

## 4.2 Real Estate and Acquisitions

### 4.2.1 Regulatory Framework and Methodology

#### 4.2.1.1 Regulatory Framework

The applicable federal, state, and local regulations that are relevant to an analysis of the proposed project's real estate and acquisitions impacts are listed below. For additional information regarding these regulations, please see the East San Fernando Valley Transit Corridor Draft EIS/EIR Real Estate and Acquisitions Technical Report (2015 Real Estate and Acquisitions Technical Report) in Appendix I of this Draft EIS/EIR.

#### **Federal**

- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970

#### **State**

- California Relocation Act

#### **Local**

There are no specific local regulations related to real estate acquisition for publicly funded projects within the city of Los Angeles and the city of San Fernando. Both cities require all such projects to comply with state and federal regulations.

#### 4.2.1.2 Methodology

To assess the changes in land ownership (potential acquisition of residential and non-residential property) and leasing agreements that the project may create, conceptual engineering drawings and right-of-way (ROW) requirements for the proposed alignments and stations sites were reviewed. Private properties within the project study area that have the potential to be affected by implementation of the project were identified.

The number and types of property acquisitions were identified using a combination of aerial photography, limits-of-disturbance mapping, assessor's parcel maps, assessor's records, and selected field verification. Data for each property displaced include Assessor's Parcel Number (APN), address (when available), parcel size (square feet [sf]), current and intended use of the property, and the required amount of acquisition (sf).

Table 4.2-1 shows typical reasons for property acquisition and displacement that could occur as a result of project implementation. Either full acquisitions or partial acquisitions of properties may occur. A partial acquisition would occur if the project alternative would use a portion of a given parcel but would not require the entirety of the property. By contrast, a full acquisition would require the use of an entire property. Property acquisitions would result from the widening of roadways to accommodate the proposed busways, rail tracks, station areas, or ancillary facilities.

**Table 4.2-1: Typical Causes of Displacement during Construction**

Action	Typical Type of Acquisition	Cause of Displacement
Street widening	Partial	Additional width required near stations, crossings, etc.
Reducing access to a business (driveway or road)	Full/Partial	Damages resulting from reduced or restricted access
Station construction and operation	Full	Additional area required for station amenities such as platforms, ticketing areas, bus stops, parking, etc.
Vehicle maintenance facility construction and operation	Full	Additional area required to store and maintain vehicles

Source: ICF International, 2013.

Displacement occurs when acquisition of a property requires the current occupants to vacate for project improvements to occur. Displacement may occur under two circumstances:

- When the majority of the property is required for the horizontal alignment because of insufficient ROW width or the need to construct stations or vehicle maintenance facilities; or
- When damage to the property is so great that compensation must be awarded for the entire value of the property (e.g., driveway access is eliminated or reduced as a result of construction).

### 4.2.1.3 CEQA Significance Thresholds

CEQA requires state and local government agencies to identify the significant environmental effects of proposed actions; however, CEQA does not describe specific significance thresholds. According to the Governor’s Office of Planning and Research, significance thresholds for a given environmental effect are left to the discretion of the Lead Agency. Significance thresholds are the levels at which the Lead Agency finds the effects of the project to be significant.<sup>1</sup>

#### State CEQA Guidelines

The State CEQA Guidelines define a significant effect on the environment as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance” (State CEQA Guidelines, Section 15382).<sup>2</sup>

Although the State CEQA Guidelines do not describe specific significance thresholds, Appendix G of the State CEQA Guidelines lists a variety of potentially significant effects that are often used as thresholds or guidance in developing thresholds for determining impact significance. Accordingly, for the purposes of this EIS/EIR, a project would normally have a significant real estate and acquisitions impact, under CEQA, if it would:

<sup>1</sup> OPR (State of California, Governor’s Office of Planning and Research). 1994. *Thresholds of Significance: Criteria for Defining California Environmental Significance*. State of California (CEQA) Statute and Guidelines. Reproduced with permission from the California Resources Agency.

- Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere; and/or
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

## L.A. CEQA Thresholds Guide

Real estate acquisition is covered by the *L.A. CEQA Thresholds Guide* insofar as it relates to population and housing displacement. The determination of significance is to be made on a case-by-case basis, taking into consideration the following factors:

- The total number of residential units to be demolished, converted to market rate, or removed through other means as a result of the project in terms of net loss of market-rate and affordable units.
- The current and anticipated housing demand and supply of market-rate and affordable housing units in the project study area.
- The land use and demographic characteristics of the project study area and the appropriateness of housing in the area.
- Whether the project is consistent with adopted City and regional housing policies, such as the Framework and Housing Elements, HUD Consolidated Plan and CHAS policies, redevelopment plan, Rent Stabilization Ordinance, and the Regional Comprehensive Plan and Guide.

### 4.2.2 Affected Environment/Existing Conditions

Land uses located at the southern end of the project corridor, near the Metro Orange Line, and extending north along Van Nuys Boulevard to Vanowen Street include banks, restaurants, medical offices, retail establishments, and other businesses. A portion of this segment also contains local, state, and federal government buildings, including the Van Nuys Civic Center. The next segment extending north along Van Nuys Boulevard to Titus Street includes a mix of restaurants, retail uses, and other businesses, which are interspersed with parking lots. From approximately Titus Street to Parthenia Street, small to large commercial businesses are scattered along Van Nuys Boulevard as are commercial centers, including the Panorama Mall. From Parthenia Street to I-5, residential uses (medium-density multi-family uses and some single-family residences) predominate, with community-serving retail uses generally located at major intersections. At the north end of the project corridor, along San Fernando Road and Truman Street, the land uses are primarily commercial and industrial. Land uses to the east and west, bordering the project alignment along Van Nuys Boulevard and San Fernando Road/Truman Street, are designated primarily residential and parkland.

### 4.2.3 Environmental Consequences, Impacts, and Mitigation Measures

By nature, property acquisitions occur prior to operation of a project. Therefore, all impacts related to real estate and acquisitions occur entirely within the construction phase of the project. No operational impacts would result under any of the alternatives. Therefore, no mitigation measures would be required under operation.

The discussion below discusses construction impacts only.

### 4.2.3.1 No-Build Alternative

#### Construction Impacts

Under the No-Build Alternative, no construction due to the proposed project would occur, and as a consequence, no displacement or acquisition of properties would be required. Therefore, no adverse impacts associated with displacements or relocations would occur.

#### Cumulative Impacts

Because the No-Build Alternative would result in no impacts, it would not contribute to any cumulative impacts.

#### Mitigation Measures

##### Construction Mitigation Measures

No mitigation measures are required.

##### Impacts Remaining After Mitigation

##### NEPA Finding

No adverse effects would occur.

##### CEQA Determination

No impacts would occur.

### 4.2.3.2 TSM Alternative

#### Construction Impacts

The TSM alternative would consist primarily of transportation system upgrades, such as increased bus efficiencies and service and minor physical improvements to existing roadways and bus stops. Construction of the physical improvements would not require any property acquisitions or result in displacement of existing uses. Therefore, no adverse impacts or effects associated with displacements or relocations would occur.

#### Cumulative Impacts

The TSM Alternative would not result in adverse construction impacts. Therefore, it would not contribute to any cumulative impacts.

#### Mitigation Measures

##### Construction Mitigation Measures

No mitigation measures are required.

##### Impacts Remaining After Mitigation

Less than significant.

### **NEPA Finding**

No adverse effects would occur.

### **CEQA Determination**

No impacts would occur under the TSM Alternative.

## **4.2.3.3 BRT Alternatives (Build Alternatives 1 and 2)**

### **Alternative 1 – Curb-Running BRT**

#### **Construction Impacts**

Alternative 1 would not require the permanent acquisition of any property within the study area because it would involve primarily dedication of the existing curb lanes to bus service. No new facilities beyond bus stop improvements would be required. All improvements associated with Alternative 1 would take place within the existing transportation ROW. Therefore, no impacts associated with acquisitions of property would occur under Alternative 1.

#### **Cumulative Impacts**

Alternative 1 would not result in construction impacts and, therefore, would not contribute to any cumulative impacts.

#### **Mitigation Measures**

##### ***Construction Mitigation Measures***

No construction mitigation measures would be required.

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

##### ***NEPA Finding***

No adverse effects associated with acquisitions of property would occur under Alternative 1.

##### ***CEQA Determination***

No impacts associated with acquisitions of property would occur under Alternative 1.

### **Alternative 2 – Median-Running BRT**

#### **Construction Impacts**

Alternative 2 would not require the permanent acquisition of any property along the project corridor because it would involve primarily dedication of the median lane to bus service. No new facilities beyond bus stop improvements would be required. All improvements associated with Alternative 2 would take place within the existing transportation ROW. Therefore, no impacts associated with acquisitions of property would occur under Alternative 2.

## **Cumulative Impacts**

Alternative 2 would not result in construction impacts and, therefore, would not contribute to cumulative acquisition impacts.

## **Mitigation Measures**

### ***Construction Mitigation Measures***

No construction mitigation measures would be required.

## **Impacts Remaining After Mitigation**

### ***NEPA Finding***

No adverse effects would occur.

### ***CEQA Determination***

No impacts would occur.

## **4.2.3.4 Rail Alternatives (Build Alternatives 3 and 4)**

### **Alternative 3 – Low-Floor LRT/Tram**

#### **Construction Impacts**

The following discussion of the potential ROW acquisitions required to construct Alternative 3 is broken down into the ROW requirements for 1) the guideway, stations, and TPSS and 2) MSF sites. A summary of the potential property acquisition impacts follows the discussion of the acquisitions by component.

#### ***Guideway, Stations, and TPSS***

Alternative 3 would require full or partial acquisition of approximately 28 parcels to construct the guideway, stations, and TPSS. The acquisitions would consist of 25 full acquisitions and three partial acquisitions. Eleven property acquisitions would be required along the alignment to accommodate the TPSS facilities, which would be spaced approximately 1 to 1.5 miles apart. In addition, full acquisitions of 15 parcels would be required to accommodate the Low-Floor LRT/Tram guideway at the southwest corner of San Fernando Road and Van Nuys Boulevard and provide the necessary curve to transition the alignment to San Fernando Road. These parcels contain commercial retail businesses, which would require relocation. Two parcels between Weidner Street and the SR-118 on/off-ramp at San Fernando Road would be acquired to accommodate a station platform. Table 4.2-2 lists the property acquisitions required to accommodate the Low-Floor LRT/Tram guideway and TPSS, and they are shown in Figure 4.2-1.

