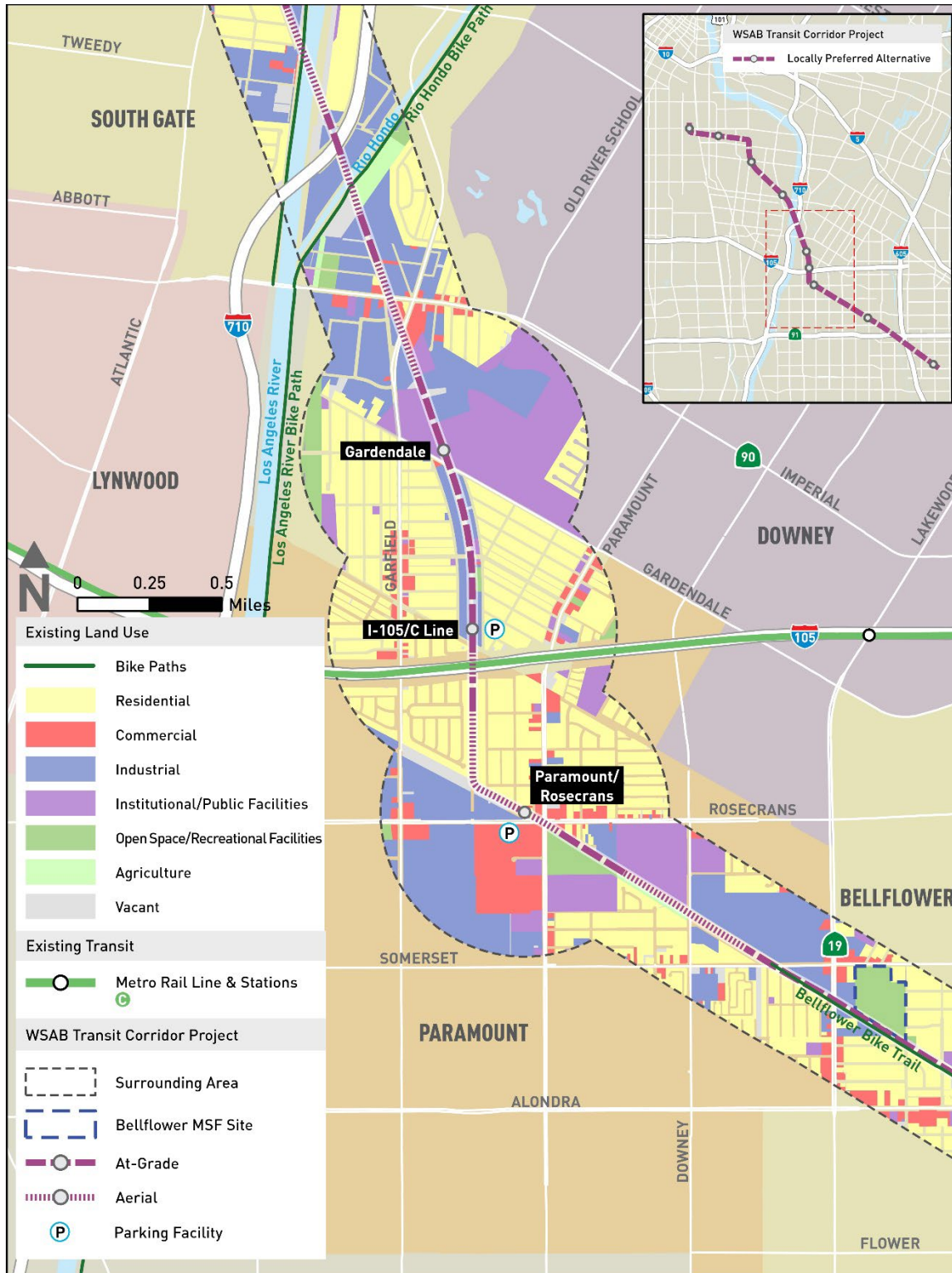
Source: LA County Assessor, 2016; TAHA, 2023

Figure 4-2. Existing Land Use within 0.25 Mile of the Alignment and 0.5 Mile of Stations (from City of Huntington Park to City of South Gate)



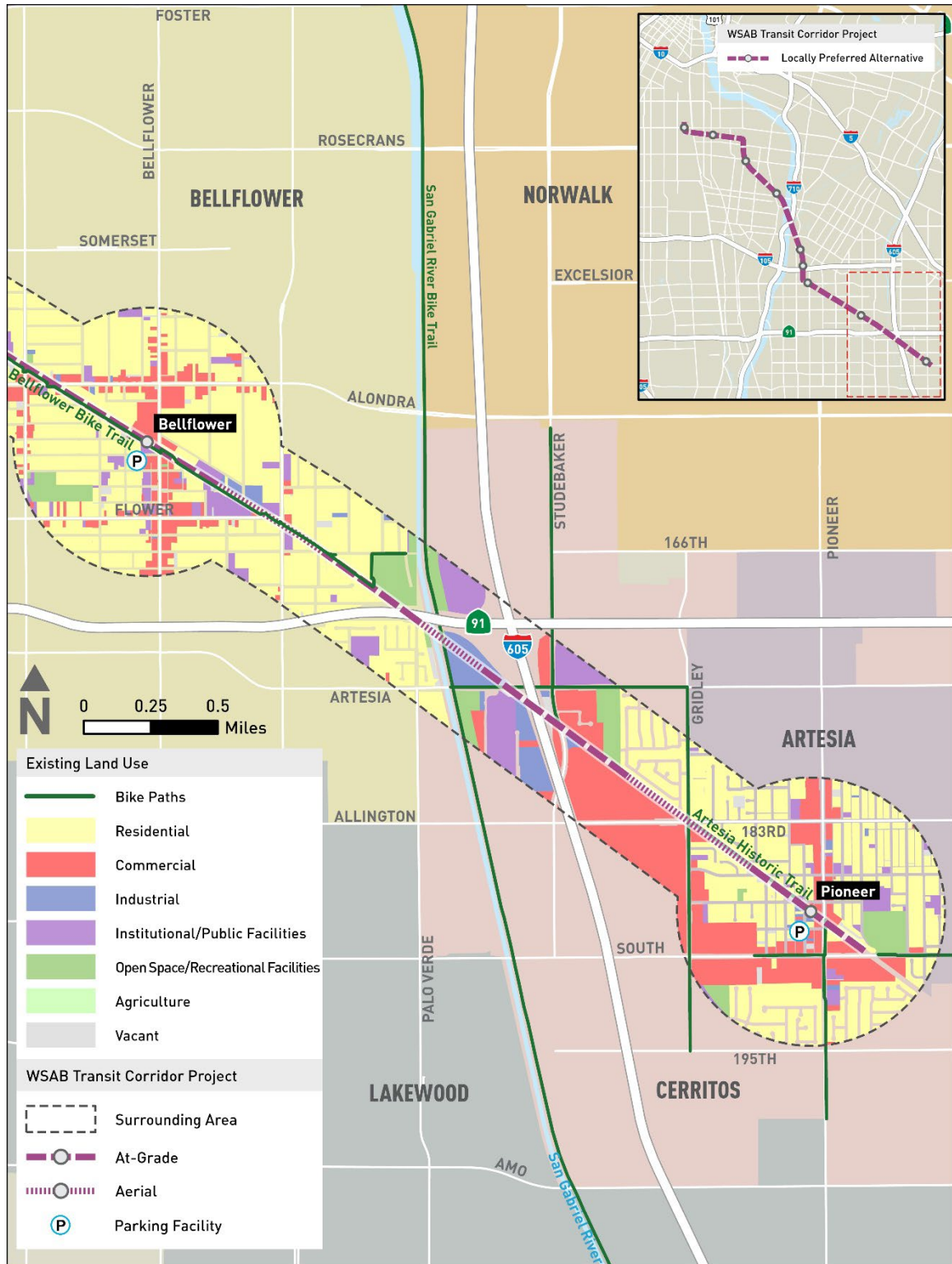
Source: LA County Assessor, 2016; TAHA, 2023

Figure 4-3. Existing Land Use within 0.25 Mile of the Alignment and 0.5 Mile of Stations (from City of South Gate to City of Bellflower)



Source: LA County Assessor, 2016; TAHA, 2023

Figure 4-4. Existing Land Use within 0.25 Mile of the Alignment and 0.5 Mile of Stations (from City of Bellflower to City of Artesia)



Source: LA County Assessor, 2016; TAHA, 2023

Note: The full name for the “Artesia Historic Trail” is “Artesia Historic District Recreation Trail”

### 4.1.2 Maintenance and Storage Facility

The MSF site is designated as an open space/recreational use currently leased from the City of Bellflower and operating as a privately owned recreational commercial business, the Hollywood Sports Paintball and Airsoft Park and Bellflower BMX. The MSF site is bounded by Somerset Boulevard to the north (with multi-family residential uses north of Somerset Boulevard), single-family residential uses to the east, a dog park at the southeasterly corner, the PEROW and Bellflower Bike Trail to the south, and a mobile home community and industrial uses to the west.

Figure 4-5 shows the existing land uses within 0.25 mile of the MSF site, and Table 4.2 identifies land uses adjacent to the MSF site.

**Table 4.2. Land Use Distribution in the Affected Area and Surrounding Area of the MSF Site**

Land Use	Percent of Land Use (%) <sup>1</sup>	
	Affected Area <sup>2</sup>	Surrounding Area <sup>3</sup>
Residential	44.3	67.9
Commercial	8.4	9.0
Industrial	42.2	18.2
Institutional/Public Facilities	2.2	4.8
Open Space/Recreational Facility <sup>4</sup>	2.8	0.2

Source: TAHA 2023

Notes: MSF = maintenance and storage facility

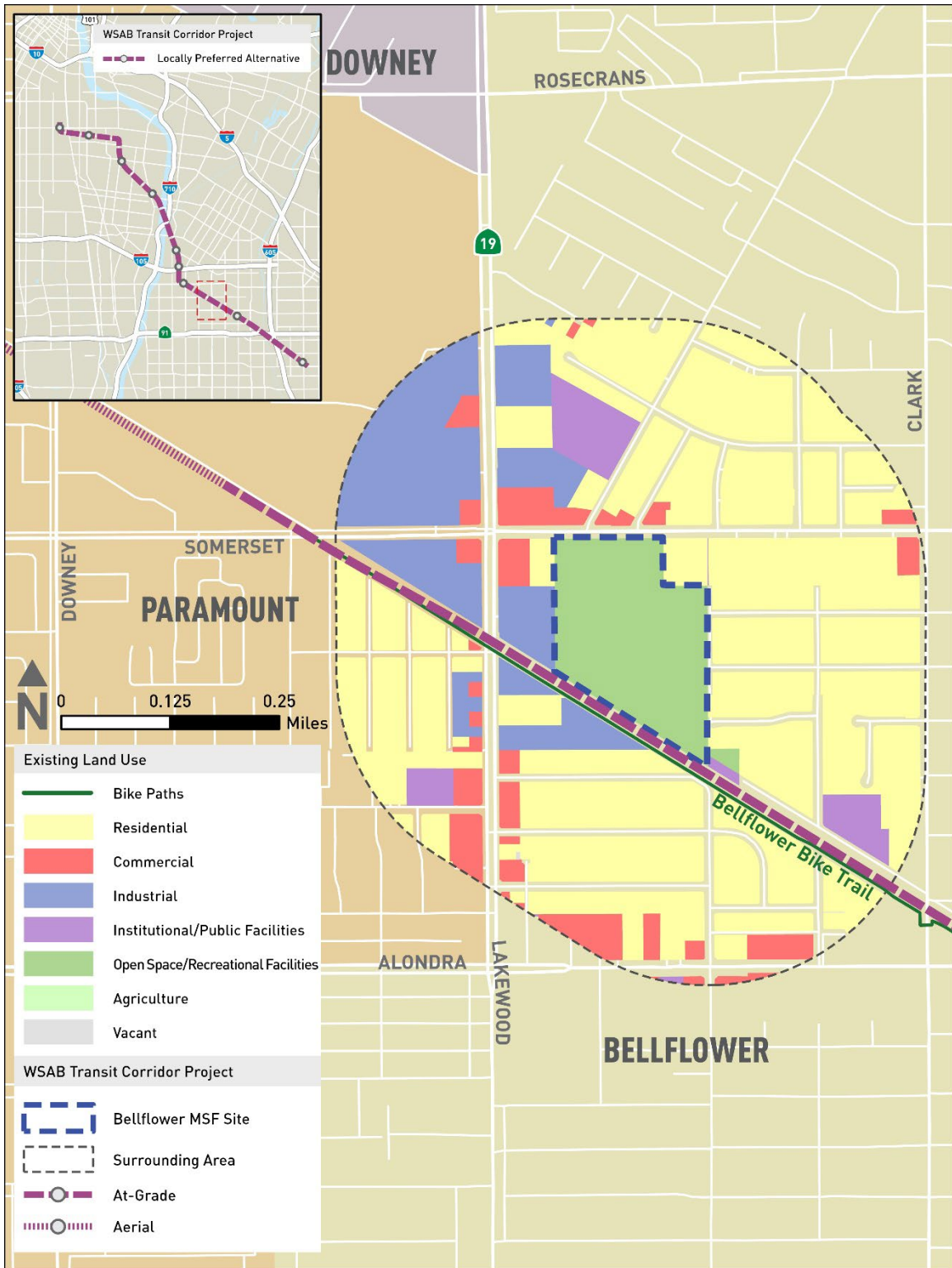
<sup>1</sup> Percent of land use may not equal 100 percent due to rounding.

<sup>2</sup> "Affected Area" is defined as the adjacent area within approximately 50 feet of the LPA.

<sup>3</sup> "Surrounding Area" is defined as the area within 0.25 mile of the alignment and 0.5 mile of the station areas.

<sup>4</sup> Percent does not include land use within MSF site boundary.

Figure 4-5. Existing Land Uses Surrounding the Maintenance and Storage Facility



Source: LA County Assessor, 2016; TAHA, 2023



## 5 ENVIRONMENTAL CONSEQUENCES /ENVIRONMENTAL IMPACTS

### 5.1 No Build Alternative

The No Build Alternative includes regional projects identified in the SCAG 2016-2040 RTP/SCS, Metro's 2009 LRTP, and Measure M. Under the No Build Alternative, the project alignment would not be developed. As described in Section 2.1, infrastructure and transportation-related projects would be implemented and built. Under the No Build Alternative, the LPA would not be developed; therefore, properties would not be acquired for the LPA; no structures along the LPA alignment would be demolished; the existing freight tracks within the rail ROWs would remain undisturbed; and no aerial structures would be built along the public or rail ROWs.

Future bike paths identified along the LPA alignment in the *City of Los Angeles 2010 Bicycle Master Plan* (City of Los Angeles 2011), *City of Cudahy 2040 General Plan* (City of Cudahy 2018), *City of Huntington Park Bicycle Transportation Master Plan* (City of Huntington Park 2014), *City of South Gate Bicycle Transportation Plan* (City of South Gate 2012), *City of Bell Bicycle Master Plan* (City of Bell 2016), and *Bellflower-Paramount Bike and Trail Master Plan* (Cities of Bellflower and Paramount 2017) would potentially be built and implemented within the rail ROW or public ROW that parallels the rail ROW.

Under the No Build Alternative, projects identified in the SCAG 2016-2040 RTP/SCS, Metro's 2009 LRTP, and Measure M, as well as local projects, would continue to be built in which property acquisitions and/or displacements may occur. This could include full acquisitions, partial acquisitions, permanent easements, and temporary construction easements (TCE) that may result in the displacement of residents, businesses, and employees. In response to potential property acquisition and/or displacement that may occur under the No Build Alternative, the project sponsor would provide relocation assistance and compensation for identified eligible displaced businesses and residences as required under the Uniform Act and California Relocation Act. Therefore, with full compliance with the Uniform Act, California Relocation Act, and other applicable policies, no adverse effects regarding acquisitions and displacement would occur.

Details of the Uniform Act, California Relocation Act, and relocation resources are provided in Sections 3.1.1 and 3.2.1 and 3.4 of this report, respectively.

### 5.2 Locally Preferred Alternative

#### 5.2.1 Typical Causes and Types of Displacement

In select locations, implementation of the LPA will require partial or full acquisition of a parcel. Displacements will also occur where acquisitions affect existing residences or businesses on a parcel. Property acquisitions will begin after the Record of Decision and may be phased depending on construction phasing, methods, and schedule. Table 5.1 identifies typical causes of property acquisitions and displacement that could occur as a result of the LPA.

Table 5.1. Source and Cause of Property Acquisition and Displacement

Source/Reason of Acquisition	Type of Acquisition	Cause
Alignment	Full/Partial	Insufficient existing ROW for construction and operation.
At-grade or aerial alignment; access to property or facilities	Permanent Easement	LRT travels off public ROW above private property and requires an aerial easement; or a condition for a non-exclusive access agreement or easement either permanent or temporary; for at-grade or aerial alignment.
Vertical Circulation Element (e.g., stairs)	Full/Partial	Area needed to bring passengers from ground level to a station platform at an aerial (elevated) structure.
Access to a Business (removal of driveway, road, or rail spur)	Full	Disruption to business resulting from restricted access.
Widening of Intersections; Grade Crossing/Separation	Full/Partial	Additional area to maintain traffic volumes, turn lanes, or platforms.
Stations	Full/Partial/Permanent Easements	Area required for access to new rail line at-grade or aerial and for station elements such as a platform.
Parking Facilities	Full	Area required for station parking.
MSF	Full	Area required for MSF.
Ancillary Facilities (e.g., vents/switches/egress, train control house, radio house, and TPSS Sites)	Partial/Full	Area required for ancillary facilities and TPSS sites.
Construction Work Area	TCE	Staging materials and equipment during the construction period; property would be returned at the end of construction.
Construction Staging Areas	Full/TCE	Area required for staging materials equipment during construction period; may be used for station parking or other permanent use.

Source: TAHA, 2023.

Notes: "Construction staging area" is interchangeable with "construction laydown area"

LRT = light rail transit; MSF = maintenance and storage facility; ROW = right-of-way; TCE = temporary construction easement; TPSS = traction power substation

**Partial Acquisition.** Partial property acquisitions mean that only a portion of the property will be purchased, and the owner will retain the remaining portion of the property. Metro may purchase a fee or permanent easement interest for the portion of the property and will become owner for that portion of the property rights. A partial acquisition is also considered if the area required for the LPA is not critical to the property's primary function as a residence or business, or if the remaining portion of the property could be reconfigured to continue serving its purpose without significant disruption to occupants. Partial property acquisitions may result from the widening of street or intersections due to inadequate ROW widths, track encroachment onto private property, or area required for ancillary facilities and TPSS sites.

**Full Acquisition.** Full property acquisitions will result in the purchase of an entire property for the Project in which Metro may purchase a fee or permanent easement interest and become the owner of the property rights. This will include instances where a significant portion of the physical structure or structures identified as the property's principal dwelling or business facility will be required permanently for the LPA or for an extended period during construction. Full property acquisitions will also occur in cases where a property's physical structures were not affected but another component critical to a property's intended use, such as parking, access, or open space used for storage of goods or equipment, will be required for the LPA. Full acquisitions will be required for the horizontal alignment because of insufficient ROW, construction and operation of the MSF, and on properties where a severe loss of access reduces the useful operation of the property.

**Easement.** An easement provides one party the right to use another party's property for a stated purpose. That property may be owned by a private person, business entity, or a group of owners and can involve a general or specific portion of the property. An easement can be at the surface level or aboveground (aerial) and can be characterized as temporary (typically during construction) or permanent. TCEs may be necessary for the LPA in which temporary rights may be required from property owners for material storage, construction activities, or access. However, these activities will not affect the primary function of the property or cause undue disruption to the occupants. In these circumstances, parcels affected by TCEs may revert to their former use after construction activities have been completed. Permanent surface easements are used for property access or to accommodate at-grade components of the LPA. Permanent aerial easements are used for the operation of an elevated transit line. Acquisition of an easement is considered a partial property acquisition from the property owner. The purchase of an easement is accomplished through a one-time payment and an easement deed is recorded.

The LPA will require full and partial acquisitions for tracks, stations, freight relocation, utility relocation, TPSSs, street-widening and reconstruction, grade crossing/separations, parking facilities, and an MSF.

### 5.2.2 Acquisitions

Table 5.2 summarizes the number of impacted parcels and permanent acquisitions for the LPA and MSF site. Table 5.3 summarizes the total number of impacted parcels, number of permanent acquisitions, and total affected area by jurisdiction for the LPA, design option, and MSF site. Parcels are identified by parcel boundaries and APNs. "Impacted Parcels" is not a total sum of the full and partial acquisitions as more than one partial acquisition may occur on a single parcel.

Refer to Appendix A of this impact report for parcel-specific data. Appendix B of this impact report provides figures that identify the locations of the potential acquisitions for the LPA.

Table 5.2. Summary of Permanent Property Acquisitions

	Affected Parcels <sup>1</sup>	Full Acquisitions	Partial Acquisitions	Parcel Affected Area (sq ft) <sup>2</sup>
Locally Preferred Alternative	204	48	199	1,262,500
MSF Site	2	2	0	939,700
<b>LPA + MSF Total</b>	<b>206</b>	<b>50</b>	<b>199</b>	<b>2,202,200</b>
Design Option <sup>3</sup>	0	0	0	0

Source: DRA 2023; WSP 2023; TAHA 2023

Notes: The table accounts for full permanent acquisitions of parcels that will be used for construction staging areas. At the conclusion of construction, construction staging areas will be used for station parking facilities and the MSF site. 22 parcels will be converted to station parking facilities and the MSF site.

<sup>1</sup> Parcels are identified by parcel boundaries and APN. "Affected Parcels" is not a total sum of the permanent full and partial acquisitions. More than one permanent partial acquisition may occur on a single parcel and each permanent partial acquisition is counted.

<sup>2</sup> Parcel Affected Area rounded to nearest hundred.

<sup>3</sup> With the implementation of the design option, the LPA with the design option will net one less permanent impact compared to the LPA without the design option.

MSF = maintenance and storage facility; sq ft = square feet

Table 5.3. Permanent Property Acquisitions by Jurisdiction

Jurisdiction	Affected Parcels <sup>1</sup>	Full Acquisitions	Partial Acquisitions	Parcel Affected Area (sq ft) <sup>2</sup>
Los Angeles	17	10	10	11,900
Vernon	1	0	1	1,600
Unincorporated LA County	2	0	4	1,200
Huntington Park	48	7	52	61,100
Cudahy	8	1	8	4,400
Downey	2	0	5	5,200
South Gate	56	15	53	714,000
Paramount	48	3	54	250,600
Bell	1	0	1	100
Bellflower <sup>3</sup>	6	3	4	1,074,300
Artesia	12	11	1	76,700
Cerritos	5	0	6	1,100
<b>Total</b>	<b>206</b>	<b>50</b>	<b>199</b>	<b>2,202,200</b>

Source: DRA 2023; TAHA 2023

Notes: The table accounts for full permanent acquisitions of parcels that will be used for construction staging areas. At the conclusion of construction, construction staging areas will be used for station parking facilities and the MSF site. 22 parcels will be converted to station parking facilities and the MSF site.

<sup>1</sup> Parcels are identified by parcel boundaries and APN. "Affected Parcels" is not a total sum of the permanent full and partial acquisitions. More than one permanent partial acquisition may occur on a single parcel and each permanent partial acquisition is counted.

<sup>2</sup> Parcel Affected Area rounded to nearest hundred.

<sup>3</sup> The permanent property acquisitions for the City of Bellflower include the MSF site.

sq ft = square feet

As discussed in Section 5.2.1, property acquisitions will be required for various LPA elements, including tracks, aerial structures, columns, stations, TPSS sites, grade crossing/separations, pedestrian access, and parking facilities.

As shown in Table 5.2, the LPA, inclusive of the MSF site, will affect a total of 206 parcels and require 50 full acquisitions and 199 partial acquisitions. The LPA will also acquire portions of rail ROWs owned by UPRR and the Ports of Los Angeles and Long Beach, including portions of the San Pedro Subdivision, La Habra Subdivision, and Wilmington Subdivision. It is understood the freight tracks in the rail ROWs are active and will remain active during operation of the LPA. Acquisition of portions of the rail ROW will allow the Project to realign the active freight tracks to accommodate the LPA and allow for continued operation of the freight tracks and spurs along the rail ROW.

### 5.2.3 Displacements

#### 5.2.3.1 Business Displacements

Nonresidential displacements will occur to accommodate LPA components, including aerial structures, stations, TPSS sites, and grade crossings. Property displacements are determined by evaluating the extent to which the LPA will affect existing properties and identifying those properties where the current use will not be possible if the LPA is constructed. Direct effects on structures, assessment of property-specific elements (e.g., available parking, access to and traffic circulation within the property, and other aspects specific to the type of business affected), and effects that may disrupt a business' ability to conduct their primary function after project implementation were evaluated. Businesses affected include automotive services, commercial retail, industrial/manufacturing, plant nursery, office, hotel, and restaurants. Business and employment displacements will not occur in the Cities of Vernon and Downey, and in the unincorporated LA County community of Florence-Firestone.

Table 5.4 summarizes the number of potential businesses and employees that will be displaced by the Project in each jurisdiction. The LPA will displace approximately 58 businesses and approximately 368 employees. The LPA and the MSF in total will displace approximately 59 businesses and approximately 443 employees.<sup>7</sup> Refer to Appendix A for parcel-specific data.

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<sup>7</sup> This total includes the displacement of the Hollywood Sports Paintball and Airsoft Park and Bellflower BMX business that would result in 75 displaced employees. This business will be affected by the MSF site in the City of Bellflower.

Table 5.4. Business and Employee Displacements by Jurisdiction

Jurisdiction	Business Displacement									Estimated Employees Displaced <sup>1</sup>
	Auto Services	Hotel	Retail	Office	Food Service	Industrial	Plant Nursery	Sports Center	Total	
<b>Locally Preferred Alternative</b>										
Los Angeles	5	0	1	0	0	4	0	0	10	71
Huntington Park	0	1	3	4	2	0	0	0	10	33
Cudahy	2	0	1	0	0	0	0	0	3	8
South Gate	10	0	2	0	0	6	1	0	19	141
Paramount	1	0	0	0	0	1	0	0	2	57
Bellflower	1	0	0	0	0	0	0	0	1	10
Artesia	2	0	9	2	0	0	0	0	13	48
<b>LPA Total</b>	<b>21</b>	<b>1</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>368</b>
<b>Maintenance and Storage Facility</b>										
Bellflower	0	0	0	0	0	0	0	1 <sup>2</sup>	1	75
<b>MSF Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>75</b>
<b>LPA + MSF Total</b>	<b>21</b>	<b>1</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>59</b>	<b>443</b>

Source: TAHA 2023

Notes: The design option would not result in business displacements.

<sup>1</sup> Estimated number of displaced employees is based on research using RefUSA and CoStar's Tenant module.<sup>2</sup> Hollywood Sports Paintball and Airsoft Park and Bellflower BMX business operates as one business. This business will be affected by the MSF site and will result in approximately 75 displaced employees.

### 5.2.3.2 Residential Displacements

Full acquisitions of residential properties will be required for the placement and construction of the aerial structure columns, parking facilities, and to otherwise accommodate the Project. Partial acquisitions of residential properties will be required to accommodate grade crossings, aerial crossings, track alignment, and other ancillary facilities. The partial acquisitions will be minor acquisitions primarily in rear yards of properties adjacent to the rail ROW. For such properties, the primary dwelling units are set toward the front of the properties, away from the rail ROW and the area where the acquisition will be required. Metro will compensate owners at fair market value to purchase the required property and will also need to compensate owners for damages to the remainder of the property. Residents of properties that will be fully acquired by Metro will be displaced, and, if eligible, will be provided relocation benefits in accordance with applicable regulations. Residents affected by partial acquisitions may also be eligible for relocation benefits. Partial acquisitions will be analyzed to determine eligible benefits. Further information will need to be obtained during discussions with owners at the time of acquisition as further discussed below in Section 5.2.4.

Table 5.5 summarizes the number of residential units and occupants that will be permanently displaced by the LPA. Residential properties will be affected in the Cities of Los Angeles, Huntington Park, and Artesia. These effects will include:

- Los Angeles: affected to accommodate the aerial columns and structure for the alignment
- Huntington Park: affected to accommodate an at-grade crossing
- Artesia: affected to accommodate the parking facility at the Pioneer Station

**Table 5.5. Permanent Residential Displacements by Jurisdiction**

Jurisdiction	Acquisition Type	Residential Units Displaced			Estimated Occupants Displaced		
		Single-Family Units	Multi-Family Units	Total	Single-Family	Multi-Family	Total
Los Angeles	Full	1	2	3	3	6	9
Huntington Park	Full	0	8	8	0	31	31
Artesia <sup>1</sup>	Full	2	0	2	7	0	7
<b>Total</b>		<b>3</b>	<b>10</b>	<b>13</b>	<b>10</b>	<b>37</b>	<b>47</b>

Source: WSP 2023; TAHA 2023

Notes: <sup>1</sup> Two parcels zoned as residential use will be acquired in the City of Artesia (APN 7039-012-004 and APN 7039-012-012). However, parcel APN 7039-012-012 does not currently contain a single-family residence building and no residents reside on-site. The count above considers this existing condition.

As shown in Table 5.5, the LPA will displace 13 residential units and approximately 47 residential occupants.

## 5.2.4 Replacement and Relocation

### 5.2.4.1 Business Relocation

As discussed in Section 1.6, identification of residential, commercial, and industrial properties is based on zoning and land use information from the LA County Assessor and city data. RefUSA and CoStar’s Tenant module were used to estimate the number of business units and the corresponding number of employees that may be displaced. Employee counts for businesses were also estimated by referencing similarly sized businesses in the area where employee count data was available.

Table 5.6 shows a summary of available replacement sites for lease and sale within each affected city and within 6 miles of each affected property. The data presented in this report is based on the market conditions and vacancy as of June/July 2023. The acquisition process cannot begin until after the Record of Decision is issued on the Final EIS, and it is possible that vacancy rates may change at the time of acquisition. However, the abundance of replacement sites available in 2023 relative to the number of anticipated displacements suggests that replacement sites will be available in the future.

