

## 8-4.2 ACQUISITIONS AND DISPLACEMENTS

### 8-4.2.1 Setting

The Rapid Bus alternatives would be located on existing streets, which traverse the San Fernando Valley in east-west or north-south directions. Each of these alternatives would be located within an urban environment, in the midst of residential, commercial, industrial, institutional, and (within the Sepulveda Flood Control Basin) recreational and agricultural land uses. A discussion of local and regional land uses in the project area is in Section 4-1 of the Final EIR, and in Section 8-4.1 of this Revised FEIR.

The RB-3 Alternative would connect the North Hollywood Metro Red Line Station with the Warner Center Transit Hub, each route utilizing one of the following three streets: Sherman Way, Vanowen Street and Victory Boulevard. All of these routes would connect with the North Hollywood Metro Red Line Station via Lankershim Boulevard. The Sherman Way route would connect with the Warner Center Transit Hub via Topanga Canyon Boulevard, and the Vanowen Street and Victory Boulevard routes would connect to the Warner Center Transit Hub via Owensmouth Avenue. Each of the streets that would make up the RB-3 alternative has existing bus traffic on it. See **Figure 8-2.1** (Map of the RB-3 Alternative Including Routes and Stops) for a layout of the RB-3 routes.

The RB-5 Alternative would utilize the following streets: Sherman Way, Victory Boulevard, Oxnard Street, Burbank Boulevard, and Chandler Boulevard. The two northernmost routes (Sherman Way and Victory Boulevard) traverse the full length of the San Fernando Valley. The Victory Boulevard route would connect the North Hollywood Metro Red Line Station with the Warner Center Transit Hub. The Oxnard Street, Burbank Boulevard and Chandler Boulevard routes would only serve the southeastern portion of the Valley. These three routes would connect to the North Hollywood Metro Red Line Station via Lankershim Boulevard. The streets that would make up the RB-5 alternative have existing bus traffic on them, although there currently is no bus traffic on Chandler Boulevard west of Whitsett Street. See **Figure 8-2.2** (Map of the RB-5 Alternative Including Routes and Stops) for a layout of the RB-5 routes.

The RB-Network Alternative is a network of nine Rapid Bus routes that would function as a grid, connecting a fairly wide area of the Valley. The grid would consist of three east-west bus routes and six north-south routes. The Devonshire Street route would run between the intersection of Devonshire Street/Van Nuys Boulevard and the Chatsworth Metrolink Station. The Roscoe Boulevard Rapid Bus route would run between the intersection of Tuxford Street/San Fernando Road and Topanga Canyon Boulevard. The Victory Boulevard route would run between the North Hollywood Metro Red Line Station, traveling on Lankershim Boulevard, Victory Boulevard and Owensmouth Avenue to the Warner Center Transit Hub. The San Fernando Road route would connect the Sylmar/San Fernando Metrolink Station to the Burbank Airport Metrolink Station. The Laurel Canyon Boulevard route would run between Van Nuys Boulevard and Ventura Boulevard. The Van Nuys Boulevard route would run between Foothill Boulevard and Ventura Boulevard. The Sepulveda Boulevard route would connect Chatsworth Street and Ventura Boulevard. The Reseda Boulevard route would run between Devonshire Street and Ventura Boulevard. The Topanga Canyon Boulevard route would run between the



Chatsworth Metrolink Station and the Warner Center Transit Hub. Each of the streets that would make up this alternative has existing bus traffic on it. See **Figure 8-2.3** (Map of the RB-Network Alternative Including Routes and Stops) for a layout of the RB-Network routes.

## 8-4.2.2 Impact Analysis, Methodology, and Evaluation Criteria

Impacts on property owners, and occupants would occur if private property must be acquired for the project and it results in the displacement of a residence or business. Impacts may also occur when a displaced business owns a leasehold interest in an acquired property.

### 8-4.2.2.1 Leases

For purposes of this alternatives analysis, business displacements may result at those locations where all or a majority of business operations occur on property leased from MTA. Business displacements may also occur at those locations where the MTA leased property is used for ancillary or support operations, such as parking and/or storage, and the loss of such property would have a substantial impact on the associated business operation.

