

West Santa Ana Branch Transit Corridor

Draft EIS/EIR Appendix H
Final Displacements and Acquisitions Impact Analysis Report



Metro®

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

**Draft EIS/EIR Appendix H
Final Displacements and Acquisitions
Impact Analysis Report**

Prepared for:



Metro[®]

Los Angeles County
Metropolitan Transportation Authority

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ACRONYMS AND ABBREVIATIONS

AA	Alternatives Analysis
ADA	Americans With Disabilities Act
APN	Assessor Parcel Number
BNSF	Burlington Northern Santa Fe
BRT	Bus Rapid Transit
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CRMLS	California Regional Multiple Listing Service
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
GIS	Geographic Information System
I-	Interstate Freeway
LA	Los Angeles
LAUS	Los Angeles Union Station
LAX	Los Angeles International Airport
LRT	Light Rail Transit
LRTP	Long Range Transportation Plan
LRV	Light Rail Vehicle
Metro	Los Angeles County Metropolitan Transportation Authority
MSF	Maintenance and Storage Facility
MWD	Metropolitan Water District
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
OCTA	Orange County Transportation Authority
PEROW	Pacific Electric Right-of-Way
RAMP	Real Estate Acquisition Management Plan

Acronyms and Abbreviations

ROW	Right-of-Way
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
SR	State Route
TCE	Temporary Construction Easement
TPSS	Traction Power Substations
UPRR	Union Pacific Railroad
US	US Route Freeway
USC	United States Code
VA	Veteran Affairs
WSAB	West Santa Ana Branch

1 INTRODUCTION

1.1 Study Background

The West Santa Ana Branch (WSAB) Transit Corridor (Project) is a proposed light rail transit (LRT) line that would extend from four possible northern termini in southeast Los Angeles (LA) County to a southern terminus in the City of Artesia, traversing densely populated, low-income, and heavily transit-dependent communities. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity for historically underserved, transit-dependent, and environmental justice communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

1.2 Alternatives Evaluation, Screening, and Selection Process

A wide range of potential alternatives have been considered and screened through the alternatives analysis processes. In March 2010, the Southern California Association of Governments (SCAG) initiated the Pacific Electric Right-of-Way (PEROW)/WSAB Alternatives Analysis (AA) Study (SCAG 2013) in coordination with the relevant cities, Orangeline Development Authority (now known as Eco-Rapid Transit), the Gateway Cities Council of Governments, the Los Angeles County Metropolitan Transportation Authority (Metro), the Orange County Transportation Authority, and the owners of the right-of-way (ROW)—Union Pacific Railroad (UPRR), Burlington Northern Santa Fe (BNSF) Railway, and the Ports of Los Angeles and Long Beach. The AA Study evaluated a wide variety of transit connections and modes for a broader 34-mile corridor from Union Station in downtown Los Angeles to the City of Santa Ana in Orange County. In February 2013, SCAG completed the PEROW/WSAB Corridor Alternatives Analysis Report¹ and recommended two LRT alternatives for further study: West Bank 3 and the East Bank.

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

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

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

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

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

In February 2018, the Metro Board of Directors approved further study of the alignment in the Northern Section due to community input during the 2017 scoping meetings. A second alternatives screening process was initiated to evaluate the original four Northern Alignment options and four new Northern Alignment concepts. The *Final Northern Alignment Alternatives and Concepts Updated Screening Report* was completed in May 2018 (Metro 2018a). The alternatives were further refined and, based on the findings of the second screening analysis and the input gathered from the public outreach meetings, the Metro Board of Directors approved Build Alternatives E and G for further evaluation (now referred to as Alternatives 1 and 2, respectively, in this report).

On July 11, 2018, Metro issued a revised and recirculated CEQA Notice of Preparation, thereby initiating a scoping comment period. The purpose of the revised Notice of Preparation was to inform the public of the Metro Board's decision to carry forward Alternatives 1 and 2 into the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). During the scoping period, one agency and three public scoping meetings were held in the Cities of Los Angeles, Cudahy, and Bellflower. The meetings provided Project updates and information to stakeholders with the intent to receive comments and questions to support the environmental process. The comment period for scoping ended in August 24, 2018; over 250 comments were received.

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

1.3 Report Purpose and Structure

This Impact Analysis Report examines the environmental effects of the Project as it relates to energy use. The report is organized into nine sections:

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

1.4 General Background

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

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

The Uniform Act requires that the owning agency provide notification to all affected property owners of the agency’s intent to acquire an interest in their property. One of the items in this notification will include a written offer of just compensation established through the guidelines of the Uniform Act. A ROW specialist is assigned to each property owner to assist through the acquisition process. The Uniform Act also provides benefits to displaced individuals to assist with financial and advisory services related to relocating their residence or business operation. Benefits are available to both owner occupants and tenants of either residential or business properties.

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

1.5 Methodology

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

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

1.5.1 Definition of Affected Area

For purposes of this analysis, the Affected Area is defined in terms of displacement and replacement areas. A “displacement” occurs when the Build Alternatives acquire a parcel, or portion thereof, that is occupied by a structure. The displacement area includes privately held residential, commercial, and industrial properties (parcels) directly affected by the proposed rail and ancillary facilities. “Replacement” refers to the movement (or relocation) of affected

businesses and residences into suitable replacement sites.² The replacement area includes the cities affected by the Build Alternatives and other nearby cities that may provide replacement site options. Affected cities include Los Angeles, unincorporated community of Florence-Firestone of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia. This analysis prioritized affected cities and communities for identification of replacement sites. The search was expanded in situations where sufficient suitable replacement sites did not exist to accommodate displaced uses. Ultimately, a search distance of six miles that may extend to properties in adjacent cities) from the Build Alternatives' rail centerline was used to identify potential replacement sites.

1.5.2 Property Displacement Analysis

To satisfy NEPA requirements, property displacements are determined by evaluating the extent to which the Build Alternatives would affect existing properties and identifying those properties where the current use would not be possible if the Build Alternatives is constructed. To achieve this, design files showing the extent of proposed rail alignment and ancillary facilities were imported into a geographic information system (GIS) along with parcel boundary data from the LA County Assessor (LA County Assessor 2017). Parcel boundary data was acquired through Digital Map Products' LandVision Service. Design data was overlaid onto the parcel data layer to identify properties (and the portions of those properties) that would be required to accommodate the Build Alternatives. In addition to parcel data, aerial imagery from a number of sources including Google and ESRI was incorporated into the GIS and used to identify situations where the proposed facility may affect a building, driveway, parking lot, or other key features of a property that could affect its viability once the Project is completed. Based on the extent of the potential effect of the Build Alternative, potential displacements were identified.

Various commercial and residential real estate databases such as the California Regional Multiple Listing Service (CRMLS), CoStar, and Reference USA's U.S. Businesses Database (RefUSA) were consulted, as well as US Census data. Additionally, a field review of potential displacements based on current 2020 market conditions and vacancy rates was conducted to validate data obtained from digital sources. This data was used to determine the following:

- Residential units and occupants associated with each affected parcel;
- Businesses associated with each affected parcel, including business names, addresses, type of business, and the estimated number of employees; and
- Availability of suitable replacement sites for displaced residences and businesses based on current 2020 market conditions and vacancy rates.

1.5.3 Parcel Analysis

To analyze parcels that may be affected by the Build Alternatives, data was obtained with each distinct component of the alignment assigned to a separate data layer and overlaid on the LA County Assessor parcel GIS layer (dated 2017) along with the ESRI Aerial Imagery Service in ArcGIS 10.5. The assessor parcel layer contains current ownership information, including Assessor Parcel Number (APN), owner name, zoning, and property use type. A spatial intersection query in GIS identified each parcel affected by the design footprint. Additional resources, including Google Earth Pro's nadir, 3D, and Street View features, assisted in determining the nature of the acquisition required from each affected parcel. Conflicting information was resolved through visual inspections of the property from aerial imagery and

² Title 49 CFR 24.2 (a)(9)

street view. Additionally, potential effects resulting from other features such as stations, maintenance facilities, or roadway work are independently evaluated.

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

1.5.3.1 Residential Properties

To identify and analyze potential effects related to displacement and acquisition on residential properties, property acquisitions and the number and type of displacements were identified. Property use type and zoning designations were determined based on information from assessor parcel records and supplemented with zoning maps and general plan information from each affected city.

The U.S. Census Bureau's Quick Facts tool (U.S. Census Bureau 2012-2016) was used to determine the average number of persons per household for each city, in which the residential acquisitions are anticipated. This tool was also used to estimate the number of residents displaced based on the number of residential units to be acquired. Displaced mobile homes were assumed to contain the same number of occupants as the average conventional household in the same city. The estimated number of displaced residents was calculated using the average number of household occupants multiplied by the number of units displaced.