A “gap analysis” was conducted to identify if a surplus or deficit of replacement sites are available. A “surplus” identifies a larger number of available replacement sites than required to accommodate and a “deficit” identifies an insufficient number of replacement sites. A “suitable” replacement site will meet the definition of a “comparable replacement dwelling” as described in 49 CFR 24.2 (a)(6).

Table 5.6. Inventory of Available Business Properties for Lease and Sale

Business Type	Within City Boundary			Within 6 Miles of the Displaced Property		
	For Lease	For Sale	Total	For Lease	For Sale	Total
<b>Los Angeles</b>						
Auto Services	0	2	2	8	41	49
Retail	20	14	34	809	403	1,212
Industrial	29	27	56	737	417	1,154
<b>Huntington Park</b>						
Hotel	0	0	0	6	4	10
Retail	48	16	64	277	183	460
Office	5	2	7	437	44	481
Food Service	1	0	1	29	14	43
<b>Cudahy</b>						
Auto Services	1	0	1	2	12	14
Retail	6	0	6	209	107	316
<b>South Gate</b>						
Auto Services	0	1	1	4	16	20
Retail	16	3	19	293	119	412
Industrial	11	4	15	320	130	450
Plant Nursery	0	0	0	0	0	0
<b>Paramount</b>						
Auto Services	12	0	12	5	10	15
Industrial	20	5	25	168	56	224
<b>Bellflower</b>						
Auto Services	3	1	4	5	10	15
Sports Center	0	0	0	0	0	0
<b>Artesia</b>						
Auto Services	1	0	1	6	8	14
Retail	12	5	17	256	36	295
Office	6	0	6	142	26	168

Source: DRA 2023; TAHA 2023

Table 5.7 summarizes the gap analysis, which determined that a sufficient number of comparable replacement sites may not be available within cities with displacements for automotive businesses in the Cities of Los Angeles, South Gate, Cudahy, Artesia; a food service business and a hotel property in the City of Huntington Park; and a nursery property in the City of South Gate. Based on 2023 data, there is an insufficient number of potential replacement sites for sale or lease to accommodate these types of displacement and displaced businesses may not be able to relocate within the same city. Specifically, the hotel property in the City of Huntington Park is not an extended stay hotel used for short-term residential stays and, therefore, is treated as a business. The search for similar-sized lots for relocation resulted in no viable options within the city boundaries.

**Table 5.7. Gap Analysis of Displacements and Available Business Properties**

Business Type	No. of Businesses Displaced	Within City Boundary		Within 6 Miles of the Displaced Property	
		Total Properties Available	Size of Surplus	Total Properties Available	Size of Surplus
<b>Los Angeles<sup>1</sup></b>					
Auto Services	5	2	-3	49	44
Retail	1	34	33	1,212	1,211
Industrial	4	56	52	1,154	1,150
<b>Huntington Park</b>					
Hotel	1	0	-1	10	9
Retail	3	64	61	460	457
Office	4	7	3	481	477
Food Service	2	1	-1	43	41
<b>Cudahy</b>					
Auto Services	2	1	-1	14	12
Retail	1	6	5	316	315
<b>South Gate</b>					
Auto Services	10	1	-9	20	10
Retail	2	19	17	412	410
Industrial	6	130	124	450	444
Plant Nursery	1	0	-1	0	-1
<b>Paramount</b>					
Auto Services	1	12	11	15	14
Industrial	1	25	24	224	223
<b>Bellflower</b>					
Auto Services	1	4	3	15	14
Sports Center	1	0	-1	0	-1

Business Type	No. of Businesses Displaced	Within City Boundary		Within 6 Miles of the Displaced Property	
		Total Properties Available	Size of Surplus	Total Properties Available	Size of Surplus
<b>Artesia</b>					
Auto Services	2	1	-1	14	12
Retail	9	17	8	295	286
Office	2	6	4	168	166

Source: TAHA 2023

Notes: <sup>1</sup> Includes the Los Angeles zip codes of 90001 and 90011, and areas 6 miles from the respective displaced businesses.

As shown in Table 5.7, expanding the search to nearby cities shows that a sufficient number of replacement sites are available within 6 miles of the affected location for the automotive businesses in the Cities of Los Angeles, South Gate, Cudahy, and Artesia; and the food service business and hotel property in the City of Huntington Park described above. Thus, at the time of acquisition, suitable replacement sites would be available within a reasonable distance from affected properties.

However, special property conditions, such as the plant nursery property in the City of South Gate, may struggle to find a suitable replacement site to lease at the time of acquisition. As of 2023, an insufficient number of potential replacement sites for sale or lease exists to accommodate this type of displacement, and the nursery may not be able to be successfully relocated.

As of 2023, GWS Nursery and Supply Company leases two large parcels from the City of South Gate, of which one 6-acre parcel will be acquired for the LPA. A search for similar-sized vacant land for lease was conducted by using available listing services. The search resulted in no viable options within the city boundaries or within 6 miles of the affected property, suggesting that at the time of acquisition, finding suitable replacement sites may also be challenging for the plant nursery property. Metro will provide relocation assistance and compensation for identified eligible displaced businesses and residences as required under the Uniform Act and California Relocation Act.

#### 5.2.4.2 Residential Replacement

Table 5.8 and Table 5.9 summarize the inventory of residential units available for sale and rent in the cities that will have residential displacements: the Cities of Los Angeles, Huntington Park, and Artesia. Rental inventory of the surrounding cities is also provided for Vernon, Downey, Cerritos, Lakewood, and North Long Beach that will be able to accommodate residential displacements. Table 5.8 and Table 5.9 also summarize the median price for sale and rental units in the affected communities based on 2023 market conditions. Based on these market conditions, sufficient residential replacement sites for sale and rent are currently available in the affected cities. Sufficient supply for residential replacements in the surrounding cities will also be able to accommodate the residential displacements. Unless there is a significant change in vacancy rates at the time of acquisition, there will likely be sufficient replacement sites to relocate all displaced. This analysis does not account for residents currently living in rent-controlled units and relocation to market-rate units.

Table 5.8. Inventory of Residential Units for Sale

Jurisdiction	Number of Units <sup>1</sup>				Price Range			Overall Median Range <sup>1</sup>
	1- Bed	2- Bed	3- Bed	Total Units	1- Bed	2- Bed	3- Bed	
Los Angeles <sup>2</sup>								
90011	1	7	8	16	\$348,000	\$450,000-\$1,159,000	\$409,888-\$1,208,000	\$578,106
90058	0	0	0	0	N/A	N/A	N/A	\$547,223
Huntington Park	0	0	3	3	N/A	\$439,300 - 650,000	\$694,500 - \$799,000	\$619,399
Artesia <sup>3</sup>	0	5	4	9	N/A	\$189,000 - \$510,000	\$265,000 - \$1,079,999	\$762,955
<b>Total</b>	<b>1</b>	<b>12</b>	<b>15</b>	<b>28</b>				

Source: TAHA 2023

Notes: <sup>1</sup> Based on rental market trends from <https://www.zillow.com/rental-manager/market-trends/june/july-2023-search>.<sup>2</sup> Los Angeles includes the following zip codes: 90011 and 90058<sup>3</sup> It is assumed that residential units that may be impacted by the LPA consist of 2-bedroom and 3-bedroom units only.

Table 5.9. Inventory of Residential Units for Rent

Jurisdiction	Number of Units <sup>1</sup>				Median Price <sup>1</sup>			Overall Median Price
	1- Bed	2- Bed	3- Bed	Total Units	1- Bed	2- Bed	3- Bed	
<b>Single-Family Units</b>								
Los Angeles <sup>2</sup>								
90011	17	7	5	29	\$600	\$2,500	\$3,350	\$2,666
90058	0	0	0	0	N/A	N/A	N/A	\$2,400
Huntington Park	26	5	1	32	\$2,080	\$2,400	\$3,200	\$2,075
Artesia	0	2	1	3	\$2,695	\$2,599	\$4,095	\$2,900
<b>Total</b>	<b>43</b>	<b>14</b>	<b>7</b>	<b>64</b>				
<b>Apartments</b>								
Los Angeles <sup>2</sup>								
90011	16	25	19	60	\$1,650	\$2,328	\$2,986	\$2,295
90058	1	1	0	2	\$2,095	\$2,400	N/A	\$3,448
Vernon	1	0	0	1	\$2,095	N/A	N/A	\$2,095
Huntington Park	26	3	0	29	\$1,942	\$2,300	N/A	1,878
Paramount	7	10	2	19	\$1,592	\$2,211	\$3,148	\$2,425
Bellflower	28	20	1	49	1,649	\$2,217	\$3,200	\$1,779
Downey	43	40	4	87	\$1,873	\$2,315	\$3,270	\$2,047
Norwalk	7	14	2	23	\$2,111	\$2,372	\$3,500	\$2,298

Jurisdiction	Number of Units <sup>1</sup>				Median Price <sup>1</sup>			Overall Median Price
	1- Bed	2- Bed	3- Bed	Total Units	1- Bed	2- Bed	3- Bed	
Artesia	1	2	0	3	\$2,112	\$2,812	N/A	\$2,404
Cerritos	3	4	1	8	\$2,919	\$2,861	\$3,438	\$2,861
Lakewood	9	4	2	15	\$1,882	\$2,494	\$2,950	\$2,075
North Long Beach	27	21	3	51	\$1,830	\$2,350	\$3,025	\$1,962
<b>Total</b>	<b>169</b>	<b>144</b>	<b>34</b>	<b>347</b>				

Source: TAHA 2023

Notes: It is assumed that residential units for rent that may be impacted by the LPA and require residential replacement consist of 2-bedroom and 3-bedroom units only. No 1-bedroom units for rent are anticipated to be impacted or replaced.

<sup>1</sup> Based on June/July 2023 rental market trends from <https://www.zillow.com/rental-manager/market-trends/>

<sup>2</sup> Los Angeles includes the following zip codes: 90011 and 90058

Metro will provide relocation assistance and compensation for identified eligible displaced businesses and residences as required under the Uniform Act and California Relocation Act. With compliance with the Uniform Act, California Relocation Act, and other applicable regulations, the LPA will not result in an adverse effect related to acquisitions and displacements.

### 5.3 Design Option: Close 186th Street

#### 5.3.1 Acquisition

The design option to close 186th Street and keep the 187th Street grade crossing open would not result in the displacement of businesses or residential units. With the implementation of the design option, the LPA with the design option will net one less permanent impact compared to the LPA without the design option. There would be no change in acquisitions compared to the LPA without the design option.

#### 5.3.2 Displacements

The design option would not displace businesses or residential units. There would be no change in acquisitions compared to the LPA without the design option.

#### 5.3.3 Replacement and Relocation

The design option would not displace businesses or residential units that would require replacement or relocation. There would be no change in acquisitions compared to the LPA without the design option.

### 5.4 Maintenance and Storage Facility

#### 5.4.1 Acquisition

The MSF site is currently developed with the Hollywood Sports Paintball & Airsoft Park and Bellflower BMX business, which operates as one business. As shown in Table 5.3, the MSF site will impact two parcels and require two full acquisitions and no partial acquisitions. Refer to Appendix A for parcel-specific data.

### 5.4.2 Displacements

The MSF site will displace the Hollywood Sports Paintball & Airsoft Park and Bellflower BMX business, which operates as one business. As shown in Table 5.4, approximately 75 employees will be affected and displaced. The MSF site does not contain residential units; therefore, no residential displacements are anticipated. Refer to Appendix A for parcel-specific data.

### 5.4.3 Replacement and Relocation

As previously discussed in Section 5.2.4.1, the gap analysis in Table 5.7 determined that a sufficient number of comparable replacement sites may not be available for the Hollywood Sports Paintball and Airsoft Park & Bellflower BMX commercial business, and may not be able to relocate. As of 2023, there was an insufficient number of potential replacement sites for sale or lease to accommodate these types of displacements and, therefore, they may not be able to be successfully relocated. Based on the size and specialized use of the Hollywood Sports Paintball and Airsoft Park & Bellflower BMX commercial business, it will be difficult to relocate the business to another site in the City of Bellflower or surrounding cities. The search could be expanded to Orange or Riverside Counties, but relocating the business a farther distance from the displacement site may cause issues retaining patrons and employees and may introduce competition if there are similar, well-established businesses in these areas. Thus, finding a suitable relocation site farther from the displacement location may not be viable, making relocation infeasible. No residential units are expected to be displaced. Metro will provide relocation assistance and compensation for identified eligible displaced businesses as required under the Uniform Act and California Relocation Act.

## 5.5 U.S. Army Corps of Engineers Facilities

### 5.5.1 Acquisition

The LPA alignment will cross three United States Army Corps of Engineers (USACE) facilities: the Los Angeles River channel just west of I-710, Rio Hondo channel just east of I-710, and San Gabriel River channel just west of I-605. All three river channels are concrete lined and are operated and maintained by LA County. Operation of the LPA will require public easements on USACE-owned facilities if Section 408 permits are required. The acquisition and displacement analysis provided in this impact report only considers private acquisitions and not public facilities; therefore, the NEPA analysis is not applicable to USACE facilities. Metro will coordinate with USACE and LA County in support of the public easements.

### 5.5.2 Displacements

The LPA will not result in the displacement of USACE facilities.

### 5.5.3 Replacement and Relocation

The LPA will not displace USACE facilities, and no replacement or relocation will be required.

## 5.6 California Department of Transportation Facilities

### 5.6.1 Acquisition

The LPA will traverse four Caltrans facilities: I-710, I-105, SR-91, and I-605. Operation of the LPA will require public easements on Caltrans-owned facilities. The acquisition and displacement analysis provided in this impact report only considers private acquisitions and not public facilities. Metro will coordinate with Caltrans in support of the public easements.

### 5.6.2 Displacements

The LPA will not result in the displacement of Caltrans facilities.

### 5.6.3 Replacement and Relocation

The LPA will not displace Caltrans facilities that will require replacement or relocation.

## 5.7 Special Relocation Considerations

Special relocation considerations for the LPA will be primarily related to the plant nursery in the City of South Gate and sports center in the City of Bellflower, and the potentially limited number of replacement sites available. Cities with higher numbers of displaced businesses may not have sufficient replacement sites within each city to accommodate the anticipated number of displaced commercial or industrial businesses. Replacement sites will need to be sought outside the immediate community and could result in loss of jobs.

In addition to the number of displacements identified, a number of complex relocations could occur, such as potential displacements with specialized equipment requiring special handling or particular provisions that must be made at the replacement site (such as high-voltage power or high-volume water pipes). The number and complexity of relocations expected to result from the LPA may also provide challenges to Metro in terms of available qualified consultants to provide relocation assistance advisory services. For example, other infrastructure projects taking place in the region that may also require replacement sites could reduce the availability of consultant resources, such as appraisers and relocation specialists for the Project.

To address complex relocation issues related to commercial and industrial business displacements, several options may be considered to limit impacts to the displaced business, including but not limited to, phasing acquisition and relocation activities; providing relocation consulting services; extending the timeframe for relocation activities; and expanding the replacement area to include other nearby cities.

Acquisition and relocation activities in phases will limit the number of industrial and commercial businesses impacted at the same time and will allow the marketplace sufficient time to absorb the influx of businesses searching for replacement sites. As the quantity of replacement sites are limited, flooding the marketplace with displacees seeking to stay within reach of their client base might have the unintended consequence of making it more challenging to find suitable replacement sites. Phasing acquisition and relocation activities in strategic areas could allow for a higher percentage of businesses to relocate successfully. Ideally, replacement sites will be close enough to a business's current location to minimize burdens on employees who will need to travel from their homes to the new business location.

Affording additional time during the relocation process to search for replacement sites and staging the relocation process according to when properties will need to be vacated could help with the successful relocation of businesses within, or as close as possible to, displacement sites. Additional time for relocation agents to work with displacees on finding suitable replacement sites and facilitating complex moves will increase the probability of successful relocations.

To address the special needs of certain commercial or industrial displacees, expanding the replacement area to include other nearby cities may increase the chances of finding suitable replacement sites if the additional distance from the displacement site does not cause impacts to the business (such as moving them too far from existing customers or suppliers). This strategy may also identify replacement locations that do not force commercial businesses to compete with similar businesses.

Metro will provide relocation assistance and compensation for identified eligible displaced businesses and residences as required under the Uniform Act and California Relocation Act. This also includes a relocation plan as required by CCR, Title 25, Division 1, Chapter 6. Details of these regulations and the relocation resources are provided in Sections 3.1.1 and 3.2.1 of this report. Where acquisitions and relocation are unavoidable, FTA and Metro will follow the provisions of both Acts, as amended. All real property acquired by Metro will be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal for all real property acquired by Metro or utilized temporarily during construction, shall not be less than the approved approval. Each business and residence displaced as a result of the Project will be given advance written notice and will be informed of their eligibility for relocation assistance and payments under the Uniform Act, as discussed in detail in Section 3.1.1.

Therefore, with full compliance of the Uniform Act, California Relocation Act, Metro Acquisition and Relocation Policy and Procedures Manual, and other applicable policies, the LPA and MSF site will not result in adverse effects regarding acquisitions and displacement.



## 6 CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION

Appendix G of the *CEQA Guidelines* does not have specific thresholds for displacement impacts on employment or job-related impacts; however, impacts regarding the displacement of housing and residents are addressed through the following CEQA threshold.

### 6.1 Threshold DIS-1: Displace substantial numbers of existing people, housing or business, necessitating the construction of replacement housing or replacement business elsewhere?

#### 6.1.1 No Project Alternative

Under the No Project Alternative, the LPA would not be developed; properties would not be acquired for the LPA; no structures along the LPA alignment would be demolished; the existing freight tracks within the rail ROWs would remain undisturbed; and no aerial structures would be built along the public or rail ROWs. The No Project Alternative would not result in the displacement of residential units and its occupants or businesses and its employees that would necessitate the construction of replacement units. Therefore, no impacts would occur, and no mitigation measures are required.

##### 6.1.1.1 Mitigation Measures

No mitigation measures are required.

##### 6.1.1.2 Impacts Remaining After Mitigation

Less than significant impact.

#### 6.1.2 Locally Preferred Alternative

Section 5.2.1 describes the type of property acquisitions required for various LPA elements, tracks, aerial structures, columns, stations, TPSS sites, grade crossing/separations, pedestrian access, and parking facilities. Permanent surface easements are used for property access or to accommodate at-grade components of the LPA. Partial acquisitions will be required for station entrances, grade crossing/separations, freight relocation, TPSS sites, and other ancillary facilities. Property acquisitions will primarily affect commercial and industrial areas, although several residential properties will also be affected. The LPA will acquire portions of rail ROWs owned by UPRR and the Ports of Los Angeles and Long Beach, including the portions of the San Pedro Subdivision, and La Habra Subdivision, and Wilmington Subdivision. It is understood the freight tracks in the rail ROWs are active and will remain active during operation of the LPA. Acquisition of portions of the rail ROW will allow the Project to realign the freight tracks to accommodate the LPA.

As shown in Table 5.2 and Table 5.3, the LPA, inclusive of the MSF, will impact a total of 206 parcels and require 50 full acquisitions and 199 partial acquisitions. As shown in Table 5.4, the LPA and MSF will displace a total of approximately 59 businesses and displace

approximately 443 employees.<sup>8</sup> Businesses affected include automotive services, hotel, retail, industrial/manufacturing, plant nursery, office, and restaurants.

At the time of this report and based on the current 2023 market conditions and vacancy rates, the abundance of replacement sites currently available relative to the number of anticipated displacements suggests that replacement sites will be available in the future. However, a gap analysis determined that a sufficient number of comparable replacement sites may not be available within displacement cities for select businesses. As shown in Table 5.7, automotive businesses in the Cities of Los Angeles, South Gate, Cudahy, and Artesia; a food service business in the City of Huntington Park; a nursery property in the City of South Gate; and a hotel property in the City of Huntington Park may not be able to successfully relocate within their respective cities. However, nearby cities will have a sufficient number of replacement sites available for the affected businesses within 6 miles of the affected location.

The plant nursery property in the City of South Gate may struggle to find a suitable replacement site to lease at the time of acquisition. As of 2023, an insufficient number of potential replacement sites for sale or lease exist to accommodate this type of displacement and the business may not be able to be successfully relocated.

As of 2023, GWS Nursery and Supply Company leases two large parcels from the City of South Gate, of which one 6-acre parcel will be acquired for the LPA. A search for similar-sized vacant land for lease was conducted by using available listing services. The search resulted in no viable options within the city boundaries or within 6 miles of the affected property, suggesting that at the time of acquisition, finding suitable replacement sites may also be challenging for the plant nursery property. Metro will provide relocation assistance and compensation for identified eligible displaced businesses and residences as required under the Uniform Act and California Relocation Act.

Full acquisitions of residential properties will be required for the placement and construction of the aerial structure columns, and parking facilities to accommodate the Project. Partial acquisitions of residential properties will be required to accommodate grade crossings, aerial crossings, track alignment, and other ancillary facilities. The partial acquisitions will be primarily sliver acquisitions in rear yards of properties adjacent to the rail ROW. For such properties, the primary dwelling units are set toward the front of the properties, away from the rail ROW and the area where the acquisition will be required.

Metro will compensate owners at fair market value to purchase the required property and will also need to compensate owners for damages to the remainder property. Residents of properties that will be fully acquired by Metro will be displaced, and, if eligible, will be provided relocation benefits in accordance with applicable regulations. Residents affected by partial acquisitions may also be eligible for relocation benefits. Partial acquisitions will be analyzed to determine eligible benefits. Further information will need to be obtained during discussions with owners at the time of acquisition. As shown in Table 5.8, the LPA will displace 13 residential units and approximately 47 residential occupants.

Based on 2023 market conditions, replacement sites for residential properties for sale or lease are identified in the Cities of Los Angeles, Huntington Park, and Artesia. Residential

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<sup>8</sup> This total includes the displacement of the Hollywood Sports Paintball and Airsoft Park and Bellflower BMX business that would result in 75 displaced employees. This business will be affected by the MSF site in the City of Bellflower.

replacement sites for rent that could accommodate residential displacements were also identified in the cities and surrounding cities. Unless there is a significant change in vacancy rates at the time of acquisition, there will likely be sufficient replacement sites to relocate individuals displaced and owners of properties affected. Table 5.8 and Table 5.9 shows that based on 2023 market conditions, sufficient residential replacement sites for sale and rent are currently available in cities that will have residential displacements: the Cities of Los Angeles, Huntington Park, and Artesia. Unless there is a significant change in vacancy rates at the time of acquisition, there will likely be sufficient replacement sites to relocate individuals displaced and owners of properties affected.

Metro will provide relocation assistance and compensation for identified eligible displaced businesses and residences as required under the Uniform Act and California Relocation Act. Where acquisitions and relocation are unavoidable, FTA and Metro will follow the provisions of both Acts, as amended. All real estate property acquired by Metro will be appraised to determine its fair market value. Just compensation for all real property acquired by Metro or utilized temporarily during construction will not be less than the approved approval per the Uniform Act and California Relocation Act. Each business and residence displaced as a result of the Project will be given advance written notice and will be informed of their eligibility for relocation assistance and payments under the Uniform Act.

Therefore, with full compliance of the Uniform Act, California Relocation Act, relocation policies and procedures of Metro, and other applicable policies, impacts related to the displacement of residential units and its occupants or businesses and its employees that will necessitate the construction of replacement units will be less than significant.

#### **6.1.2.1 Mitigation Measures**

No mitigation measures are required.

#### **6.1.2.2 Impacts Remaining After Mitigation**

Less than significant impact.

#### **6.1.3 Design Option: Close 186th Street**

The design option to close 186th Street and keep the 187th Street grade crossing open would not result in the displacement of businesses or residential units. With the implementation of the design option, the LPA with the design option will net one less permanent impact compared to the LPA without the design option. Therefore, impacts would be less than significant.

##### **6.1.3.1 Mitigation Measures**

No mitigation measures are required.

##### **6.1.3.2 Impacts Remaining After Mitigation**

Less than significant impact.

#### **6.1.4 Maintenance and Storage Facility**

The MSF site is currently developed with the Hollywood Sports Paintball & Airsoft Park and Bellflower BMX business. As shown in Table 5.4, the MSF site will impact two parcels and require two full acquisitions and no partial acquisitions. The MSF site will displace one existing business, the Hollywood Sports Paintball and Airsoft Park & Bellflower BMX

business, which operates as one business. As shown in Table 5.4, approximately 75 employees will be affected and displaced. The MSF site does not contain residential units; therefore, no residential displacements are anticipated.

As previously discussed in Section 5.2.4.1, the gap analysis in Table 5.7 determined that a sufficient number of comparable replacement sites may not be available for the Hollywood Sports Paintball & Airsoft Park and Bellflower BMX business. Currently, an insufficient number of potential replacement sites for sale or lease exist to accommodate this type of displacement and the businesses may not be able to be successfully relocated. Based on the size and specialized use of the Hollywood Sports Paintball & Airsoft Park and Bellflower BMX business, it will be difficult to relocate the business to another site in the City of Bellflower or surrounding cities. Finding a suitable relocation site may require the business to relocate so far from the displacement location that relocation will not be feasible. The search could be expanded to Orange or Riverside Counties, but relocating the business a long distance from the displacement site may cause issues retaining patrons and employees and may introduce competition from other well-established facilities in these areas. Thus, finding a suitable relocation site may require the business to relocate so far from the displacement location that relocation will not be feasible. Metro will provide relocation assistance and compensation for identified eligible displaced businesses and residences as required under the Uniform Act and California Relocation Act.

### **6.1.4.1 Mitigation Measures**

No mitigation measures are required.

### **6.1.4.2 Impacts Remaining After Mitigation**

Less than significant impact.

## 7 CONSTRUCTION IMPACTS

### 7.1 Construction Activities

Construction activities associated with the Project are detailed in the *West Santa Ana Branch Transit Corridor Project Construction Methods Report* (Construction Methods Report [Metro 2024]). For this analysis, “construction staging area” is interchangeable with “construction laydown.”

### 7.2 Regulatory Background and Methodology

#### 7.2.1 Regulatory Background

All federal, state, regional, and local regulations and guidelines pertinent to the construction of the Project will be followed. For additional regulatory information, refer to the *West Santa Ana Branch Transit Corridor Project Construction Methods Report* (Metro 2024).

#### 7.2.2 Methodology

To satisfy NEPA requirements this analysis uses the same methods as discussed in Section 1.6 in the context of TCEs and construction activities to identify and evaluate potential effects on properties along the LPA as well as methods to determine whether sufficient replacement properties are available to accommodate potential displacements as identified by the analysis. An overview of the general methodology applied is provided, followed by specific methods, resources, and technology used to evaluate residential, commercial/industrial, and community properties/facilities.

To satisfy CEQA requirements, displacement-related impacts are analyzed in accordance with Appendix G of the *CEQA Guidelines* and considered significant if the Project has the potential to:

- Displace substantial numbers of existing people or housing or business, necessitating the construction of replacement housing or replacement business elsewhere.

### 7.3 Construction Impacts

#### 7.3.1 No Build Alternative

Under the No Build Alternative, infrastructure and transportation-related projects located within the Study Area and identified in the SCAG 2016 RTP/SCS (SCAG 2016a), Metro’s 2009 LRTP (Metro 2009), and Measure M would continue to be implemented and built, with the exception of the LPA. Future construction activities may include, but are not limited to, construction staging, materials stockpiling, hauling of dirt and materials, temporary street and lane closures, and use of temporary easements. Construction activities would require temporary acquisitions and TCEs that may result in the temporary displacement of residents, businesses, and employees. The temporarily affected sites would be returned to pre-construction conditions once construction is completed. In response to potential property acquisition and/or displacement that may occur under the No Build Alternative, the project sponsor would provide relocation assistance and compensation for all displaced businesses and residences as required under the Uniform Act and California Relocation Act. Therefore, with full compliance with the Uniform Act, California Relocation Act, and other applicable policies, no adverse effects regarding acquisitions and displacement would occur.

### 7.3.2 Locally Preferred Alternative

Construction of the LPA will require the preparation and demolition of structures on construction support sites; freight relocation; utility relocation; at-grade and aerial guideway system construction (including TPSSs); at-grade and aerial station construction; street-widening and reconstruction; and the construction of parking facilities and an MSF. Construction staging areas will be primarily located on acquired sites characterized as industrial, commercial, or vacant. Partial acquisitions for construction will not impact existing buildings on the properties or change the primary function of the existing use. Parcels to be fully acquired for construction laydown and construction support sites will require the demolition of any existing structures on the properties and require the relocation of existing businesses. TCEs will be temporary and are not expected to change the primary function of the existing uses. Parcels affected by TCEs are anticipated to be returned to pre-construction conditions once construction is completed.

For construction staging areas that require full permanent acquisitions, those sites will not be returned to pre-construction conditions. The sites are used for permanent elements for the LPA, such as station parking facilities and the MSF site, at the conclusion of construction and to support operation of the LPA. Construction staging areas will be located on parking facilities for the Firestone Station, I-105/C Line Station, Paramount/Rosecrans Station, Bellflower Station, and Pioneer Station. These permanent acquisitions will be converted from a construction staging area during the construction phase of the LPA to parking facilities prior to operation of the LPA. A construction staging area will be located at the site that will be permanently acquired for the MSF during the construction and converted to the MSF prior to operation of the LPA.

Table 7.1 and Table 7.2 summarize the construction-related acquisitions and TCEs for the LPA, MSF, and design option and by jurisdiction.

**Table 7.1. Summary of Construction Laydown and Temporary Construction Easements**

	Impacted Parcels <sup>1</sup>	Construction Full Acquisitions	TCE	Parcels for Construction Staging Areas	Parcel Affected Area (sq ft) <sup>2</sup>	No. of Relocations Needed
Locally Preferred Alternative	193	36	189	44	2,312,300	46
MSF Site	2	2	0	2	939,700	1
<b>Project Total (LPA + MSF)</b>	<b>195</b>	<b>38</b>	<b>189</b>	<b>46</b>	<b>3,252,000</b>	<b>47</b>
Design Option <sup>3</sup>	2	0	2	0	400	0

Source: DRA, 2023; TAHA, 2023

Notes: The table accounts for temporary construction acquisitions and full permanent acquisitions of parcels that will be used for construction staging areas. At the conclusion of construction, these construction staging areas will be used for station parking facilities and the MSF. 22 parcels will be converted to station parking facilities and the MSF site.

