3.12 Acquisitions and Relocations

This section evaluates the potential long-term effects of the No Build Alternative and the Build Alternative relative to acquisition and relocation, as detailed in **Appendix M** (Real Estate and Acquisitions Impacts Report). Short-term construction effects are discussed in **Section 3.17** (Construction).

The assessment of reasonably foreseeable effects in this section is based upon the temporal proximity parameters detailed in **Chapter 3.0** (Introduction), and the geographic proximity detailed in the text box presented in **Section 3.12.1** (Affected Environment).

3.12.1 Affected Environment

Acquisition and Relocation Study Areas

- **Displacement Study Area:** the privately held commercial, residential, and industrial properties affected by the proposed rail and railroad system facilities of the Build Alternative
    - Focuses on effects of potential property acquisitions and potential displacements associated with the Build Alternative
- **Replacement Study Area:** jurisdictions affected by the Build Alternative (i.e., unincorporated community of East Los Angeles and Cities of Commerce and Montebello) and other nearby cities that may provide replacement site options (i.e., the jurisdictions covering areas equivalent to up to a 5-mile buffer of the proposed rail centerline, including portions of the Cities of Bell, Bell Gardens, Cudahy, Downey, Los Angeles, Pico Rivera, Monterey Park, Vernon, Downey, Huntington Park, Maywood, South Gate, Whittier, Santa Fe Springs, South El Monte, Monterey Park, Rosemead, San Gabriel, and Alhambra)
    - Focuses on effects of potential business displacements
    - Provides a larger area of jurisdictions from which to inventory potential suitable replacement site options for displaced businesses

Regulations on acquisitions and relocations applicable to the Project are summarized in **Appendix S** (Regulatory Setting Summary) and detailed in **Appendix M**. A review of various commercial databases, Los Angeles County Assessor parcel information, aerial imagery, and official zoning maps was conducted for this evaluation.

3.12.1.1 Acquisitions and Easements

Acquisition is the process of acquiring real property and can consist of full property acquisitions (i.e., acquisition of an entire property) or partial property acquisitions (e.g., the permanent and/or temporary acquisition of a portion of the property rights or interests in a property). If a fee interest of a portion of the property is acquired, then Metro would become owner for that portion of the property. A partial fee interest acquisition would also be considered if the area required for the Build Alternative 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. Any remnant property that is no longer needed for transit purposes would be prioritized for new Joint Development opportunities, aligning with Metro's Transit Oriented Communities Policy to support transit oriented community growth. This would ensure that surplus land contributes to housing, economic development, and enhanced transit accessibility.

A Permanent Easement is the right to use a specific area (all or part of the property) owned by another owner for a specific purpose. Permanent underground/subsurface easements would be required for tunneling for a subway and underground utilities. Permanent aerial easements will be used for the elevated transit line. Acquisition of an easement would be considered a partial property acquisition from a property owner.

3.12.1.2 Displacements and Replacements

A "displacement" occurs when a project acquires real property, or portion thereof, that is occupied by an owner or tenant(s). "Replacement" refers to the movement of affected businesses into suitable replacement sites. The Displacement Study Area and Replacement Study Area are described in the text box in **Section 3.12.1**. This analysis prioritized affected jurisdictions for identification of replacement sites. The search was expanded to identify other suitable replacement sites within nearby, surrounding jurisdictions. The search, which was performed by zip code, includes portions of the Cities of Bell, Bell Gardens, Cudahy, Downey, Los Angeles, Pico Rivera, and Monterey Park. In general, the associated zip codes covered an area equivalent to a 2.5-mile buffer of the centerline of the Build Alternative. An expanded search of zip codes extending to an area equivalent to a 5-mile buffer of the proposed rail centerline included portions of the Cities of Los Angeles, Vernon, Downey, Huntington Park, Maywood, South Gate, Whittier, Santa Fe Springs, South El Monte, Monterey Park, Rosemead, San Gabriel, and Alhambra.

A 'displaced person' means, generally, any person who permanently moves from the real property or moves his or her personal property from the real property as: (a) a direct result of a written notice of intent to acquire, rehabilitate, and/or demolish, the initiation of negotiations for, or the acquisition of, such real property in whole or in part; or (b) as a direct result of rehabilitation or demolition for a project; or (c) as a direct result of a written notice of intent to acquire, or the acquisition, rehabilitation or demolition of, in whole or in part, other real property on which the person conducts a business or farm operation, for a project (49 CFR Part 24).

