

TECHNICAL REPORT

LAND ACQUISITION AND DISPLACEMENT

LOS ANGELES RAIL RAPID TRANSIT PROJECT  
"METRO RAIL"

CORE STUDY

Draft Subsequent Environmental Impact Report

Prepared by

Southern California Rapid Transit District

March 1987

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## CORE STUDY - LAND ACQUISITION AND DISPLACEMENT TECHNICAL REPORT

### INTRODUCTION

During the construction of the Metro Rail Project the District will need different parcels of real property for stations, ancillary structures and vent shafts. The District will acquire full or partial parcels and construction or underground easements under the authority of Section 30600 of the California Public Utilities Code. During the acquisition of such parcels or easements, the District will displace some residents, homes and businesses. In all cases, the District will follow the provisions of the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970. This technical report examines the methods staff used to determine which parcels would be subject to taking and to evaluate the impacts of land acquisition.

### METHODOLOGY

Staff used plan and profile drawings at a horizontal scale of 1" = 200' and station "Footprint" drawings at a scale of 1" = 40', to identify the route and grade of the Candidate Alignments. These drawings are found in the Appendix to the Draft Subsequent Environmental Impact Report. The Candidate Alignments were plotted onto a map having a scale of 1" = 2000' and having Los Angeles County Assessor's map book numbers shown. Using the index map for each Assessor's map book affected, the specific map book pages impacted by the Candidate alignments were identified and obtained. Samples of the Assessor's map book pages are attached. The Candidate Alignments and right-of-way lines were plotted onto these map book pages using right-of-way widths of 74 feet for subway line segments and 40 feet for aerial line segments. On the segment of Hollywood Boulevard between Vermont Ave. and Bronson Ave. staff prepared two estimates of the project displacements for Candidate Alignment 2; one with a 40 foot right-of-way width for the actual aerial structure and one that expanded Hollywood Blvd. to 100 foot right-of-way. From the right-of-way requirements shown on the Assessor's maps, staff identified each individual land parcel impacted by the Candidate Alignments.

From the information concerning each impacted parcel, staff prepared a data sheet, copy attached. The data sheet included the Candidate Alignment number, the Assessor's parcel number, the general location of the parcel and the type of acquisition envisioned (full take, partial take or subsurface rights). A field check of each parcel gathered further information including its current use, the size and type (residential or commercial) of buildings on the land, and if businesses and persons (residents

or employees) would be displaced due to the project. The data sheets were annotated with the additional information.

The Assessor's maps for the Candidate Alignments fill four volumes and the data sheets fill four separate volumes. These materials are available for review from the District's Environmental Engineering Staff. To arrange to review this material please call (213) 972-6439.

Appraisal estimates were then derived taking into account land value, improvements on the land, damages as a result of the project, relocation assistance for displaced persons and businesses, and loss of goodwill to businesses.

#### COMPARISON OF ALIGNMENTS

OS-A Segment: The aerial alignments require substantially more land acquisitions than alignments which are primarily subway routes. Alignments 2, 3, and 4 have more aerial miles and are consequently more expensive than Alignments 1 and 5. Alignments 2 and 3, which are similar, have higher costs resulting from full and partial takes required for street widening along Vermont Avenue, Hollywood Boulevard and Sunset Boulevard.

Alignment 2 and 3 acquisition costs are more than the costs for Alignment 4, to provide for higher costs for acquisition of 100 foot right-of-way on Hollywood Boulevard than for property acquisitions along Sunset Boulevard.

Segment OS-B: Alignments 2, 4 and 5 are similar along the B segment of Wilshire Boulevard, all are proposed aerial routes west of Western Avenue. Alignment 1 acquisition costs are lower because it is a proposed subway along the same route as 2, 4 and 5 requiring primarily underground easement right acquisitions. Alignment 3 acquisition costs are lower than the other alignments for this portion of the segment because it is a proposed subway system running under Crenshaw and San Vicente. The parcels acquired for portals and stations along the western segment of Alignment 3 have lower values than acquisitions along Wilshire Boulevard.

Alignments 1 and 3 differ slightly because the properties from Western to San Vicente in Alignment 3 are lower priced than the properties along Wilshire west of Western, and the OS-B segment of Alignment 3 begins farther west, at Hollywood and Vine, than the OS-B segment of Alignment 1, which begins at Vermont and Sunset.







# Working Notes

Subtask	CORE STUDY	Date	Page	of
Subject	LAND ACQUISITION & DISPLACEMENT			Preparer

CANDIDATE ALIGNMENT \_\_\_\_\_  
 ASSESSOR'S PARCEL No. \_\_\_\_\_  
 GENERAL LOCATION: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

TYPE OF ACQUISITION:

- FULL TAKE       PARTIAL TAKE       SUBSURFACE

CURRENT PROPERTY STATUS:

- COMMERCIAL: NO. OF STORIES: \_\_\_\_\_, APPROX. TOTAL AREA \_\_\_\_\_ SQ. FT.

TYPE OF USE: \_\_\_\_\_

- RESIDENTIAL: NO. OF STORIES: \_\_\_\_\_, NO. OF UNITS: \_\_\_\_\_

TYPE OF UNITS: \_\_\_\_\_

CANDIDATE ALIGNMENT \_\_\_\_\_  
 ASSESSOR'S PARCEL No. \_\_\_\_\_  
 GENERAL LOCATION: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

TYPE OF ACQUISITION:

- FULL TAKE       PARTIAL TAKE       SUBSURFACE

CURRENT PROPERTY STATUS:

- COMMERCIAL: NO. OF STORIES: \_\_\_\_\_, APPROX. TOTAL AREA \_\_\_\_\_ SQ. FT.

TYPE OF USE: \_\_\_\_\_

- RESIDENTIAL: NO. OF STORIES: \_\_\_\_\_, NO. OF UNITS: \_\_\_\_\_

TYPE OF UNITS: \_\_\_\_\_