Identifying potential replacement sites for residential properties required a search for properties based on current 2020 market conditions and vacancy rates currently for sale or lease within the Build Alternatives' replacement area cities. Searches for available units were performed using the CRMLS and online real estate websites including HotPads.com and Zillow.com. Available units were tallied for each city within the replacement area (and compared with the number of displacements in those cities, leading to a "gap analysis" to determine if there is a surplus or deficit in available replacement sites. For purposes of the "gap analysis", a "surplus" identifies a larger number of available replacement sites than required to accommodate and a "deficit" identified an insufficient number of replacement sites. A "suitable" replacement site would meet the definition of a "comparable replacement dwelling" as described in 49 Code of Federal Regulations (CFR) 24.2 (a)(6). However, it is impossible to verify that each replacement site meets the definition without an inspection of each potential replacement site. To ensure that all displacees would have the highest possible likelihood of being successfully relocated, the identification of a significant surplus of replacement properties is essential.

1.5.3.2 Commercial and Industrial Properties

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

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

Identifying potential replacement sites for non-residential properties required a search for properties currently for sale or lease within each of the Build Alternatives' replacement area jurisdictions. Searches were performed using CoStar, and a gap analysis was performed between the number of resulting potential replacement units and the displacements identified for each city based on current 2020 market conditions and vacancy rates. Replacement searches were filtered for automotive, office, retail, and industrial use types to ensure comparability. However, many displaced business facilities are anticipated to have special characteristics that would make finding suitable replacements more challenging. To ensure displaced businesses have the highest likelihood of being successfully relocated, identifying a significant surplus of replacement sites is essential. Regional commercial real-estate brokerages were contacted to discuss the availability of replacement sites for properties with special circumstances related to large acreage ground lease requirements.

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

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

2 PROJECT DESCRIPTION

This section describes the No Build Alternative and the four Build Alternatives studied in the WSAB Transit Corridor Draft EIS/EIR, including design options, station locations, and MSF site options. The Build Alternatives were developed through a comprehensive alternatives analysis process and meet the purpose and need of the Project.

The No Build Alternative and four Build Alternatives are generally defined as follows:

- **No Build Alternative** - Reflects the transportation network in the 2042 horizon year without the proposed Build Alternatives. The No Build Alternative includes the existing transportation network along with planned transportation improvements that have been committed to and identified in the constrained Metro 2009 Long Range Transportation Plan (2009 LRTP) (Metro 2009) and SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2016), as well as additional projects funded by Measure M that would be completed by 2042.
- **Build Alternatives:** The Build Alternatives consist of a new LRT line that would extend from different termini in the north to the same terminus in the City of Artesia in the south. The Build Alternatives are referred to as:
 - Alternative 1: Los Angeles Union Station to Pioneer Station; the northern terminus would be located underground at Los Angeles Union Station (LAUS) Forecourt
 - Alternative 2: 7th Street/Metro Center to Pioneer Station; the northern terminus would be located underground at 8th Street between Figueroa Street and Flower Street near 7th Street/Metro Center Station
 - Alternative 3: Slauson/A (Blue) Line to Pioneer Station; the northern terminus would be located just north of the intersection of Long Beach Avenue and Slauson Avenue in the City of Los Angeles, connecting to the current A (Blue) Line Slauson Station
 - Alternative 4: I-105/C (Green) Line to Pioneer Station; the northern terminus would be located at I-105 in the city of South Gate, connecting to the C (Green) Line along the I-105

Two design options are under consideration for Alternative 1. Design Option 1 would locate the northern terminus station box at the LAUS Metropolitan Water District (MWD) east of LAUS and the MWD building, below the baggage area parking facility. Design Option 2 would add the Little Tokyo Station along the WSAB alignment. The Design Options are further discussed in Section 2.3.6.

Figure 2-1 presents the four Build Alternatives and the design options. In the north, Alternative 1 would terminate at LAUS and primarily follow Alameda Avenue south underground to the proposed Arts/Industrial District Station. Alternative 2 would terminate near the existing 7th Street/Metro Center Station in the Downtown Transit Core and would primarily follow 8th Street east underground to the proposed Arts/Industrial District Station.

Figure 2-1. Project Alternatives



Source: Metro, 2020

From the Arts/Industrial District Station to the southern terminus at Pioneer Station, Alternatives 1 and 2 share a common alignment. South of Olympic Boulevard, the Alternatives 1 and 2 would transition from an underground configuration to an aerial configuration, cross over the Interstate (I-) 10 freeway and then parallel the existing Metro A (Blue) Line along the Wilmington Branch ROW as it proceeds south. South of Slauson Avenue, which would serve as the northern terminus for Alternative 3, Alternatives 1, 2, and 3 would turn east and transition to an at-grade configuration to follow the La Habra Branch ROW along Randolph Street. At the San Pedro Subdivision ROW, Alternatives 1, 2, and 3 would turn southeast to follow the San Pedro Subdivision ROW and then transition to the PEROW, south of the I-105 freeway. The northern terminus for Alternative 4 would be located at the I-105/C (Green) Line. Alternatives 1, 2, 3, and 4 would then follow the PEROW to the southern terminus at the proposed Pioneer Station in Artesia. The Build Alternatives would be grade-separated where warranted, as indicated on Figure 2-2.

2.1 Geographic Sections

The approximately 19-mile corridor is divided into two geographic sections—the Northern and Southern Sections. The boundary between the Northern and Southern Sections occurs at Florence Avenue in the City of Huntington Park.

2.1.1 Northern Section

The Northern Section includes approximately 8 miles of Alternatives 1 and 2 and 3.8 miles of Alternative 3. Alternative 4 is not within the Northern Section. The Northern Section covers the geographic area from downtown Los Angeles to Florence Avenue in the City of Huntington Park and would generally traverse the Cities of Los Angeles, Vernon, Huntington Park, and Bell, and the unincorporated Florence-Firestone community of LA County (Figure 2-3). Alternatives 1 and 2 would traverse portions of the Wilmington Branch (between approximately Martin Luther King Jr Boulevard along Long Beach Avenue to Slauson Avenue). Alternatives 1, 2, and 3 would traverse portions of the La Habra Branch ROW (between Slauson Avenue along Randolph Street to Salt Lake Avenue) and San Pedro Subdivision ROW (between Randolph Street to approximately Paramount Boulevard).

2.1.2 Southern Section

The Southern Section includes approximately 11 miles of Alternatives 1, 2, and 3 and includes all 6.6 miles of Alternative 4. The Southern Section covers the geographic area from south of Florence Avenue in the City of Huntington Park to the City of Artesia and would generally traverse the Cities of Huntington Park, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia (Figure 2-4). In the Southern Section, all four Build Alternatives would utilize portions of the San Pedro Subdivision and the Metro-owned PEROW (between approximately Paramount Boulevard to South Street).

Figure 2-2. Project Alignment by Alignment Type



Source: Metro, 2020

Figure 2-3. Northern Section



Source: Metro, 2020

Figure 2-4. Southern Section



Source: Metro, 2020

2.2 No Build Alternative

For the NEPA evaluation, the No Build Alternative is evaluated in the context of the existing transportation facilities in the Study Area (the Study Area extends approximately 2 miles from either side of the proposed alignment) and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable. Because the No Build Alternative provides the background transportation network, against which the Build Alternatives' impacts are identified and evaluated, the No Build Alternative does not include the Project.

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

Table 2.1 lists the existing transportation network and planned improvements included as part of the No Build Alternative.

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

Project	To / From	Location Relative to Study Area
Rail (Existing)		
Metro Rail System (LRT and Heavy Rail Transit)	Various locations	Within Study Area
Metrolink (Southern California Regional Rail Authority) System	Various locations	Within Study Area
Rail (Under Construction/Planned)¹		
Metro Westside D (Purple) Line Extension	Wilshire/Western to Westwood/VA Hospital	Outside Study Area
Metro C (Green) Line Extension ² to Torrance	96th Street Station to Torrance	Outside Study Area
Metro C (Green) Line Extension	Norwalk to Expo/Crenshaw ³	Outside Study Area
Metro East-West Line/Regional Connector/Eastside Phase 2	Santa Monica to Lambert Santa Monica to Peck Road	Within Study Area
Metro North-South Line/Regional Connector/Foothill Extension to Claremont Phase 2B	Long Beach to Claremont	Within Study Area
Metro Sepulveda Transit Corridor	Metro G (Orange) Line to Metro E (Expo) Line	Outside Study Area
Metro East San Fernando Valley Transit Corridor	Sylmar to Metro G (Orange) Line	Outside Study Area
Los Angeles World Airport Automated People Mover	96th Street Station to LAX Terminals	Outside Study Area
Metrolink Capital Improvement Projects	Various projects	Within Study Area
California High-Speed Rail	Burbank to LA LA to Anaheim	Within Study Area
Link US ⁴	LAUS	Within Study Area
Bus (Existing)		
Metro Bus System (including BRT, Express, and local)	Various locations	Within Study Area
Municipality Bus System ⁵	Various locations	Within Study Area