<sup>1</sup> Parcels are identified by parcel boundaries and APN. "Impacted Parcels" is not a total sum of the full and partial acquisitions. More than one partial acquisition may occur on a single parcel. Affected parcels, acquisitions, and TCEs identified here are for construction-related acquisitions.

<sup>2</sup> Rounded to nearest hundred

<sup>3</sup> With the implementation of the design option, the LPA with the design option will net one additional temporary impact compared to the LPA without the design option.

MSF = maintenance and storage facility; sq ft = square feet; TCE = temporary construction easement

**Table 7.2. Construction-Related Acquisitions and Temporary Construction Easements by Jurisdiction**

Jurisdiction	Impacted Parcels <sup>1</sup>	Construction Full Acquisitions	TCE	Parcels for Construction Staging Area	Parcel Affected Area (sq ft) <sup>1</sup>	No. of Relocations Needed
Los Angeles	9	9	0	9	53,500	8
Vernon	3	0	3	0	2,100	0
Unincorporated LA County	0	0	0	0	0	0
Huntington Park	47	1	57	1	35,700	5
Cudahy	9	1	8	1	13,000	1
Downey	2	0	3	1	214,200	0
South Gate	60	10	62	17	1,518,500	15
Paramount	37	3	37	3	260,500	5
Bell	5	0	7	0	500	0
Bellflower	4	1	3	1	113,300	1
Artesia	12	11	1	11	99,000	11
Cerritos	5	0	8	0	2,000	0
<b>LPA Only Total</b>	<b>193</b>	<b>36</b>	<b>189</b>	<b>44</b>	<b>2,312,300</b>	<b>46</b>
Bellflower (MSF Site)	2	2	0	2	939,700	1
<b>Project Total (LPA + MSF)</b>	<b>195</b>	<b>38</b>	<b>189</b>	<b>46</b>	<b>3,252,000</b>	<b>47</b>
Artesia (Design Option) <sup>2</sup>	2	0	2	0	400	0

Source: DRA 2023; TAHA 2023

Notes: The table accounts for temporary construction acquisitions and full permanent acquisitions of parcels that will be used for construction staging areas. At the conclusion of construction, construction staging areas will be used for station parking facilities and the MSF site. 22 parcels will be converted to station parking facilities and the MSF site.

<sup>1</sup> Parcels are identified by parcel boundaries and APN. "Impacted Parcels" is not a total sum of the full and partial acquisitions. More than one partial acquisition may occur on a single parcel.

<sup>2</sup> With the implementation of the design option, the LPA with the design option will net one additional temporary impact compared to the LPA without the design option.

MSF = maintenance and storage facility; sq ft = square feet; TCE = temporary construction easement

Construction of the LPA will affect 193 parcels, requiring 36 full acquisitions and 189 TCEs. Forty-four parcels are identified for construction staging areas. Construction of the LPA will result in 46 relocations as a result of construction activities and temporary construction staging areas. The LPA will not require the relocation or demolition of residential uses.

Metro will provide compensation for identified eligible businesses and residents affected during construction as required under the Uniform Act and California Relocation Act. Furthermore, properties to be acquired for construction-related laydown areas and support sites or used as TCEs will be appraised to determine the fair market value of the portion that will be used temporarily during construction, and just compensation not less than the approved appraisal will be made to each property owner. Therefore, the LPA will not result in an adverse construction effect related to acquisitions and displacements.

### 7.3.3 Design Option: Close 186th Street

As shown in Table 7.1, construction of the design option would require two TCEs totaling approximately 400 square feet. With the implementation of the design option, the LPA with the design option will net one additional temporary impact compared to the LPA without the design option. The LPA with the design option would not result in additional temporary displacement of businesses or residential units.

### 7.3.4 Maintenance and Storage Facility

As discussed in Section 7.3.2 and shown in Table 7.1 and Table 7.2, construction staging areas will be located at the MSF site during the construction phase and permanently converted to the MSF prior to the start of operation. Construction of the MSF will require the full acquisition of two parcels and will permanently displace one business (Hollywood Sports Paintball & Airsoft Park and Bellflower BMX business). Refer to Section 5.4 regarding permanent acquisitions and displacements associated with the MSF.

### 7.3.5 U.S. Army Corps of Engineers Facilities

The LPA alignment will cross three USACE facilities: the Los Angeles River channel just west of I-710, Rio Hondo channel just east of I-710, and San Gabriel River channel just west of I-605. All three river channels are concrete lined and are operated and maintained by LA County. Construction activities will require TCEs within USACE-owned facilities. The acquisition and displacement analysis provided in this impact report only considers private acquisitions and not public facilities. Metro will coordinate with USACE in support of the temporary public easements.

### 7.3.6 California Department of Transportation Facilities

The LPA will traverse four Caltrans facilities: I-710, I-105, SR-91, and I-605. Construction activities will require TCEs on Caltrans-owned facilities. The acquisition and displacement analysis provided in this impact report only considers private acquisitions and not public facilities. Metro will coordinate with Caltrans in support of the public easements.

## 7.4 California Environmental Quality Act Determination

### 7.4.1 Threshold DIS-CON-1: Displace substantial numbers of existing people, housing or business, necessitating the construction of replacement housing or replacement business elsewhere?

#### 7.4.1.1 No Project Alternative

No Project-related construction activities will occur under the No Project Alternative that will result in the need for TCEs and construction laydown areas. Therefore, no construction-related impacts would occur.

### Mitigation Measures

No mitigation measures are required.

### Impacts Remaining After Mitigation

Less than significant impact.

### 7.4.1.2 Locally Preferred Alternative

As discussed in Section 7.3.2, construction of the LPA will require the preparation and demolition of structures on construction support sites; freight relocation; utility relocation; at-grade and aerial guideway system construction (including TPSSs); at-grade and aerial station construction; street-widening and reconstruction; and the construction of parking facilities and an MSF. Construction staging areas will be primarily located on acquired sites characterized as industrial, commercial, or vacant. Partial acquisitions for construction will not impact existing buildings on the properties or change the primary function of the existing use. Parcels to be fully acquired for construction laydown and construction support sites will require the demolition of any existing structures on the properties and require the relocation of existing businesses. TCEs will be temporary and are not expected to change the primary function of the existing uses. Parcels affected by TCEs are anticipated to be returned to pre-construction conditions once construction is completed.

For construction staging areas that require full permanent acquisitions, those sites will not be returned to pre-construction conditions. The sites are used for permanent elements for the LPA, such as station parking facilities and the MSF, at the conclusion of construction and to support operation of the LPA. Construction staging areas will be located on parking facilities for the Firestone Station, I-105/C Line Station, Paramount/Rosecrans Station, Bellflower Station, and Pioneer Station. These permanent acquisitions will be converted from a construction laydown area during the construction phase of the LPA to parking facilities during operation of the LPA. A construction staging area will be located at the site that will be permanently acquired for the MSF site during construction and converted to the MSF prior to operation of the LPA.

As shown in Table 7.1 and Table 7.2, the LPA will impact 193 parcels and require 36 full acquisitions and 189 TCEs. A total of 46 parcels are identified for construction staging areas (LPA inclusive of the MSF site). Construction of the LPA and MSF will result in 47 relocations as a result of construction activities and temporary construction staging areas. The LPA and MSF will not require the relocation or demolition of residential uses.

Metro will provide compensation for identified eligible businesses and residents affected during construction, as required under the Uniform Act and California Relocation Act. Furthermore, properties to be acquired for construction-related laydown areas and support sites or used as TCEs will be appraised to determine the fair market value of the portion that will be used temporarily during construction, and just compensation not less than the approved appraisal will be made to each property owner.

Therefore, with full compliance of the Uniform Act, California Relocation Act, relocation policies and procedures of Metro, and other applicable policies, construction impacts related to the displacement of residential units and its occupants or businesses and its employees that will necessitate the construction of replacement units will be less than significant.

#### Mitigation Measures

No mitigation measures are required.

#### Impacts Remaining After Mitigation

Less than significant impact.

### 7.4.1.3 Design Option: Close 186th Street

As shown in Table 7.1, construction of the design option would require two TCEs totaling approximately 400 square feet. With the implementation of the design option, the LPA with the design option will net one additional temporary impact compared to the LPA without the design option. The LPA with the design option would not result in additional temporary displacement of businesses or residential units. Therefore, impacts would be less than significant.

#### Mitigation Measures

No mitigation measures are required.

#### Impacts Remaining After Mitigation

Less than significant impact.

### 7.4.1.4 Maintenance and Storage Facility

As discussed in Section 7.3.2, construction laydown areas will be located at the MSF site during the construction phase and converted to the MSF site prior to the start of operation. As discussed in Section 5.4, construction of the MSF will require the full acquisition of two parcels and will permanently displace one business (Hollywood Sports Paintball & Airsoft Park and Bellflower BMX business). The MSF site does not contain residential units; therefore, no residential displacements are anticipated.

Similar to the LPA, Metro will provide compensation for identified eligible businesses and residents affected during construction, as required under the Uniform Act and California Relocation Act. Furthermore, properties to be acquired for construction-related laydown areas and support sites or used as TCEs will be appraised to determine the fair market value of the portion that will be used temporarily during construction, and just compensation not less than the approved appraisal will be made to each property owner. Therefore, with full compliance of the Uniform Act, California Relocation Act, relocation policies and procedures of Metro, and other applicable policies, construction impacts related to the MSF site will be less than significant.

#### Mitigation Measures

No mitigation measures are required.

#### Impacts Remaining After Mitigation

Less than significant impact.

## 8 PROJECT MEASURES AND MITIGATION MEASURES

### 8.1 Project Measures

No project measures are required.

### 8.2 Mitigation Measures

#### 8.2.1 Operation

Metro will provide relocation assistance and compensation for identified eligible displaced businesses and residences, as required under the Uniform Act, California Relocation Act, and other applicable regulations. No mitigation measures are required.

#### 8.2.2 Construction

Metro will provide relocation assistance and compensation for identified eligible displaced businesses and residences, as required under the Uniform Act, California Relocation Act, and other applicable regulations. No mitigation measures are required.



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## **APPENDIX A: ACQUISITIONS AND DISPLACEMENTS PARCEL DATA**



Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-593F	R-1-100	Los Angeles	5105-013-022	Aerial	Permanent Aerial Easement	Part	371.87	N/A	N/A	No
WSAB-593F	R-1-100	Los Angeles	5105-013-022	Column	Fee Area	Part	83.17	N/A	N/A	No
WSAB-595	R-1-100	Los Angeles	5105-013-021	Aerial	Permanent Aerial Easement	Part	456.89	N/A	N/A	No
WSAB-595	R-1-100	Los Angeles	5105-013-021	Column	Fee Area	Part	15.83	N/A	N/A	No
WSAB-596	R-1-100	Los Angeles	5105-013-020	Aerial	Permanent Aerial Easement	Part	455.95	N/A	N/A	No
WSAB-597	R-1-100	Los Angeles	5105-013-029	Aerial	Permanent Aerial Easement	Part	790.15	N/A	N/A	No
WSAB-597	R-1-100	Los Angeles	5105-013-029	Column	Fee Area	Part	100.00	N/A	N/A	No
WSAB-598	R-1-100	Los Angeles	5105-013-017	Aerial	Permanent Aerial Easement	Part	385.91	N/A	N/A	No
WSAB-599	R-1-100	Los Angeles	5105-013-016	Aerial	Permanent Aerial Easement	Part	398.11	N/A	N/A	No
WSAB-600	R-1-100	Los Angeles	5105-013-015	Aerial	Permanent Aerial Easement	Part	554.65	N/A	N/A	No
WSAB-601	R-1-100	Los Angeles	5105-013-014	Aerial	Permanent Aerial Easement	Full	582.63	N/A	N/A	Yes
WSAB-601	R-1-100	Los Angeles	5105-013-014	Column	Fee Area	Full	100.00	N/A	N/A	Yes
WSAB-602	R-1-101	Los Angeles	5105-021-029	Aerial	Permanent Aerial Easement	Full	1,337.76	N/A	N/A	Yes
WSAB-602	R-1-100	Los Angeles	5105-021-029	Column	Fee Area	Full	100.49	N/A	N/A	Yes
WSAB-602	R-1-100	Los Angeles	5105-021-029	Column	Fee Area	Full	119.60	N/A	N/A	Yes
WSAB-602	R-1-100	Los Angeles	5105-021-029	Construction Laydown	TCE	Full	13,180.59	N/A	N/A	Yes
WSAB-605	R-1-101	Los Angeles	5105-021-022	Aerial	Permanent Aerial Easement	Full	1,548.62	N/A	N/A	Yes
WSAB-605	R-1-101	Los Angeles	5105-021-022	Column	Fee Area	Full	119.16	N/A	N/A	Yes

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-605	R-1-101	Los Angeles	5105-021-022	Construction Laydown	TCE	Full	13,122.83	N/A	N/A	Yes
WSAB-606	R-1-101	Los Angeles	5105-021-028	Aerial	Permanent Aerial Easement	Full	555.67	N/A	N/A	Yes
WSAB-606	R-1-101	Los Angeles	5105-021-028	Construction Laydown	TCE	Full	4,374.12	N/A	N/A	Yes
WSAB-607	R-1-101	Los Angeles	5105-021-019	Aerial	Permanent Aerial Easement	Full	575.32	N/A	N/A	Yes
WSAB-607	R-1-101	Los Angeles	5105-021-019	Construction Laydown	TCE	Full	4,371.34	N/A	N/A	Yes
WSAB-608	R-1-101	Los Angeles	5105-021-018	Aerial	Permanent Aerial Easement	Full	1,211.33	N/A	N/A	Yes
WSAB-608	R-1-101	Los Angeles	5105-021-018	Column	Fee Area	Full	145.03	N/A	N/A	Yes
WSAB-608	R-1-101	Los Angeles	5105-021-018	Construction Laydown	TCE	Full	8,692.56	N/A	N/A	Yes
WSAB-609	R-1-101	Los Angeles	5105-021-017	Aerial	Permanent Aerial Easement	Full	650.02	N/A	N/A	Yes
WSAB-609	R-1-101	Los Angeles	5105-021-017	Column	Fee Area	Full	143.03	N/A	N/A	Yes
WSAB-609	R-1-101	Los Angeles	5105-021-017	Construction Laydown	TCE	Full	2,894.87	N/A	N/A	Yes
WSAB-610	R-1-101	Los Angeles	5105-021-016	Aerial	Permanent Aerial Easement	Full	543.03	N/A	N/A	Yes
WSAB-610	R-1-101	Los Angeles	5105-021-016	Construction Laydown	TCE	Full	3,205.21	N/A	N/A	Yes
WSAB-612	R-1-101	Los Angeles	5105-021-031	Construction Laydown	TCE	Full	3,245.57	N/A	N/A	Yes
WSAB-613	R-1-101	Los Angeles	5105-021-027	Aerial	Permanent Aerial Easement	Full	312.60	N/A	Slauson/A Line	No
WSAB-613	R-1-101	Los Angeles	5105-021-027	Column	Fee Area	Full	118.46	N/A	N/A	Yes
WSAB-613	R-1-101	Los Angeles	5105-021-027	Construction Laydown	TCE	Full	383.47	N/A	N/A	No
WSAB-614	R-1-101	Los Angeles	5105-021-031	Aerial	Permanent Aerial Easement	Full	98.26	N/A	N/A	Yes
WSAB-615	R-1-101	Florence	6009-002-025	Aerial	Permanent Aerial Easement	Part	943.71	N/A	N/A	No

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-616	R-1-101	Florence	6009-002-012	Aerial	Permanent Aerial Easement	Part	148.58	N/A	N/A	No
WSAB-617	R-1-101	Florence	6009-002-025	Column	Fee Area	Part	59.10	N/A	N/A	No
WSAB-618	R-1-101	Florence	6009-002-012	Column	Fee Area	Part	18.21	N/A	N/A	No
WSAB-624B	R-1-104	Huntington Park	6321-033-914	Grade Crossing	Fee Area	Part	996.86	N/A	N/A	No
WSAB-624B	R-1-104	Huntington Park	6321-033-914	Construction Easement	TCE	TCE	5,299.39	N/A	N/A	No
WSAB-624B	R-1-104	Huntington Park	6321-033-914	Construction Easement	TCE	TCE	213.13	N/A	N/A	No
WSAB-624B	R-1-104	Huntington Park	6321-033-914	Construction Easement	TCE	TCE	598.55	N/A	N/A	No
WSAB-624B	R-1-104	Huntington Park	6231-033-914	Grade Crossing	Fee Area	Part	1,153.61	N/A	N/A	No
WSAB-625	R-1-104	Huntington Park	6009-034-011	Grade Crossing	Fee Area	Part	928.39	N/A	N/A	No
WSAB-625	R-1-104	Huntington Park	6009-034-011	Construction Easement	TCE	TCE	372.17	N/A	N/A	No
WSAB-625A	R-1-104	Huntington Park	6009-033-009	Grade Crossing	Fee Area	Part	992.09	N/A	N/A	No
WSAB-625A	R-1-104	Huntington Park	6009-033-009	Construction Easement	TCE	TCE	156.03	N/A	N/A	No
WSAB-625B	R-1-104	Huntington Park	6009-034-008	Grade Crossing	Fee Area	Part	2,576.24	N/A	N/A	No
WSAB-625B	R-1-104	Huntington Park	6009-034-008	Construction Easement	TCE	TCE	358.36	N/A	N/A	No
WSAB-625C	R-1-104	Huntington Park	6009-033-008	Grade Crossing	Fee Area	Part	5,524.83	N/A	N/A	No
WSAB-625C	R-1-104	Huntington Park	6009-033-008	Construction Easement	TCE	TCE	1,088.62	N/A	N/A	No
WSAB-625D	R-1-104	Huntington Park	6009-033-007	Grade Crossing	Fee Area	Part	2,655.93	N/A	N/A	No
WSAB-625D	R-1-104	Huntington Park	6009-033-007	Construction Easement	TCE	TCE	1,046.65	N/A	N/A	No
WSAB-625D	R-1-104	Huntington Park	6009-033-007	Construction Easement	TCE	TCE	621.95	N/A	N/A	No
WSAB-625D	R-1-104	Huntington Park	6009-033-007	Grade Crossing	Fee Area	Part	291.90	N/A	N/A	No
WSAB-625E	R-1-104	Huntington Park	6009-030-014	Grade Crossing	Fee Area	Part	5,698.91	N/A	N/A	No
WSAB-625E	R-1-104	Huntington Park	6009-030-014	Construction Easement	TCE	TCE	1,401.46	N/A	N/A	No
WSAB-625F	R-1-104	Huntington Park	6009-030-013	Grade Crossing	Fee Area	Part	1,172.49	N/A	N/A	No

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-625F	R-1-104	Huntington Park	6009-030-013	Grade Crossing	Fee Area	Part	371.99	N/A	N/A	No
WSAB-625F	R-1-104	Huntington Park	6009-030-013	Construction Easement	TCE	TCE	547.52	N/A	N/A	No
WSAB-625F	R-1-104	Huntington Park	6009-030-013	Construction Easement	TCE	TCE	381.31	N/A	N/A	No
WSAB-625G	R-1-104	Huntington Park	6009-030-020	Grade Crossing	Fee Area	Part	97.77	N/A	N/A	No
WSAB-625G	R-1-104	Huntington Park	6009-030-020	Construction Easement	TCE	TCE	660.50	N/A	N/A	No
WSAB-628	R-1-105	Huntington Park	6321-007-011	TPSS	Fee Area	Part	3,580.62	Potential TPSS Site 16	N/A	No
WSAB-631	R-1-106	Huntington Park	6321-004-047	Grade Crossing	Fee Area	Part	222.48	N/A	N/A	No
WSAB-631	R-1-106	Huntington Park	6321-004-047	Construction Easement	TCE	TCE	481.63	N/A	N/A	No
WSAB-632	R-1-106	Huntington Park	6321-004-069	Grade Crossing	Fee Area	Part	513.78	N/A	N/A	No
WSAB-632	R-1-106	Huntington Park	6321-004-069	Construction Easement	TCE	TCE	803.26	N/A	N/A	No
WSAB-633	R-1-106	Huntington Park	6321-004-068	Construction Easement	TCE	TCE	64.91	N/A	N/A	No
WSAB-635A	R-1-106	Huntington Park	6321-011-035	Grade Crossing	Fee Area	Part	60.91	N/A	N/A	No
WSAB-635A	R-1-106	Huntington Park	6321-011-035	Construction Easement	TCE	TCE	142.45	N/A	N/A	No
WSAB-635A	R-1-106	Huntington Park	6321-011-035	Construction Easement	TCE	TCE	177.06	N/A	N/A	No
WSAB-637A	R-1-107	Huntington Park	6310-019-015	Construction Laydown	TCE	Full	5,241.11	N/A	N/A	Yes
WSAB-637A	R-1-107	Huntington Park	6320-019-015	Grade Crossing	Fee Area	Full	174.50	N/A	N/A	Yes
WSAB-637A	R-1-107	Huntington Park	6320-019-015	Construction Easement	TCE	TCE	634.67	N/A	N/A	No
WSAB-637B	R-1-107	Huntington Park	6320-019-014	Grade Crossing	Fee Area	Part	27.67	N/A	N/A	No
WSAB-637B	R-1-107	Huntington Park	6320-020-148	Construction Easement	TCE	TCE	460.15	N/A	N/A	No
WSAB-637B	R-1-107	Huntington Park	6320-020-148	Construction Easement	TCE	TCE	378.48	N/A	N/A	No
WSAB-642A	R-1-108	Huntington Park	6320-014-047	Grade Crossing	Fee Area	Part	46.87	N/A	N/A	No
WSAB-642A	R-1-108	Huntington Park	6320-014-047	Grade Crossing	Fee Area	Part	5.70	N/A	N/A	No
WSAB-642A	R-1-108	Huntington Park	6320-014-047	Grade Crossing	Fee Area	Part	0.59	N/A	N/A	No

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-642A	R-1-108	Huntington Park	6320-014-047	Construction Easement	TCE	TCE	388.60	N/A	N/A	No
WSAB-643	R-1-107	Huntington Park	6320-020-148	Grade Crossing	Fee Area	Part	222.99	N/A	N/A	No
WSAB-643	R-1-107	Huntington Park	6320-020-148	Grade Crossing	Fee Area	Part	159.49	N/A	N/A	No
WSAB-643A	R-1-108	Huntington Park	6320-020-017	Grade Crossing	Fee Area	Full	1,200.90	N/A	N/A	Yes
WSAB-643A	R-1-108	Huntington Park	6320-020-017	Construction Easement	TCE	TCE	657.53	N/A	N/A	Yes
WSAB-644	R-1-108	Huntington Park	6320-012-072	Access Road	Permanent Surface Easement	Part	4,819.39	TPSS 15	N/A	No
WSAB-644	R-1-108	Huntington Park	6320-012-072	Grade Crossing	Fee Area	Part	790.84	N/A	N/A	No
WSAB-644	R-1-108	Huntington Park	6320-012-072	TPSS	Fee Area	Part	3,599.99	Potential TPSS Site 15	N/A	No
WSAB-644A	R-1-108	Huntington Park	6320-021-026	Grade Crossing	Fee Area	Part	974.04	N/A	N/A	No
WSAB-644A	R-1-108	Huntington Park	6320-021-026	Construction Easement	TCE	TCE	1,414.39	N/A	N/A	No
WSAB-645	R-1-108	Huntington Park	6320-012-069	Grade Crossing	Fee Area	Part	79.62	N/A	N/A	No
WSAB-645A	R-1-108	Huntington Park	6320-022-008	Grade Crossing	Fee Area	Full	67.11	N/A	N/A	Yes
WSAB-645A	R-1-108	Huntington Park	6320-022-008	Construction Easement	TCE	TCE	183.74	N/A	N/A	No
WSAB-645A	R-1-108	Huntington Park	6320-012-069	Construction Easement	TCE	TCE	610.61	N/A	N/A	No
WSAB-646A	R-1-108	Huntington Park	6320-022-009	Grade Crossing	Fee Area	Part	336.20	N/A	N/A	No
WSAB-646A	R-1-108	Huntington Park	6320-022-009	Construction Easement	TCE	TCE	273.54	N/A	N/A	No
WSAB-646B	R-1-108	Huntington Park	6320-022-010	Grade Crossing	Fee Area	Full	556.92	N/A	N/A	Yes
WSAB-646B	R-1-108	Huntington Park	6320-022-010	Construction Easement	TCE	TCE	266.74	N/A	N/A	Yes
WSAB-646C	R-1-108	Huntington Park	6320-022-011	Grade Crossing	Fee Area	Full	710.96	N/A	N/A	Yes
WSAB-646C	R-1-108	Huntington Park	6320-022-011	Construction Easement	TCE	TCE	301.63	N/A	N/A	Yes
WSAB-647	R-1-108	Huntington Park	6320-011-041	Grade Crossing	Fee Area	Part	736.71	N/A	N/A	No
WSAB-647	R-1-108	Huntington Park	6320-011-041	Construction Easement	TCE	TCE	48.29	N/A	N/A	No
WSAB-647	R-1-108	Huntington Park	6320-011-041	Construction Easement	TCE	TCE	720.06	N/A	N/A	No

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-648A	R-1-109	Huntington Park	6310-019-904	Grade Crossing	Fee Area	Part	728.17	N/A	N/A	No
WSAB-648A	R-1-109	Huntington Park	6310-019-904	Construction Easement	TCE	TCE	630.04	N/A	N/A	No
WSAB-648A	R-1-109	Huntington Park	6320-010-025	TPSS	Fee Area	Full	3,636.47	Potential TPSS Site 15E	N/A	Yes
WSAB-651	R-1-111	Huntington Park	6310-025-042	Grade Crossing	Fee Area	Part	1,333.71	N/A	N/A	No
WSAB-651	R-1-111	Huntington Park	6310-025-042	Construction Easement	TCE	TCE	1,718.97	N/A	N/A	No
WSAB-653	R-1-111	Huntington Park	6319-008-041	Grade Crossing	Fee Area	Part	182.09	N/A	N/A	No
WSAB-653	R-1-111	Huntington Park	6319-008-041	Construction Easement	TCE	TCE	544.13	N/A	N/A	No
WSAB-653	R-1-111	Huntington Park	6319-008-041	Construction Easement	TCE	TCE	30.14	N/A	N/A	No
WSAB-653	R-1-111	Huntington Park	6319-008-041	Construction Easement	TCE	TCE	88.97	N/A	N/A	No
WSAB-654	R-1-111	Huntington Park	6319-008-004	Construction Easement	TCE	TCE	33.87	N/A	N/A	No
WSAB-654	R-1-111	Huntington Park	6319-008-004	Construction Easement	TCE	TCE	3.66	N/A	N/A	No
WSAB-655	R-1-111	Huntington Park	6319-008-005	Construction Easement	TCE	TCE	21.58	N/A	N/A	No
WSAB-663	R-1-111	Huntington Park	6319-009-908	Grade Crossing	Fee Area	Part	21.98	N/A	N/A	No
WSAB-663	R-1-111	Huntington Park	6319-009-908	Construction Easement	TCE	TCE	180.58	N/A	N/A	No
WSAB-664	R-1-111	Huntington Park	6319-009-918	Grade Crossing	Fee Area	Part	233.57	N/A	N/A	No
WSAB-664	R-1-111	Huntington Park	6319-009-918	Construction Easement	TCE	TCE	209.39	N/A	N/A	No
WSAB-665	R-1-111	Huntington Park	6319-009-903	Grade Crossing	Fee Area	Part	490.74	N/A	N/A	No
WSAB-665	R-1-111	Huntington Park	6319-009-903	Construction Easement	TCE	TCE	204.14	N/A	N/A	No
WSAB-666	R-1-111	Huntington Park	6319-009-917	Grade Crossing	Fee Area	Part	507.57	N/A	N/A	No
WSAB-666	R-1-111	Huntington Park	6319-009-917	Construction Easement	TCE	TCE	201.71	N/A	N/A	No
WSAB-667	R-1-111	Huntington Park	6319-009-902	Grade Crossing	Fee Area	Part	1,463.51	N/A	N/A	No
WSAB-667	R-1-111	Huntington Park	6319-009-902	Construction Easement	TCE	TCE	810.32	N/A	N/A	No
WSAB-668	R-1-111	Vernon	6310-027-022	Grade Crossing	Fee Area	Part	1,562.07	N/A	N/A	No