**Table 4.2-2: Alternative 3 Property Acquisitions – Guideway and TPSS**

AIN	Address	Jurisdiction	Current Use/ Occupant	Full or Partial Acquisition	Intended Use
2241-027-003	6073 Van Nuys Blvd.	Los Angeles (Van Nuys)	Health and nutrition retail and food mart; Commercial Manufacturing	Full	TPSS Site
2638-039-020	14608 Parthenia St.	Los Angeles (Panorama City)	El Super parking lot	Partial	TPSS Site
2644-030-016	9462 Van Nuys Blvd.	Los Angeles (Panorama City)	General Commercial	Full	TPSS Site
2644-025-901	9540 Van Nuys Blvd.	Los Angeles (Panorama City)	General Commercial; Low-Medium II Residential	Partial	TPSS Site
I-5 Freeway	N/A	Los Angeles (Arleta)	Public roadway	Partial/ Easement	TPSS Site
2645-021-905	N/A	Los Angeles (Arleta)	Low-Medium II Residential	Full	TPSS Site
2619-017-036	13313 Van Nuys Blvd.	Los Angeles (Pacoima)	Neighborhood legal services; Community Commercial	Full	Guideway
2619-017-012	13309 Van Nuys Blvd.	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-011	13303 Van Nuys Blvd	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-010	13301 Van Nuys Blvd.	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-009	13291 Van Nuys Blvd.	Los Angeles (Pacoima)	Restaurant; Community Commercial	Full	Guideway
2619-017-008	13287 Van Nuys Blvd.	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-007	13283 Van Nuys Blvd.	Los Angeles (Pacoima)	Veterinary hospital; Community Commercial	Full	Guideway
2619-017-031	13281 Van Nuys Blvd.	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-022	13326 Pinney St.	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-023	13322 Pinney St.	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-024	13320 Pinney St.	Los Angeles (Pacoima)	Community Commercial	Full	Guideway

AIN	Address	Jurisdiction	Current Use/ Occupant	Full or Partial Acquisition	Intended Use
2619-017-025	13320 Pinney St.	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-026	N/A	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-037	N/A	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-002	10823 San Fernando Road	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-035	10823 San Fernando Road, #10801	Los Angeles (Pacoima)	Community Commercial	Full	TPSS Site
2619-002-026	11033 San Fernando Road	Los Angeles (Pacoima)	Food mart and Pentecostal church; Commercial Manufacturing	Full	Station Platform
2619-002-032	11057 San Fernando Road	Los Angeles (Pacoima)	Billiards hall and automotive parts; Commercial Manufacturing	Full	Station Platform
2616-019-009	11321 San Fernando Road	Los Angeles (Pacoima)	Sand and building materials; Limited Manufacturing	Full	TPSS Site
2616-018-029	11447 San Fernando Road	Los Angeles (Mission Hills)	Limited Manufacturing	Full	TPSS Site
2611-010-003	N/A	San Fernando	General Commercial	Full	TPSS Site
2611-010-028	N/A	San Fernando	General Commercial	Full	TPSS Site

Source: KOA Corporation, 2014; ICF, 2014; City of Los Angeles, 2014; Metro, 2017.



**Figure 4.2-1: Build Alternative 3 – Low-Floor LRT/Tram Alternative Acquisitions**



































Source: ICF International, 2015.

### **MSF Sites**

In addition to ROW acquisitions required to construct the track and TPSS facilities associated with the rail alternatives, a number of parcels would be acquired to accommodate the MSF. The MSF site would require approximately 25 to 30 acres to provide enough space for storage of the maximum number of train vehicles and accommodate the associated operational needs, such as staff offices, dispatcher workstations, employee break rooms, operator areas, collision/body repair areas, paint booths, and wheel truing machines. Because of the space needs for the MSF, acquisition of between 37 and 58 parcels, depending on the MSF site selected, would be required. A discussion of the ROW acquisition requirements for each of the three proposed alternative MSF sites is presented below.

#### *MSF Option A*

MSF Option A would fully acquire 58 parcels between Calvert Street to the north, Oxnard Street to the south, and Kester Avenue to the west. The majority of the property that would be acquired consists of light manufacturing and commercial property, most of which contains businesses oriented toward automobile repair and supplies and other general commercial retail uses. Three parcels would also be fully acquired and though they are zoned for residential use, they are developed with a single parking lot serving an adjacent warehouse business. However, one parcel (2241-024-014) zoned for industrial use appears to include approximately four housing units. Accordingly, residential displacement would occur under MSF Option A. Table 4.2-3 provides a summary of the ROW acquisitions required for MSF Option A, and Figure 4.2-2 shows their locations.

**Table 4.2-3: MSF Option A ROW Acquisitions**

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2241-024-016	6100 Kester Ave.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-024-014	14834 Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-024-015	14847 Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-024-019	14832 W. Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-024-018	14837 Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-024-010	14822 Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-024-012	14831 Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-024-017	14817 Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-024-007	14812 Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-024-005	14804 Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-024-006	14815 Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-024-004	14807 Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2241-024-002	14768 Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-024-001	14762 Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-024-003	14761 Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-023-012	14758. Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-023-013	14759 Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-023-011	14754 Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-023-014	14753 Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-023-009	14748 Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-023-010	14751 Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-023-008	14740 Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-023-007	14747 Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-023-005	14738 Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-023-006	14741 Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-023-004	14732 Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-023-003	14735 Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-023-017	14725 Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-023-016	6103 Cedros Ave.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-022-027	N/A	Los Angeles (Van Nuys)	Medium Residential	Full	MSF
2241-022-012	14654 Calvert St.	Los Angeles (Van Nuys)	Medium Residential	Full	MSF
2241-022-011	14648 Calvert St.	Los Angeles (Van Nuys)	Medium Residential	Full	MSF
2241-022-028	14645 Bessemer St.	Los Angeles (Van Nuys)	Commercial Manufacturing	Full	MSF
2241-025-015	6028 Kester Ave.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-014	14843 Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF



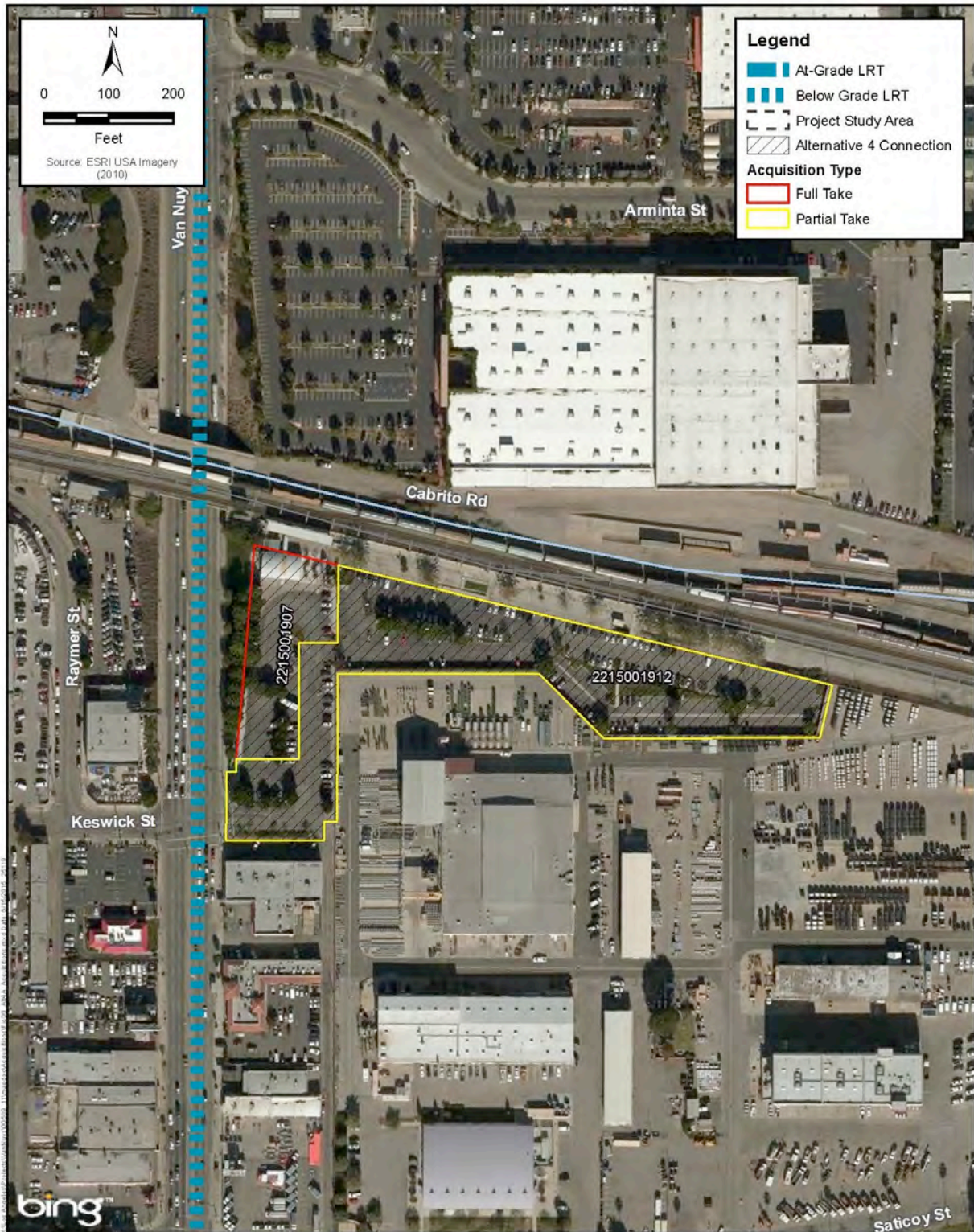
AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2241-025-013	14833 Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-012	14829 Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-011	14823 Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-010	14821 Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-009	14807 Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-008	14807 Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-007	14755 Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-006	14753 Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-002	14723 Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-001	14705 Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-021	6018 Kester Ave.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-027	6014 Kester Ave.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-028	6000 Kester Ave.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-020	14845 Oxnard St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-019	14837 Oxnard St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-018	14833 Oxnard St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-017	14817 Oxnard St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-016	14811 Oxnard St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-025	14757 Oxnard St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-025-024	14703 Oxnard St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2241-026-004	14641 Aetna St.	Los Angeles (Van Nuys)	Commercial Manufacturing	Full	MSF
2241-026-003	14637 W. Aetna St.	Los Angeles (Van Nuys)	Commercial Manufacturing	Full	MSF
2241-026-002	14633 W. Aetna St.	Los Angeles (Van Nuys)	Commercial Manufacturing	Full	MSF

Source: KOA Corporation, 2014; ICF, 2014; City of Los Angeles, 2014; Metro, 2017.