Project	To / From	Location Relative to Study Area
Bus (Under Construction/Planned)		
Metro G (Orange) Line (BRT)	Del Mar (Pasadena) to Chatsworth Del Mar (Pasadena) to Canoga Canoga to Chatsworth	Outside Study Area
Vermont Transit Corridor (BRT)	120th Street to Sunset Boulevard	Outside Study Area
North San Fernando Valley BRT	Chatsworth to North Hollywood	Outside Study Area
North Hollywood to Pasadena	North Hollywood to Pasadena	Outside Study Area
Highway (Existing)		
Highway System	Various locations	Within Study Area
Highway (Under Construction/Planned)		
High Desert Multi-Purpose Corridor	SR-14 to SR-18	Outside Study Area
I-5 North Capacity Enhancements	SR-14 to Lake Hughes Rd	Outside Study Area
SR-71 Gap Closure	I-10 to Rio Rancho Rd	Outside Study Area
Sepulveda Pass Express Lane	I-10 to US-101	Outside Study Area
SR-57/SR-60 Interchange Improvements	SR-70/SR-60	Outside Study Area
I-710 South Corridor Project (Phase 1 & 2)	Ports of Long Beach and LA to SR-60	Within Study Area
I-105 Express Lane	I-405 to I-605	Within Study Area
I-5 Corridor Improvements	I-605 to I-710	Outside Study Area

Source: Metro 2018, WSP 2019

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

² Metro C (Green) Line extension to Torrance includes new construction from Redondo Beach to Torrance; however, the line will operate from Torrance to 96th Street.

³ The currently under construction Metro Crenshaw/LAX Line will operate as the Metro C (Green) Line.

⁴ Link US rail walk times included only.

⁵ The municipality bus network system is based on service patterns for Bellflower Bus, Cerritos on Wheels, Cudahy Area Rapid Transit, Get Around Town Express, Huntington Park Express, La Campana, Long Beach Transit, Los Angeles Department of Transportation, Norwalk Transit System and the Orange County Transportation Authority.

BRT = Bus Rapid Transit; LAUS = Los Angeles Union Station; LAX = Los Angeles International Airport; VA = Veterans Affairs

2.3 Build Alternatives

2.3.1 Proposed Alignment Configuration for the Build Alternatives

This section describes the alignment for each of the Build Alternatives. The general characteristics of the four Build Alternatives are summarized in Table 2.2. Figure 2-5 illustrates the freeway crossings along the alignment. Additionally, the Build Alternatives would require relocation of existing freight rail tracks within the ROW to maintain existing operations where there would be overlap with the proposed light rail tracks. Figure 2-6 depicts the alignment sections that would share operation with freight and the corresponding ownership.

Table 2.2. Summary of Build Alternative Components

Component	Quantity			
	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Alignment Length	19.3 miles	19.3 miles	14.8 miles	6.6 miles
Stations Configurations	11 3 aerial; 6 at-grade; 2 underground ³	12 3 aerial; 6 at-grade; 3 underground	9 3 aerial; 6 at-grade	4 1 aerial; 3 at-grade
Parking Facilities	5 (approximately 2,780 spaces)	5 (approximately 2,780 spaces)	5 (approximately 2,780 spaces)	4 (approximately 2,180 spaces)
Length of underground, at-grade, and aerial	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial ¹	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial ¹	12.2 miles at-grade; 2.6 miles aerial ¹	5.6 miles at-grade; 1.0 miles aerial ¹
At-grade crossings	31	31	31	11
Freight crossings	10	10	9	2
Freeway Crossings	6 (3 freeway undercrossings ² at I-710; I-605, SR-91)	6 (3 freeway undercrossings ² at I-710; I-605, SR-91)	4 (3 freeway undercrossings ² at I-710; I-605, SR-91)	3 (2 freeway undercrossings ² at I-605, SR-91)
Elevated Street Crossings	25	25	15	7
River Crossings	3	3	3	1
TPSS Facilities	22 ³	23	17	7
Maintenance and Storage Facility site options	2	2	2	2

Source: WSP, 2020

Notes: ¹ Alignment configuration measurements count retained fill embankments as at-grade.

² The light rail tracks crossing beneath freeway structures.

³ Under Design Option 2 – Add Little Tokyo Station, an additional underground station and TPSS site would be added under Alternative 1

Figure 2-5. Freeway Crossings



Source: WSP, 2020

Figure 2-6. Existing Rail Right-of-Way Ownership and Relocation



Source: WSP, 2020

2.3.2 Alternative 1

The total alignment length of Alternative 1 would be approximately 19.3 miles, consisting of approximately 2.3 miles of underground, 12.3 miles of at-grade, and 4.7 miles of aerial alignment. Alternative 1 would include 11 new LRT stations, 2 of which would be underground, 6 would be at-grade, and 3 would be aerial. Under Design Option 2, Alternative 1 would have 12 new LRT stations, and the Little Tokyo Station would be an additional underground station. Five of the stations would include parking facilities, providing a total of up to 2,780 new parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 2 aerial freeway crossings, 1 underground freeway crossing, 3 river crossings, 25 aerial road crossings, and 10 freight crossings.

In the north, Alternative 1 would begin at a proposed underground station at/near LAUS either beneath the LAUS Forecourt or, under Design Option 1, east of the MWD building beneath the baggage area parking facility (Section 2.3.6). Crossovers would be located on the north and south ends of the station box with tail tracks extending approximately 1,200 feet north of the station box. A tunnel extraction portal would be located within the tail tracks for both Alternative 1 terminus station options.

From LAUS, the alignment would continue underground crossing under the US-101 freeway and the existing Metro L (Gold) Line aerial structure and continue south beneath Alameda Street to the optional Little Tokyo Station between 1st Street and 2nd Street (note: under Design Option 2, Little Tokyo Station would be constructed). From the optional Little Tokyo Station, the alignment would continue underground beneath Alameda Street to the proposed Arts/Industrial District Station under Alameda Street between 6th Street and Industrial Street. (Note, Alternative 2 would have the same alignment as Alternative 1 from this point south. Refer to Section 2.3.3 for additional information on Alternative 2.)

The underground alignment would continue south under Alameda Street to 8th Street, where the alignment would curve to the west and transition to an aerial alignment south of Olympic Boulevard. The alignment would cross over the I-10 freeway in an aerial viaduct structure and continue south, parallel to the existing Metro A (Blue) Line at Washington Boulevard. The alignment would continue in an aerial configuration along the eastern half of Long Beach Avenue within the UPRR-owned Wilmington Branch ROW, east of the existing Metro A (Blue) Line and continue south to the proposed Slauson/A Line Station. The aerial alignment would pass over the existing pedestrian bridge at E. 53rd Street. The Slauson/A (Blue) Line Station would serve as a transfer point to the Metro A (Blue) Line via a pedestrian bridge. The vertical circulation would be connected at street level on the north side of the station via stairs, escalators, and elevators. (The Slauson/A (Blue) Line Station would serve as the northern terminus for Alternative 3; refer to Section 2.3.4 for additional information on Alternative 3.)

South of the Slauson/A (Blue) Line Station, the alignment would turn east along the existing La Habra Branch ROW (also owned by UPRR) in the median of Randolph Street. The alignment would be on the north side of the La Habra Branch ROW and would require the relocation of existing freight tracks to the southern portion of the ROW. The alignment would transition to an at-grade configuration at Alameda Street and would proceed east along the Randolph Street median. Wilmington Avenue, Regent Street, Albany Street, and Rugby Avenue would be closed to traffic crossing the ROW, altering

the intersection design to a right-in, right-out configuration. The proposed Pacific/Randolph Station would be located just east of Pacific Boulevard.

From the Pacific/Randolph Station, the alignment would continue east at-grade. Rita Avenue would be closed to traffic crossing the ROW, altering the intersection design to a right-in, right-out configuration. At the San Pedro Subdivision ROW, the alignment would transition to an aerial configuration and turn south to cross over Randolph Street and the freight tracks, returning to an at-grade configuration north of Gage Avenue. The alignment would be located on the east side of the existing San Pedro Subdivision ROW freight tracks, and the existing tracks would be relocated to the west side of the ROW. The alignment would continue at-grade within the San Pedro Subdivision ROW to the proposed at-grade Florence/Salt Lake Station south of the Salt Lake Avenue/Florence Avenue intersection.

South of Florence Avenue, the alignment would extend from the proposed Florence/Salt Lake Station in the City of Huntington Park to the proposed Pioneer Station in the City of Artesia, as shown in Figure 2-4. The alignment would continue southeast from the proposed at-grade Florence/Salt Lake Station within the San Pedro Subdivision ROW, crossing Otis Avenue, Santa Ana Street, and Ardine Street at-grade. The alignment would be located on the east side of the existing San Pedro Subdivision freight tracks and the existing tracks would be relocated to the west side of the ROW. South of Ardine Street, the alignment would transition to an aerial structure to cross over the existing UPRR tracks and Atlantic Avenue. The proposed Firestone Station would be located on an aerial structure between Atlantic Avenue and Florence Boulevard.