3.12.1.3 Property Displacement Analysis

Property displacements are determined by evaluating the extent to which the Build Alternative would affect existing properties and identifying those properties where the current use would not be possible if the Build Alternative is constructed. To achieve this, design files showing the extent of proposed rail alignment and railroad system facilities were imported into a geographic information system along with parcel boundary data from the Los Angeles County Assessor. Design data was overlaid onto the parcel data layer to identify properties (and the portions of those properties) that would be required to accommodate the Build Alternative. In addition to parcel data, aerial imagery from a number of sources including Google and Environmental Systems Research Institute, Inc. were incorporated into the geographic information system and used to identify instances where a proposed facility may affect a building, driveway, parking lot, or other key features of a property that could affect its viability once the Build Alternative is completed. Based on the extent of the potential effect of the Build Alternative, potential displacements were identified.

Commercial databases, including CoStar Group Market Listings, Environmental Systems Research Institute, Inc. Business Analyst Points of Interest, and LoopNet, were consulted. Additionally, available Google Earth Pro Street View images along roadways adjacent to affected properties (with imagery dates of March, April, and May of 2025 [Google Earth Pro 2025]) were reviewed to verify and/or supplement potential business displacements identified from the commercial databases.

3.12.1.4 Parcel Analysis

To analyze parcels that may be affected by the Build Alternative, data was obtained with each distinct component of the alignment assigned to a separate data layer and overlaid on the Los Angeles County Assessor parcel geographic information system layer. The assessor parcel layer contained current ownership information, including Assessor Parcel Number, owner name, zoning, and property use type. A spatial intersection query in the geographic information system identified each parcel affected by the design footprint. Additional resources, including Google Earth Pro's 3D and Street View features, assisted in determining the nature of the acquisition required from each affected parcel. Zoning and land use information from the cities in which the properties are located, supplemented by data from the Los Angeles County Assessor, was obtained for the impacted properties. Resources consulted to estimate the number of business units and the corresponding number of employees displaced include the CoStar Group Market Listings and Environmental Systems Research Institute, Inc. Business Analyst Points of Interest. Business data sources were supplemented with information available on company websites and other online resources such as Google Maps and Google Earth Pro. Searches were performed using CoStar's LoopNet, and a resulting comparison between the number of potential replacement units and the displacements identified were presented.

Land uses in proximity of the Build Alternative encompass a range of use types typically found in mature urban and suburban communities. **Figure 3.11-1** in **Section 3.11** (Land Use and Development) of this EA illustrates the existing land uses within the Land Use and Development Study Area (i.e., a 0.25-mile buffer along the guideway alignment and 0.5-mile buffer around the stations). As identified in **Table 3.11-1**, the greatest percentages of land uses within 0.25-mile of the alignment are industrial (38.6 percent), single family residential (21.6 percent), and commercial and services land uses (14 percent). As identified in **Table 3.11-2**, residential uses represent the largest share of land use within 0.5 mile of the proposed stations with the exception of the Commerce/Citadel station, for which the largest share of land use is industrial (56.5 percent). The MSF site options are surrounded by industrial uses such as manufacturing, assembly, and warehouses.

As it relates to property acquisitions and potential displacements associated with the Build Alternative, the land uses immediately abutting the alignment associated with the Displacement Study Area are primarily commercial and industrial land uses, as discussed in **Section 3.11**.

3.12.2 No Build Alternative

The No Build Alternative, as described in **Section 2.2** (No Build Alternative) of the EA, would include already planned and funded roadway and transit projects but would not provide a rail transit option for communities in eastern Los Angeles County. The No Build Alternative would maintain existing transit service through the year 2050. As shown in **Table 3.12-1**, any acquisition and relocation under the No Build Alternative would comply with existing regulations and environmental review processes and would result in no long-term adverse effect.

Table 3.12-1 No Build Alternative Impact Summary

Topic	Impact	Rationale
Acquisition, Displacement, Replacement and Relocation	No Adverse Effect	▪ Planned regional transit and roadway projects would require environmental review processes and compliance with existing regulations. ▪ Planned regional transit and roadway projects would primarily occur along existing rights-of-way. Where acquisition and relocation are unavoidable, the projects would follow the provisions of the Uniform Relocation Assistance and Real Estate Acquisition Management Plan.

Source: Metro; CDM Smith/AECOM JV 2026.