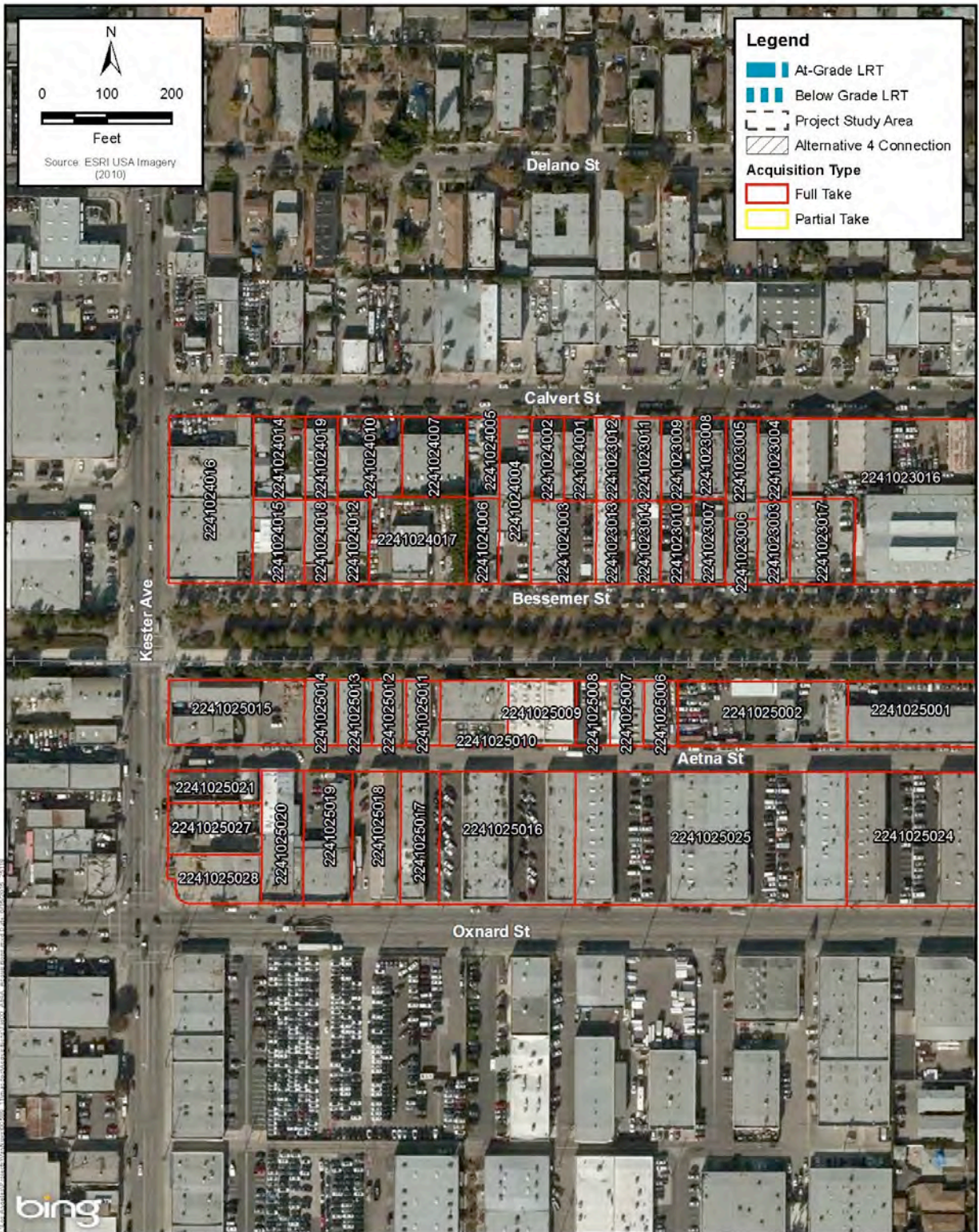
Figure 4.2-2: MSF Option A Acquisitions



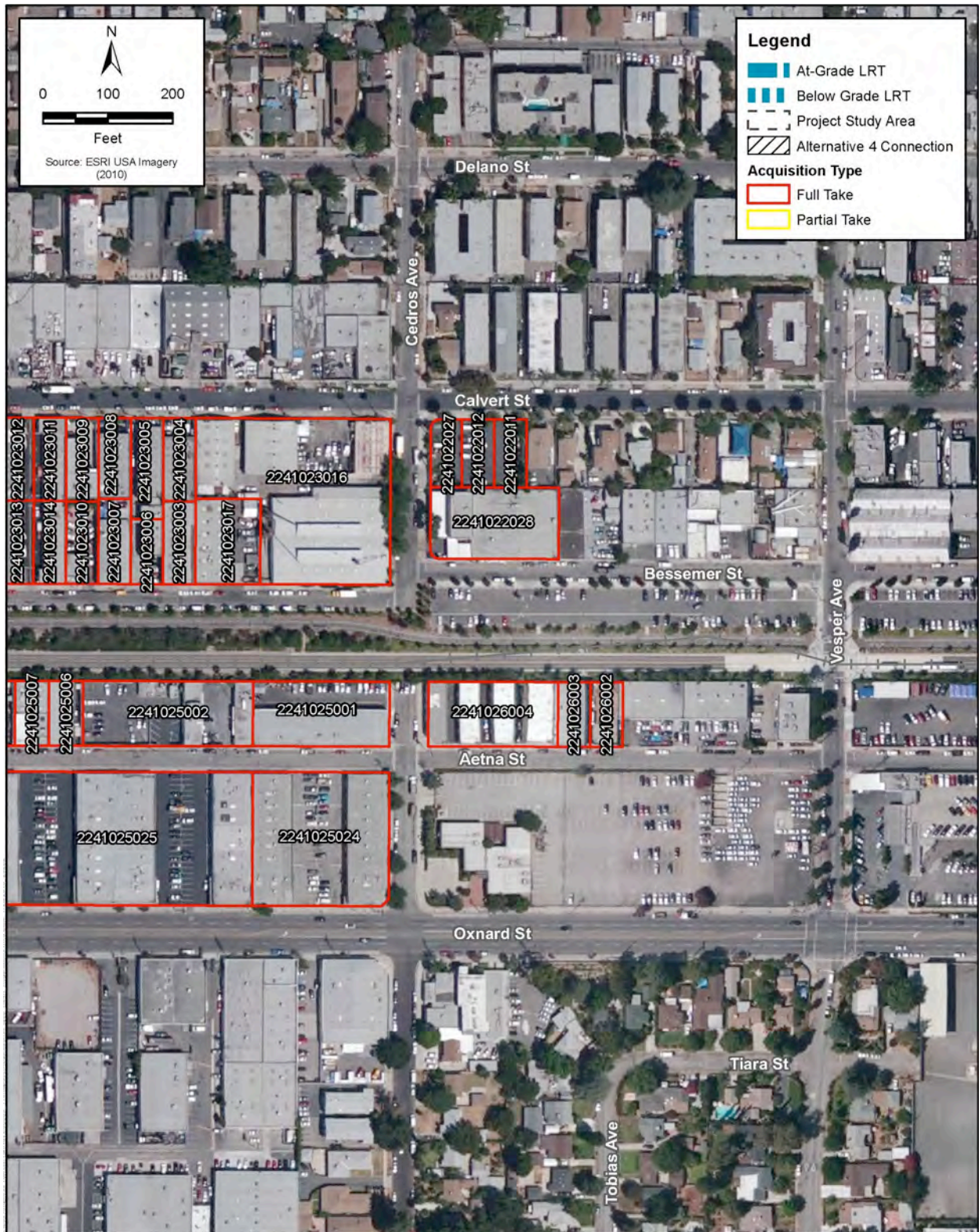
















Source : ICF International, 2017.

In addition to the parcels listed above, one additional full acquisition would be required to connect the Alternative 3 guideway to the MSF Option A site. This property is identified below in Table 4.2-4.

**Table 4.2-4: Alternative 3 MSF Option A ROW Acquisitions for Access**

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2241-027-003	6077 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Commercial Manufacturing	Full	Alignment

Source: KOA Corporation, 2014; ICF, 2014; City of Los Angeles, 2014.

*MSF Option B*

MSF Option B would require 37 full acquisitions along Keswick Street and Raymer Street. A majority of the property that would be acquired consists of light manufacturing and commercial property, most of which contains businesses oriented toward automobile repair and supplies or raw materials supply and manufacturing. Table 4.2-5 lists the properties that would be acquired under MSF Option B, and Figure 4.2-3 shows their locations.

**Table 4.2-5: MSF Option B ROW Acquisitions**

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2210-025-013	14766 Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-025-048	14746 Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-025-045	14742 Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-025-018	14747 Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-025-017	14751 Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-025-019	14757 Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-025-049	14745 Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-025-016	14743 Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-025-015	14737 Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-025-036	14731 Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-025-044	14718 Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-025-010	14704 Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF

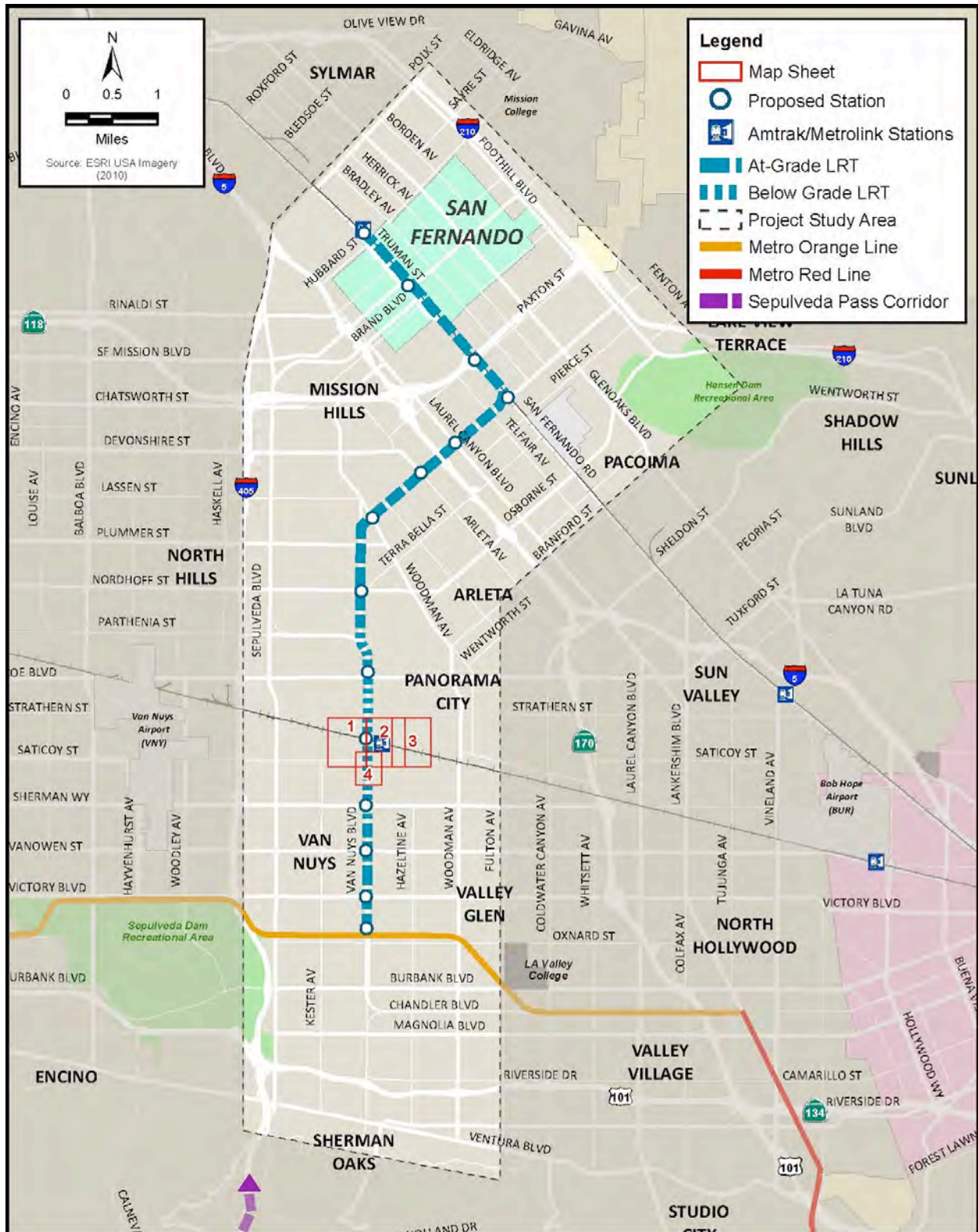
AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2210-025-008	14660 Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-025-007	14646 Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-025-009	14663 Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-025-034	14663 Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-025-035	14645 Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-025-005	14635 Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-030-017	14626 Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-030-018	14606 Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-030-019	N/A	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-030-028	14556 Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-030-029	14546 Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-030-030	N/A	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-030-031	N/A	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-030-024	14617 Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-030-016	14605 Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-030-014	N/A	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-030-013	14555 Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-030-009	N/A	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-030-010	N/A	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-030-011	14545 Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-030-008	14533 Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-030-007	14523 Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	Full	MSF
2210-031-021	14524 Keswick St.	Los Angeles (Van Nuys)	Limited Manufacturing	Full	MSF