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

From the Gardendale Station, the alignment would continue south in an at-grade configuration, crossing Gardendale Street and Main Street to connect to the proposed I-105/C (Green) Line Station, which would be located at-grade north of Century Boulevard. This station would be connected to the new infill C (Green) Line Station in the middle of the freeway via a pedestrian walkway on the new LRT bridge. The alignment would continue at-grade, crossing Century Boulevard and then over the I-105 freeway in an aerial configuration within the existing San Pedro Subdivision ROW bridge footprint. A new Metro C (Green) Line Station would be constructed in the median of the I-105 freeway. Vertical pedestrian access would be provided from the LRT bridge to the proposed I-105/C (Green) Line Station platform via stairs and elevators. To accommodate the construction of the new station platform, the existing Metro C (Green) Line tracks would be widened and, as part of the I-105 Express Lanes Project, the I-105 lanes would be reconfigured. (The I-105/C (Green) Line

Station would serve as the northern terminus for Alternative 4; refer to Section 2.3.5 for additional information on this alternative.)

South of the I-105 freeway, the alignment would continue at-grade within the San Pedro Subdivision ROW. In order to maintain freight operations and allow for freight train crossings, the alignment would transition to an aerial configuration as it turns southeast and enter the PEROW. The existing freight track would cross beneath the aerial alignment and align on the north side of the PEROW east of the San Pedro Subdivision ROW. The proposed Paramount/Rosecrans Station would be located in an aerial configuration west of Paramount Boulevard and north of Rosecrans Avenue. The existing freight track would be relocated to the east side of the alignment beneath the station viaduct.

The alignment would continue southeast in an aerial configuration over the Paramount Boulevard/Rosecrans Avenue intersection and descend to an at-grade configuration. The alignment would return to an aerial configuration to cross over Downey Avenue descending back to an at-grade configuration north of Somerset Boulevard. One of the adjacent freight storage tracks at Paramount Refinery Yard would be relocated to accommodate the new LRT tracks and maintain storage capacity. There are no active freight tracks south of the World Energy facility.

The alignment would cross Somerset Boulevard at-grade. South of Somerset Boulevard, the at-grade alignment would parallel the existing Bellflower Bike Trail that is currently aligned on the south side of the PEROW. The alignment would continue at-grade crossing Lakewood Boulevard, Clark Avenue, and Alondra Boulevard. The proposed at-grade Bellflower Station would be located west of Bellflower Boulevard.

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

East of Artesia Boulevard the alignment would cross beneath the I-605 freeway in an existing underpass. Southeast of the underpass, the alignment would continue at-grade, crossing Studebaker Road. North of Gridley Road, the alignment would transition to an aerial configuration to cross over 183rd Street and Gridley Road. The alignment would return to an at-grade configuration at 185th Street, crossing 186th Street and 187th Street at-grade. The alignment would then pass through the proposed Pioneer Station on the north side of Pioneer Boulevard at-grade. Tail tracks accommodating layover storage for a three-car train would extend approximately 1,000 feet south from the station, crossing Pioneer Boulevard and terminating west of South Street.

2.3.3 Alternative 2

The total alignment length of Alternative 2 would be approximately 19.3 miles, consisting of approximately 2.3 miles of underground, 12.3 miles of at-grade, and 4.7 miles of aerial alignment. Alternative 2 would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 2,780 new parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 2 aerial freeway crossings, 1 underground freeway crossing, 3 river crossings, 25 aerial road crossings, and 10 freight crossings.

In the north, Alternative 2 would begin at the proposed WSAB 7th Street/Metro Center Station, which would be located underground beneath 8th Street between Figueroa Street and Flower Street. A pedestrian tunnel would provide connection to the existing 7th Street/Metro Center Station. Tail tracks, including a double crossover, would extend approximately 900 feet beyond the station, ending east of the I-110 freeway. From the 7th Street/Metro Center Station, the underground alignment would proceed southeast beneath 8th Street to the South Park/Fashion District Station, which would be located west of Main Street beneath 8th Street.

From the South Park/Fashion District Station, the underground alignment would continue under 8th Street to San Pedro Street, where the alignment would turn east toward 7th Street, crossing under privately owned properties. The tunnel alignment would cross under 7th Street and then turn south at Alameda Street. The alignment would continue south beneath Alameda Street to the Arts/Industrial District Station located under Alameda Street between 7th Street and Center Street. A double crossover would be located south of the station box, south of Center Street. From this point, the alignment of Alternative 2 would follow the same alignment as Alternative 1, which is described further in Section 2.3.2.

2.3.4 Alternative 3

The total alignment length of Alternative 3 would be approximately 14.8 miles, consisting of approximately 12.2 miles of at-grade, and 2.6 miles of aerial alignment. Alternative 3 would include 9 new LRT stations, 6 would be at-grade and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 2,780 new parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 1 aerial freeway crossing, 3 river crossings, 15 aerial road crossings, and 9 freight crossings. In the north, Alternative 3 would begin at the Slauson/A (Blue) Line Station and follow the same alignment as Alternatives 1 and 2, described in Section 2.3.2.

2.3.5 Alternative 4

The total alignment length of Alternative 4 would be approximately 6.6 miles, consisting of approximately 5.6 miles of at-grade and 1.0 mile of aerial alignment. Alternative 3 would include 4 new LRT stations, 3 would be at-grade, and 1 would be aerial. Four of the stations would include parking facilities, providing a total of approximately 2,180 new parking spaces. The alignment would include 11 at-grade crossings, 2 freeway undercrossings, 1 aerial freeway crossing, 1 river crossing, 7 aerial road crossings, and 2 freight crossings. In the north, Alternative 4 would begin at the I-105/C (Green) Line Station and follow the same alignment as Alternatives 1, 2, and 3, described in Section 2.3.2.

2.3.6 Design Options

Alternative 1 includes two design options:

- **Design Option 1:** LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the MWD building, below the baggage area parking facility instead of beneath the LAUS Forecourt. Crossovers would be located on the north and south ends of the station box with tail tracks extending approximately 1,200 feet north of the station box. From LAUS, the underground alignment would cross under the US-101 freeway and the existing Metro L (Gold) Line aerial structure and continue south beneath Alameda Street to the optional Little Tokyo Station between Traction Avenue and 1st Street. The underground alignment between LAUS and the Little Tokyo Station would be located to the east of the base alignment.
- **Design Option 2:** Add the Little Tokyo Station – Under this design option, the Little Tokyo Station would be constructed as an underground station and there would be a direct connection to the Regional Connector Station in the Little Tokyo community. The alignment would proceed underground directly from LAUS to the Arts/Industrial District Station primarily beneath Alameda Street.

2.3.7 Maintenance and Storage Facility

MSFs accommodate daily servicing and cleaning, inspection and repairs, and storage of light rail vehicles (LRV). Activities may take place in the MSF throughout the day and night depending upon train schedules, workload, and the maintenance requirements.

Two MSF options are evaluated; however, only one MSF would be constructed as part of the Project. The MSF would have storage tracks, each with sufficient length to store three-car train sets and a maintenance-of-way vehicle storage. The facility would include a main shop building with administrative offices, a cleaning platform, a TPSS, employee parking, a vehicle wash facility, a paint and body shop, and other facilities as needed. The east and west yard leads (i.e., the tracks leading from the mainline to the facility) would have sufficient length for a three-car train set. In total, the MSF would need to accommodate approximately 80 LRVs to serve the Project's operations plan.

Two potential locations for the MSF have been identified—one in the City of Bellflower and one in the City of Paramount. These options are described further in the following sections.

2.3.8 Bellflower MSF Option

The Bellflower MSF site option is bounded by industrial facilities to the west, Somerset Boulevard and apartment complexes to the north, residential homes to the east, and the PEROW and Bellflower Bike Trail to the south. The site is approximately 21 acres in area and can accommodate up to 80 vehicles (Figure 2-7).

2.3.9 Paramount MSF Option

The Paramount MSF site option is bounded by the San Pedro Subdivision ROW on the west, Somerset Boulevard to the south, industrial and commercial uses on the east, and All American City Way to the north. The site is 22 acres and could accommodate up to 80 vehicles (Figure 2-7).

Figure 2-7. Maintenance and Storage Facility Options



Source: WSP, 2020

3 REGULATORY FRAMEWORK

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

Federal

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

State

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

Regional

No applicable regional plans, policies, or regulations in regard to displacements and acquisitions.