With respect to residential leaseholds, displacements would occur if the MTA leased property includes inhabited residential structures that would be removed in order to accommodate the alternative.

### 8-4.2.2.2 Acquisitions

A partial property acquisition would occur if an alternative would require a limited portion of the property. The business, residence, or other land use may not be affected by the acquisition. Such acquisitions may typically affect only unimproved or landscaped areas or areas used for limited parking. Full property acquisitions would occur for those parcels on which an alternative would physically encroach on existing residential or business structures (i.e., offices, shops, and/or industrial buildings) or remove a substantial portion of the available customer or employee parking such that business operations would be substantially affected. In addition, full acquisitions would result when the majority of a vacant parcel would be acquired, leaving the remaining property an uneconomical remnant. Full acquisitions or partial acquisitions involving a substantial portion of the property may result in the displacement of either businesses or residences.

## 8-4.2.3 Impacts

### 8-4.2.3.1 Three East-West Rapid Bus Routes

Each of the routes that comprise the RB-3 Alternative would be located on existing urban streets that traverse the San Fernando Valley. The current physical design, makeup, and structure of the streets comprising the Sherman Way, Vanowen Street, and Victory Boulevard routes would accommodate running Rapid Buses within them without requiring any physical changes to the streets themselves. In addition, RB stops and bus layover areas for this alternative are within the public right-of-way. This alternative would utilize a maximum of 89, 40-foot buses. The buses



for the RB-3 Alternative would be stored and maintained at existing bus divisions. These bus divisions can accommodate the additional buses without expanding their acreages. Therefore, MTA would not have to acquire any private or commercial property to construct or implement the RB-3 Alternative. Therefore, the RB-3 Alternative would not create a significant impact to private or commercial property interest owners.

### **8-4.2.3.2 Five East-West Rapid Bus Routes**

Each of the routes that would make up the RB-5 Alternative would also be located on existing urban streets that traverse the San Fernando Valley. Metro buses currently operate safely and effectively on Sherman Way, Victory Boulevard, Oxnard Street, Burbank Boulevard, and Chandler Boulevard. The current physical design, makeup, and structure of these streets would allow for Rapid Buses and stops to be safely added to the traffic mix without requiring any physical changes to the streets themselves. This alternative would utilize a maximum of 96, 40-foot buses. The buses for the RB-5 Alternative would be stored and maintained at existing bus divisions. These bus divisions can accommodate the additional buses without expanding their acreages. Therefore, this alternative would not require any full or partial acquisition of property or affect any lease agreements. Therefore, no residential or business displacements would occur, and there would be no significant impacts related to acquisitions and displacements.

### **8-4.2.3.3 Rapid Bus Network Alternative**

Each of the nine Rapid Bus routes that would comprise the RB-Network Alternative would be located on existing urban streets in the San Fernando Valley. Metro buses currently operate safely and effectively on Devonshire Street, Roscoe Boulevard, Victory Boulevard, San Fernando Road, Laurel Canyon Boulevard, Van Nuys Boulevard, Sepulveda Boulevard, Reseda Boulevard, and Topanga Canyon Boulevard. The current physical design, makeup, and structure of these streets would allow for Rapid Buses and stops to be safely added to the traffic mix without requiring any physical changes to the streets themselves. This alternative would utilize a maximum of 143, 40-foot buses. The buses for the RB-Network Alternative would be stored and maintained at existing bus divisions. These bus divisions can accommodate the additional buses without expanding their acreages. Therefore, this alternative would not require any full or partial acquisition of property or affect any lease agreements. Therefore, no residential or business displacements would occur, and there would be no significant impacts related to acquisitions and displacements.

### **8-4.2.4 Mitigation**

#### **8-4.2.4.1 Three East-West Rapid Bus Routes**

Since no private or commercial property interest would be acquired for the RB-3 Alternative, no acquisition or displacement mitigation is proposed.

#### **8-4.2.4.2 Five East-West Rapid Bus Routes**

Since no private or commercial property interest would be acquired for the RB-5 Alternative, no acquisition or displacement mitigation is proposed.



8-4.2.4.3 Rapid Bus Network Alternative

Since no private or commercial property interest would be acquired for the RB-Network Alternative, no acquisition or displacement mitigation is proposed.