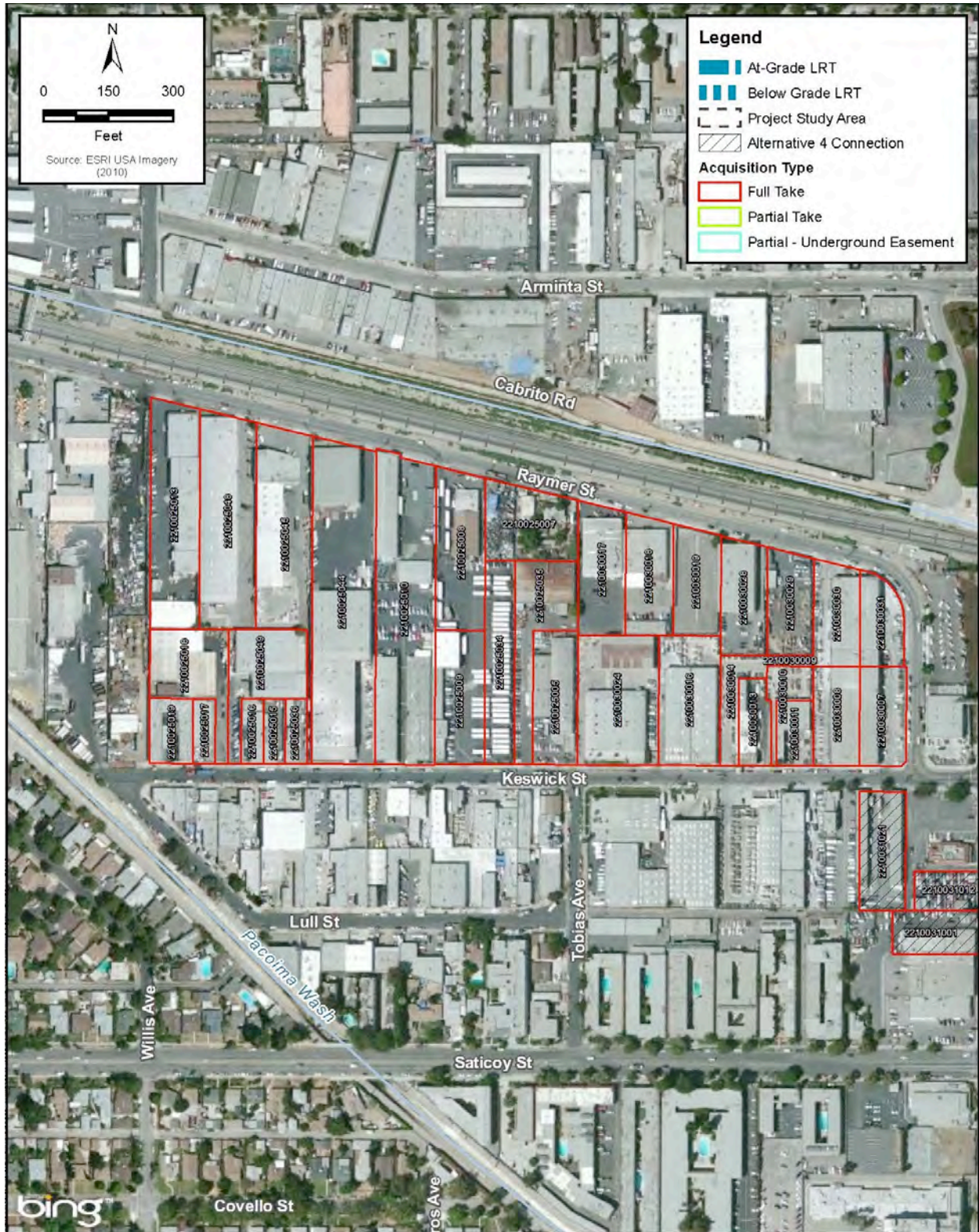
AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2210-031-012	7639 Van Nuys Blvd.	Los Angeles (Van Nuys)	General Commercial	Full	MSF
2210-031-001	7627 Van Nuys Blvd.	Los Angeles (Van Nuys)	General Commercial	Full	MSF

Source: KOA Corporation, 2014; ICF, 2014; City of Los Angeles, 2014; Metro, 2017.

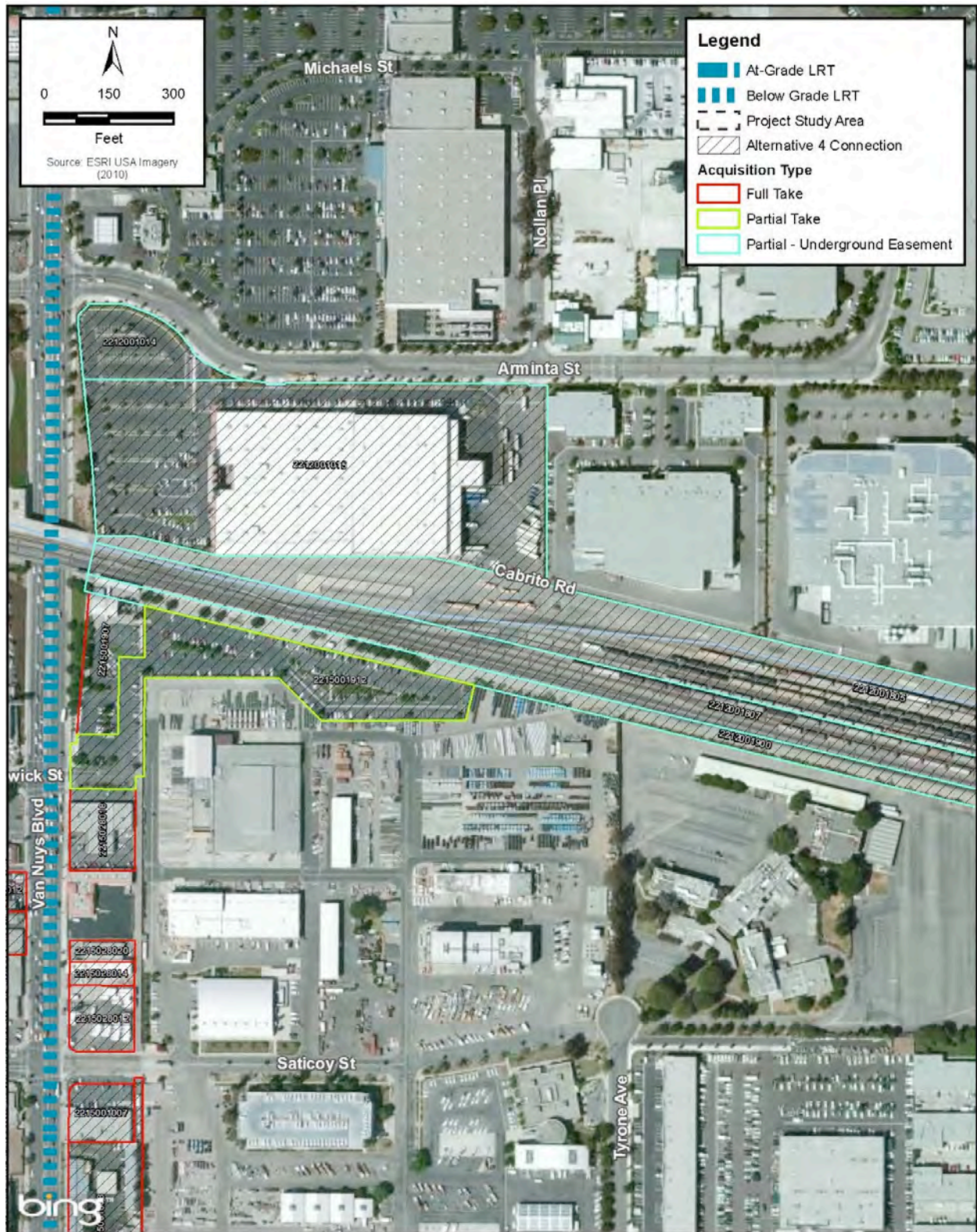
Figure 4.2-3: MSF Option B Acquisitions



















Source : ICF International, 2015.

*MSF Option C*

MSF Option C would require the acquisition of 42 parcels including 41 full acquisitions along Arminta Street and Cabrito Road. As with Option B, a majority of the property that would be acquired consists of light manufacturing and commercial property oriented toward automobile repair and raw materials supply and manufacturing. Table 4.2-6 lists the ROW acquisitions required for MSF Option C and Figure 4.2-4 shows their locations.