Local

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

Relocation Resources

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

3.1 Federal

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

The Uniform Act mandates that certain relocation services and payments be made available to eligible residents, businesses, and non-profit organizations displaced as a direct result of projects undertaken by a federal agency or with federal financial assistance. The Uniform Act provides for uniform and equitable treatment of persons displaced from their homes and businesses and establishes uniform and equitable land acquisition policies.³ Owners and holders of real estate interests of private property have federal constitutional guarantees that their property will not be acquired, taken, or damaged for public use unless they first receive an offer of just compensation.

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

3.1.2 Real Estate Acquisition Management Plan (RAMP) and Relocation Plan

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

³ The term “displaced person” means any person who moves from real property; or moves his personal property from real property; or any person who moves from real property; or moves his personal property from real property. The term “business” means any lawful activity, excepting a farm operation, conducted primarily for the purchase, sale, lease and rental of personal and real property, and for the manufacture, processing, or marketing of products, commodities, or any other personal property; for the sale of services to the public; by a nonprofit organization; or for assisting in the purchase, sale, resale, manufacture, processing, or marketing of products, commodities, personal property, or services by the erection and maintenance of an outdoor advertising display or displays, whether or not such display or displays are located on the premises on which any of the above activities are conducted. (42 United States Code (USC) Ch. 61, Section 4601)

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

The American with Disabilities Act of 1990 (ADA) is a civil rights law that prohibits discrimination based on disability in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public. The purpose of the law ensures people with disabilities have the same rights and opportunities as everyone else and provides civil rights protections to individuals with disabilities similar to those provided to individuals based on race, color, sex, national origin, age, and religion. ADA also guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, state and local government services, and telecommunications.

3.2 State

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

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

- ensure the consistent and fair treatment of owners and occupants of real property;
- encourage and expedite acquisition by agreement to avoid litigation and relieve congestion in the courts; and
- promote confidence in the public land acquisitions.

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

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

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

3.3 Local

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

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

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

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

3.4 Relocation Resources

In accordance with the Uniform Act; 49 CFR Part 24; California Government Code 7260 et seq.; California Code of Regulations (CCR) 600 et seq.; and other prevailing regulations (see Section 2.2), in the event business or residential displacement occurs as a result of property acquisitions, relocation resources would be provided by Metro to displacees that meet the requirements of the guidelines mentioned above for a displaced person. This also includes a relocation plan as required by California Code of Regulations, Title 25, Division 1, Chapter 6. The following details information presented from Chapter 10 of the California Department of Transportation (Caltrans) *Right of Way Manual*, has traditionally been the source for guidance regarding relocation of displacees resulting from federally funded projects.

3.4.1 Residential Property Resources

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

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

3.4.1.1 Relocation Assistance and Counseling

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

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

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

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

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

3.4.1.2 Direct Financial Assistance

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

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

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

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

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

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

The information gathered would include the following:

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

3.4.1.3 Sufficient Government Funding for Relocation

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

3.4.2 Programs and Policies for Non-Residential Relocation

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

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

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

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

4 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

4.1 Existing Land Use Conditions

4.1.1 General Corridor-wide Land Use

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

Table 4.1 provides the land use distribution of the Affected Area (i.e., adjacent areas within approximately 50 feet of the Project alignment) and the surrounding area (within 0.25 mile of the alignment and 0.5 mile of the station areas) for each Build Alternative. Figure 4-1 through Figure 4-5 show the land uses within the surrounding area, providing an overall context of the land uses surrounding the Affected Area.

Table 4.1. Existing Land Use Distribution for the Build Alternatives

Land Use	Percent of Land Use (%) ¹							
	Alternative 1 19.3 miles		Alternative 2 19.3 miles		Alternative 3 14.8 miles		Alternative 4 6.6 miles	
	Affected Area ²	Surrounding Area ³	Affected Area ²	Surrounding Area ³	Affected Area ²	Surrounding Area ³	Affected Area ²	Surrounding Area ³
Agriculture	0.4	0.1	0.3	0.1	2.0	2.0	1.8	0.1
Commercial	2.6	7.0	3.8	20.1	6.2	8.2	11.6	9.3
Industrial	13.4	14.9	9.1	10.0	34.5	15.5	12.9	8.0
Institutional/ Public Facilities	6.1	10.5	3.2	2.7	18.1	6.0	1.6	6.9
Open Space/ Recreational Facilities	2.0	1.9	1.5	1.4	9.2	3.1	23.3	3.0
Residential	73.6	63.3	80.9	64.3	23.3	64.3	45.0	71.5
River	0.7	0.5	0.5	0.3	3.0	0.8	0.2	0.4
Vacant	1.2	1.8	0.8	1.0	3.9	1.8	3.5	0.9

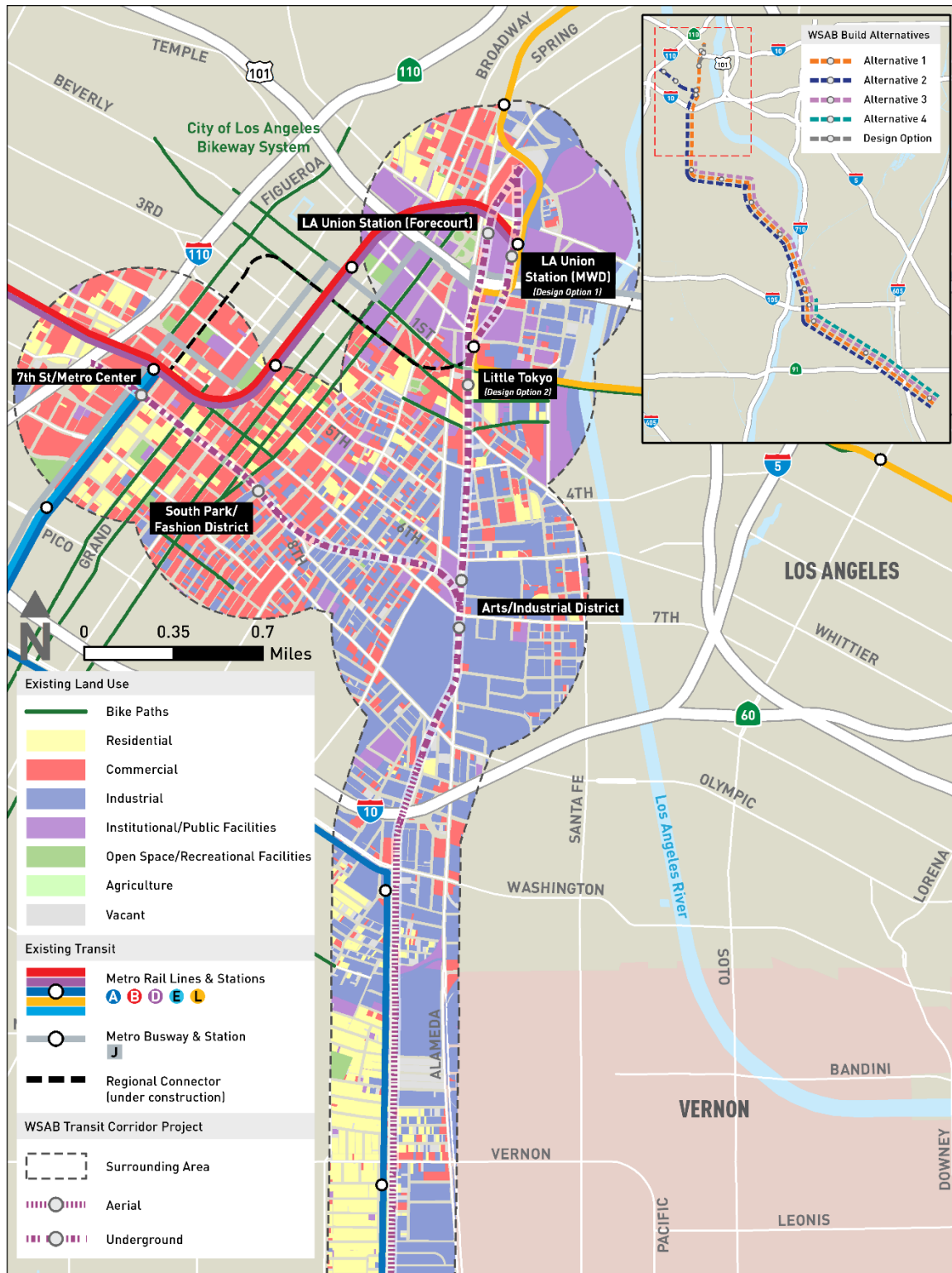
Source: TAHA, 2020

Notes: ¹ Percentages may not equal 100 percent due to rounding.

² "Affected Area" is defined as the adjacent area within approximately 50 feet of the Build Alternatives.