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-668	R-1-111	Vernon	6310-027-022	Construction Easement	TCE	TCE	967.61	N/A	N/A	No
WSAB-671	R-1-114	Huntington Park	6319-021-001	Aerial	Permanent Aerial Easement	Part	1,782.39	N/A	N/A	No
WSAB-675	R-1-115	Huntington Park	6319-021-005	Grade Crossing	Fee Area	Part	19.38	N/A	N/A	No
WSAB-675	R-1-115	Huntington Park	6319-021-005	Construction Easement	TCE	TCE	208.29	N/A	N/A	No
WSAB-675A	R-1-115	Huntington Park	6318-007-001	Grade Crossing	Fee Area	Part	230.59	N/A	N/A	No
WSAB-675A	R-1-115	Huntington Park	6318-007-001	Construction Easement	TCE	TCE	406.88	N/A	N/A	No
WSAB-679	R-1-118	Huntington Park	6214-001-015	Grade Crossing	Fee Area	Part	271.50	N/A	N/A	No
WSAB-679	R-1-118	Huntington Park	6214-001-015	Grade Crossing	Fee Area	Part	128.80	N/A	N/A	No
WSAB-679	R-1-118	Huntington Park	6214-001-015	Construction Easement	TCE	TCE	633.48	N/A	N/A	No
WSAB-680	R-1-118	Huntington Park	6225-001-903	Grade Crossing	Fee Area	Full	2,041.94	N/A	N/A	No
WSAB-681	R-1-118	Huntington Park	6225-001-903	Access Road	Permanent Surface Easement	Part	1,162.99	TPSS 12	N/A	No
WSAB-681	R-1-118	Huntington Park	6225-001-903	Grade Crossing	Fee Area	Part	206.96	N/A	N/A	No
WSAB-681	R-1-118	Huntington Park	6225-001-903	Grade Crossing	Fee Area	Part	363.87	N/A	N/A	No
WSAB-681	R-1-118	Huntington Park	6225-001-903	Construction Easement	TCE	TCE	206.71	N/A	N/A	Yes
WSAB-681	R-1-118	Huntington Park	6225-001-903	Construction Easement	TCE	TCE	70.03	N/A	N/A	No
WSAB-683	R-1-118	Huntington Park	6225-001-018	Construction Easement	TCE	TCE	1,309.68	N/A	N/A	No
WSAB-683	R-1-118	Huntington Park	6225-001-018	TPSS	Fee Area	Part	3,598.91	Potential TPSS Site 12	N/A	No
WSAB-684	R-1-121	Cudahy	6224-007-900	Grade Crossing	Fee Area	Part	186.33	N/A	N/A	No
WSAB-684	R-1-121	Cudahy	6224-007-900	Construction Easement	TCE	TCE	115.65	N/A	N/A	No
WSAB-684A	R-1-121	Cudahy	6224-007-801	Grade Crossing	Fee Area	Part	8.48	N/A	N/A	No
WSAB-684A	R-1-121	Cudahy	6224-007-801	Construction Easement	TCE	TCE	386.72	N/A	N/A	No
WSAB-684B	R-1-121	Huntington Park	6214-030-001	Grade Crossing	Fee Area	Part	84.44	N/A	N/A	No

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-684B	R-1-121	Huntington Park	6214-030-001	Construction Easement	TCE	TCE	280.13	N/A	N/A	No
WSAB-686	R-1-122	Huntington Park	6214-030-907	Grade Crossing	Fee Area	Part	458.33	N/A	N/A	No
WSAB-686	R-1-122	Huntington Park	6214-030-907	Construction Easement	TCE	TCE	406.06	N/A	N/A	No
WSAB-687	R-1-122	South Gate	6215-003-003	Construction Easement	TCE	TCE	2,952.20	N/A	N/A	No
WSAB-687A	R-1-122	Cudahy	6224-008-013	Grade Crossing	Fee Area	Part	21.40	N/A	N/A	No
WSAB-687A	R-1-122	Cudahy	6224-008-013	Construction Easement	TCE	TCE	130.59	N/A	N/A	No
WSAB-687B	R-1-122	South Gate	6215-003-811	Construction Easement	TCE	TCE	2,211.50	N/A	N/A	No
WSAB-688	R-1-122	Cudahy	6224-020-803	Grade Crossing	Fee Area	Part	29.07	N/A	N/A	No
WSAB-688	R-1-122	Cudahy	6224-020-803	Construction Easement	TCE	TCE	304.48	N/A	N/A	No
WSAB-690	R-1-122	Cudahy	6215-003-902	Grade Crossing House	Fee Area	Part	245.36	N/A	N/A	No
WSAB-690	R-1-122	South Gate	6215-003-902	Construction Easement	TCE	TCE	9,525.38	N/A	N/A	No
WSAB-691	R-1-123	Cudahy	6215-003-903	Construction Easement	TCE	TCE	13.37	N/A	N/A	No
WSAB-692	R-1-123	Cudahy	6224-021-011	Construction Laydown	TCE	Full	11,408.55	N/A	N/A	Yes
WSAB-692	R-1-123	Cudahy	6224-021-011	TPSS	Fee Area	Full	3,599.93	Potential TPSS Site 11	N/A	Yes
WSAB-693	R-1-123	South Gate	6215-002-007	Construction Easement	TCE	TCE	141.15	N/A	N/A	No
WSAB-693	R-1-123	South Gate	6215-002-007	Construction Easement	TCE	TCE	4,981.10	N/A	N/A	No
WSAB-694	R-1-123	Cudahy	6215-002-012	Construction Easement	TCE	TCE	141.58	N/A	N/A	No
WSAB-696	R-1-123	South Gate	6215-002-022	Construction Easement	TCE	TCE	4,456.57	N/A	N/A	No
WSAB-696	R-1-123	South Gate	6215-002-022	Construction Easement	TCE	TCE	1,517.74	N/A	N/A	No
WSAB-697	R-1-124	South Gate	6215-002-021	Grade Crossing	Fee Area	Part	247.32	N/A	N/A	No
WSAB-697	R-1-124	South Gate	6215-002-021	Construction Easement	TCE	TCE	10,869.28	N/A	N/A	No
WSAB-697	R-1-124	South Gate	6215-002-021	Construction Easement	TCE	TCE	265.30	N/A	N/A	No
WSAB-698	R-1-124	South Gate	6215-002-017	Grade Crossing	Fee Area	Part	912.42	N/A	N/A	No

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-698	R-1-124	South Gate	6215-002-017	Construction Easement	TCE	TCE	763.76	N/A	N/A	No
WSAB-698	R-1-124	South Gate	6215-002-017	Construction Easement	TCE	TCE	6,715.91	N/A	N/A	No
WSAB-699	R-1-124	South Gate	6215-002-018	Grade Crossing	Fee Area	Part	1,242.46	N/A	N/A	No
WSAB-699	R-1-124	South Gate	6215-002-018	Construction Easement	TCE	TCE	447.79	N/A	N/A	No
WSAB-699	R-1-124	South Gate	6215-002-018	Construction Easement	TCE	TCE	31,021.89	N/A	N/A	No
WSAB-699A	R-1-124	Cudahy	6224-035-015	Grade Crossing	Fee Area	Part	278.04	N/A	N/A	No
WSAB-699A	R-1-124	Cudahy	6224-035-015	Construction Easement	TCE	TCE	333.72	N/A	N/A	No
WSAB-699B	R-1-124	Cudahy	6224-036-004	Grade Crossing	Fee Area	Part	31.99	N/A	N/A	No
WSAB-699B	R-1-124	Cudahy	6224-036-004	Grade Crossing	Fee Area	Part	3.47	N/A	N/A	No
WSAB-699B	R-1-124	Cudahy	6224-036-004	Construction Easement	TCE	TCE	173.06	N/A	N/A	No
WSAB-700A	R-1-125	South Gate	6215-002-019	Construction Easement	TCE	TCE	402.10	N/A	N/A	No
WSAB-704A	R-1-126	South Gate	6216-009-015	Grade Crossing	Fee Area	Part	621.11	N/A	N/A	No
WSAB-704A	R-1-126	South Gate	6216-009-015	Grade Crossing House	Fee Area	Part	99.00	N/A	N/A	No
WSAB-704A	R-1-126	South Gate	6216-009-015	Construction Easement	TCE	TCE	244.53	N/A	N/A	No
WSAB-704A	R-1-126	South Gate	6216-009-015	Construction Easement	TCE	TCE	66.64	N/A	N/A	No
WSAB-706	R-1-126	South Gate	6216-032-039	Track	Fee Area	Full	58.48	N/A	N/A	Yes
WSAB-706A	R-1-126	South Gate	6216-032-040	Construction Easement	TCE	TCE	617.44	N/A	N/A	No
WSAB-706A	R-1-126	South Gate	6216-032-040	Construction Easement	TCE	TCE	309.50	N/A	N/A	No
WSAB-706A	R-1-126	South Gate	6216-032-040	Track	Fee Area	Full	66.78	N/A	N/A	Yes
WSAB-707	R-1-126	South Gate	6216-032-038	Construction Laydown	TCE	Full	38,399.30	N/A	Firestone	Yes
WSAB-708	R-1-126	South Gate	6216-032-043	Construction Easement	TCE	TCE	1,013.79	N/A	N/A	No
WSAB-708	R-1-126	South Gate	6216-032-043	Track	Fee Area	Part	4,345.20	N/A	N/A	Yes
WSAB-710	R-1-126	South Gate	6216-034-001	Construction Laydown	TCE	Full	404,193.29	N/A	Firestone	Yes
WSAB-710	R-1-126	South Gate	6216-034-001	Parking Facility	Fee Area	Full	404,732.48	N/A	Firestone	Yes

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-711	R-1-144	South Gate	6216-035-002	Aerial	Permanent Aerial Easement	Part	212.53	N/A	N/A	No
WSAB-711	R-1-128	South Gate	6216-035-002	Construction Easement	TCE	TCE	1,210.47	N/A	N/A	No
WSAB-713	R-1-126	South Gate	6216-032-900	Construction Easement	TCE	TCE	719.42	N/A	N/A	No
WSAB-713	R-1-126	South Gate	6216-032-900	Track	Fee Area	Part	3,321.27	N/A	N/A	No
WSAB-717	R-1-126	South Gate	6216-032-035	Construction Easement	TCE	TCE	669.85	N/A	N/A	Yes
WSAB-717	R-1-127	South Gate	6216-032-035	Track	Fee Area	Full	3,098.61	N/A	N/A	Yes
WSAB-718	R-1-126	South Gate	6216-032-021	Construction Easement	TCE	TCE	236.12	N/A	N/A	Yes
WSAB-718	R-1-127	South Gate	6216-032-021	Track	Fee Area	Full	1,113.81	N/A	N/A	Yes
WSAB-719	R-1-128	South Gate	6216-032-020	Construction Easement	TCE	TCE	1,736.75	N/A	N/A	No
WSAB-719	R-1-127	South Gate	6216-032-020	Track	Fee Area	Full	3,238.35	N/A	N/A	Yes
WSAB-721	R-1-129	South Gate	6222-005-024	Access Road	Permanent Surface Easement	Part	2,618.51	TPSS 10	N/A	No
WSAB-721	R-1-129	South Gate	6222-005-024	TPSS	Fee Area	Part	3,603.26	Potential TPSS Site 10	N/A	No
WSAB-721A	R-1-128	South Gate	6222-006-027	Grade Crossing	Fee Area	Part	132.86	N/A	N/A	No
WSAB-721A	R-1-128	South Gate	6222-006-027	Construction Easement	TCE	TCE	141.33	N/A	N/A	No
WSAB-722B	R-1-129	South Gate	6222-005-016	Construction Easement	TCE	TCE	10,598.26	N/A	N/A	No
WSAB-723	R-1-129	South Gate	6222-005-025	Grade Crossing	Fee Area	Part	33.56	N/A	N/A	No
WSAB-723	R-1-129	South Gate	6222-005-018	Construction Easement	TCE	TCE	143.51	N/A	N/A	No
WSAB-723	R-1-129	South Gate	6222-005-025	Construction Easement	TCE	TCE	543.10	N/A	N/A	No
WSAB-723	R-1-129	South Gate	6222-005-025	Construction Easement	TCE	TCE	286.18	N/A	N/A	No
WSAB-723A	R-1-129	South Gate	6222-005-018	Grade Crossing	Fee Area	Part	412.69	N/A	N/A	No
WSAB-723A	R-1-129	South Gate	6222-005-018	Construction Easement	TCE	TCE	229.70	N/A	N/A	No
WSAB-723A	R-1-129	South Gate	6222-005-018	Construction Easement	TCE	TCE	151.25	N/A	N/A	No

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-723B	R-1-129	South Gate	6222-005-273	Grade Crossing	Fee Area	Part	53.15	N/A	N/A	No
WSAB-723B	R-1-129	South Gate	6222-005-905	Construction Easement	TCE	TCE	120.61	N/A	N/A	No
WSAB-725B	R-1-129	South Gate	6222-005-273	Construction Easement	TCE	TCE	97.92	N/A	N/A	No
WSAB-726	R-1-129	South Gate	6222-001-019	Grade Crossing	Fee Area	Part	734.22	N/A	N/A	No
WSAB-726	R-1-129	South Gate	6222-001-019	Grade Crossing	Fee Area	Part	159.82	N/A	N/A	No
WSAB-726	R-1-129	South Gate	6222-001-019	Grade Crossing House	Fee Area	Part	62.50	N/A	N/A	No
WSAB-726	R-1-129	South Gate	6222-001-019	Construction Easement	TCE	TCE	549.47	N/A	N/A	No
WSAB-726A	R-1-130	South Gate	6222-001-015	Construction Laydown	TCE	Full	187,391.78	N/A	N/A	Yes
WSAB-727A	R-1-130	South Gate	6222-003-011	Construction Easement	TCE	TCE	3,606.54	N/A	N/A	No
WSAB-728	R-1-130	South Gate	6222-001-011	Construction Laydown	TCE	Full	140,866.16	N/A	N/A	Yes
WSAB-728	R-1-130	South Gate	6222-001-011	Grade Crossing House	Fee Area	Full	123.84	N/A	N/A	Yes
WSAB-730	R-1-130	South Gate	6222-036-005	Grade Crossing	Fee Area	Part	302.26	N/A	N/A	No
WSAB-730	R-1-130	South Gate	6222-036-005	Construction Easement	TCE	TCE	208.40	N/A	N/A	No
WSAB-731	R-1-131	South Gate	6222-036-004	Construction Laydown	TCE	TCE	11,276.34	N/A	N/A	No
WSAB-731	R-1-130	South Gate	6222-036-004	Grade Crossing	Fee Area	Part	51.25	N/A	N/A	No
WSAB-731	R-1-131	South Gate	6222-036-004	Construction Easement	TCE	TCE	100.70	N/A	N/A	No
WSAB-731	R-1-131	South Gate	6222-036-004	Track	Fee Area	Part	1,458.55	N/A	N/A	No
WSAB-732	R-1-131	South Gate	6222-036-002	Construction Laydown	TCE	TCE	5,166.86	N/A	N/A	No
WSAB-732	R-1-131	South Gate	6222-036-002	Track	Fee Area	Part	802.26	N/A	N/A	No
WSAB-733	R-1-131	South Gate	6222-036-003	Construction Laydown	TCE	TCE	7,939.10	N/A	N/A	No
WSAB-733	R-1-131	South Gate	6222-036-003	Track	Fee Area	Part	426.40	N/A	N/A	No
WSAB-735	R-1-132	South Gate	6222-038-900	Construction Laydown	TCE	TCE	9,050.70	N/A	N/A	No
WSAB-744	R-1-132	South Gate	6222-041-270	Aerial	Permanent Aerial Easement	Part	158.62	N/A	N/A	No

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-744	R-1-132	South Gate	6222-041-270	Aerial	Permanent Aerial Easement	Part	1,268.35	N/A	N/A	No
WSAB-744	R-1-132	South Gate	6222-041-270	Construction Easement	TCE	TCE	179.64	N/A	N/A	No
WSAB-744	R-1-132	South Gate	6222-041-270	Construction Easement	TCE	TCE	507.24	N/A	N/A	No
WSAB-744	R-1-132	South Gate	6222-041-270	Track	Fee Area	Part	818.33	N/A	N/A	No
WSAB-747A	R-1-133	South Gate	6222-040-912	Track	Fee Area	Part	4,003.31	N/A	N/A	No
WSAB-749	R-1-133	South Gate	6222-042-800	Construction Easement	TCE	TCE	56.51	N/A	N/A	No
WSAB-749	R-1-133	South Gate	6222-042-800	Track	Fee Area	Part	402.98	N/A	N/A	No
WSAB-750	R-1-133	South Gate	6233-003-801	Construction Easement	TCE	TCE	83.94	N/A	N/A	No
WSAB-750	R-1-133	South Gate	6233-003-801	Track	Fee Area	Part	611.92	N/A	N/A	No
WSAB-753A	R-1-133	South Gate	6233-002-006	Access Road	Fee Area	Full	46,255.87	N/A	N/A	No
WSAB-754	R-1-133	South Gate	6233-002-801	Access Road	Fee Area	Full	801.21	N/A	N/A	No
WSAB-756	R-1-133	South Gate	6233-003-005	Track	Fee Area	Full	5,121.46	N/A	N/A	Yes
WSAB-756A	R-1-133	South Gate	6222-042-010	Construction Laydown	TCE	Full	50,781.10	N/A	N/A	Yes
WSAB-757	R-1-134	South Gate	6233-003-902	Construction Laydown	TCE	TCE	69,982.87	N/A	N/A	Yes
WSAB-757	R-1-133	South Gate	6233-003-902	TPSS	Fee Area	Part	3,599.90	Potential TPSS Site 9	N/A	No
WSAB-757	R-1-134	South Gate	6233-003-902	Track	Fee Area	Part	220.20	N/A	N/A	No
WSAB-757	R-1-133	South Gate	6233-003-902	Track	Fee Area	Part	2,325.62	N/A	N/A	No
WSAB-757	R-1-133	South Gate	6233-003-902	Track	Fee Area	Part	10,639.80	N/A	N/A	No
WSAB-757A	R-1-134	South Gate	6233-002-900	Construction Laydown	TCE	TCE	84,164.12	N/A	N/A	Yes
WSAB-758A	R-1-134	South Gate	6233-002-901	Construction Laydown	TCE	TCE	204,383.24	N/A	N/A	No
WSAB-761	R-1-134	South Gate	6233-003-800	Construction Easement	TCE	TCE	282.68	N/A	N/A	No
WSAB-761	R-1-134	South Gate	6233-003-800	Track	Fee Area	Part	905.82	N/A	N/A	No
WSAB-762	R-1-134	South Gate	6233-003-803	Construction Easement	TCE	TCE	1,589.22	N/A	N/A	No

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-762	R-1-134	South Gate	6233-003-803	Track	Fee Area	Part	2,893.24	N/A	N/A	No
WSAB-762A	R-1-134	South Gate	6233-002-806	Access Road	Permanent Surface Easement	Part	213.95	TPSS 9E	N/A	No
WSAB-762A	R-1-134	South Gate	6233-002-806	TPSS	Fee Area	Part	3,600.07	Potential TPSS Site 10E	N/A	No
WSAB-764	R-1-134	South Gate	6233-003-016	Construction Easement	TCE	TCE	3,030.39	N/A	N/A	No
WSAB-764	R-1-135	South Gate	6233-003-016	Track	Fee Area	Part	297.90	N/A	N/A	No
WSAB-766A	R-1-136	South Gate	6233-026-014	Construction Easement	TCE	TCE	676.24	N/A	N/A	No
WSAB-769	R-1-137	South Gate	6234-005-014	Grade Crossing	Fee Area	Part	490.21	N/A	N/A	No
WSAB-769	R-1-137	South Gate	6234-005-014	Grade Crossing	Fee Area	Part	237.87	N/A	N/A	No
WSAB-769	R-1-137	South Gate	6234-005-014	Construction Easement	TCE	TCE	1,706.18	N/A	N/A	No
WSAB-769A	R-1-137	South Gate	6234-006-006	Grade Crossing	Fee Area	Part	7.99	N/A	N/A	No
WSAB-769A	R-1-137	South Gate	6234-006-006	Construction Easement	TCE	TCE	170.00	N/A	N/A	No
WSAB-776	R-1-139	Downey	6245-016-926	Grade Crossing	Fee Area	Part	183.63	N/A	N/A	No
WSAB-776	R-1-139	Downey	6245-016-926	Construction Easement	TCE	TCE	122.65	N/A	N/A	No
WSAB-777	R-1-138	Downey	6245-016-934	Construction Laydown	TCE	TCE	213,560.73	N/A	N/A	No
WSAB-777	R-1-139	Downey	6245-016-934	Grade Crossing	Fee Area	Part	582.44	N/A	N/A	No
WSAB-777	R-1-139	Downey	6245-016-934	Grade Crossing	Fee Area	Part	790.82	N/A	N/A	No
WSAB-777	R-1-139	Downey	6245-016-934	Grade Crossing House	Fee Area	Part	65.74	N/A	N/A	No
WSAB-777	R-1-139	Downey	6245-016-934	Construction Easement	TCE	TCE	497.36	N/A	N/A	No
WSAB-777	R-1-138	Downey	6245-016-934	TPSS	Fee Area	Part	3,608.88	Potential TPSS Site 8	N/A	No
WSAB-778	R-1-139	South Gate	6243-021-020	TPSS	Fee Area	Part	3,592.01	Potential TPSS Site 9E	N/A	No
WSAB-779	R-1-139	South Gate	6243-022-001	Grade Crossing	Fee Area	Part	598.48	N/A	N/A	Yes

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-779	R-1-139	South Gate	6243-022-001	Construction Easement	TCE	TCE	1,076.30	N/A	N/A	Yes
WSAB-781	R-1-141	South Gate	6243-025-019	Construction Easement	TCE	TCE	431.16	N/A	N/A	No
WSAB-781	R-1-141	South Gate	6243-025-019	Track	Fee Area	Part	366.81	N/A	N/A	No
WSAB-782	R-1-141	South Gate	6243-025-029	Construction Easement	TCE	TCE	2,882.08	N/A	N/A	No
WSAB-782	R-1-141	South Gate	6243-025-029	Track	Fee Area	Part	2,549.12	N/A	N/A	No
WSAB-784	R-1-141	South Gate	6243-026-005	Construction Laydown	TCE	Full	22,499.09	N/A	N/A	Yes
WSAB-784	R-1-141	South Gate	6243-026-005	Parking Facility	Fee Area	Full	22,499.09	N/A	I-105/C Line	Yes
WSAB-784	R-1-141	South Gate	6243-026-005	TPSS	Fee Area	Full	3,599.47	Potential TPSS Site 7E	N/A	Yes
WSAB-784A	R-1-141	South Gate	6243-026-006	Construction Laydown	TCE	Full	7,499.70	N/A	N/A	Yes
WSAB-784A	R-1-141	South Gate	6243-026-006	Parking Facility	Fee Area	Full	7,499.70	N/A	I-105/C Line	Yes
WSAB-784B	R-1-141	South Gate	6243-026-007	Construction Laydown	TCE	Full	7,499.70	N/A	N/A	Yes
WSAB-784B	R-1-141	South Gate	6243-026-007	Parking Facility	Fee Area	Full	25,878.60	N/A	I-105/C Line	Yes
WSAB-784B	R-1-141	South Gate	6243-026-007	Parking Facility	Fee Area	Full	7,499.70	N/A	I-105/C Line	Yes
WSAB-785	R-1-141	South Gate	6243-025-028	Construction Easement	TCE	TCE	611.40	N/A	N/A	No
WSAB-785	R-1-141	South Gate	6243-025-028	Track	Fee Area	Part	169.09	N/A	N/A	No
WSAB-786	R-1-141	South Gate	6243-025-026	Construction Easement	TCE	TCE	508.95	N/A	N/A	No
WSAB-786	R-1-141	South Gate	6243-025-026	Track	Fee Area	Part	443.56	N/A	N/A	No
WSAB-788	R-1-141	South Gate	6243-025-027	Construction Easement	TCE	TCE	1,252.20	N/A	N/A	No
WSAB-788	R-1-142	South Gate	6243-025-027	Track	Fee Area	Part	1,494.51	N/A	N/A	No
WSAB-789	R-1-142	South Gate	6243-026-019	Construction Laydown	TCE	Full	111,095.67	N/A	I-105/C Line	Yes

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-789	R-1-142	South Gate	6243-026-019	Parking Facility	Fee Area	Full	111,095.72	N/A	I-105/C Line	Yes
WSAB-789	R-1-142	South Gate	6243-026-019	Station	Fee Area	Full	892.88	N/A	I-105/C Line	Yes
WSAB-790	R-1-142	South Gate	6243-026-017	Construction Laydown	TCE	Full	41,393.06	N/A	N/A	Yes
WSAB-790	R-1-142	South Gate	6243-026-017	TPSS	Fee Area	Full	3,599.48	Potential TPSS Site 7	N/A	Yes
WSAB-790	R-1-142	South Gate	6243-025-017	Track	Fee Area	Part	1,756.71	N/A	N/A	No
WSAB-791	R-1-142	Paramount	6242-006-047	Construction Easement	TCE	TCE	250.65	N/A	N/A	No
WSAB-791	R-1-142	Paramount	6242-006-047	Track	Fee Area	Part	316.57	N/A	N/A	No
WSAB-793	R-1-142	Paramount	6242-006-043	Grade Crossing House	Fee Area	Part	305.98	N/A	N/A	No
WSAB-793	R-1-142	Paramount	6242-022-014	Construction Easement	TCE	TCE	262.82	N/A	N/A	No
WSAB-793	R-1-142	Paramount	6242-022-014	Track	Fee Area	Part	439.79	N/A	N/A	No
WSAB-794A	R-1-144	Paramount	6242-023-009	Construction Easement	TCE	TCE	239.90	N/A	N/A	No
WSAB-795	R-1-143	Paramount	6242-022-013	Aerial	Permanent Aerial Easement	Part	135.06	N/A	N/A	No
WSAB-795	R-1-143	Paramount	6242-022-013	Construction Easement	TCE	TCE	366.53	N/A	N/A	No
WSAB-795A	R-1-144	Paramount	6242-022-001	Construction Easement	TCE	TCE	368.09	N/A	N/A	No
WSAB-796	R-1-143	Paramount	6242-008-029	Aerial	Permanent Aerial Easement	Part	25.73	N/A	N/A	No
WSAB-796	R-1-143	Paramount	6242-008-029	Construction Easement	TCE	TCE	282.46	N/A	N/A	No
WSAB-796	R-1-143	Paramount	6242-008-029	Track	Fee Area	Part	426.35	N/A	N/A	No
WSAB-797	R-1-143	Paramount	6242-008-002	Construction Easement	TCE	TCE	309.44	N/A	N/A	Yes
WSAB-797	R-1-143	Paramount	6242-008-002	Track	Fee Area	Part	426.61	N/A	N/A	Yes
WSAB-798	R-1-143	Paramount	6242-008-003	Construction Easement	TCE	TCE	313.96	N/A	N/A	No
WSAB-798	R-1-143	Paramount	6242-008-003	Track	Fee Area	Part	413.44	N/A	N/A	Yes

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-798A	R-1-144	Paramount	6242-023-011	Construction Easement	TCE	TCE	368.43	N/A	N/A	No
WSAB-799	R-1-143	Paramount	6242-008-004	Construction Easement	TCE	TCE	312.23	N/A	N/A	No
WSAB-799	R-1-143	Paramount	6242-008-004	Track	Fee Area	Part	369.88	N/A	N/A	No
WSAB-799A	R-1-144	Paramount	6242-023-010	Construction Easement	TCE	TCE	250.09	N/A	N/A	No
WSAB-800	R-1-143	Paramount	6242-008-005	Construction Easement	TCE	TCE	308.11	N/A	N/A	No
WSAB-800	R-1-143	Paramount	6242-008-005	Track	Fee Area	Part	290.55	N/A	N/A	No
WSAB-800A	R-1-144	Paramount	6242-023-012	Construction Easement	TCE	TCE	782.39	N/A	N/A	No
WSAB-800A	R-1-143	Paramount	6242-023-008	Construction Easement	TCE	TCE	146.53	N/A	N/A	No
WSAB-801	R-1-143	Paramount	6242-008-006	Construction Easement	TCE	TCE	285.23	N/A	N/A	Yes
WSAB-801	R-1-143	Paramount	6242-008-006	Track	Fee Area	Part	197.79	N/A	N/A	Yes
WSAB-801A	R-1-144	Paramount	6242-023-005	Construction Easement	TCE	TCE	373.01	N/A	N/A	No
WSAB-802	R-1-143	Paramount	6242-008-007	Construction Easement	TCE	TCE	292.20	N/A	N/A	Yes
WSAB-802	R-1-143	Paramount	6242-008-007	Track	Fee Area	Part	118.37	N/A	N/A	Yes
WSAB-802A	R-1-143	Paramount	6242-023-004	Construction Easement	TCE	TCE	124.46	N/A	N/A	No
WSAB-802A	R-1-143	Paramount	6242-023-004	Track	Fee Area	Part	191.25	N/A	N/A	No
WSAB-803	R-1-143	Paramount	6242-008-008	Construction Easement	TCE	TCE	299.17	N/A	N/A	No
WSAB-803	R-1-143	Paramount	6242-008-008	Track	Fee Area	Part	59.94	N/A	N/A	No
WSAB-803A	R-1-143	Paramount	6242-023-005	Track	Fee Area	Part	166.19	N/A	N/A	No
WSAB-804	R-1-143	Paramount	6242-008-009	Construction Easement	TCE	TCE	241.91	N/A	N/A	No
WSAB-804	R-1-143	Paramount	6242-008-009	Track	Fee Area	Part	27.15	N/A	N/A	No
WSAB-810	R-1-143	Paramount	6242-023-014	Aerial	Permanent Aerial Easement	Part	159.79	N/A	N/A	No
WSAB-810	R-1-143	Paramount	6242-023-037	Construction Easement	TCE	TCE	647.78	N/A	N/A	No
WSAB-810	R-1-143	Paramount	6242-023-037	Track	Fee Area	Part	321.83	N/A	N/A	No

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-814	R-1-143	Paramount	6242-023-002	Aerial	Permanent Aerial Easement	Part	117.44	N/A	N/A	No
WSAB-817	R-1-144	Paramount	6242-023-001	Aerial	Permanent Aerial Easement	Part	115.31	N/A	N/A	No
WSAB-821	R-1-144	Paramount	6242-024-053	Aerial	Permanent Aerial Easement	Part	228.44	N/A	N/A	No
WSAB-824	R-1-144	Paramount	6242-024-020	Aerial	Permanent Aerial Easement	Part	113.24	N/A	N/A	No
WSAB-828	R-1-144	Paramount	6242-024-030	Aerial	Permanent Aerial Easement	Part	224.33	N/A	N/A	No
WSAB-830	R-1-144	Paramount	6242-024-008	Aerial	Permanent Aerial Easement	Part	110.74	N/A	N/A	No
WSAB-831	R-1-144	Paramount	6242-024-007	Aerial	Permanent Aerial Easement	Part	111.76	N/A	N/A	No
WSAB-834	R-1-144	Paramount	6242-024-006	Aerial	Permanent Aerial Easement	Part	111.03	N/A	N/A	No
WSAB-834A	R-1-144	Paramount	6242-024-005	Aerial	Permanent Aerial Easement	Part	54.71	N/A	N/A	No
WSAB-835	R-1-144	Paramount	6242-024-070	Aerial	Permanent Aerial Easement	Part	54.83	N/A	N/A	No
WSAB-836	R-1-144	Paramount	6242-024-003	Aerial	Permanent Aerial Easement	Part	261.59	N/A	N/A	No
WSAB-837	R-1-144	Paramount	6242-024-002	Aerial	Permanent Aerial Easement	Part	277.62	N/A	N/A	No
WSAB-844	R-1-146	Paramount	6242-025-007	Construction Laydown	TCE	Full	104,334.50	N/A	Paramount /Rosecrans	Yes
WSAB-844	R-1-146	Paramount	6242-025-007	Parking Facility	Fee Area	Full	104,319.48	N/A	Paramount /Rosecrans	Yes