**Table 4.2-6: MSF Option C ROW Acquisitions**

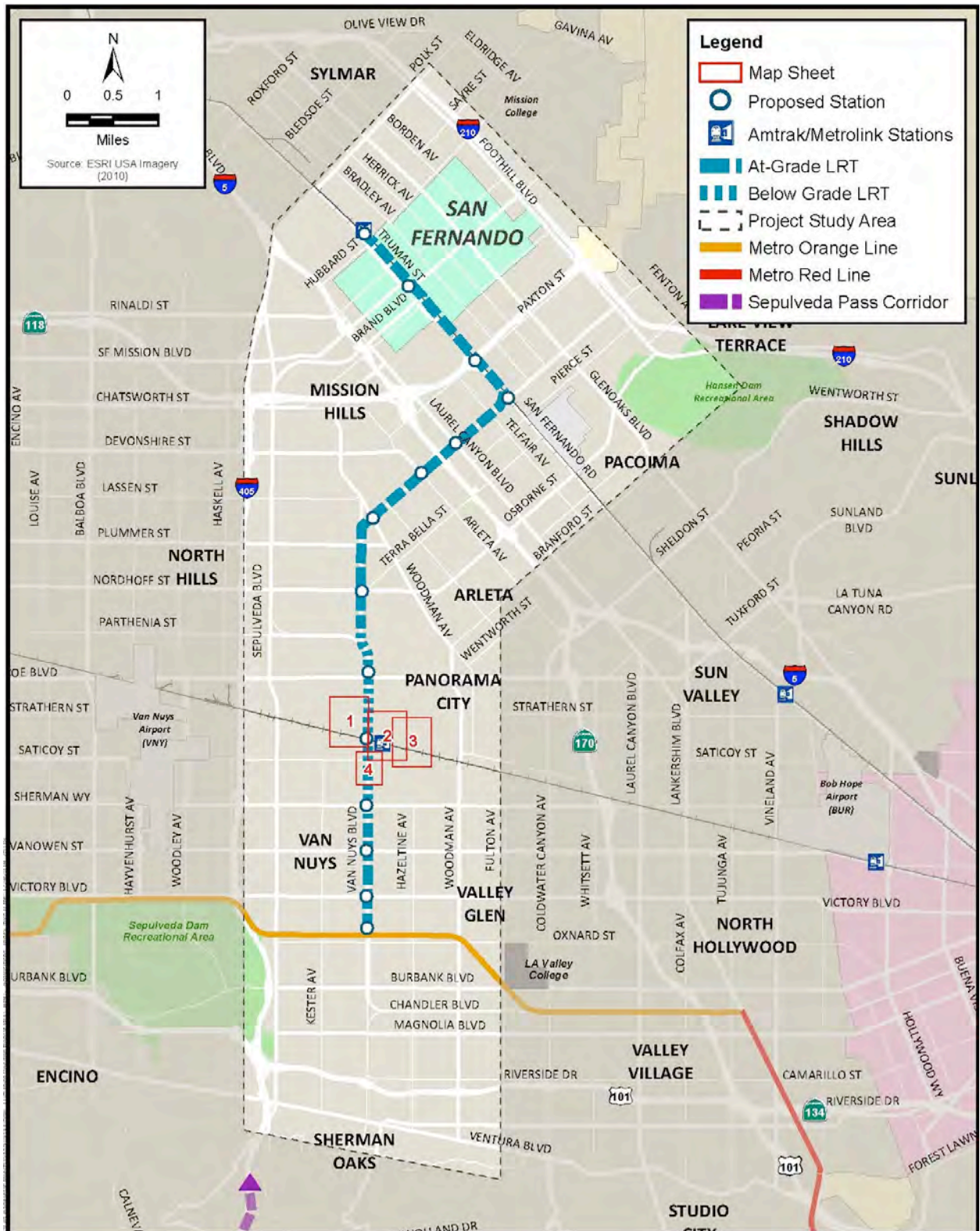
AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2210-021-009	14757 Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	Full	MSF
2210-021-010	14753 Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	Full	MSF
2210-021-030	14751 Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	Full	MSF
2210-021-039	14743 Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	Full	MSF
2210-021-040	14737 Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	Full	MSF
2210-021-012	14725 Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	Full	MSF
2210-021-013	14715 Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	Full	MSF
2210-021-014	14701 Arminta	Los Angeles (Panorama City)	Limited Manufacturing	Full	MSF
2210-022-001	14647 Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	Full	MSF
2210-022-047	14649 Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	Full	MSF
2210-022-054	14631 Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	Full	MSF
2210-022-035	14621 Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	Full	MSF
2210-022-049	14617 Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	Full	MSF
2210-022-048	14611 Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	Full	MSF
2210-022-030	14603 Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	Full	MSF
2210-022-005	14601 Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	Full	MSF
2210-022-042	14541 Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	Full	MSF
2210-022-043	14535 Arminta St.	Los Angeles (Panorama City)	Regional Commercial	Full	MSF
2210-022-059	7905 Van Nuys Blvd.	Los Angeles (Panorama City)	Regional Commercial	Partial	MSF



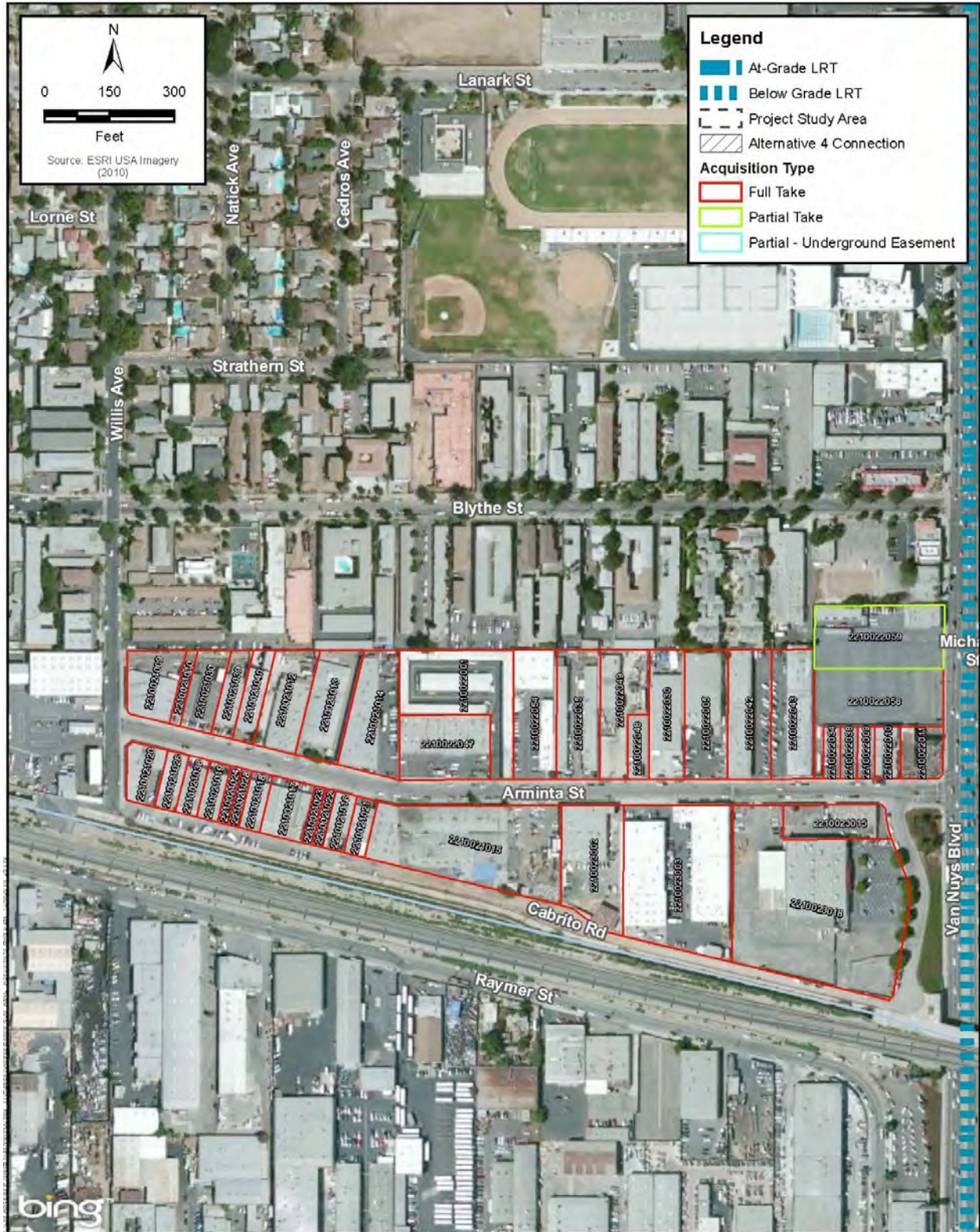
AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2210-022-058	7869 Van Nuys Blvd.	Los Angeles (Panorama City)	Regional Commercial	Full	MSF
2210-022-034	14525 W. Arminta St.	Los Angeles (Panorama City)	Regional Commercial	Full	MSF
2210-022-038	14521 W. Arminta St.	Los Angeles (Panorama City)	Regional Commercial	Full	MSF
2210-022-009	14517 Arminta St.	Los Angeles (Panorama City)	Regional Commercial	Full	MSF
2210-022-010	14515 Arminta St.	Los Angeles (Panorama City)	Regional Commercial	Full	MSF
2210-022-011	7855 Van Nuys Blvd.	Los Angeles (Panorama City)	Regional Commercial	Full	MSF
2210-021-020	14756 Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	Full	MSF
2210-021-026	14752 Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	Full	MSF
2210-021-038	14744 Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	Full	MSF
2210-021-019	14740 Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	Full	MSF
2210-021-024	13736 Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	Full	MSF
2210-021-028	14734 Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	Full	MSF
2210-021-018	14730 Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	Full	MSF
2210-021-017	14720 Arminta St.	Los Angeles (Panorama City)	Regional Commercial	Full	MSF
2210-021-023	14718 Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	Full	MSF
2210-021-022	14716 Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	Full	MSF
2210-021-016	14710 Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	Full	MSF
2210-021-021	14706 Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	Full	MSF
2210-021-015	14660 Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	Full	MSF
2210-023-002	14620 Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	Full	MSF
2210-023-003	14600 Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	Full	MSF
2210-023-018	7815 Van Nuys Blvd.	Los Angeles (Panorama City)	Light Manufacturing	Full	MSF
2210-023-015	14528 Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	Full	MSF

Source: KOA Corporation, 2014; ICF, 2014; City of Los Angeles, 2014; Metro, 2017.