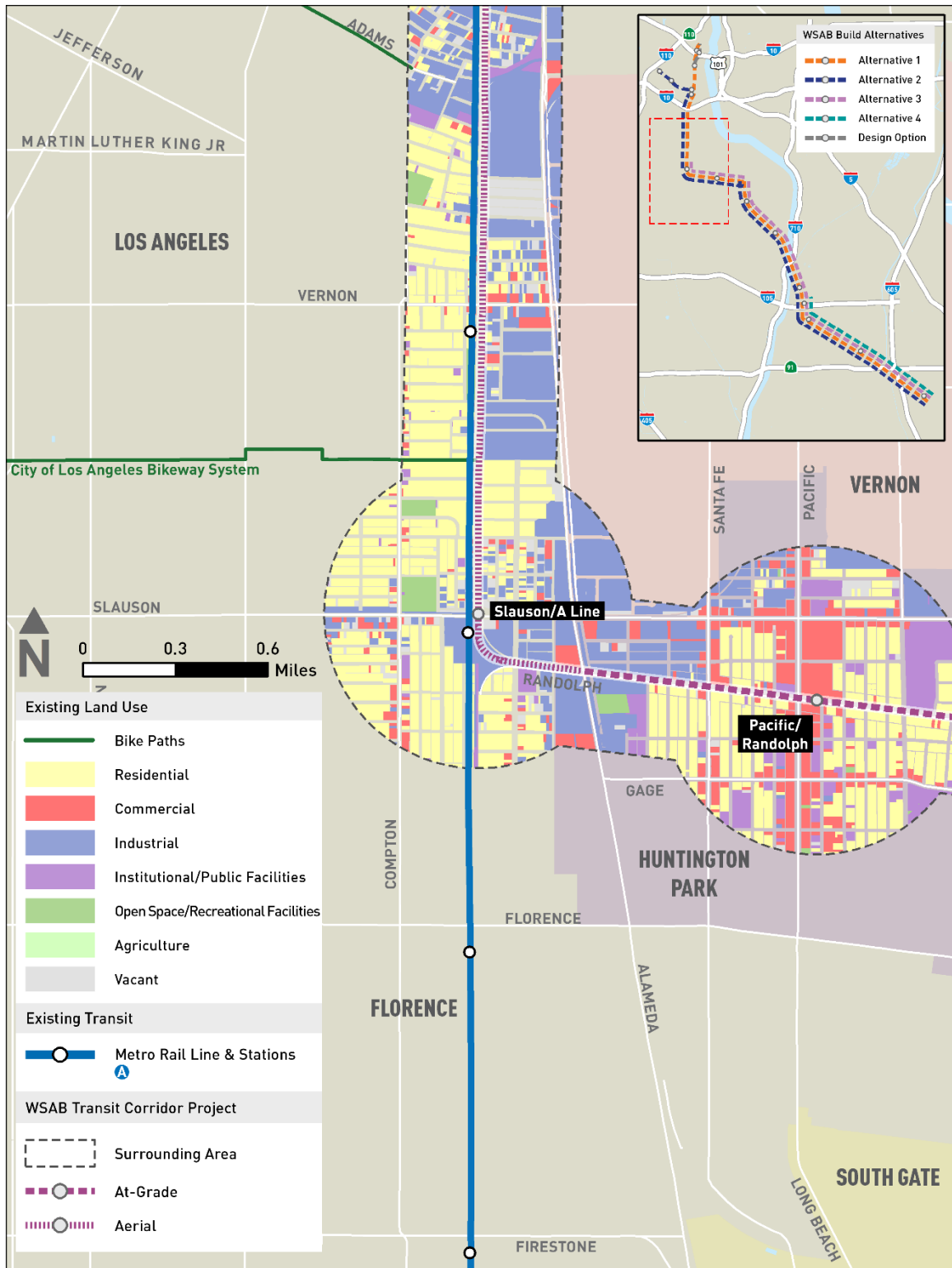
³ "Surrounding Area" is defined as the area within 0.25-mile of the proposed alignments and 0.5-mile of the station areas.

Figure 4-1. Existing Land Use from Union Station to Southeast Los Angeles



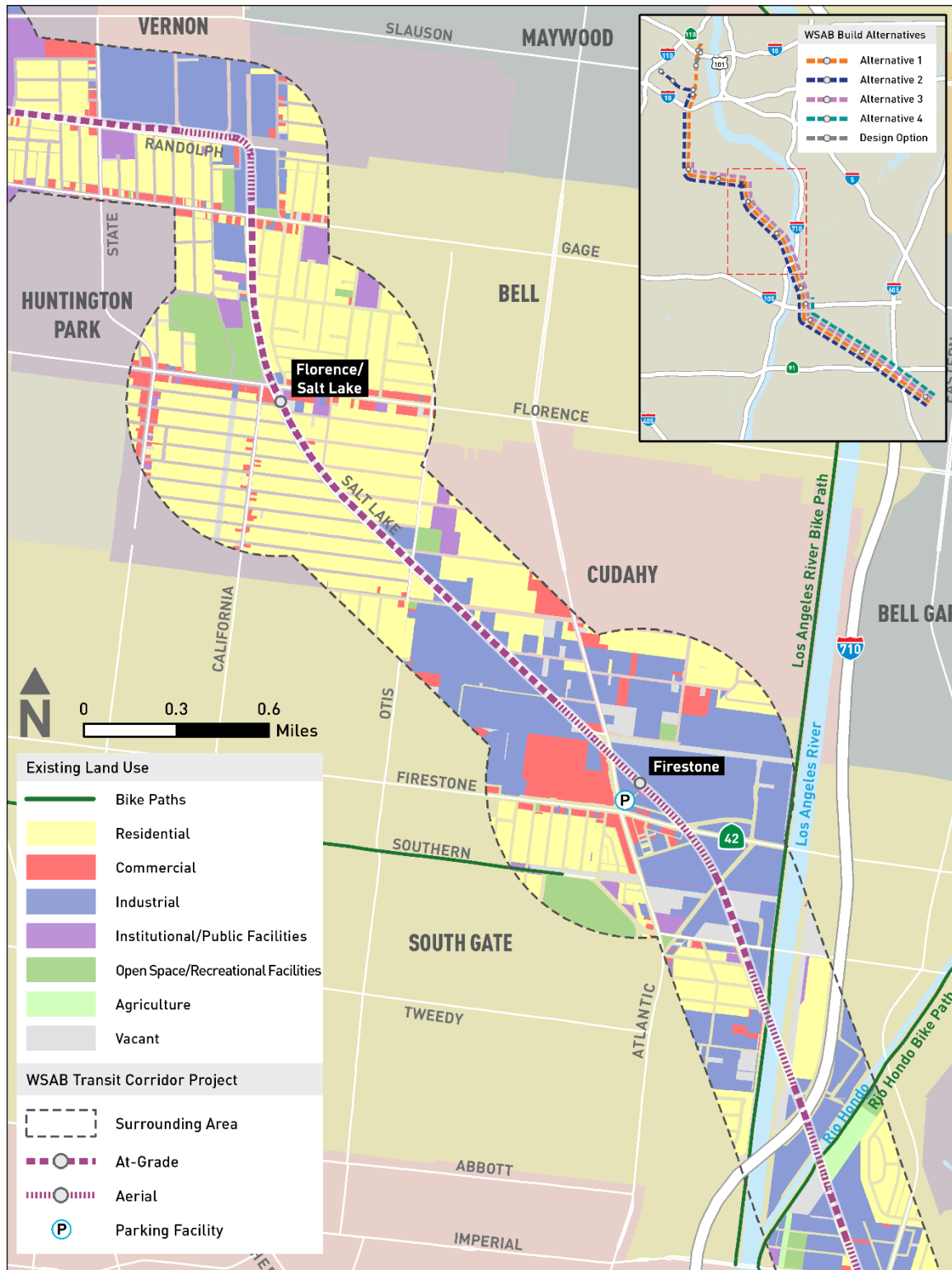
Source: LA County Assessor, 2016; TAHA, 2020

Figure 4-2. Existing Land Use from Southeast Los Angeles to City of Huntington Park