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-844C	R-1-146	Paramount	6242-025-900	Construction Laydown	TCE	Full	1,587.22	N/A	Paramount /Rosecrans	No
WSAB-844C	R-1-146	Paramount	6242-025-900	Parking Facility	Fee Area	Full	1,600.85	N/A	Paramount /Rosecrans	No
WSAB-846	R-1-146	Paramount	6242-025-271	Aerial	Permanent Aerial Easement	Part	3,803.04	N/A	N/A	No
WSAB-846	R-1-146	Paramount	6242-025-271	Column	Fee Area	Part	68.34	N/A	N/A	No
WSAB-846	R-1-146	Paramount	6242-025-271	Column	Fee Area	Part	100.00	N/A	N/A	No
WSAB-846	R-1-146	Paramount	6242-025-271	Column	Fee Area	Part	79.78	N/A	N/A	No
WSAB-846	R-1-146	Paramount	6242-025-272	Column	Fee Area	Part	52.51	N/A	N/A	No
WSAB-847	R-1-146	Paramount	6242-025-004	Construction Laydown	TCE	Full	112,828.96	N/A	Paramount /Rosecrans	Yes
WSAB-847	R-1-146	Paramount	6242-025-004	Parking Facility	Fee Area	Full	112,853.85	N/A	Paramount /Rosecrans	Yes
WSAB-848	R-1-144	Paramount	6242-024-016	Aerial	Permanent Aerial Easement	Part	25.90	N/A	N/A	No
WSAB-848	R-1-144	Paramount	6242-024-016	Aerial	Permanent Aerial Easement	Part	47.63	N/A	N/A	No
WSAB-857	R-1-147	Paramount	6242-025-272	Pedestrian Access	Fee Area	Part	1,117.54	N/A	Paramount /Rosecrans	No
WSAB-857	R-1-146	Paramount	6242-025-272	Aerial	Permanent Aerial Easement	Part	1,520.77	N/A	N/A	No
WSAB-863	R-1-147	Paramount	6241-003-001	Grade Crossing	Fee Area	Part	46.27	N/A	N/A	No
WSAB-863	R-1-147	Paramount	6241-003-001	Construction Easement	TCE	TCE	45.78	N/A	N/A	No
WSAB-864	R-1-147	Paramount	6241-017-270	Grade Crossing	Fee Area	Part	77.07	N/A	N/A	No
WSAB-864	R-1-147	Paramount	6241-017-270	Construction Easement	TCE	TCE	224.03	N/A	N/A	No
WSAB-870	R-1-149	Paramount	6241-004-271	Pedestrian Access	TCE	TCE	6,535.85	N/A	N/A	No

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-870	R-1-148	Paramount	6241-004-271	Construction Easement	TCE	TCE	6,535.85	N/A	N/A	No
WSAB-873	R-1-149	Paramount	6241-001-270	Access Road	Permanent Surface Easement	Part	5,211.67	N/A	N/A	No
WSAB-873	R-1-149	Paramount	6241-001-270	TPSS	Fee Area	Part	3,599.71	Potential TPSS Site 6	N/A	No
WSAB-874A	R-1-149	Paramount	6241-001-908	Pedestrian Access	TCE	TCE	5,937.53	N/A	N/A	No
WSAB-874A	R-1-149	Paramount	6241-001-908	Construction Easement	TCE	TCE	5,937.53	N/A	N/A	No
WSAB-877	R-1-150	Paramount	6241-001-912	Grade Crossing	Fee Area	Part	6.34	N/A	N/A	No
WSAB-877	R-1-150	Paramount	6241-001-912	Construction Easement	TCE	TCE	61.25	N/A	N/A	No
WSAB-879	R-1-151	Paramount	6268-005-272	Track	Fee Area	Part	894.95	N/A	N/A	No
WSAB-879	R-1-150	Paramount	6268-005-272	Construction Easement	TCE	TCE	1,306.41	N/A	N/A	No
WSAB-881	R-1-151	Paramount	6268-005-016	Track	Fee Area	Part	742.16	N/A	N/A	No
WSAB-881	R-1-150	Paramount	6268-005-016	Construction Easement	TCE	TCE	498.45	N/A	N/A	No
WSAB-882	R-1-150	Paramount	6268-005-270	Construction Easement	TCE	TCE	5,811.74	N/A	N/A	No
WSAB-882	R-1-151	Paramount	6268-005-270	Track	Fee Area	Part	6,618.14	N/A	N/A	No
WSAB-885	R-1-152	Paramount	6268-028-900	Grade Crossing	Fee Area	Part	1,224.55	N/A	N/A	No
WSAB-885	R-1-152	Paramount	6268-028-900	Construction Easement	TCE	TCE	532.66	N/A	N/A	No
WSAB-886	R-1-152	Paramount	6268-028-001	Construction Easement	TCE	TCE	587.39	N/A	N/A	No
WSAB-886	R-1-152	Paramount	6268-028-001	Track	Fee Area	Part	293.89	N/A	N/A	No
WSAB-886A	R-1-152	Paramount	6268-029-040	Construction Easement	TCE	TCE	493.44	N/A	N/A	No
WSAB-886A	R-1-152	Paramount	6268-029-040	Track	Fee Area	Part	89.18	N/A	N/A	No
WSAB-887A	R-1-153	Paramount	6268-032-008	Grade Crossing	Fee Area	Part	24.56	N/A	N/A	No
WSAB-887A	R-1-153	Paramount	6268-032-008	Construction Easement	TCE	TCE	209.86	N/A	N/A	No
WSAB-887A	R-1-153	Paramount	6268-032-008	Construction Easement	TCE	TCE	176.98	N/A	N/A	No
WSAB-887B	R-1-153	Paramount	6268-031-018	Grade Crossing	Fee Area	Part	13.69	N/A	N/A	No

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-887B	R-1-153	Paramount	6268-031-018	Grade Crossing	Fee Area	Part	0.63	N/A	N/A	No
WSAB-889	R-1-154	Bellflower	6271-002-005	Access Road	Permanent Surface Easement	Part	9,958.46	N/A	N/A	No
WSAB-889	R-1-154	Bellflower	6271-002-005	TPSS	Fee Area	Part	3,621.52	Potential TPSS Site 6E	N/A	No
WSAB-890	R-1-175	Bellflower	6271-001-901	Bellflower MSF	Fee Area	Full	745,147.93	N/A	N/A	Yes
WSAB-890	R-1-175	Bellflower	6271-001-901	Construction Laydown	TCE	Full	745,147.93	N/A	Bellflower MSF	Yes
WSAB-890	R-1-154	Bellflower	6271-001-901	TPSS	Fee Area	Full	3,599.81	Potential TPSS Site 5	Bellflower MSF	Yes
WSAB-891A	R-1-175	Bellflower	6271-001-900	Bellflower MSF	Fee Area	Full	194,568.14	N/A	N/A	Yes
WSAB-891A	R-1-175	Bellflower	6271-001-900	Construction Laydown	TCE	Full	194,568.14	N/A	Bellflower MSF	Yes
WSAB-895A	R-1-156	Bellflower	7106-012-004	Grade Crossing	Fee Area	Part	468.15	N/A	N/A	No
WSAB-895A	R-1-156	Bellflower	7106-012-004	Construction Easement	TCE	TCE	240.88	N/A	N/A	No
WSAB-896A	R-1-156	Bellflower	7106-012-003	Grade Crossing	Fee Area	Part	46.21	N/A	N/A	No
WSAB-896A	R-1-156	Bellflower	7106-012-003	Construction Easement	TCE	TCE	197.24	N/A	N/A	No
WSAB-899	R-1-158	Bellflower	7106-013-001	Construction Laydown	TCE	Full	112,752.24	N/A	Bellflower	Yes
WSAB-899	R-1-158	Bellflower	7106-013-001	Parking Facility	Fee Area	Full	113,338.29	N/A	Bellflower	
WSAB-899	R-1-158	Bellflower	7106-013-001	TPSS	Fee Area	Full	3,599.80	Potential TPSS Site 4	N/A	Yes
WSAB-911B	R-1-168	Cerritos	7034-001-002	Grade Crossing	Fee Area	Part	81.44	N/A	N/A	No
WSAB-911B	R-1-166	Cerritos	7034-001-002	Construction Easement	TCE	TCE	152.81	N/A	N/A	No
WSAB-911B	R-1-166	Cerritos	7034-001-002	Construction Easement	TCE	TCE	263.20	N/A	N/A	No
WSAB-911C	R-1-167	Cerritos	7034-001-004	Grade Crossing	Fee Area	Part	269.92	N/A	N/A	No
WSAB-911C	R-1-166	Cerritos	7034-001-004	Construction Easement	TCE	TCE	165.58	N/A	N/A	No

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-914A	R-1-168	Cerritos	7034-016-031	Grade Crossing	Fee Area	Part	120.65	N/A	N/A	No
WSAB-914A	R-1-168	Cerritos	7034-016-031	Grade Crossing	Fee Area	Part	225.73	N/A	N/A	No
WSAB-914A	R-1-168	Cerritos	7034-016-031	Construction Easement	TCE	TCE	173.95	N/A	N/A	No
WSAB-914A	R-1-168	Cerritos	7034-016-031	Construction Easement	TCE	TCE	478.19	N/A	N/A	No
WSAB-914B	R-1-168	Cerritos	7034-016-035	Grade Crossing	Fee Area	Part	376.02	N/A	N/A	No
WSAB-914B	R-1-168	Cerritos	7034-016-035	Construction Easement	TCE	TCE	538.18	N/A	N/A	No
WSAB-914B	R-1-168	Cerritos	7034-016-035	Construction Easement	TCE	TCE	146.75	N/A	N/A	No
WSAB-922A	R-1-172	Artesia	7039-025-018	Grade Crossing	Fee Area	Part	36.90	N/A	N/A	No
WSAB-922A	R-1-172	Artesia	7039-025-018	Construction Easement	TCE	TCE	50.43	N/A	N/A	No
WSAB-934	R-1-173	Artesia	7039-012-004	Construction Laydown	TCE	Full	25,855.58	N/A	Pioneer	Yes
WSAB-934	R-1-173	Artesia	7039-012-004	Parking Facility	Fee Area	Full	7,236.98	N/A	Pioneer	
WSAB-935	R-1-173	Artesia	7039-012-012	Construction Laydown	TCE	Full	7,236.98	N/A	Pioneer	Yes
WSAB-935	R-1-173	Artesia	7039-012-012	Parking Facility	Fee Area	Full	7,154.45	N/A	Pioneer	
WSAB-936	R-1-173	Artesia	7039-012-013	Construction Laydown	TCE	Full	7,154.45	N/A	Pioneer	Yes
WSAB-936	R-1-173	Artesia	7039-012-013	TPSS	Fee Area	Full	3,599.71	Potential TPSS Site 1	N/A	Yes
WSAB-938	R-1-173	Artesia	7039-013-016	Construction Laydown	TCE	Full	11,103.36	N/A	Pioneer	Yes
WSAB-938	R-1-173	Artesia	7039-013-016	Parking Facility	Fee Area	Full	11,089.16	N/A	Pioneer	
WSAB-939	R-1-174	Artesia	7039-013-023	Construction Laydown	TCE	Full	4,731.46	N/A	Pioneer	Yes
WSAB-939	R-1-174	Artesia	7039-013-023	Parking Facility	Fee Area	Full	4,682.79	N/A	Pioneer	
WSAB-940	R-1-174	Artesia	7039-013-008	Construction Laydown	TCE	Full	7,856.20	N/A	Pioneer	Yes
WSAB-940	R-1-174	Artesia	7039-013-008	Parking Facility	Fee Area	Full	6,775.91	N/A	Pioneer	
WSAB-941	R-1-174	Artesia	7039-013-007	Construction Laydown	TCE	Full	7,855.21	N/A	Pioneer	Yes
WSAB-941	R-1-174	Artesia	7039-013-007	Parking Facility	Fee Area	Full	6,811.47	N/A	Pioneer	

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-942	R-1-174	Artesia	7039-013-006	Construction Laydown	TCE	Full	6,770.04	N/A	Pioneer	Yes
WSAB-942	R-1-174	Artesia	7039-013-006	Parking Facility	Fee Area	Full	6,811.48	N/A	Pioneer	
WSAB-943	R-1-174	Artesia	7039-013-014	Construction Laydown	TCE	Full	6,811.47	N/A	Pioneer	Yes
WSAB-943	R-1-174	Artesia	7039-013-014	Parking Facility	Fee Area	Full	7,856.20	N/A	Pioneer	
WSAB-944	R-1-198	Artesia	7039-013-013	Construction Laydown	TCE	Full	6,811.48	N/A	Pioneer	Yes
WSAB-944	R-1-174	Artesia	7039-013-013	Parking Facility	Fee Area	Full	7,855.21	N/A	Pioneer	
WSAB-945	R-1-198	Artesia	7039-013-005	Construction Laydown	TCE	Full	6,811.49	N/A	Pioneer	Yes
WSAB-945	R-1-174	Artesia	7039-013-005	Parking Facility	Fee Area	Full	6,811.49	N/A	Pioneer	
WSAB-946	R-1-134	South Gate	6233-002-902	Access Road	Permanent Surface Easement	Part	497.13	TPSS 9E	N/A	No
WSAB-947	R-1-134	South Gate	6233-002-800	Access Road	Permanent Surface Easement	Part	550.28	TPSS 9E	N/A	No
WSAB-948	R-1-108	Huntington Park	6320-022-006	Grade Crossing	Fee Area	Part	2.76	N/A	N/A	No
WSAB-949	R-1-108	Huntington Park	6320-023-018	Grade Crossing	Fee Area	Part	29.44	N/A	N/A	No
WSAB-950	R-1-111	Huntington Park	6319-009-922	Grade Crossing	Fee Area	Part	685.60	N/A	N/A	No
WSAB-950	R-1-111	Huntington Park	6319-009-922	Construction Easement	TCE	TCE	659.44	N/A	N/A	No
WSAB-951	R-1-112	Huntington Park	6319-012-908	Grade Crossing	Fee Area	Part	81.91	N/A	N/A	No
WSAB-951	R-1-112	Huntington Park	6319-012-908	Construction Easement	TCE	TCE	471.80	N/A	N/A	No
WSAB-952	R-1-118	Bell	6324-019-016	Grade Crossing	Fee Area	Part	94.80	N/A	N/A	No
WSAB-952	R-1-118	Bell	6324-019-016	Construction Easement	TCE	TCE	307.18	N/A	N/A	No
WSAB-953	R-1-136	South Gate	6233-026-003	Grade Crossing	Fee Area	Part	9.34	N/A	N/A	No
WSAB-953	R-1-136	South Gate	6233-026-003	Construction Easement	TCE	TCE	5.57	N/A	N/A	No
WSAB-954	R-1-136	South Gate	6234-006-901	Grade Crossing	Fee Area	Part	126.49	N/A	N/A	No
WSAB-954	R-1-136	South Gate	6234-006-901	Construction Easement	TCE	TCE	39.51	N/A	N/A	No
WSAB-955	R-1-147	Paramount	6242-035-001	Grade Crossing	Fee Area	Part	30.66	N/A	N/A	No

Table 1. Property Acquisitions and Displacements for the Locally Preferred Alternative

WSAB Parcel Number	Drawing Number	City	APN	Impact Type	ROW Type	Acquisition Type	Impact Area (sq ft)	Site TPSS	Facility Name	Relocation
WSAB-955	R-1-147	Paramount	6242-035-001	Construction Easement	TCE	TCE	6.91	N/A	N/A	No
WSAB-956	R-1-168	Cerritos	7034-016-910	Grade Crossing	Fee Area	Part	4.30	N/A	N/A	No
WSAB-956	R-1-168	Cerritos	7034-016-910	Construction Easement	TCE	TCE	50.93	N/A	N/A	No
WSAB-957	R-1-141	South Gate	6243-026-001	Grade Crossing House	Fee Area	Part	98.99	N/A	N/A	No
WSAB-958	R-1-106	Huntington Park	6320-018-017	Construction Easement	TCE	TCE	155.05	N/A	N/A	No
WSAB-959	R-1-109	Huntington Park	6320-025-006	Construction Easement	TCE	TCE	55.02	N/A	N/A	No
WSAB-960	R-1-109	Huntington Park	6320-025-007	Construction Easement	TCE	TCE	128.71	N/A	N/A	No
WSAB-961	R-1-112	Vernon	6310-027-807	Construction Easement	TCE	TCE	949.65	N/A	N/A	No
WSAB-962	R-1-112	Vernon	6310-027-027	Construction Easement	TCE	TCE	220.62	N/A	N/A	No
WSAB-963	R-1-163	Bellflower	7017-026-905	Construction Easement	TCE	TCE	113.45	N/A	N/A	No
WSAB-964	R-1-116	Bell	6324-012-007	Construction Easement	TCE	TCE	71.78	N/A	N/A	No
WSAB-965	R-1-116	Bell	6324-012-006	Construction Easement	TCE	TCE	43.14	N/A	N/A	No
WSAB-965	R-1-116	Bell	6324-012-006	Construction Easement	TCE	TCE	35.00	N/A	N/A	No
WSAB-966	R-1-116	Bell	6324-012-005	Construction Easement	TCE	TCE	32.70	N/A	N/A	No
WSAB-966	R-1-116	Bell	6324-012-005	Construction Easement	TCE	TCE	3.59	N/A	N/A	No
WSAB-967	R-1-116	Bell	6324-012-004	Construction Easement	TCE	TCE	36.97	N/A	N/A	No
WSAB-968 <sup>1</sup>	R-1-172A	Artesia	7039-006-028	Construction Easement	TCE	TCE	344.94	N/A	N/A	No
WSAB-969 <sup>1</sup>	R-1-173A	Artesia	7039-015-007	Construction Easement	TCE	TCE	59.39	N/A	N/A	No

Note: <sup>1</sup> Only for Design Option: Close 186<sup>th</sup> Street.

Table 2. Business Displacements

WSAB#	APN	Business Name	Business Type	City	Employees	Estimated Employees
WSAB-602	5105-021-029	A&E Recycling	Industrial	Los Angeles	7	N/A
WSAB-602	5105-021-029	JJ Auto Parts	Auto	Los Angeles	2.5	N/A
WSAB-602	5105-021-029	Juan Welding and Iron Works	Industrial	Los Angeles	2.5	N/A
WSAB-605	5105-021-022	Dodge City Auto Wrecking	Auto	Los Angeles	3	N/A
WSAB-606	5105-021-028	C&G Development	Retail	Los Angeles	2.5	N/A
WSAB-608	5105-021-018	Mataboyz Garage	Auto	Los Angeles	2	N/A
WSAB-608	5105-021-018	Supreme Polishing	Auto	Los Angeles	2	N/A
WSAB-609	5105-021-017	Gramajo Pallets	Industrial	Los Angeles	6	N/A
WSAB-621	6009-007-803	SPR Trucking	Auto	Los Angeles	40	N/A
WSAB-624	6009-030-002	Rawlins Public Scale	Industrial	Los Angeles	3	N/A
WSAB-637A	6320-019-015	Blue Sky Cycling	Retail	Huntington Park	6	N/A
WSAB-643A	6320-020-017	Treto's Pacific Foto	Office	Huntington Park	1	N/A
WSAB-643A	6320-020-017	Gran Chaman Hermes	Office	Huntington Park	2.5	N/A
WSAB-643A	6320-020-017	Law Office of Carey Diane	Office	Huntington Park	1	N/A
WSAB-643A	6320-020-017	Pacific Kids Dental	Office	Huntington Park	2.5	N/A
WSAB-643A	6320-020-017	Winchell's	Restaurant	Huntington Park	7	N/A
WSAB-643A	6320-020-017	Las Champas	Restaurant	Huntington Park	7	N/A
WSAB-643A	6320-020-017	Libreria Cristiana Ebenezer	Retail	Huntington Park	1	N/A
WSAB-643A	6320-020-017	Dspot	Retail	Huntington Park	2	N/A
WSAB-646C	6320-022-011	Randolph Hotel	Hotel	Huntington Park	2.5	N/A
WSAB-692	6224-021-011	Mr Cleanvenience	Auto	Cudahy	2.5	N/A
WSAB-692	6224-021-011	Abrie Vitamins LLC	Retail	Cudahy	2.5	N/A
WSAB-692	6224-021-011	D Brothers Painting	Auto	Cudahy	2.5	N/A
WSAB-706	6216-032-159	Xtreme Auto Body	Auto	South Gate	2.5	N/A
WSAB-706	6216-032-159	Gil's Body Shop and Repair	Auto	South Gate	2.5	N/A

Table 2. Business Displacements

WSAB#	APN	Business Name	Business Type	City	Employees	Estimated Employees
WSAB-707	6216-032-038	ATX	Industrial	South Gate	14	N/A
WSAB-708	6216-032-043	Firestone Transmission	Auto	South Gate	2	N/A
WSAB-710	6216-034-001	Performance Team LLC	Auto	South Gate	2.5	N/A
WSAB-710	6216-034-001	Argix	Auto	South Gate	7	N/A
WSAB-717	6216-032-035	Diamond Touch Body Shop	Auto	South Gate	2.5	N/A
WSAB-718	6216-032-021	Golden Auto Collision Corp	Auto	South Gate	2.5	N/A
WSAB-718	6216-032-021	Von's Tire	Auto	South Gate	2	N/A
WSAB-718	6216-032-021	Joe's Forklift Mobile Repair	Industrial	South Gate	2.5	N/A
WSAB-718	6216-032-021	VIP Motoring and Transportation LLC	Auto	South Gate	2.5	N/A
WSAB-718	6216-032-021	S&R Truck Clutch Rebuilding	Auto	South Gate	2	N/A
WSAB-719	6216-032-020	T-Shirt Guys L A	Retail	South Gate	2.5	N/A
WSAB-726A	6222-001-015	Angel's Concrete Delivery	Industrial	South Gate	30	N/A
WSAB-728	6222-001-011	KPAC Cold Storage	Industrial	South Gate	30	N/A
WSAB-756	6233-003-005	W A Woods Industries	Industrial	South Gate	7	N/A
WSAB-757A	6233-002-900	Green Wise Soil Technologies	Plant Nursery	South Gate	14	N/A
WSAB-784	6243-026-005	Mel O Dee Ice Cream Co	Retail	South Gate	3	N/A
WSAB-789	6243-026-019	Nextrade, Inc	Industrial	South Gate	10	N/A
WSAB-844	6242-025-007	Staub Metal Corp	Industrial	Paramount	32	N/A
WSAB-847	6242-025-004	GCR Tires & Svc	Auto	Paramount	25	N/A
WSAB-899	7106-013-001	ABS Auto Auctions Bellflower	Auto	Bellflower	10	N/A
WSAB-936	7039-012-013	Pacific Connecteq	Retail	Artesia	7	N/A
WSAB-938	7039-013-016	Jetson Auto Service	Auto	Artesia	2	N/A
WSAB-939	7039-013-023	South Coast Auto Body Service	Auto	Artesia	1	N/A
WSAB-940	7039-013-008	Wholesaler Tobacco	Retail	Artesia	7	N/A
WSAB-940	7039-013-008	Pioneer Liquor	Retail	Artesia	1	N/A

Table 2. Business Displacements

WSAB#	APN	Business Name	Business Type	City	Employees	Estimated Employees
WSAB-941	7040-013-007	Kashi Bushi Wedding	Retail	Artesia	2.5	N/A
WSAB-942	7039-013-006	Dream Merchants	Retail	Artesia	2.5	N/A
WSAB-943	7039-013-014	S O P Inc	Office	Artesia	2	2 <sup>1</sup>
WSAB-944	7039-013-013	Kalika Foods	Retail	Artesia	15	N/A
WSAB-945	7039-013-005	Vikki Rae's Hair Studio	Retail	Artesia	1	N/A
WSAB-946	7040-023-900	Pioneer Travel Inc	Office	Artesia	2	N/A
WSAB-946	7040-023-900	Pak Halal Market	Retail	Artesia	2	N/A
WSAB-946	7040-023-900	Indo Lanka Cash	Retail	Artesia	3	N/A
WSAB-890	6271-001-901	South Carolina Vlg Paintball <sup>b</sup>	Sports Center	Bellflower	75	N/A

## Notes:

<sup>1</sup> Employee data not available for business. Employees were estimated using similar sized businesses in respective jurisdiction.

<sup>2</sup> South Carolina Vlg Paintball owns Hollywood Sports Paintball & Airsoft Park and Bellflower BMX, which operates as one business.

Table 3. Inventory of Available Business Properties for Lease and Sale

Inventory of Available Properties for Lease and for Sale within City Boundary				
City	Type	For Lease	For Sale	Total
Huntington Park	Food Service	1	0	1
Huntington Park	Hotel	0	0	0
Huntington Park	Office	5	2	7
Huntington Park	Retail	48	16	64
Los Angeles <sup>1</sup>	Automotive	0	2	2
Los Angeles <sup>1</sup>	Industrial	29	27	56
Los Angeles <sup>1</sup>	Retail	20	14	34
Artesia	Automotive	1	0	1
Artesia	Office	6	0	6
Artesia	Retail	12	5	17
Bellflower	Automotive	3	1	4
Bellflower	Recreational Sports Park	0	0	0
Cudahy	Automotive	1	0	1
Cudahy	Retail	6	0	6
Paramount	Automotive	12	0	12
Paramount	Industrial	20	5	25
South Gate	Automotive	0	1	1
South Gate	Industrial	11	4	15
South Gate	Plant Nursery	0	0	0
South Gate	Retail	16	3	19

Source: Costar, 2023

<sup>1</sup>Los Angeles includes only the affected zip codes of 90001 and 90011

Inventory of Available Properties for Lease and for Sale within 6 Miles of Affected Properties				
City	Type	For Lease	For Sale	Total
Huntington Park	Food Service	29	14	43
Huntington Park	Hotel	6	4	10
Huntington Park	Office	437	44	481
Huntington Park	Retail	277	183	460
Los Angeles <sup>1</sup>	Automotive	8	41	49
Los Angeles <sup>1</sup>	Industrial	737	417	1154
Los Angeles <sup>1</sup>	Retail	809	403	1212
Artesia	Automotive	6	8	14
Artesia	Office	142	26	168
Artesia	Retail	259	36	295
Bellflower	Automotive	5	10	15
Bellflower	Recreational Sports Park	0	0	0
Cudahy	Automotive	2	12	14
Cudahy	Retail	209	107	316
Paramount	Automotive	5	10	15
Paramount	Industrial	168	56	224
South Gate	Automotive	4	16	20
South Gate	Industrial	320	130	450
South Gate	Plant Nursery	0	0	0
South Gate	Retail	293	119	412

Source: Costar, 2023

<sup>1</sup> Los Angeles includes only the affected zip codes of 90001 and 90011

Table 4. Residential Displacements

WSAB	APN	Acquisition Type	Address	City	Use Type	# of Impacted Units	# of Residents <sup>1</sup>
WSAB-601	5105-013-014	Full	5552 Long Beach Ave	Los Angeles, 90058	Multi-Family	2	6
WSAB-607	5105-021-019	Full	5730 Long Beach Ave	Los Angeles, 90058	Single Family	1	3
WSAB-654A	6320-022-008 <sup>2</sup>	Full	6215 State St	Huntington Park	Multi-Family	8	31
WSAB-934	7039-012-004	Full	11739 188th St	Artesia	Single Family	2	7
WSAB-935	7039-012-012 <sup>3</sup>	Full	11747 188th St	Artesia	Single Family Residence	0	0
<b>Total</b>						<b>13</b>	<b>47</b>

Notes: <sup>1</sup> Estimate was made based on information based on similar properties.

<sup>2</sup> APN 6320-022-008 contains one multi-family building consisting of 8 residential units.

<sup>3</sup> APN 7039-012-012 does not currently contain a single-family residence building and no residents reside on-site.