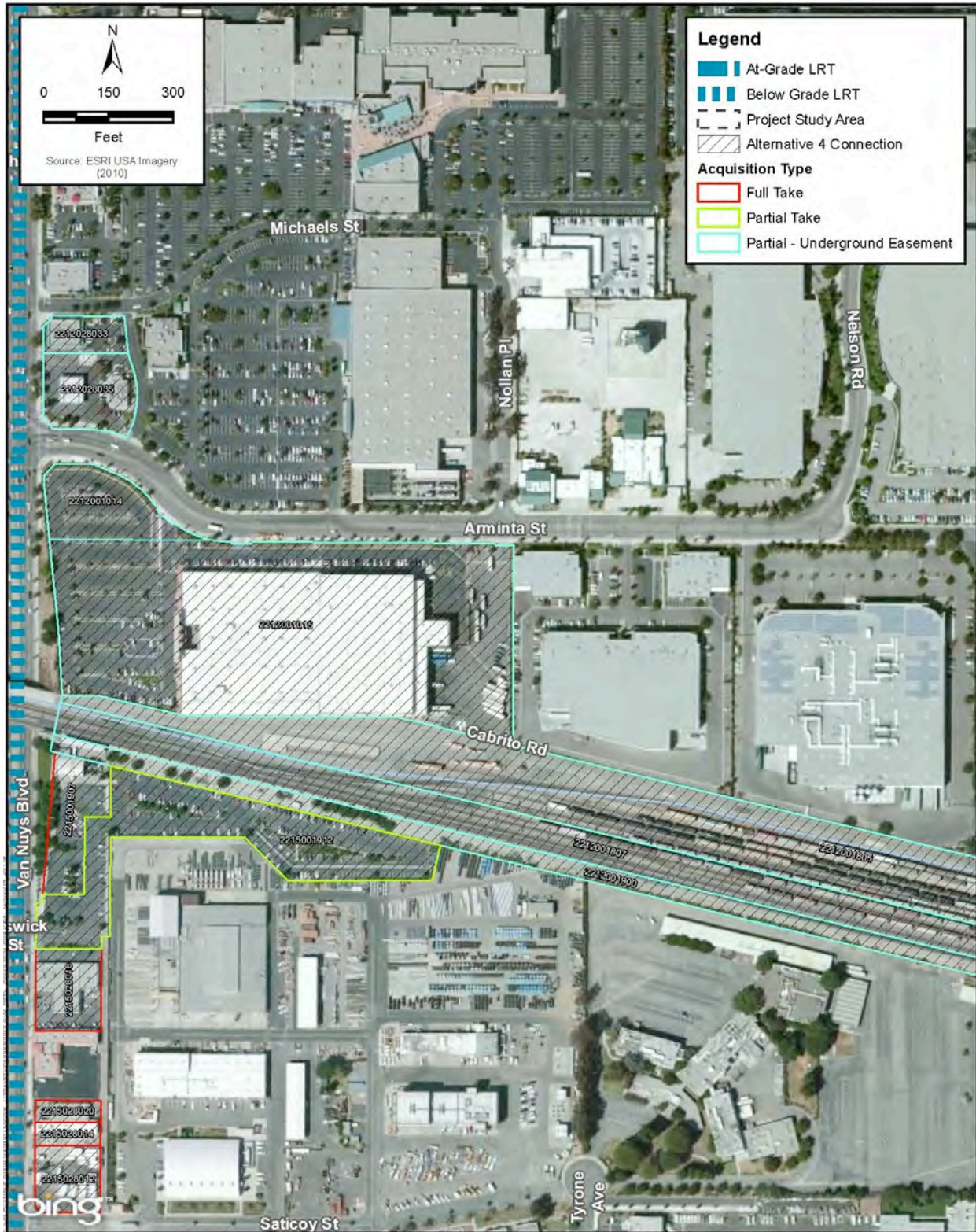
Figure 4.2-4: MSF Option C Acquisitions



















Source: ICF International, 2015.



### Summary of ROW Acquisition Impacts for Alternative 3

The ROW acquisition impacts that could occur due to Alternative 3 (as well as the other alternatives) are summarized in Table 4.2-7 below.

**Table 4.2-7: Summary of Acquisitions by Alternative**

Alternative and MSF Options	Affected Parcels				
	Full	Partial	PUE	Total	
No-Build Alternative	0	0	0	0	
TSM Alternative	0	0	0	0	
Alternative 1 – Curb-Running BRT	0	0	0	0	
Alternative 2 – Median-Running BRT	0	0	0	0	
Alternative 3 – Low-Floor LRT/Tram	MSF Option A	84	3	0	87
	MSF Option B	62	3	0	65
	MSF Option C	66	4	0	70
Alternative 4 - LRT	MSF Option A	106	11	0	117
	MSF Option B	93	11	6	110
	MSF Option C	97	12	8	117

Note: Full = Full Acquisition, Partial = Partial Acquisition, PUE = Permanent Underground Easement  
Source: KOA Corporation.

As shown in Table 4.2-7, Alternative 3 could require between 65 and 87 acquisitions of properties, most of which would be full acquisitions. Most of the acquisitions that would be required are commercial or industrial properties (MSF Option A would require the full acquisition of four residential units).

Due to the large number of business displacements, which include a number of industrial/manufacturing businesses, there may not be enough available real estate in the immediate vicinity of the businesses’ existing locations to accommodate all of the displaced businesses. However, a review of online commercial real estate listings revealed that there were eight industrial properties and 19 commercial properties for sale within 1.5 miles of the project corridor and an additional 105 industrial and 141 commercial spaces for lease as of December 2014.<sup>3</sup> Thus, there appears to be an adequate number of available properties within a short distance (1.5 miles) of the study area to accommodate the displaced businesses.

Where acquisition and relocation are unavoidable, Metro would comply with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended and implemented pursuant to the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by the U.S. Department of Transportation (USDOT), dated February 3, 2005. Metro would apply acquisition and relocation policies to ensure compliance with the Uniform Relocation Act and amendments. All real property acquired by Metro would be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal made to each property owner, would be offered by Metro. Each homeowner, renter, business, or nonprofit organization displaced as a result of the project would be given advance written notice and would be informed of the eligibility requirements for relocation assistance and payments. The locations of the proposed ROW acquisitions under Alternative 3 are provided in Table 4.2-2.

<sup>3</sup> LoopNet.com property search by map area. Available: <http://www.loopnet.com/>. Accessed: December, 9 2014.

Because the study area and surrounding urban area are almost entirely built out and given the number of existing buildings for sale or lease in the immediate area, it is expected that most of the businesses that would be displaced because of Alternative 3 would relocate to existing commercial buildings. Thus, it is not anticipated that construction of a substantial amount of new commercial development that could result in substantial adverse impacts on the environment would occur. Therefore, substantial adverse indirect effects related to displacement and relocation are not anticipated under Alternative 3.

For an analysis of the effects of displaced businesses on the local community and environmental justice populations, please see Section 4.4 Communities and Neighborhoods, and Section 4.17 Environmental Justice of this EIS/EIR document.

### **Cumulative Impacts**

The study area for the cumulative impacts discussion would encompass the local communities that surround the proposed project alignment because it is likely that most of the businesses or residents that would be displaced by the project would relocate to properties within this study area. As described above, Alternative 3 would result in acquisitions of commercial and industrial properties within the study area. In addition, MSF Option A would result in the acquisition and displacement of one parcel that appears to include four housing units that could require relocation of four families. Metro would comply with the provisions of the Uniform Act and pay fair market value for properties that are acquired and provide relocation assistance to displaced businesses and residents.

Based on the cumulative projects list, which consists primarily of mixed-use and residential housing developments in residentially zoned areas, there does not appear to be any projects that would result in substantial displacement of businesses or residences. Although Alternative 3 would displace a large number of businesses and, under MSF Option A, four residences, it is anticipated that the majority of displaced businesses and residents could be relocated within the study area or in surrounding communities. In addition, it is not anticipated that relocated businesses or residences that would be displaced by the project would require construction of a substantial amount of commercial and industrial development or new housing that would result in substantial adverse indirect impacts. As a consequence, the proposed and related projects are not expected to result in substantial adverse cumulative real estate and acquisitions impacts.

### ***Compliance Requirements and Design Features***

Metro would provide relocation assistance and compensation for all displaced businesses, as required by both the Uniform Act and the California Act. The details of these laws regarding relocation assistance and compensation for property acquisitions are described in Sections 2.1.1 and 2.1.2 of the 2015 Real Estate and Acquisitions Technical Report. Where acquisitions and relocations are unavoidable, FTA and Metro would follow the provisions of both acts and their amendments. All real property acquired by Metro would be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal, would be made to each property owner. Each business displaced as a result of the project would be given advance written notice and would be informed of its eligibility for relocation assistance and payments. It is anticipated that where relocation would be required, it would result in the relocation of most of the jobs that would be displaced. Therefore, there would be no net loss of jobs overall. This would result in no adverse impacts related to job loss.

## **Mitigation Measures**

### ***Construction Mitigation Measures***

No mitigation measures are required (see discussion above regarding compliance requirements and design features required by law).

## **Impacts Remaining After Mitigation**

### ***NEPA Finding***

Under NEPA, the effects of Alternative 3 would not be adverse.

### ***CEQA Determination***

Alternative 3 would result in impacts that are less than significant under CEQA.

## **Alternative 4 – LRT**

### **Construction Impacts**

#### ***Guideway, Stations, and TPSS***

Alternative 4 would require the full or partial acquisition of approximately 55 parcels to construct the guideway and TPSS facilities. Of these 55 acquisitions, 44 would be full acquisitions and 11 would be partial acquisitions. TPSS facilities would be located along the project alignment and require 13 property acquisitions, of which 12 would be full acquisitions and one would be a partial acquisition of a grocery store parking lot. The remaining 42 property acquisitions would be required to accommodate the project guideway and station platforms. Twenty-one such acquisitions, including 10 acquisitions in the city of San Fernando, would be located near the Alternative 4 terminus and would be required due to the partial relocation of Metrolink tracks to accommodate the Alternative 4 guideway and station platform at the Sylmar/San Fernando Metrolink Station. Within the city of San Fernando, land uses about the existing Metrolink ROW, which is relatively narrow between Jessie Street and the Sylmar/San Fernando Metrolink Station. Additional space would be required to fully accommodate both the Metrolink and tracks/guideway. As such, small partial acquisitions of seven properties and three full acquisitions would be required in this location. As would occur under Alternative 3, full acquisitions of 16 parcels containing commercial properties would be required to accommodate the LRT guideway at the southwest corner of San Fernando Road and Van Nuys Boulevard to provide the necessary curve to transition the alignment to San Fernando Road. Two station platforms, the Roscoe Station and the Sherman Way Station, would require the acquisition of several commercial properties. Table 4.2-8 lists the ROW acquisitions required for Alternative 4 guideways, stations, and TPSS. Figure 4.2-5 shows the locations of these acquisitions.