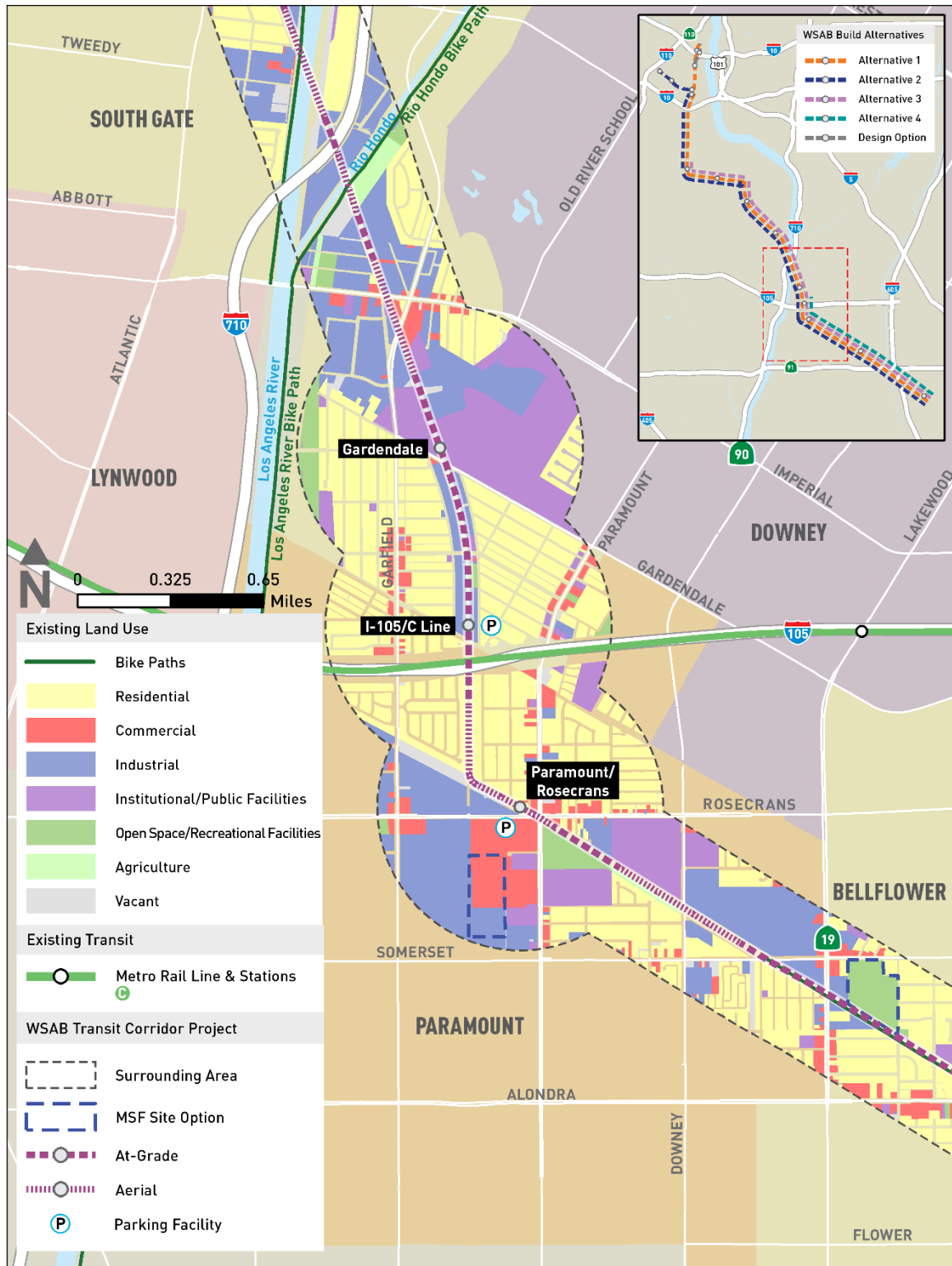
Source: LA County Assessor, 2016; TAHA, 2020

Figure 4-3. Existing Land Use from City of Huntington Park to City of South Gate



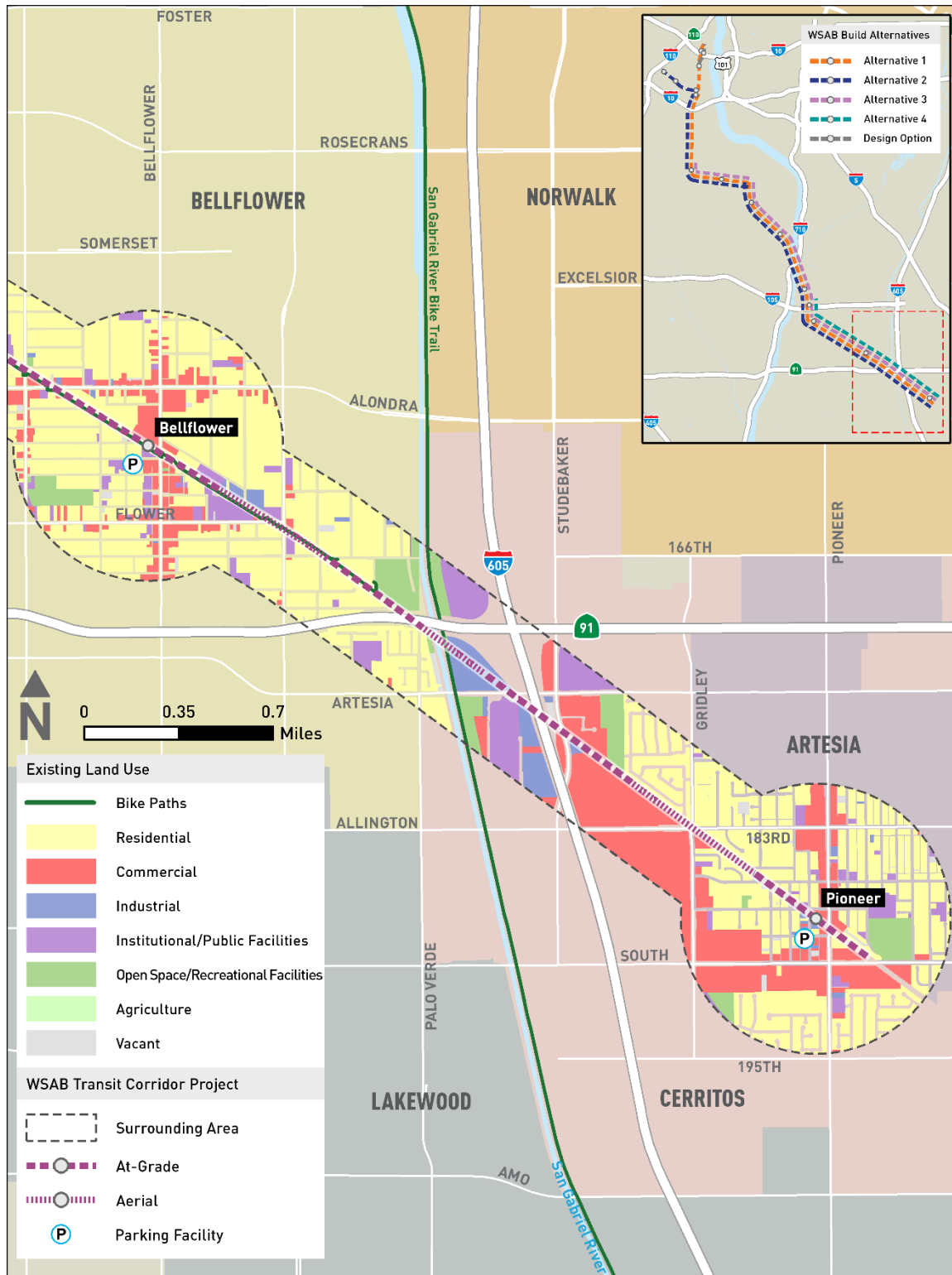
Source: LA County Assessor, 2016; TAHA, 2020

Figure 4-4. Existing Land Use from City of South Gate to City of Bellflower



Source: LA County Assessor, 2016; TAHA, 2020

Figure 4-5. Existing Land Use from City of Bellflower to City of Artesia



Source: LA County Assessor, 2016; TAHA, 2020

4.1.2 Maintenance and Storage Facilities

Table 4.2 identifies land uses adjacent to the Paramount and Bellflower MSF site options. Figure 4-6 shows the existing land uses within 0.25 miles of the proposed MSF site options.

Table 4.2. Land Use Distribution Adjacent to the MSF Site Option

Land Use	Percent of Land Use Approximately 50 Feet from MSF ¹ (%)
Paramount MSF Site Option	
Commercial	35.4
Industrial	61.3
Institutional/Public Facilities	3.3
Bellflower MSF Site Option	
Residential	44.3
Commercial	8.4
Industrial	42.2
Institutional/Public Facilities	2.2
Open Space/Recreational Facility	2.8

Source: TAHA, 2020

Notes: ¹ Percent of land use may not equal 100 percent due to rounding.