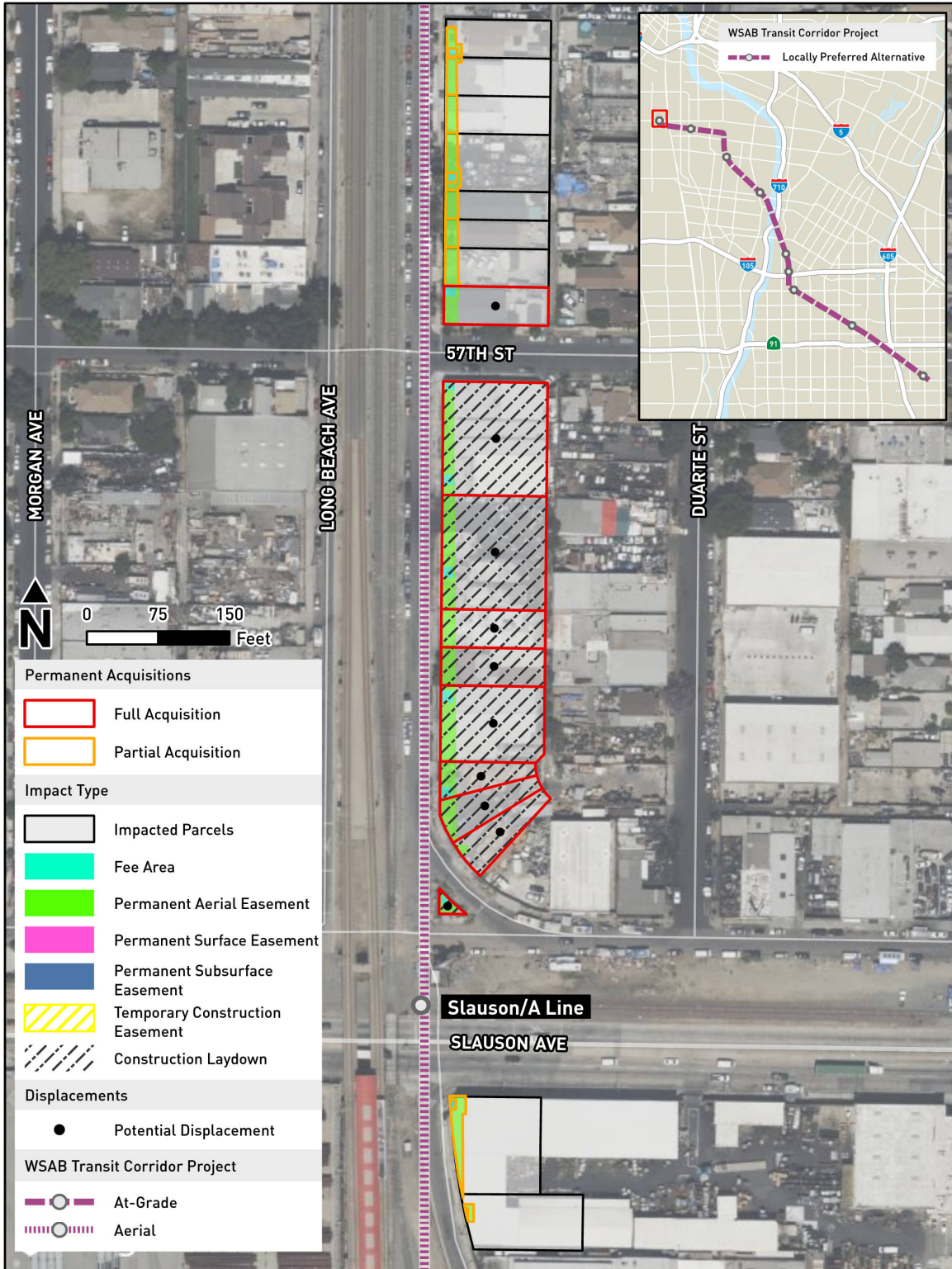
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## **APPENDIX B: ACQUISITIONS AND DISPLACEMENTS FIGURES**



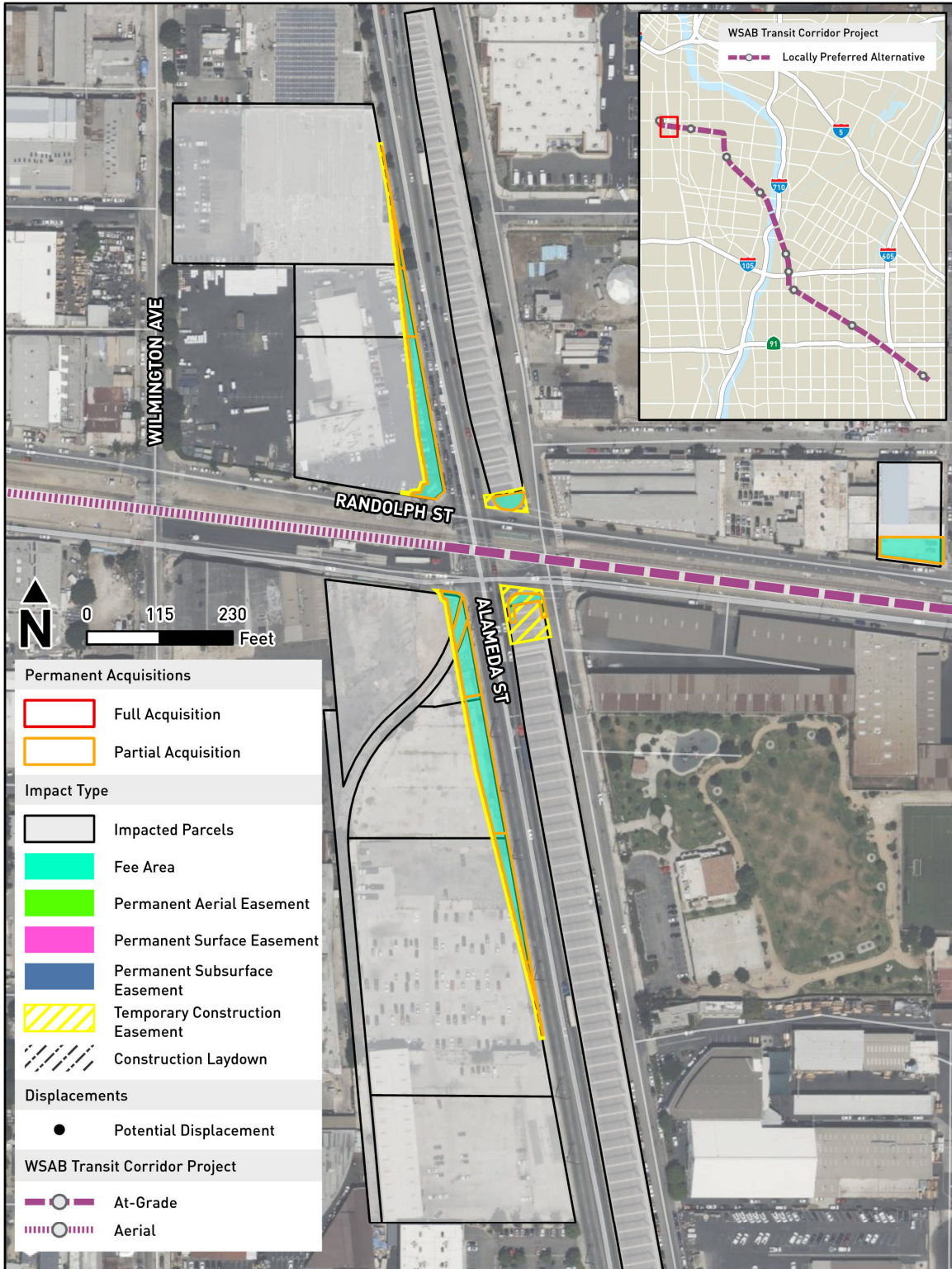
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## Acquisitions and Displacements



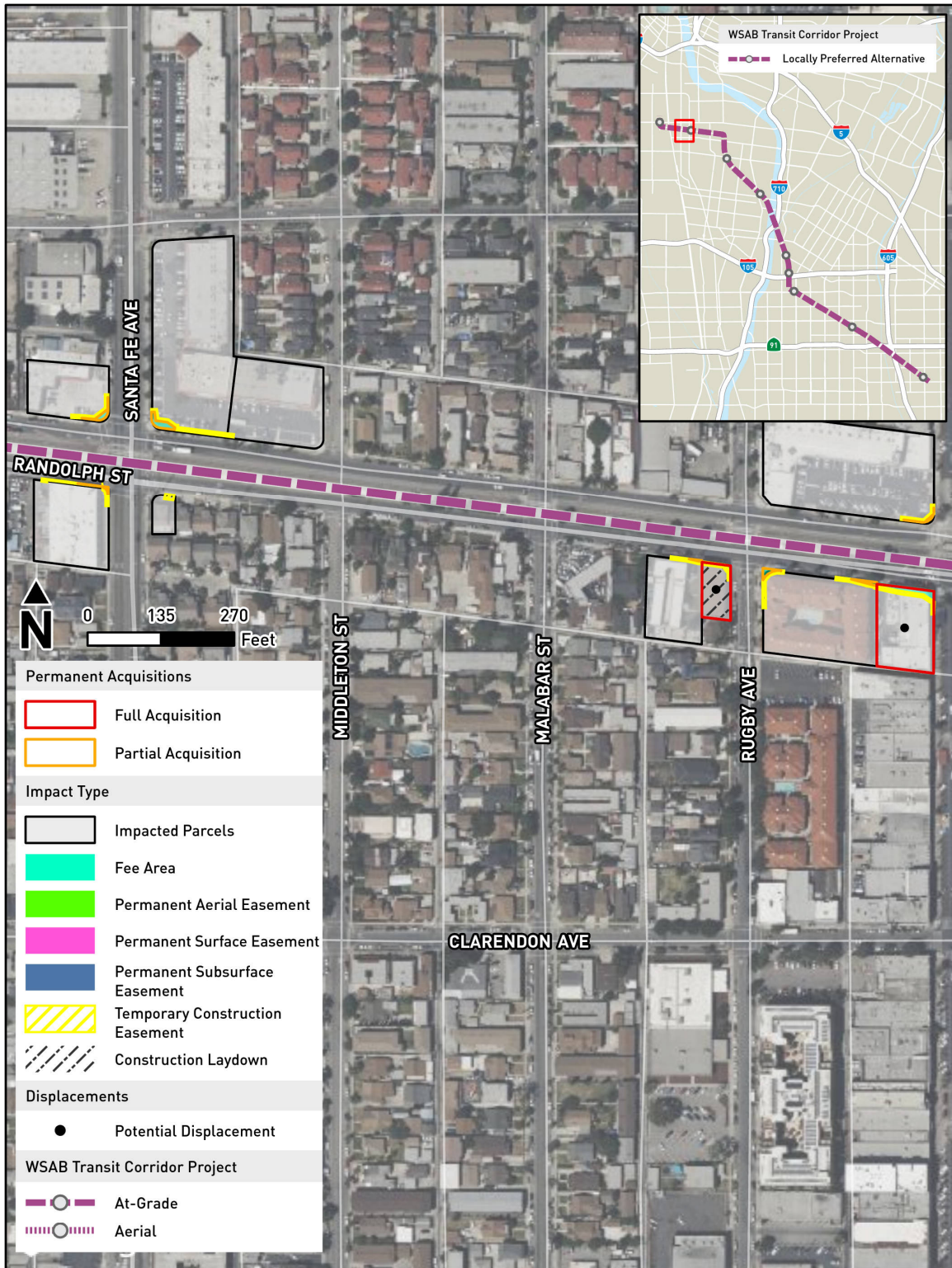
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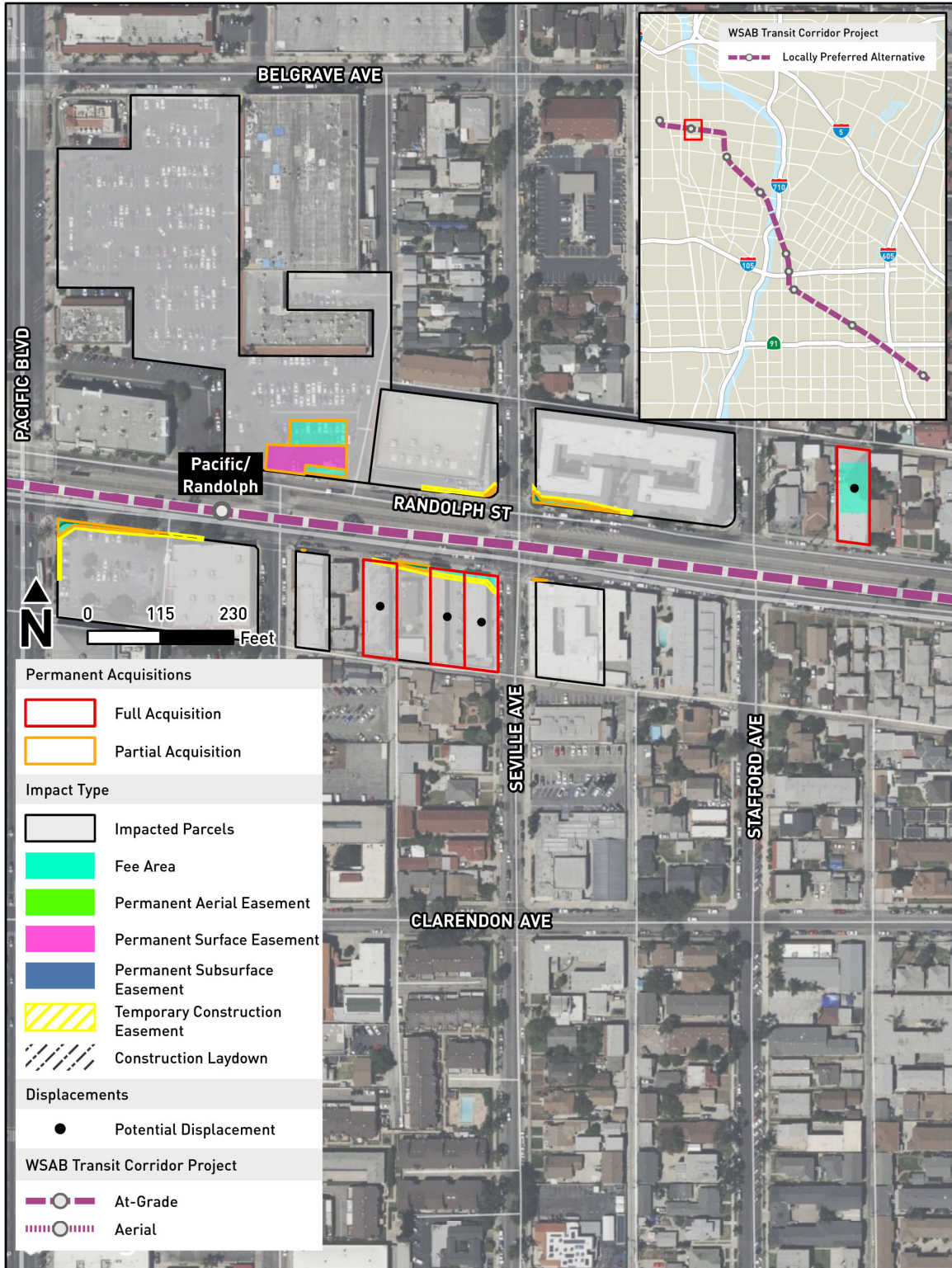
# Appendix B

## Acquisitions and Displacements



# Appendix B

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# Appendix B

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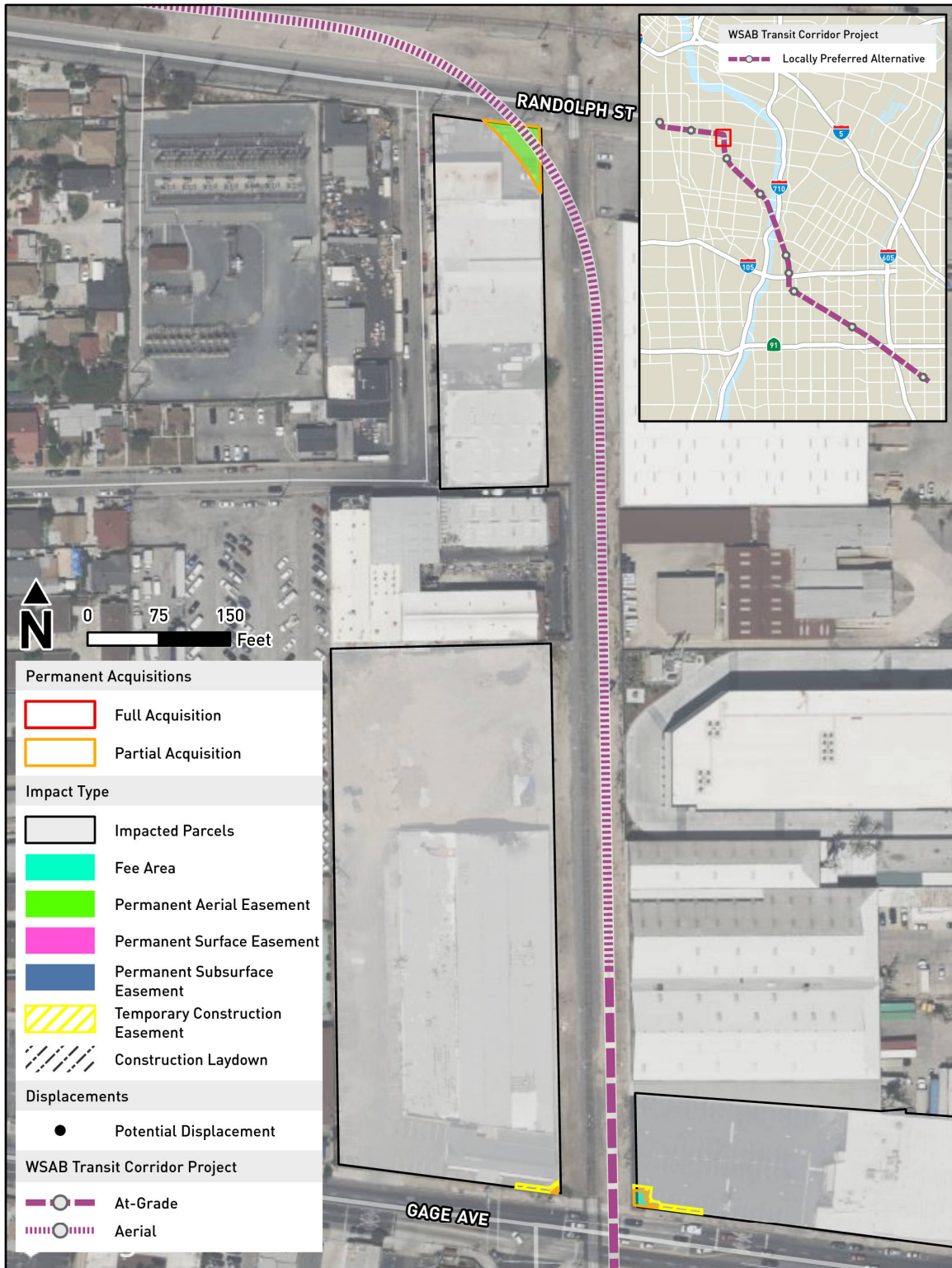
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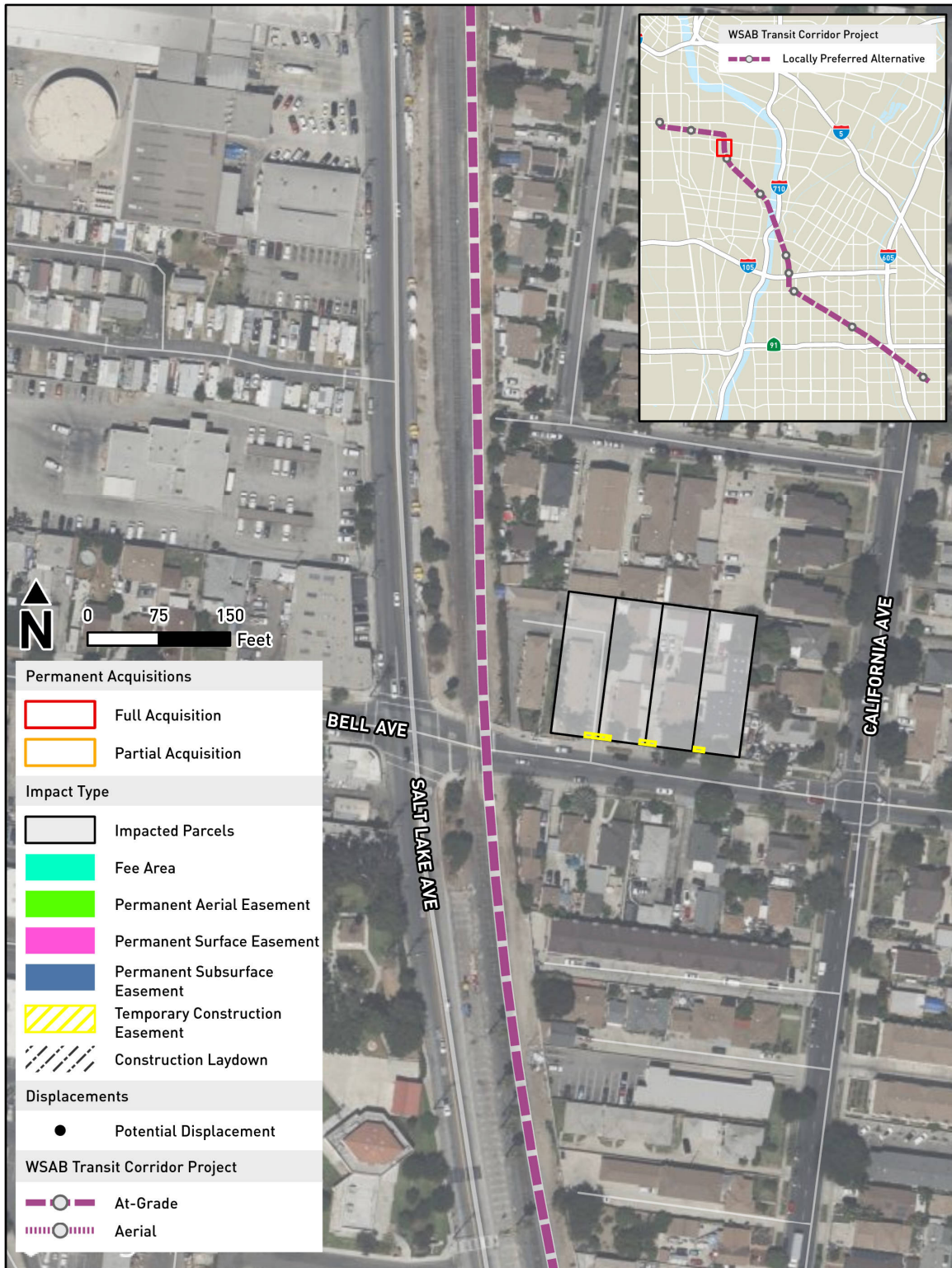
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## Acquisitions and Displacements



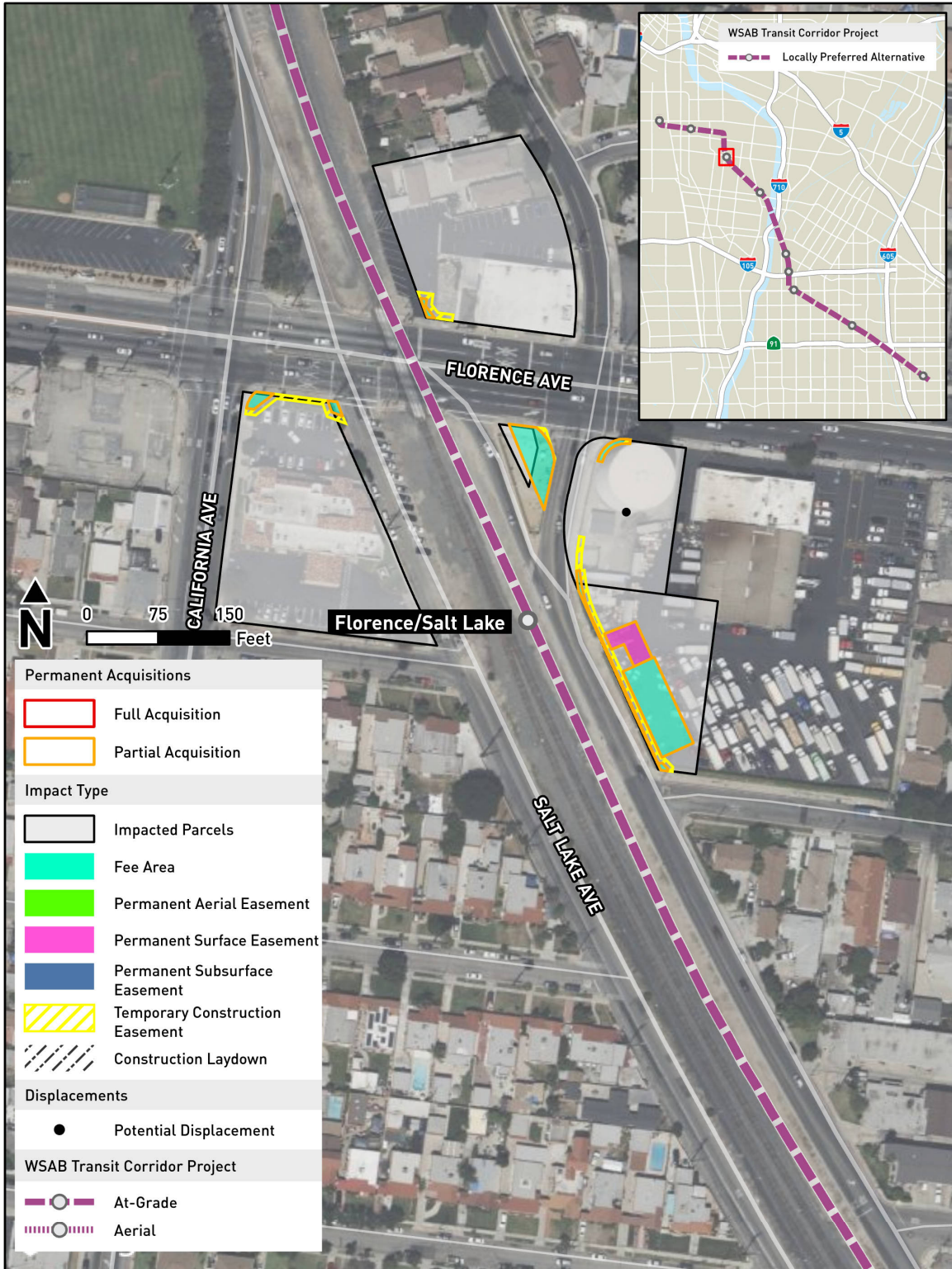
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## Acquisitions and Displacements