**Table 4.2-8: Alternative 4 Property Acquisitions – Guideway, Stations, and TPSS**

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2219-025-027	14526 Hartland St.	Los Angeles (Van Nuys)	Residential	Partial	TPSS Site
2219-025-003	N/A	Los Angeles (Van Nuys)	Residential	Full	TPSS Site
2219-025-026	N/A	Los Angeles (Van Nuys)	Residential	Full	TPSS Site
2219-026-027	6853 Van Nuys Blvd.	Los Angeles (Van Nuys)	General Commercial	Partial	Guideway
2218-024-009	14503 Sherman Way	Los Angeles (Van Nuys)	General Commercial	Full	Guideway
2215-001-912	N/A	Los Angeles (Van Nuys)	Public Facilities	Partial	Guideway
2215-001-907	N/A	Los Angeles (Van Nuys)	Van Nuys Metrolink Station; General Commercial	Full	Guideway
2638-022-061	8340 Van Nuys Blvd.	Los Angeles (Panorama City)	Community Commercial	Full	Guideway
2638-038-017	14525 Roscoe Blvd.	Los Angeles (Panorama City)	Community Commercial	Full	TPSS Site/Guideway
2644-030-016	9462 Van Nuys Blvd.	Los Angeles (Panorama City)	General Commercial	Full	TPSS Site
2644-025-901	9540 Van Nuys Blvd.	Los Angeles (Panorama City)	General Commercial; Low Medium II Residential	Partial	TPSS Site
2645-021-905	N/A	Los Angeles (Arleta)	Low Medium II Residential	Full	TPSS Site
2619-017-036	13313 Van Nuys Blvd.	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-012	13309 Van Nuys Blvd.	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-011	13303 Van Nuys Blvd.	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-010	13301 Van Nuys Blvd.	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-009	13291 Van Nuys Blvd.	Los Angeles (Pacoima)	Restaurant; Community Commercial	Full	Guideway
2619-017-008	13287. Van Nuys Blvd.	Los Angeles (Pacoima)	Community Commercial	Full	Guideway

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2619-017-007	13283 Van Nuys Blvd.	Los Angeles (Pacoima)	Veterinary hospital; Community Commercial	Full	Guideway
2619-017-031	13281 Van Nuys Blvd.	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-022	13326 Pinney St.	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-023	13322 Pinney St.	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-024	13320 Pinney St.	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-025	13314 Pinney St.	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-026	N/A	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-037	N/A	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2619-017-002	10823 San Fernando Road	Los Angeles (Pacoima)	Community Commercial	Full	TPSS Site
2619-017-035	N/A	Los Angeles (Pacoima)	Community Commercial	Full	Guideway
2620-002-021	N/A	Los Angeles (Pacoima)	Low Residential	Full	TPSS Site
2616-019-009	11321 San Fernando Road	Los Angeles (Pacoima)	Limited Manufacturing	Full	TPSS Site
2616-018-029	11447 San Fernando Road	Los Angeles (Mission Hills)	Limited Manufacturing	Full	TPSS Site
2519-018-900	130 N Brand Blvd.	San Fernando	School	Partial	Guideway/ Metrolink Track Realignment
2522-015-901	130 N Brand Blvd	San Fernando	Vacant	Full	Guideway/ Metrolink Track Realignment
2519-001-902	910 1st St.	San Fernando	Government Facility/Police Station	Partial	Guideway/ Metrolink Track Realignment
2519-001-903	N/A	San Fernando	Parking Lot	Partial	Guideway/ Metrolink Track Realignment
2520-018-012	55 N Maclay Ave.	San Fernando	Commercial Retail	Full	Guideway/ Metrolink Track Realignment

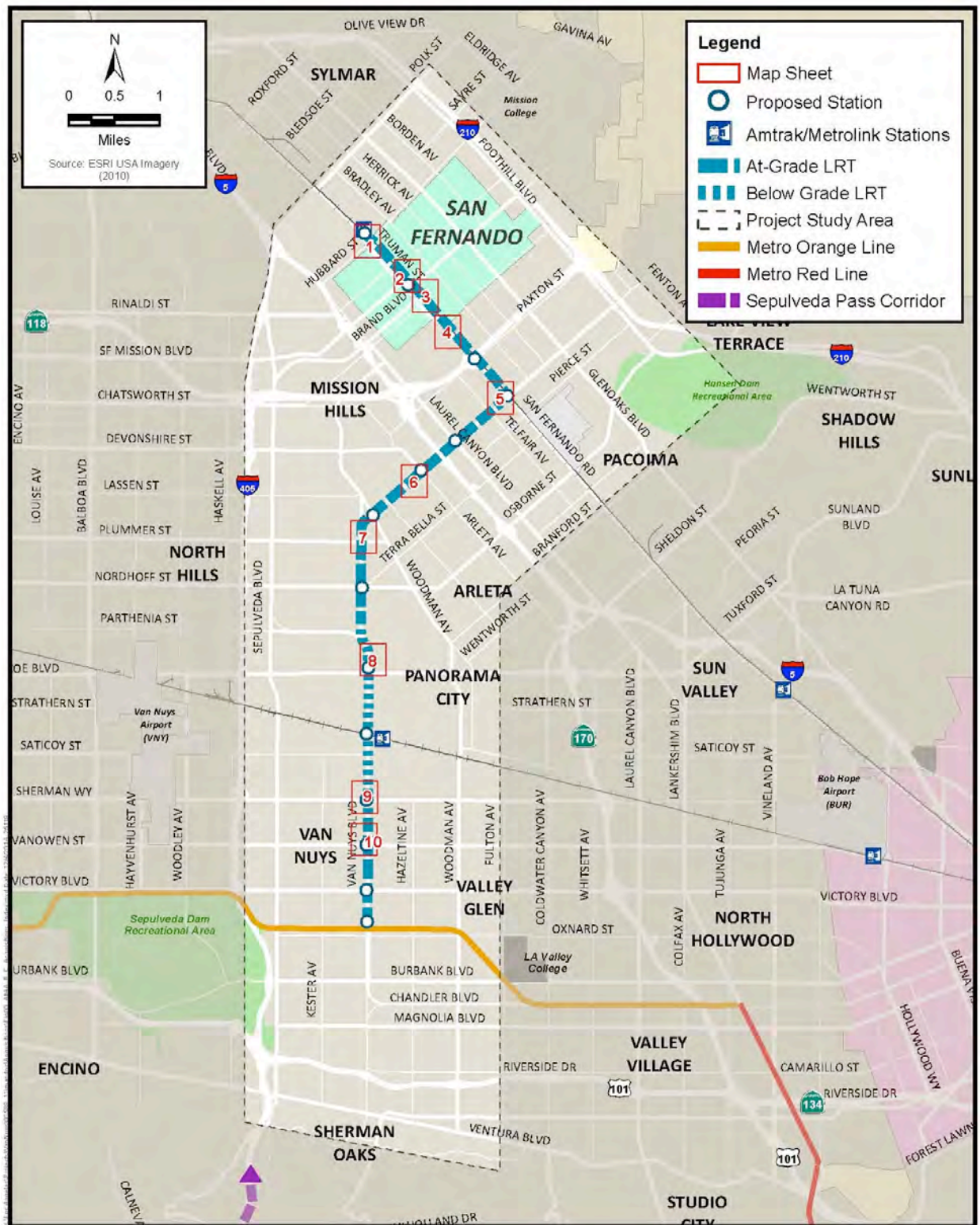
AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2520-018-009	N/A	San Fernando	Industrial	Partial	Guideway/ Metrolink Track Realignment
2520-018-005	1318 1st St.	San Fernando	Warehouse	Full	Guideway/ Metrolink Track Realignment
2520-018-002	1404 1st St.	San Fernando	Light Industrial	Partial	Guideway/ Metrolink Track Realignment
2520-018-004	1414 1st St.	San Fernando	Light Industrial	Partial	Guideway/ Metrolink Track Realignment
2520-018-006	1416 1st St.	San Fernando	Parking Lot	Partial	Guideway/ Metrolink Track Realignment
2611-010-003	N/A	San Fernando	General Commercial	Full	TPSS Site
2611-010-028	N/A	San Fernando	General Commercial	Full	TPSS Site
2612-001-011	N/A	San Fernando	General Commercial	Full	Guideway
2611-009-036	1705 Truman St.	San Fernando	General Commercial	Full	Guideway
2611-009-032	1647 Truman St.	San Fernando	ARCO ampm	Full	Guideway
2611-009-012	12172 Truman Ave.	Los Angeles (Sylmar)	Limited Manufacturing	Full	Guideway
2611-009-013	12200 N. Truman Ave.	Los Angeles (Sylmar)	Limited Manufacturing	Full	Guideway
2611-009-015	12162 San Fernando Road	Los Angeles (Sylmar)	Highway Oriented Commercial	Full	Guideway
2611-009-016	12162 San Fernando Road	Los Angeles (Sylmar)	Highway Oriented Commercial	Full	Guideway
2611-009-017	N/A	Los Angeles (Sylmar)	Highway Oriented Commercial	Full	Guideway
2611-009-030	12172 San Fernando Road	Los Angeles (Sylmar)	Highway Oriented Commercial	Full	Guideway
2611-009-022	12188 San Fernando Road	Los Angeles (Sylmar)	Highway Oriented Commercial	Full	Guideway



AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2611-009-023	12192. San Fernando Road	Los Angeles (Sylmar)	Highway Oriented Commercial	Full	Guideway
2611-009-024	12204 San Fernando Road	Los Angeles (Sylmar)	Highway Oriented Commercial	Full	Guideway

Source: KOA Corporation, 2014; ICF, 2014; City of Los Angeles, 2014.

Figure 4.2-5: Build Alternative 4 –LRT Alternative Acquisitions























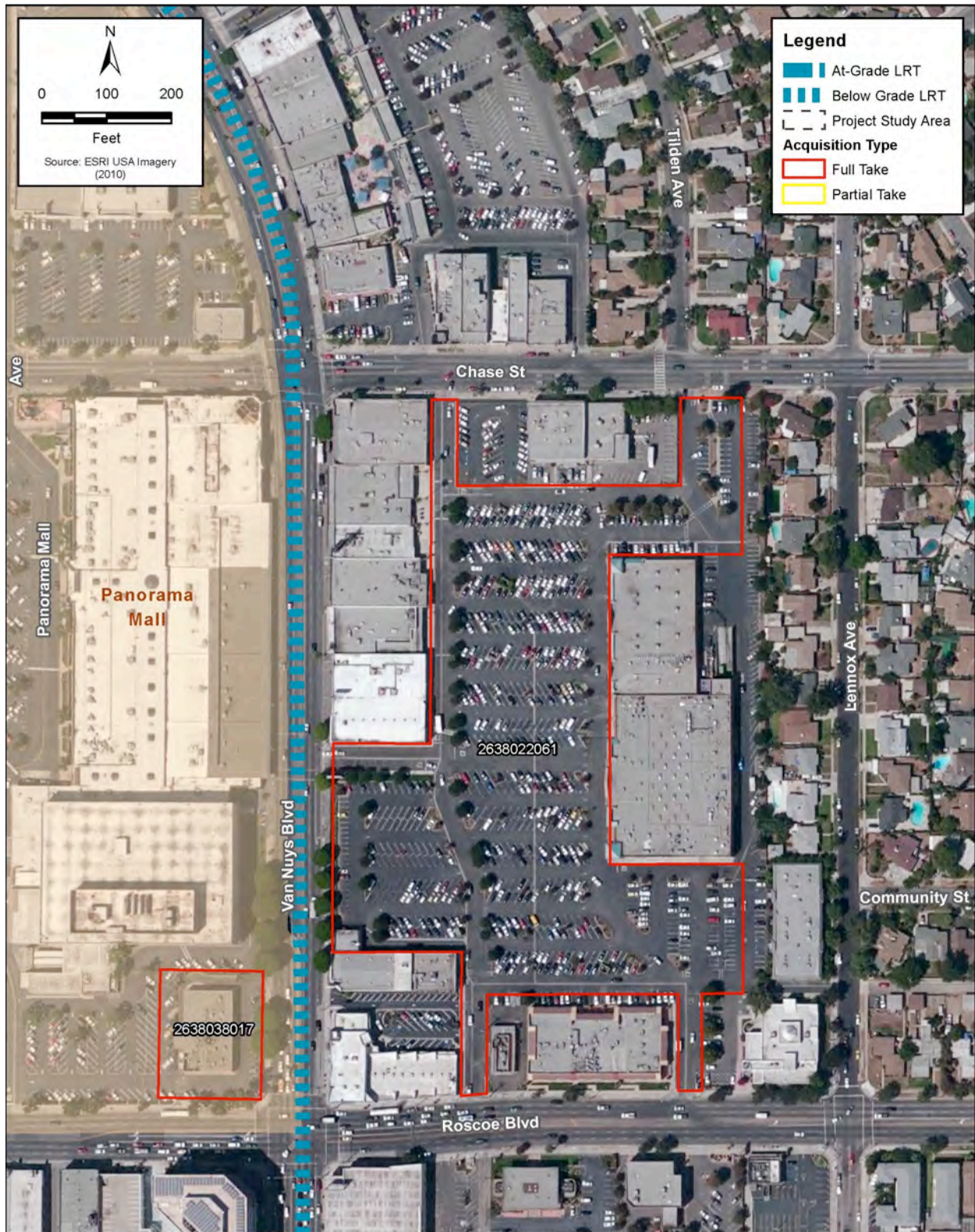




















Source: ICF International, 2015.