3.12.3 Build Alternative

The Build Alternative could affect existing properties within the East Los Angeles community in unincorporated Los Angeles County and the Cities of Commerce and Montebello, and would require partial or full property acquisitions and result in displacements. Property acquisitions may be phased over time depending on funding and construction phasing, methods, and schedule.

Table 3.12-2 identifies the sources and causes of property acquisitions and displacements that could occur as a result of the Build Alternative.

Table 3.12-2 Sources and Causes of Potential Property Acquisitions and Displacements

Source of Acquisition	Type of Acquisition	Cause of Property Acquisition and Displacement
Horizontal Alignment	Full/Partial	Insufficient existing right-of-way for construction and operation.
Bored tunnel, aerial guideway alignment, aerial yard lead track structure, utility relocation	Permanent Easement	Light rail transit travels off public right-of-way above private property and obtains an aerial easement; light rail transit travels off public right-of-way underground and obtains a subsurface easement for the light rail transit and underground utilities.
Station Entrances and Appendages	Full/Partial	Access, ventilation, and emergency egress for new rail line underground stations.
Station Area	Full/Partial	Area required for construction and operation of the underground stations.
Maintenance and Storage Facility	Full/Partial	Area required to perform maintenance activities, store light rail vehicles, and for rail access to the maintenance area.
Traction Power Substations Sites	Partial/Full	Area required for traction power substations sites.
Construction Activities/Construction Staging Sites	Full/Partial	Area required for staging materials equipment during construction period (including tunnel boring machine launch site); permanent uses include traction power substations sites and may be used for station parking, guideway structures or other permanent use. Temporary construction easements are discussed in **Section 3.17**.

*Source: CDM Smith/AECOM JV 2026, **Appendix M**.*

3.12.3.1 Acquisitions

The Build Alternative would require property acquisition for some operational systems and facilities. Property acquisition would be primarily limited to properties currently zoned for commercial or industrial uses along the alignment. No homes, churches, schools, parks, or other sensitive land uses would be fully acquired. Partial acquisitions of the frontages of some commercial properties along Washington Boulevard in the City of Montebello could be required to accommodate the crossovers east of Greenwood station. **Table 3.12-3** summarizes the number of impacted Assessor's Parcel Numbers, organized by full and partial (permanent) property acquisitions, for the Build Alternative by jurisdiction.

Table 3.12-3 Potential Permanent Property Acquisitions for the Build Alternative by Jurisdiction

Jurisdiction	Impacted Assessor's Parcel Numbers	Full Acquisitions	Partial Acquisitions	Acquisition Area (square feet)[1]
East Los Angeles (Unincorporated Los Angeles County)	53	15	38	310,525
City of Commerce	46	9	37	824,767
City of Montebello	18	5	13	167,844
TOTAL	**117**	**29**	**88**	**1,303,136**

*Source: CDM Smith/AECOM JV 2026, **Appendix M**.*

Note:

[1] Square footage identified is approximate, estimated based on 15 percent engineering design plans.

As shown in **Table 3.12-4**, MSF Site 1 would result in seven potential acquisitions, five of which would be full property acquisitions and two would be partial property acquisitions, to accommodate the MSF and lead tracks.

Table 3.12-4 Potential Permanent Property Acquisitions for the MSF Site 1

Jurisdiction	Impacted Assessor's Parcel Numbers	Full Acquisitions	Partial Acquisitions	Acquisition Area (square feet)[1]
City of Montebello	7	5	2	1,168,140

*Source: CDM Smith/AECOM JV 2026, **Appendix M**.*
Note:
[1] Square footage identified is approximate, estimated based on 15 percent engineering design plans.

As shown in **Table 3.12-5**, MSF Site 2 would result in 17 potential acquisitions that include seven full property acquisitions and 10 partial property acquisitions.

Table 3.12-5 Potential Permanent Property Acquisitions for MSF Site 2

Jurisdiction	Impacted Assessor's Parcel Numbers	Full Acquisitions	Partial Acquisitions	Acquisition Area (square feet)[1]
City of Commerce	11	1	10	59,448
City of Montebello	6	6	0	1,232,023
TOTAL	**17**	**7**	**10**	**1,291,471**

*Source: CDM Smith/AECOM JV 2026, **Appendix M**.*
Note:
[1] Square footage identified is approximate, estimated based on 15 percent engineering design plans.