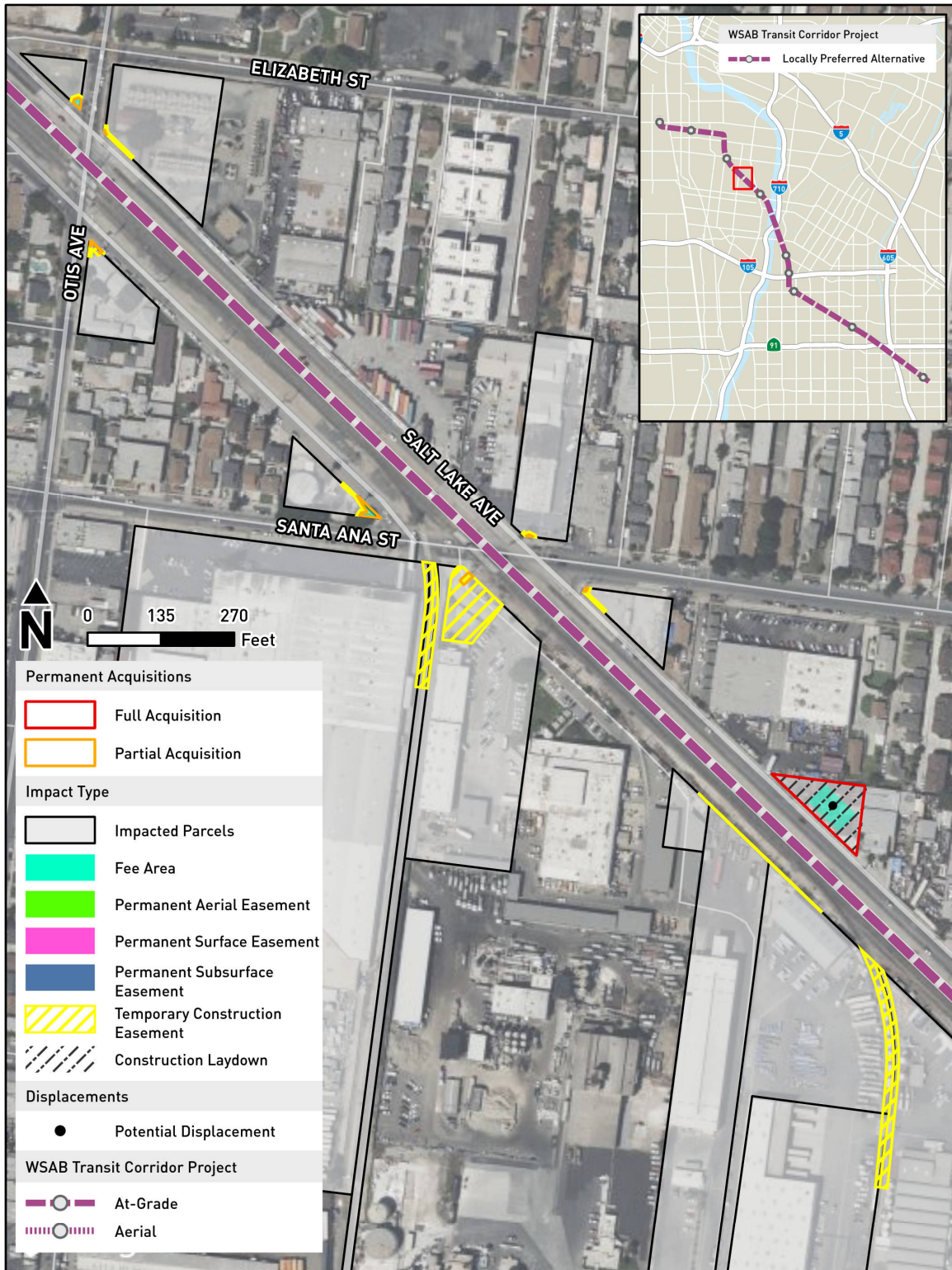
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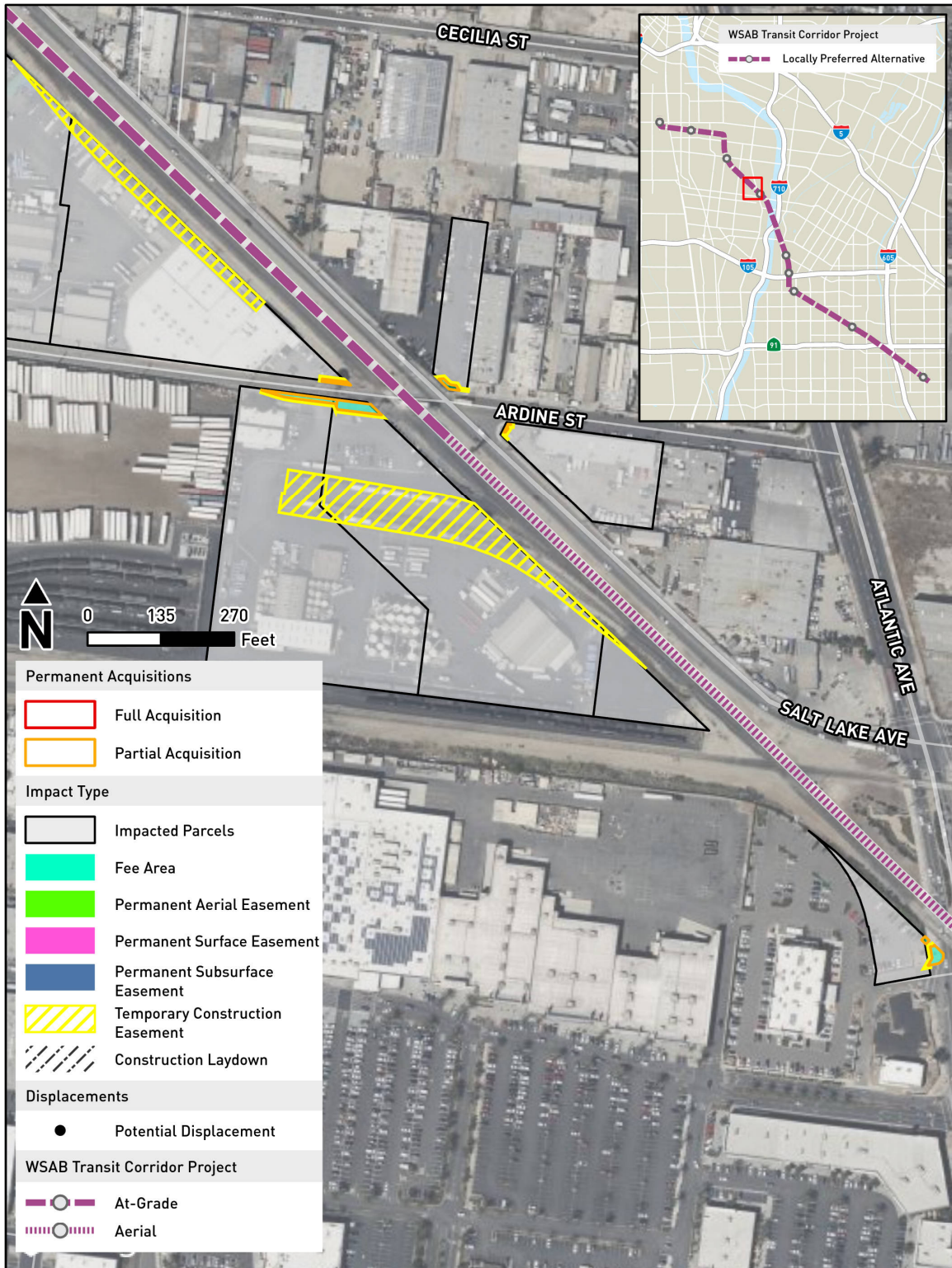
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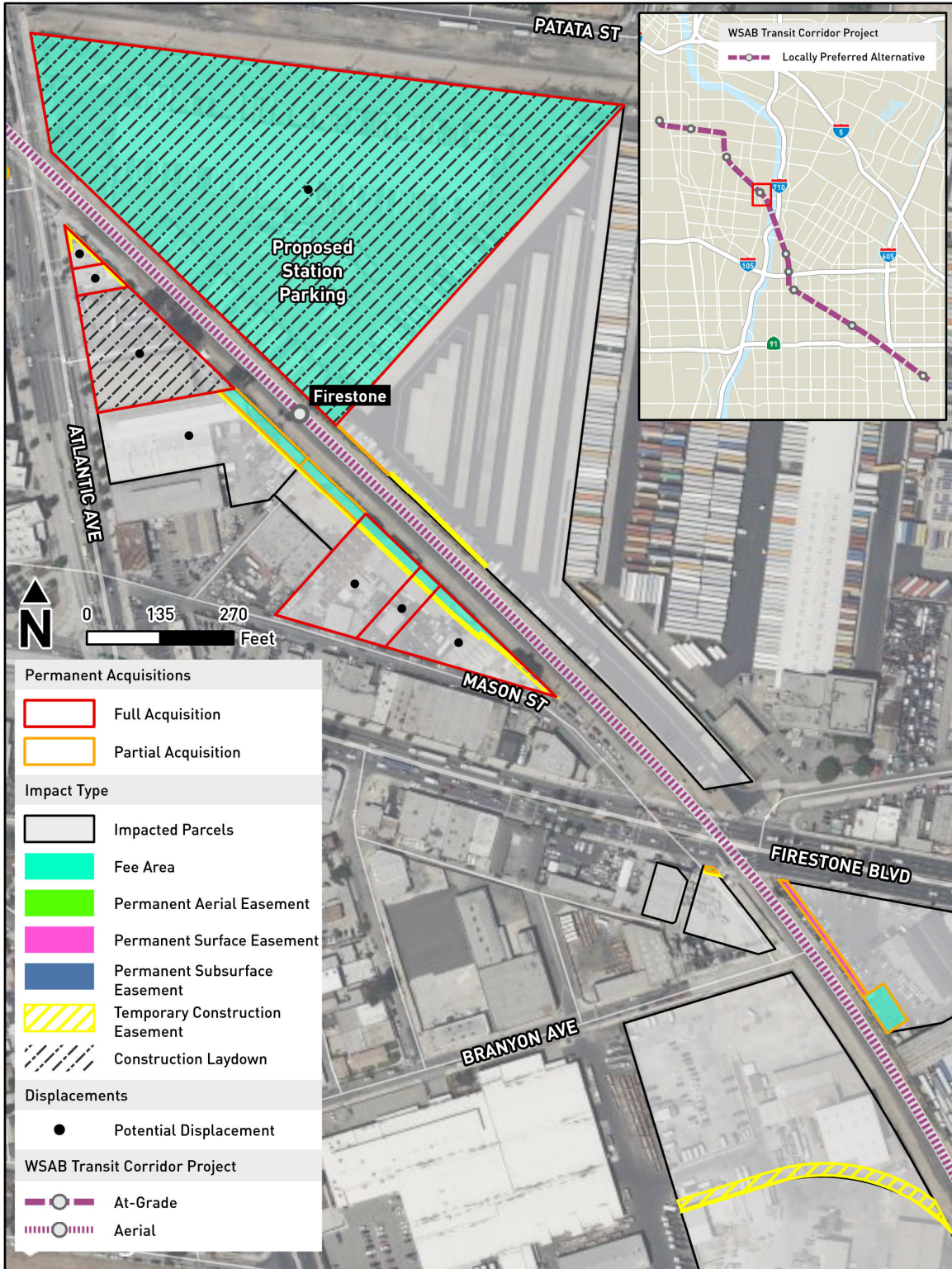
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## Acquisitions and Displacements