**MSF Sites**

The property acquisitions that would be required to construct the MSF at one of three alternative sites are described above under Alternative 3 and summarized below.

*MSF Option A*

As described above under Alternative 3, MSF Option A would require acquisition of 58 parcels between Calvert Street to the north, Oxnard Street to the south, and Kester Avenue to the west (see Table 4.2-3 for a list of the full and partial acquisitions). Two additional full acquisitions (see Table 4.2-9 below) would be required where Van Nuys crosses the Orange Line Busway in order to provide the necessary curve to transition the Alternative 4 guideway onto the Orange Line Busway ROW. Because the MSF Option A site would be located at the southern terminus of Alternative 4, as opposed to the areas surrounding the Van Nuys Metrolink Station under MSF Options B and C, a key difference in MSF Option A that should be noted is the Van Nuys Metrolink station platform would only require partial acquisition of parcel 2215-001-912 at Keswick Street as opposed to the full acquisition under MSF Options B and C. Table 4.2-10 provides a summary of the ROW required for the MSF Option A connection, and Figure 4.2-2 shows their location on the map.

**Table 4.2-9: Alternative 4 MSF Option A – ROW Acquisitions for Access**

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2241-027-003	6077 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Commercial Manufacturing	Full	Alignment
2240-008-905	6060 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Commercial Manufacturing	Full	TPSS Site

Source: KOA Corporation, 2014; ICF, 2014; City of Los Angeles, 2014.

*MSF Option B*

MSF Option B would require 37 full acquisitions as described above under Alternative 3 and listed in Table 4.2-5.

In order to connect Alternative 4 to the MSF Option B site, the Alternative 4 guideway would curve east off of Van Nuys Boulevard through a row of commercial buildings requiring 11 full acquisitions. This is required to provide a perpendicular crossing of Van Nuys Boulevard to access the MSF Option B site. In addition, partial acquisition and permanent underground easements below 6 private properties would be required where tunnel portions of the alignment would not be within public road ROW. No displacements would be required as a result of these underground easements.

Table 4.2-10 provides a summary of the ROW required for the MSF Option B connection, and Figure 4.2-3 shows their location on the map.

**Table 4.2-10: Alternative 4 MSF Option B – ROW Acquisitions for Access**

AIN	Address	Jurisdiction	Current Use/Occupant	Displacement Type	Intended Use
2215-026-048	Valerio St. and Van Nuys Blvd.	Los Angeles (Van Nuys)	Restaurant; Parking lot; General commercial	Full	Alignment
2215-026-003	Valerio St. and Van Nuys Blvd.	Los Angeles (Van Nuys)	General Commercial	Full	Alignment
2215-026-002	7456 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Top produce market; General Commercial	Full	Alignment
2215-026-001	7500 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Howard Industries; General Commercial	Full	Alignment
2215-001-008	7554 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Glidden Professional Paint Center; General Commercial	Full	Alignment
2215-001-007	7564 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Parking lot; General Commercial	Full	Alignment
2215-028-012	7610 N. Van Nuys Blvd	Los Angeles (Van Nuys)	U-Haul of Van Nuys; General Commercial	Full	Alignment
2215-028-014	7616 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Auto paint and body supplies; General Commercial	Full	Alignment
2215-028-020	7622 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	General Commercial	Full	Alignment
2215-028-023	Saticoy St. and Van Nuys Blvd.	Los Angeles (Van Nuys)	Guatemalteca Bakery; General Commercial	Full	Alignment
2215-028-018	7658 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Today's Furniture; General Commercial	Full	Alignment
2212-001-900	Raymer St. and Van Nuys Blvd.	Los Angeles (Van Nuys)	Public Facilities	Partial – Underground Easement	Alignment
2212-001-900	Raymer St. and Van Nuys Blvd.	Los Angeles (Van Nuys)	Public Facilities	Partial – Underground Easement	Alignment
2212-001-807	7766 N. Van Nuys Blvd.	Los Angeles (Panorama City)	Light Manufacturing	Partial – Underground Easement	Alignment
2212-001-805	Raymer St. and Hazeltine Ave.	Los Angeles (Panorama City)	Light Manufacturing	Partial – Underground Easement	Alignment
2212-001-015	14400 W. Arminta St.	Los Angeles (Panorama City)	Living Spaces – Van Nuys; Light Manufacturing	Partial – Underground Easement	Alignment
2212-001-014	Arminta St. and Van Nuys Blvd.	Los Angeles (Panorama City)	Parking lot; Light Manufacturing	Partial – Underground Easement	Alignment

Source: KOA Corporation, 2014; ICF, 2014; City of Los Angeles, 2014.



*MSF Option C*

MSF Option C, as described above under Alternative 3, would require the acquisition of 42 properties, 41 of which would be full acquisitions (see Table 4.2-6 above for a list of the required properties).

The MSF Option C connection for Alternative 4 would require the full acquisition of 11 commercial properties. The primary difference would be additional underground easements would be required below two additional properties as the tunnel portion of the alignment would be extended below these two private properties.

Table 4.2-11 provides a summary of the ROW required for the MSF Option C connection, and Figure 4.2-4 shows their location on the map.

**Table 4.2-11: Alternative 4 MSF Option C – ROW Acquisitions for Access**

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2212-028-035	Armintha St. and Van Nuys Blvd.	Los Angeles (Panorama City)	7-Eleven; Citibank; Light Manufacturing	Partial – Underground Easement	Alignment
2212-028-033	7864 N. Van Nuys Blvd.	Los Angeles (Panorama City)	Dentist office; Light Manufacturing	Partial – Underground Easement	Alignment
2215-026-048	Valerio St. and Van Nuys Blvd.	Los Angeles (Van Nuys)	Restaurant; Parking lot; General commercial	Full	Alignment
2215-026-003	Valerio St. and Van Nuys Blvd.	Los Angeles (Van Nuys)	General Commercial	Full	Alignment
2215-026-002	7456 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Top produce market; General Commercial	Full	Alignment
2215-026-001	7500 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Howard Industries; General Commercial	Full	Alignment
2215-001-008	7554 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Glidden Professional Paint Center; General Commercial	Full	Alignment
2215-001-007	7564 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Parking lot; General Commercial	Full	Alignment
2215-028-012	7610 N. Van Nuys Blvd	Los Angeles (Van Nuys)	U-Haul of Van Nuys; General Commercial	Full	Alignment
2215-028-014	7616 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Auto paint and body supplies; General Commercial	Full	Alignment
2215-028-020	7622 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	General Commercial	Full	Alignment

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2215-028-023	Saticoy St. and Van Nuys Blvd.	Los Angeles (Van Nuys)	Guatemalteca Bakery; General Commercial	Full	Alignment
2215-028-018	7658 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Today's Furniture; General Commercial	Full	Alignment
2212-001-900	Raymer St. and Van Nuys Blvd.	Los Angeles (Van Nuys)	Public Facilities	Partial – Underground Easement	Alignment
2212-001-900	Raymer St. and Van Nuys Blvd.	Los Angeles (Van Nuys)	Public Facilities	Partial – Underground Easement	Alignment
2212-001-807	7766 N. Van Nuys Blvd.	Los Angeles (Panorama City)	Light Manufacturing	Partial – Underground Easement	Alignment
2212-001-805	Raymer St. and Hazeltine Ave.	Los Angeles (Panorama City)	Light Manufacturing	Partial – Underground Easement	Alignment
2212-001-015	14400 W. Arminta St.	Los Angeles (Panorama City)	Living Spaces – Van Nuys; Light Manufacturing	Partial – Underground Easement	Alignment
2212-001-014	Arminta St. and Van Nuys Blvd.	Los Angeles (Panorama City)	Parking lot; Light Manufacturing	Partial – Underground Easement	Alignment

Source: KOA Corporation, 2014; ICF, 2014; City of Los Angeles, 2014.

### Summary of ROW Acquisition Impacts for Alternative 4

As shown in Table 4.2-7, Alternative 4 could require between 110 and 117 acquisitions of properties, most of which would be full acquisitions. Most of the acquisitions that would be required are commercial or industrial properties (MSF Option A would require the full acquisition of four residential units).

As described above under Alternative 3, it is anticipated that there is an adequate supply of commercial and industrial properties along the corridor and in surrounding areas to accommodate displaced businesses; though larger industrial facilities may have difficulty finding comparable properties near their existing locations. As with Alternative 3, where acquisition and relocation are unavoidable, Metro would comply with the provisions of the Uniform Act.

Because the study area and surrounding urban area are almost entirely built out and given the number of existing buildings for sale or lease in the immediate area, it is expected that most of the businesses that would be displaced (including associated MSF – see discussion below) would relocate to existing buildings. Thus, it is not anticipated that construction of a substantial amount of new commercial or industrial development that could result in substantial adverse impacts to the environment would occur. Therefore, substantial adverse indirect effects related to displacement and relocation are not anticipated under Alternative 4.



### **Cumulative Impacts**

Cumulative impacts anticipated to occur under Alternative 4 would be the same as the cumulative impacts expected to occur under Alternative 3. See discussion above for Alternative 3.

### ***Compliance Requirements and Design Features***

Compliance requirements and design features under Alternative 4 would be the same as those under Alternative 3. See discussion above for Alternative 3.

### **Mitigation Measures**

#### ***Construction Mitigation Measures***

No mitigation measures are required (see discussion above regarding compliance requirements and design features required by law).

### **Impacts Remaining After Mitigation**

#### ***NEPA Finding***

Alternative 4 would not result in adverse effects under NEPA.

#### ***CEQA Determination***

Alternative 4 would result in less-than-significant impacts under CEQA.