Operation of MSF Site 3 would not involve any additional property acquisition beyond what would be acquired for construction of the Build Alternative. MSF Site 3 would utilize the contiguous space created from five full industrial property acquisitions along Gayhart Street as a result of the Build Alternative's transition from tunnel to aerial tracks, construction staging, and the launch of the tunnel boring machine at this location.

3.12.3.2 Displacement

The Build Alternative would not result in any potential residential displacements. However, Metro would require permanent underground/subsurface easements for tunneling under 65 properties, with 10 of these being residential properties. Permanent subsurface easements would be accomplished through a one-time payment and recording of an easement deed, which would provide Metro with the right to permanently use the required area beneath these properties as a tunnel for the underground portion of the guideway.

Potential non-residential (e.g., business) displacements would be necessary to accommodate some of the required property acquisitions. A property's viability for use and access by the business and to the business during operation of MSF Sites 1 and 2 would remain, including with the continuation of roadway, bicycle, and sidewalk access to it from Yates Avenue per NEPA Project Measure (NPM) TRA-3 (refer to **Appendix O** [Transportation Impacts Report]). As shown in **Table 3.12-6**, the Build Alternative is anticipated to potentially displace approximately 64 businesses and approximately 637 employees.

Table 3.12-6 Potential Business and Employee Displacements for the Build Alternative by Jurisdiction

Jurisdiction	Commercial Retail	Automotive Services	Restaurants/ Food Services	Office	Industrial	Total	Estimated Employees Displaced
East Los Angeles	9	5	6	7	0	27	225
City of Commerce	0	0	0	1	8	9	272
City of Montebello	9	9	7	3	0	28	140
TOTAL	**18**	**14**	**13**	**11**	**8**	**64**	**637**

Source: CDM Smith/AECOM JV 2026.

3.12.3.3 Replacements and Relocations

The majority of the property acquisitions associated with the Build Alternative involve commercial retail businesses that are concentrated within strip malls/auto malls, which are typical of the commercial retail properties along the Build Alternative corridor in this part of Los Angeles County. A sufficient number of comparable replacement sites may not be available within the affected jurisdictions alone (i.e., within East Los Angeles [Unincorporated County of Los Angeles], City of Commerce, and City of Montebello) for the automotive and restaurant/food service business types. However, expanding the database search to other nearby jurisdictions (i.e., to additional zip codes within approximately 2.5 miles and 5 miles of the affected jurisdictions) shows that there may be a sufficient number of possible replacement sites that are available for the affected businesses. Thus, at the time of actual acquisition, it is anticipated that suitable replacement sites would be available within a reasonable distance from the affected properties.

Each business and residence displaced as a result of the Build Alternative would be given advance written notice and would be informed of their eligibility for relocation assistance and payments under the Uniform Relocation Assistance and Real Property Acquisition Policies Act. For relocated businesses, jobs would also be relocated. However, some permanent job losses may result from the Build Alternative as a result of relocation. To address potential permanent job loss, Metro would also coordinate with the appropriate jurisdictions regarding business relocations. Due to application of the requirements under the Uniform Relocation Assistance and Real Property Acquisition Policies Act, California Relocation Act, and other applicable policies, the Build Alternative would not result in long-term adverse effects associated with permanent acquisitions and displacements.

3.12.4 Avoidance, Minimization, and Mitigation Measures for the Build Alternative

The measures identified in **Table 3.12-7** would be implemented for operation of the Build Alternative. Construction measures are provided in **Section 3.17**.

Table 3.12-7 Long-Term Avoidance, Minimization, and Mitigation Measures

Topic	Potential Effect	Proposed Measure	Measure Type	Effects After Implementation of Measure(s)
Acquisition, Displacement, Replacement and Relocation	Potential acquisition, displacement, replacement and relocation effects resulting from property acquisition for Build Alternative systems and facilities.	**NPM TRA-3 (Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation)**. Operational best management practices (BMP) for the maintenance and storage facility (MSF) include the following: ▪ Access shall be maintained to properties to the west of the vacated portion of Acco Street via Yates Avenue (for MSF Site 1). Access shall be maintained on Yates Avenue (for MSF Site 2). Access shall be maintained on Gayhart Street (for MSF Site 3). ▪ Any roadway changes shall be designed according to applicable Metro Rail Design Criteria (MRDC), state, and local design criteria and standards where applicable, including fire code and Fire/Life Safety Design Criteria and standards, and shall provide adequate emergency access.	None	**No Adverse Effect** Operational transportation best management practices would be implemented.

Source: CDM Smith/AECOM JV 2026.