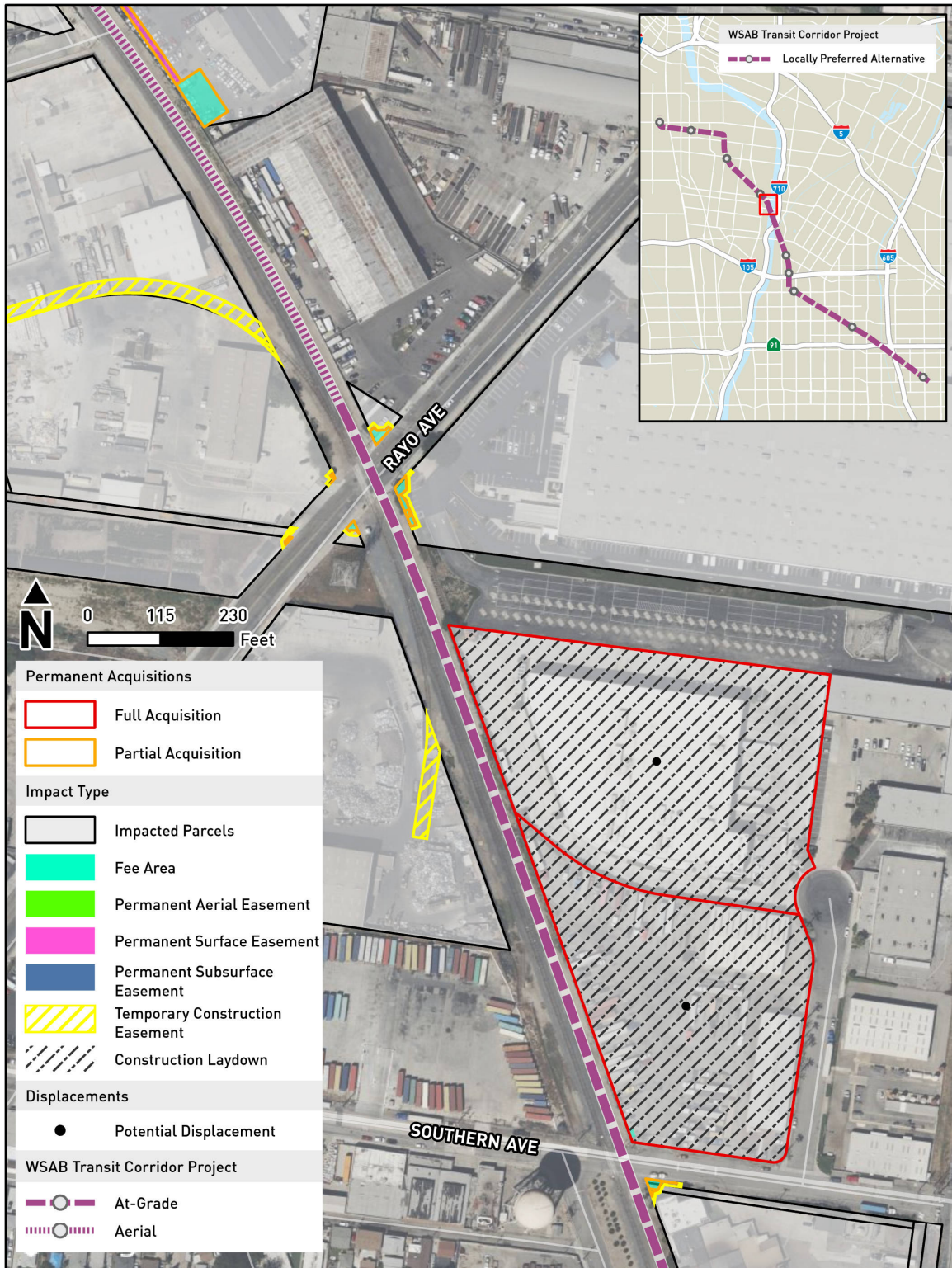
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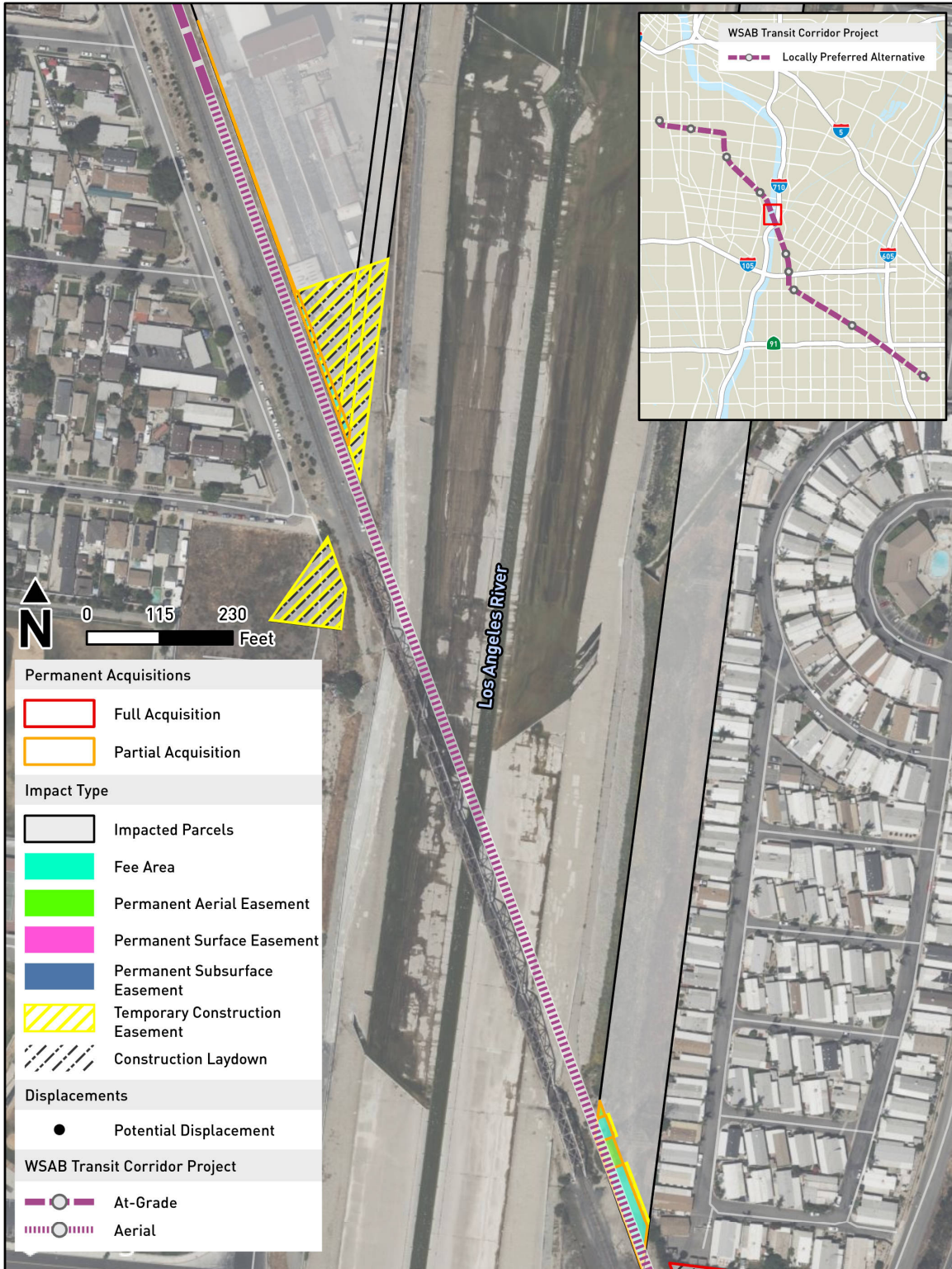
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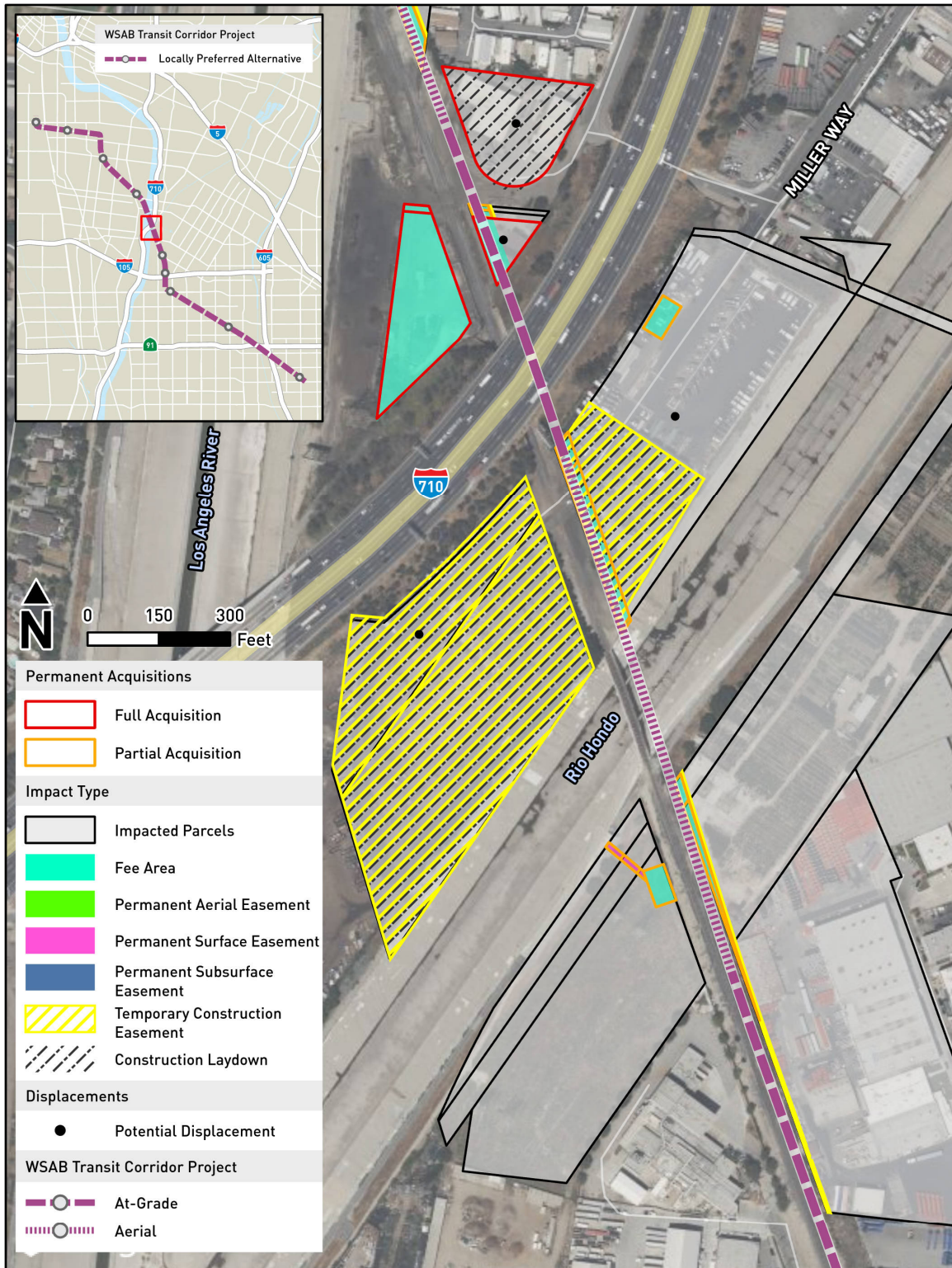
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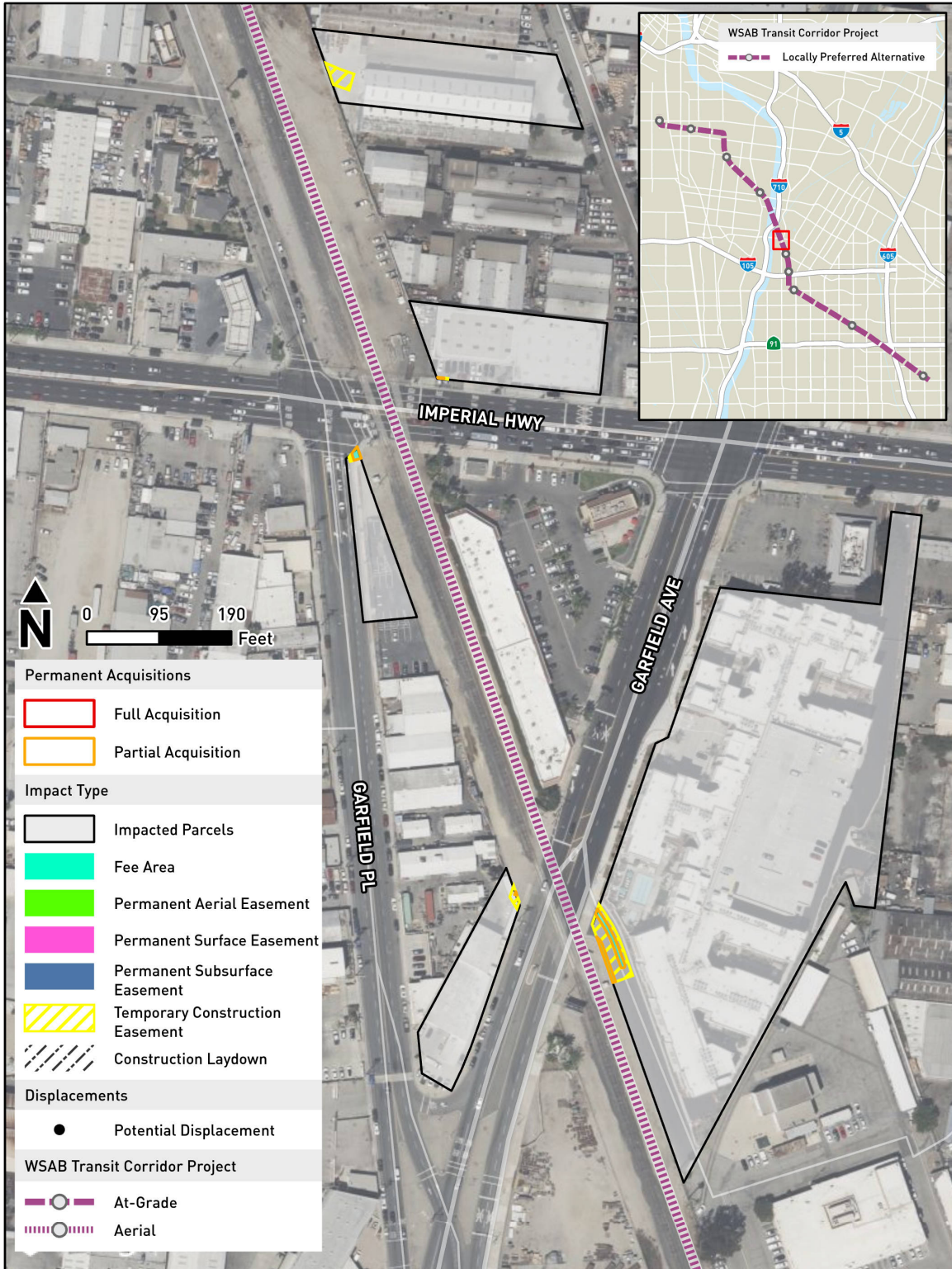
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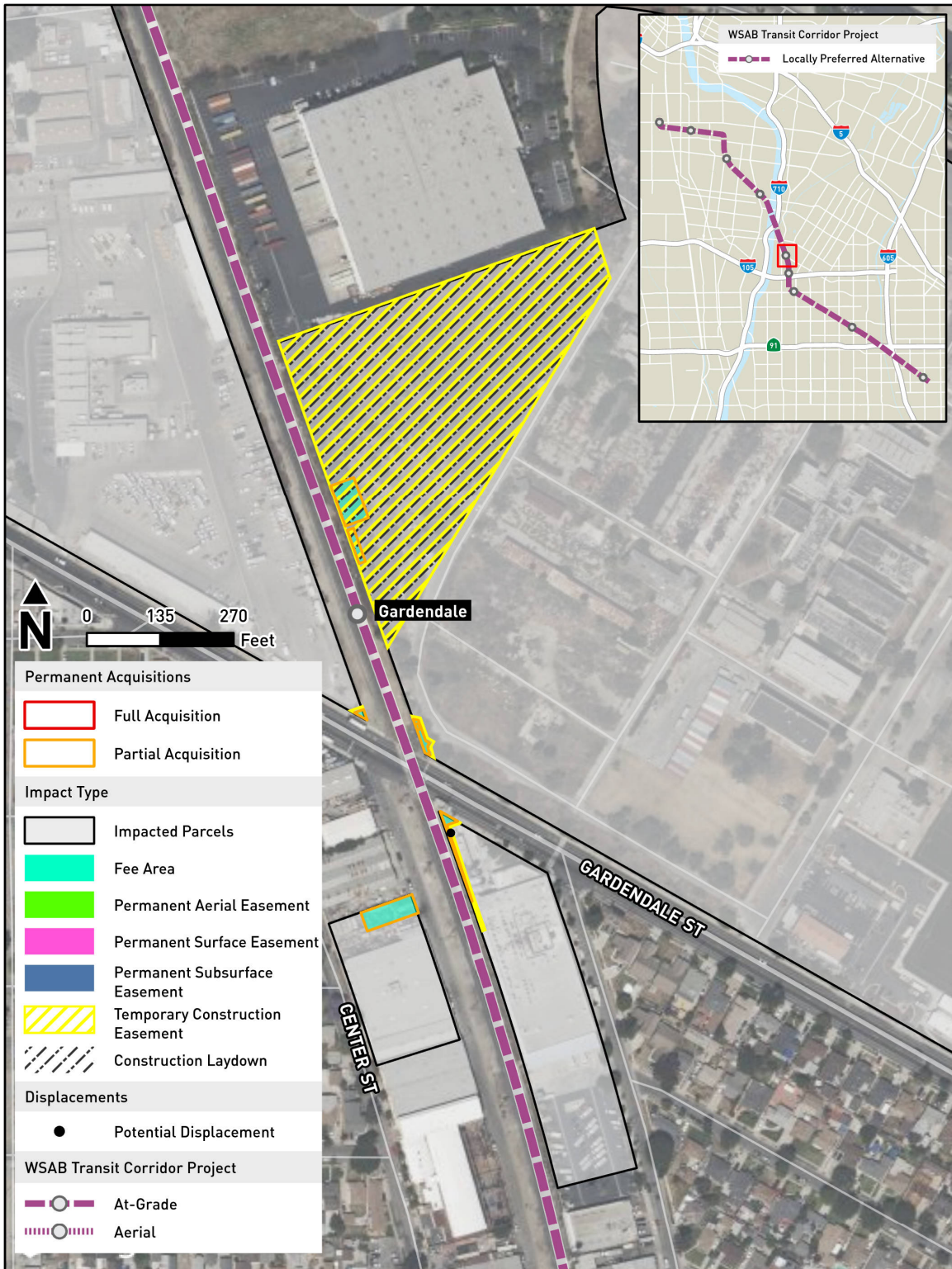
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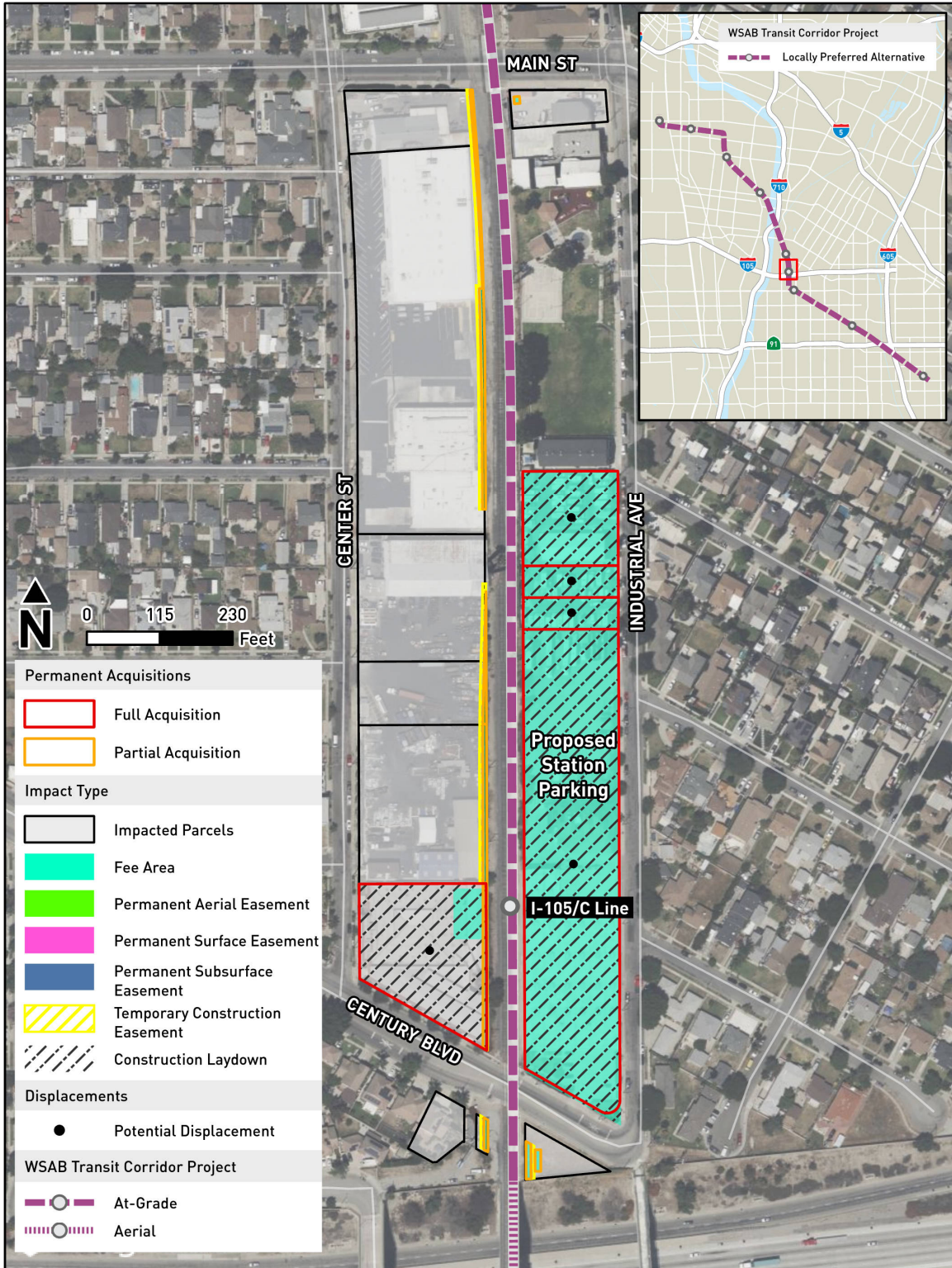
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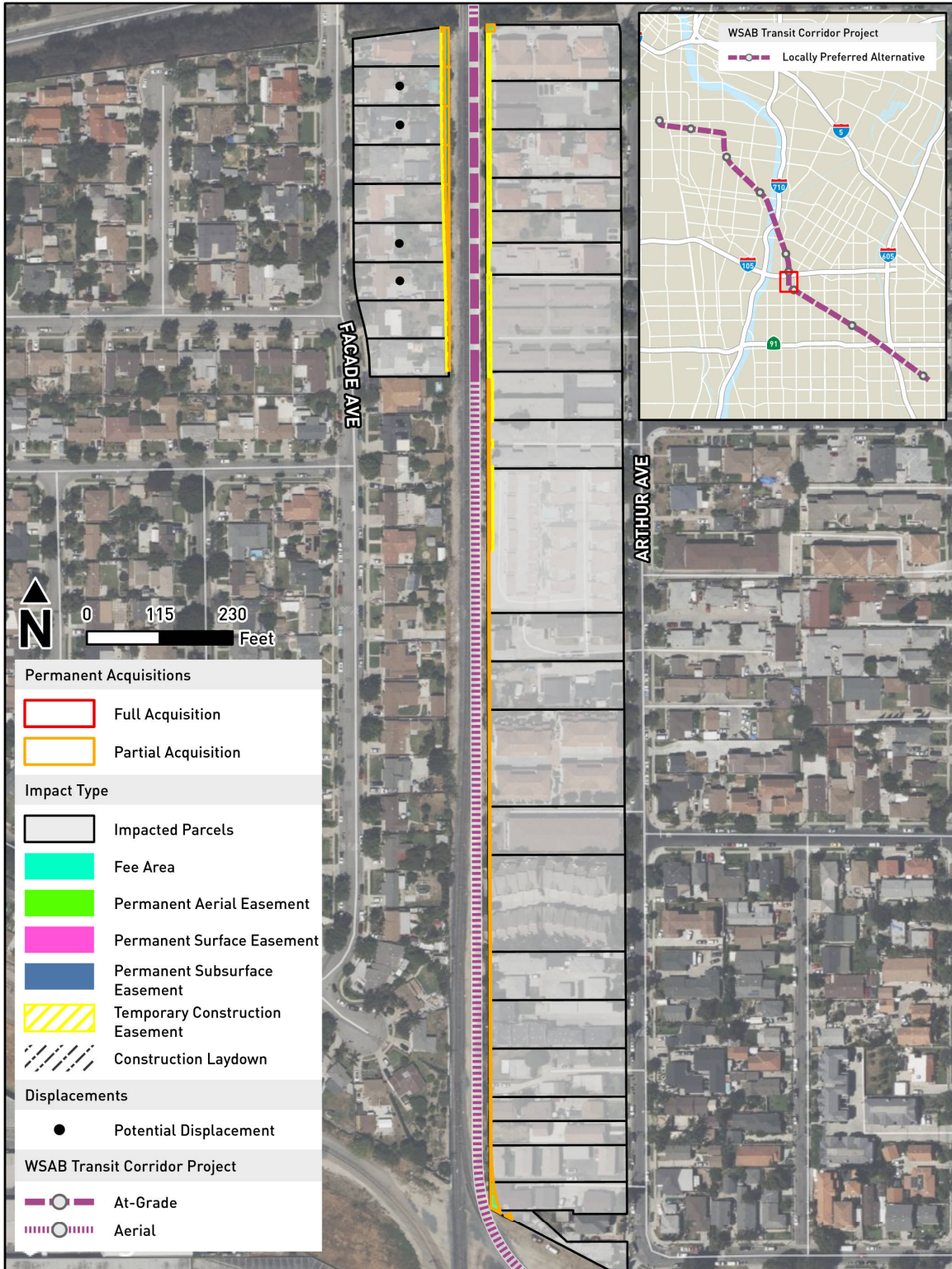
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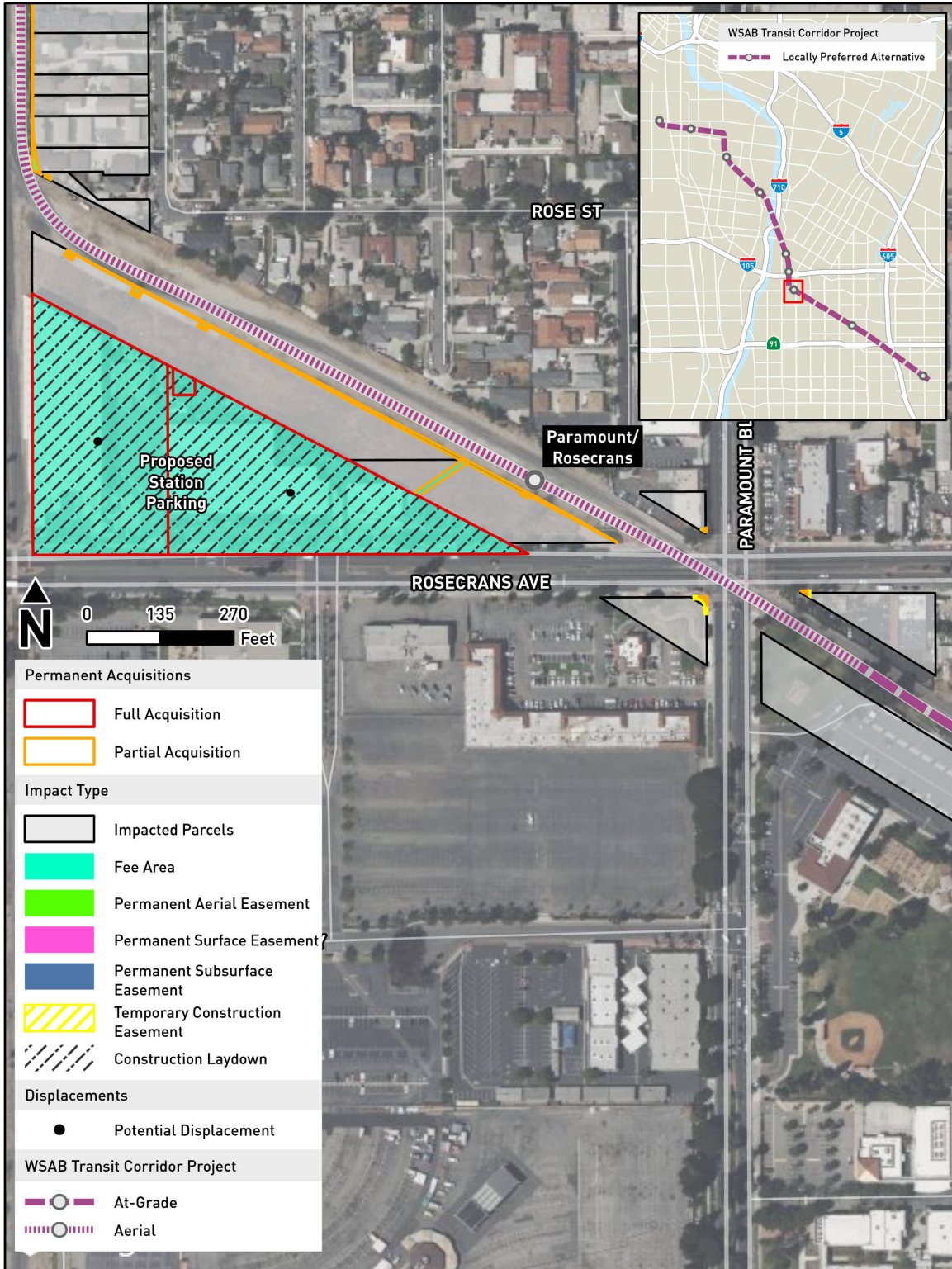
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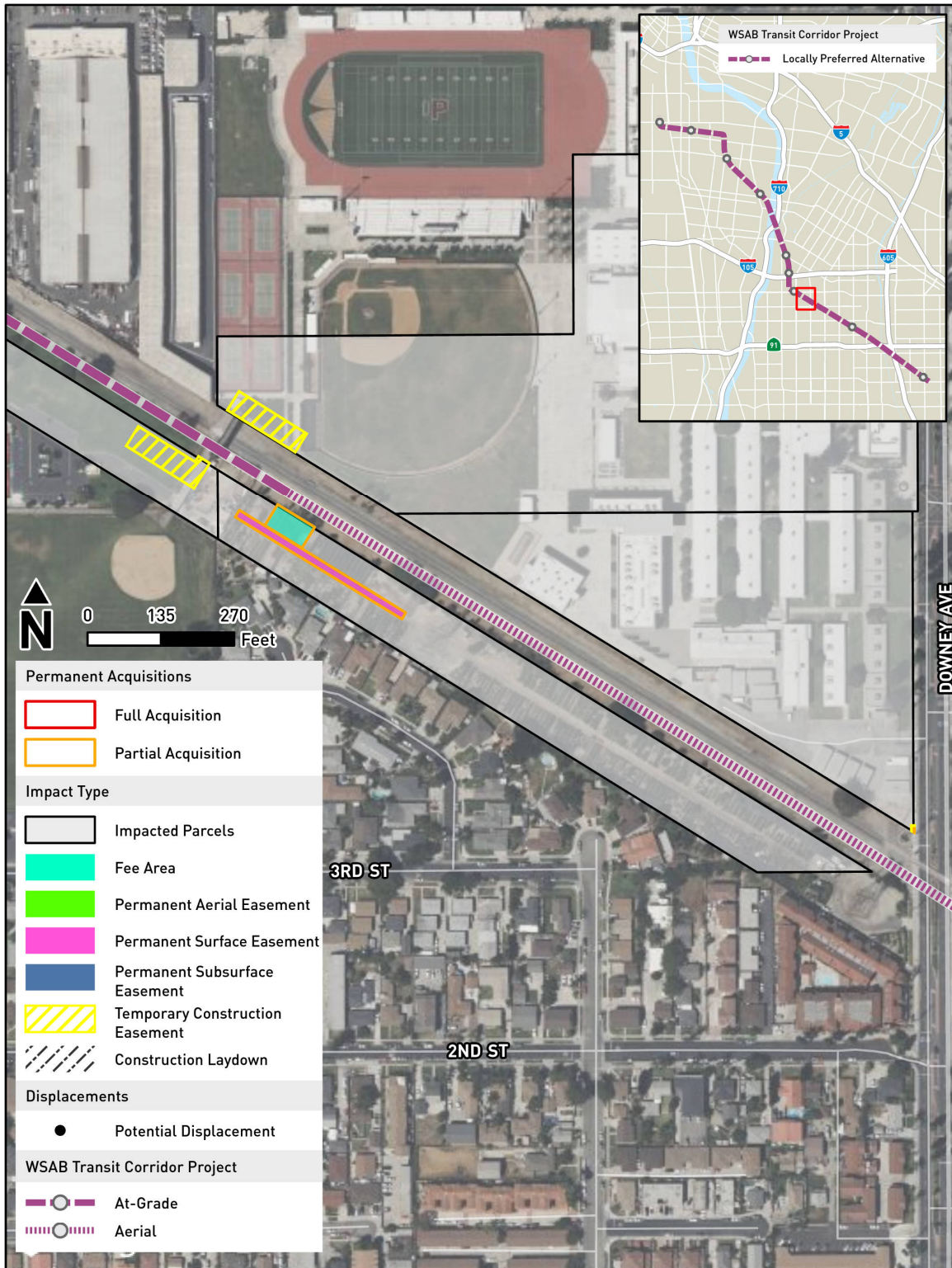
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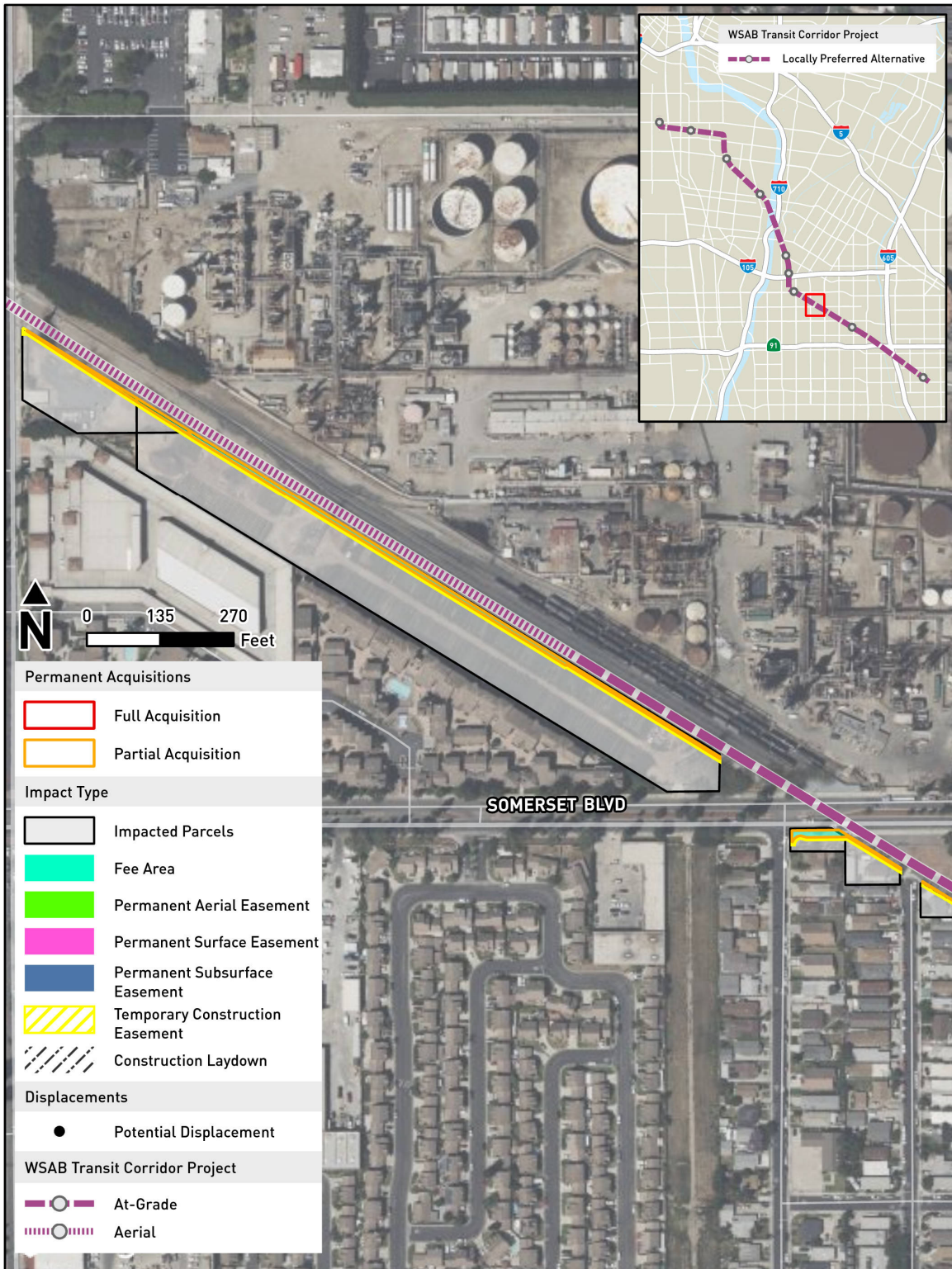
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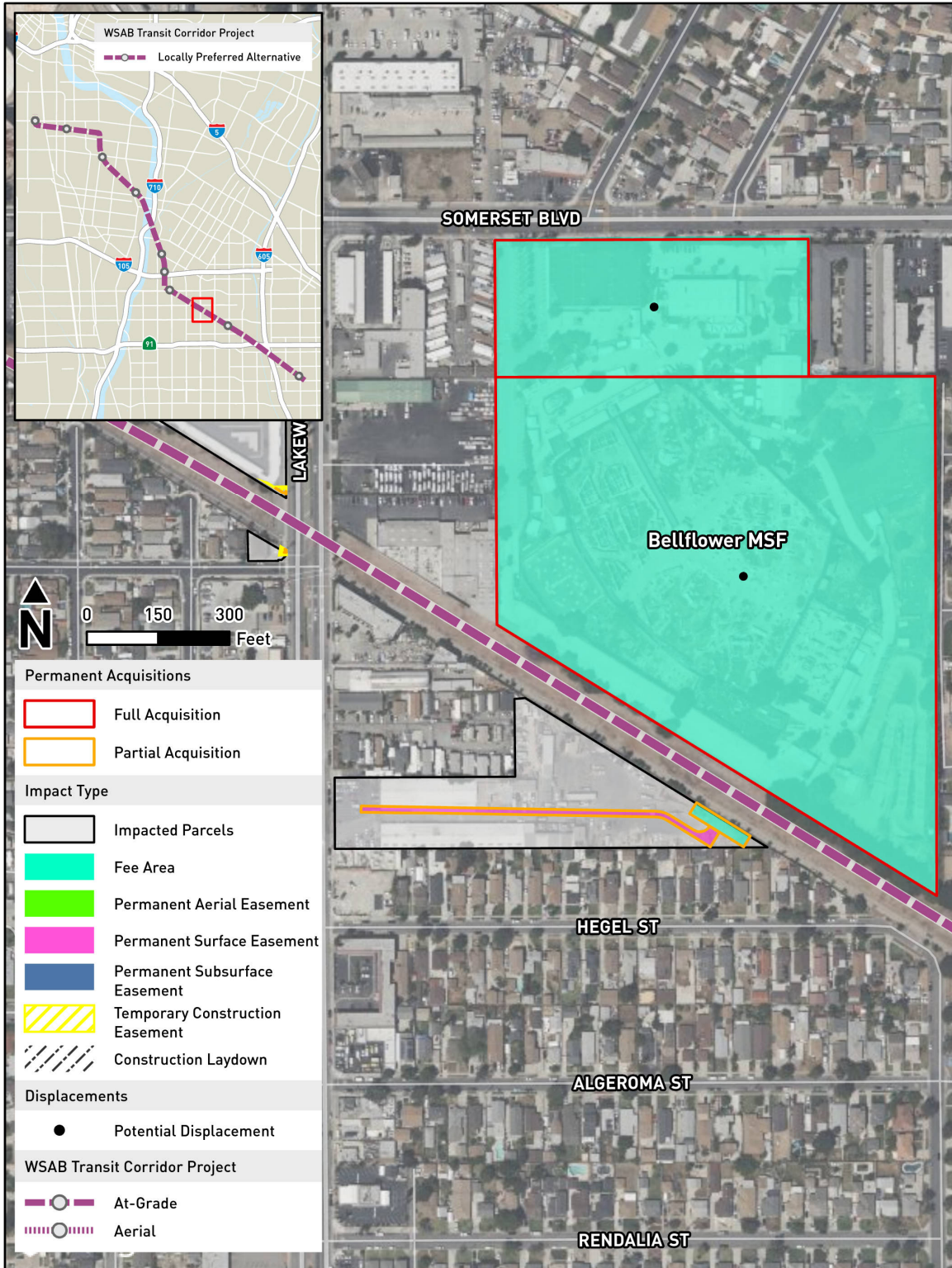
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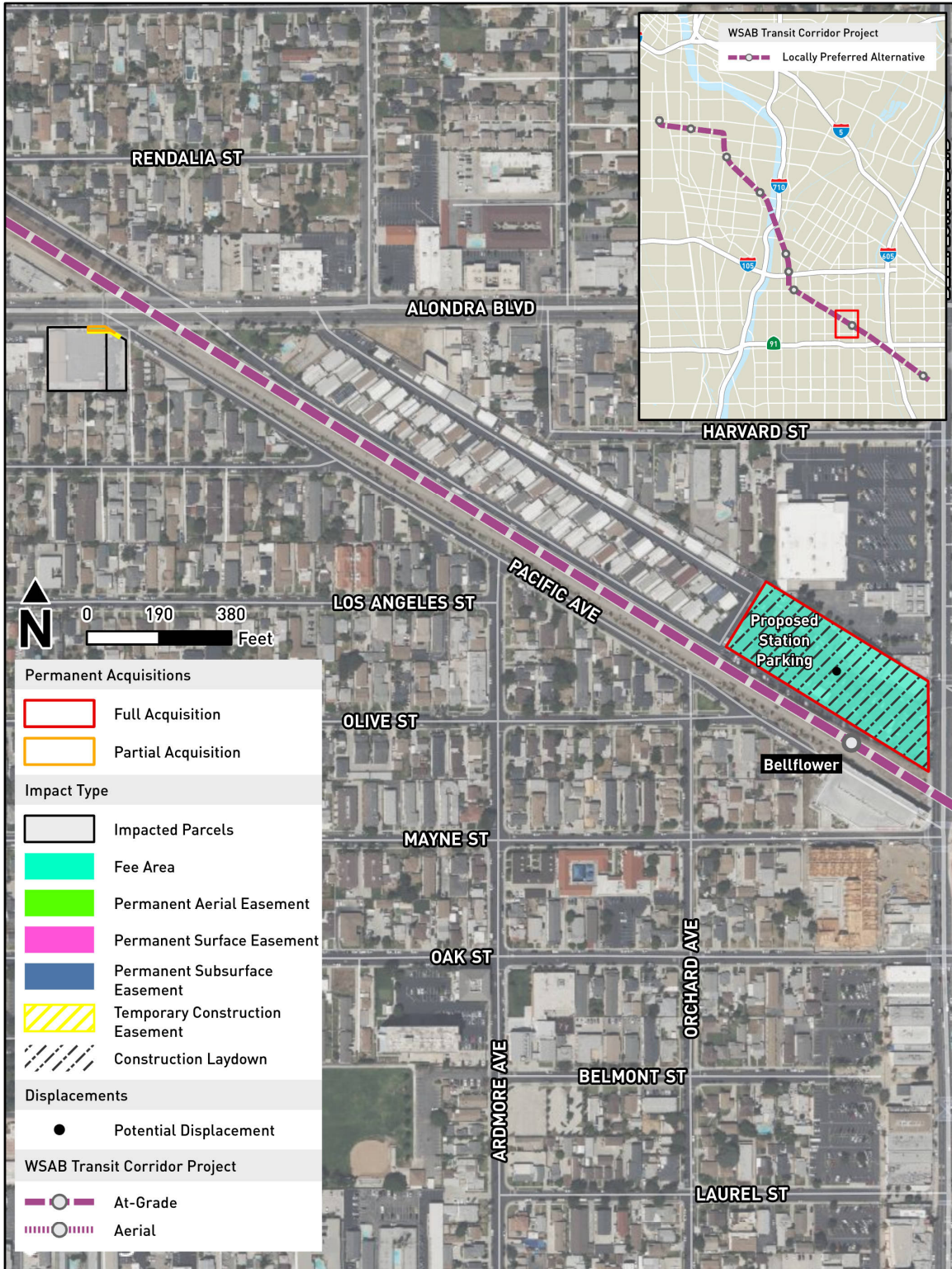
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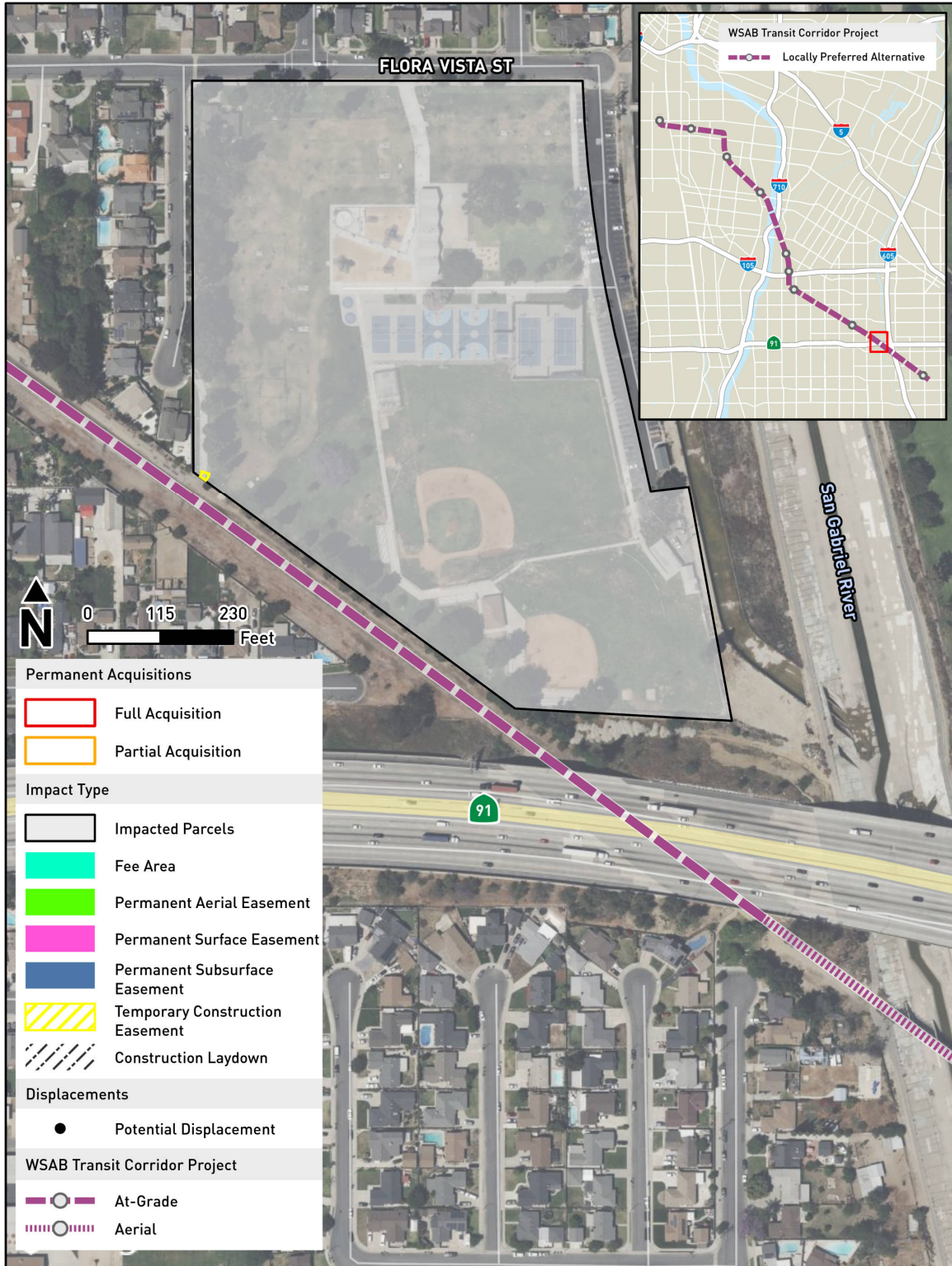
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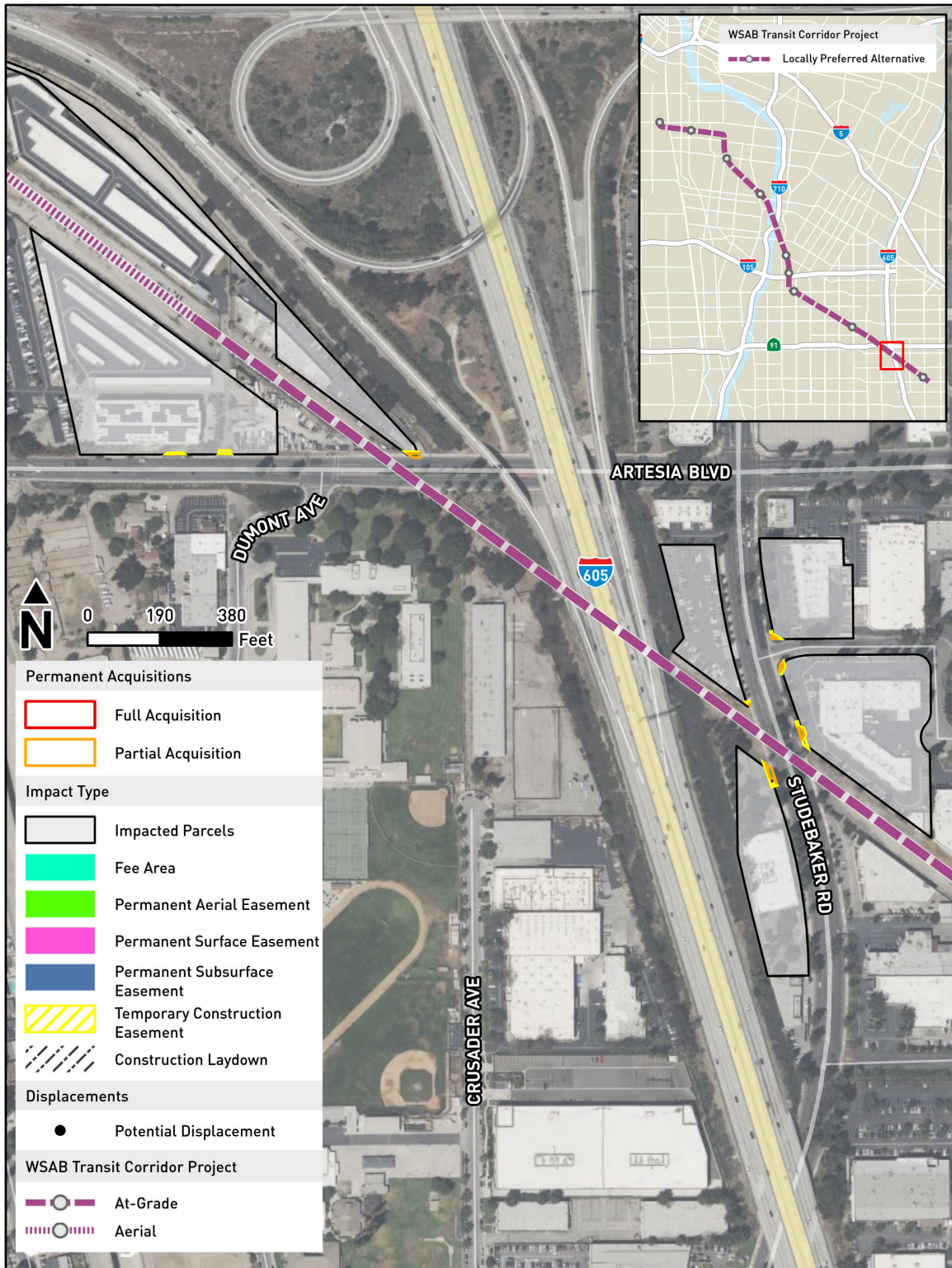
# Appendix B

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