MSF = maintenance and storage facility

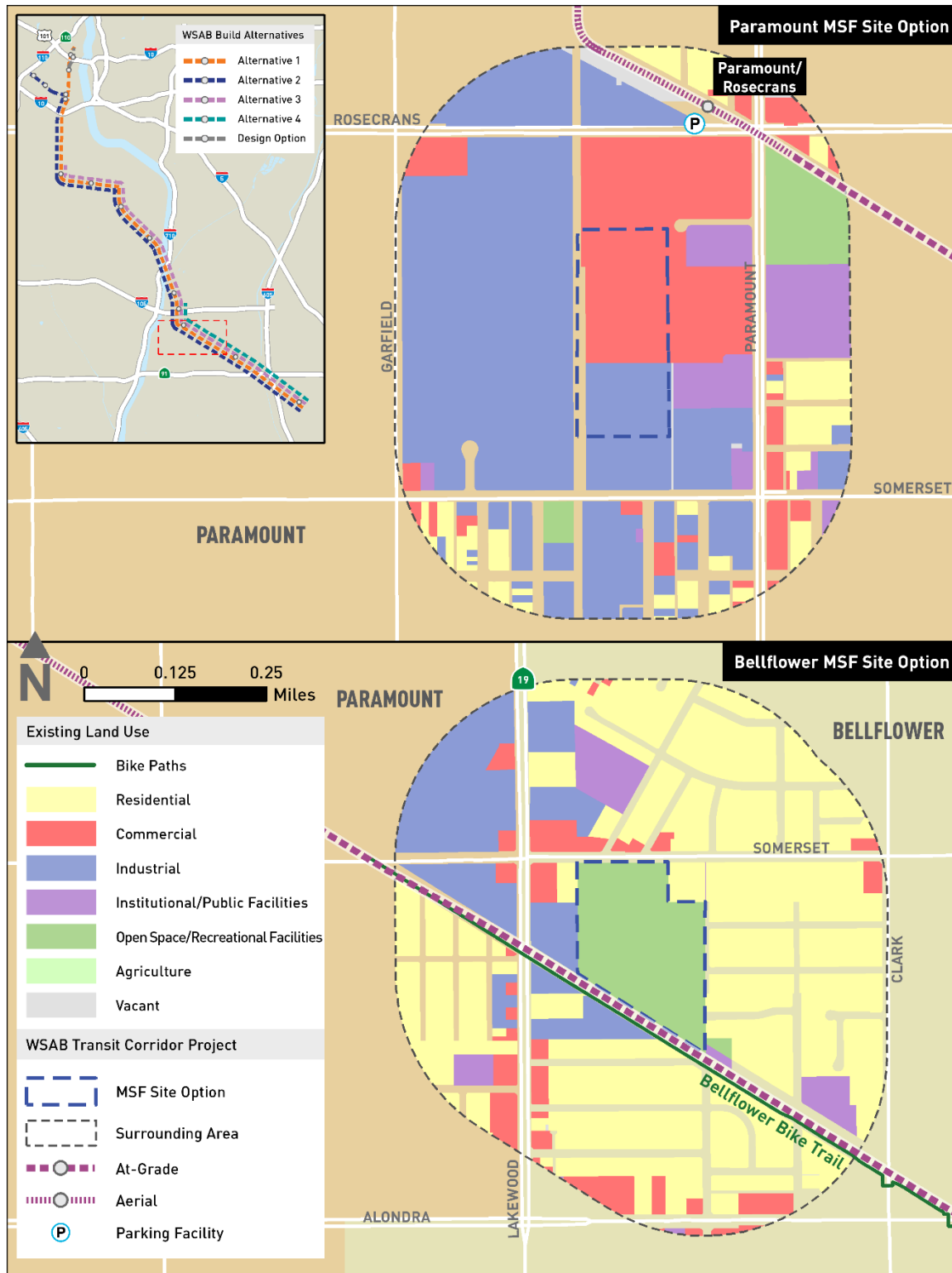
4.1.2.1 Paramount MSF Site Option

The Paramount MSF site option is currently used for the Paramount Swap Meet, Paramount Drive-in Theatre and its associated parking, and industrial purposes. The proposed site is bounded by commercial uses, Bianchi Theatre, and surface parking lots to the north on All American City Way; additional parking for the Paramount Swap Meet, Our Lady of the Rosary Church and School, and commercial uses to the immediate east; Paramount Park, Paramount Middle School, and Paramount High School further to the east along Paramount Boulevard; a surface parking lot and commercial uses to the immediate south; and All American City Way and rail ROW to the west.

4.1.2.2 Bellflower MSF Site Option

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

Figure 4-6. Existing Land Uses Surrounding the Maintenance and Storage Facility Options



Source: LA County Assessor, 2016; TAHA, 2020

5 ENVIRONMENTAL CONSEQUENCES /ENVIRONMENTAL IMPACTS

5.1 No Build Alternative

The No Build Alternative includes regional projects identified in the SCAG 2016-2040 RTP/SCS, Metro's 2009 LRTP, and Measure M. Under the No Build Alternative, the Project alignment would not be developed. As described in Table 2.1, infrastructure and transportation-related projects located within the Study Area would be implemented and built. These projects, include the Metro East-West Line/Regional Connector/Eastside Phase 2, CA HSR, Metro North-South Line/Regional Connector, I-710 South Corridor, I-105 Express Lane, I-605 Corridor "Hot Spot" improvements, and improvements to the Metro bus system and local municipality bus systems. The No Build Alternative also include local projects in the Affected Area, such as the Link US project, Active Transportation Rail to Rail/River Corridor, LAUS Forecourt and Esplanade Improvement, I-710 Corridor Bike Path, and the Cesar E. Chavez Bus Stop Improvements project.

Under the No Build Alternative, the Project would not be developed; properties would not be acquired for the Project; no structures along the Project alignment would be demolished; the existing freight tracks within the rail ROWs would remain undisturbed; and no aerial structures would be built along the public or rail ROWs. Future bike paths identified along the Project alignment in the *City of Los Angeles 2010 Bicycle Master Plan* (City of Los Angeles 2011), *City of Cudahy 2040 General Plan* (City of Cudahy 2018), *City of Huntington Park Bicycle Transportation Master Plan* (City of Huntington Park 2014), *City of South Gate Bicycle Transportation Plan* (City of South Gate 2012), *City of Bell Bicycle Master Plan* (City of Bell 2016), and *Bellflower-Paramount Bike and Trail Master Plan* (Cities of Bellflower and Paramount 2017) would potentially be built and implemented within the rail ROW or public ROW that parallels the rail ROW.

Under the No Build Alternative, projects identified in the SCAG 2016-2040 RTP/SCS, Metro's 2009 LRTP, and Measure M, as well as local projects, would continue to be built in which property acquisition and/or displacement may occur. This could include full acquisitions, partial acquisitions, permanent easements and temporary construction easements (TCE) that may result in the displacement of residents, businesses, and employees. The Project would not be developed; properties would not be acquired for the Project; and no structures along the Project alignment would be demolished. The existing freight tracks within the rail ROW would remain undisturbed, and no aerial structures would be built along the public or rail ROWs. In response to potential property acquisition and/or displacement that may occur under the No Build Alternative, Metro would provide relocation assistance and compensation for all displaced businesses and residences as required under the Uniform Act and California Relocation Act.

Where acquisitions and relocation are unavoidable, FTA and Metro would follow the provisions of both Acts, as amended. Just compensation, for all real property acquired by Metro or utilized temporarily during construction shall not be less than the approved appraisal. Therefore, with full compliance with the Uniform Act, California Relocation Act, and other applicable policies, no adverse effects regarding acquisitions and displacement would occur.

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

5.2 Typical Causes and Types of Displacement

The Build Alternatives would affect existing properties and result in property acquisitions and displacements that would typically cause either a partial or full acquisition of a parcel. Property acquisitions may be phased over time depending on Project funding and construction phasing, methods, and schedule. Table 5.1 identifies typical causes of property acquisitions and displacement that could occur as a result of the Build Alternatives.

Table 5.1. Source and Cause of Property Acquisition and Displacement

Source of Acquisition	Type of Acquisition	Cause/Process
Horizontal Alignment	Full/Partial	Insufficient existing ROW for construction and operation.
Tunnel, at-grade or aerial alignment; access to property or facilities	Permanent Easement	LRT travels off public ROW above private property and obtains an aerial easement; or a condition for a non-exclusive access agreement or easement either permanent or temporary; for at-grade for aerial alignment; LRT travels off public ROW underground.
Vertical Circulation (e.g., stairs)	Partial	Additional area needed adjacent to underground station to bring passengers to the surface; area needed to bring passengers from ground level to a station platform at an aerial (elevated) structure.
Property Encroachment	Full/Partial	Unauthorized use of private property. Resolution through boundary survey, and potential relocation of use.
Access to a Business (driveway or road)	Full	Disruption to business resulting from reduced or restricted access.
Widening of Intersections; Grade Crossing/Separation	Partial	Additional area to maintain traffic volumes, turn lanes, or platforms.
Station Entrances	Full/Partial/Permanent Easements	Access to new rail line at-grade, underground or aerial.
Parking Facilities	Full	Area required for station parking
MSF	Full	Area required to perform maintenance activities.
Ancillary Facilities (i.e., vents/switches/egress, train control house, radio house) and TPSS Sites	Partial/Full	Area required for ancillary facilities and TPSS sites.
Construction Activities	TCE	Staging materials and equipment during the construction period; cut and cover activities; property would be returned at the end of construction.
Construction Laydown	Full	Area required for staging materials equipment during construction period; may be used for station parking or other permanent use

Source: TAHA, 2021.

Partial Acquisition. Partial property acquisitions mean that only a portion of the property would be purchased, and the owner would retain the remaining portion of the property. Metro would purchase a “fee interest” for the portion of the property and would become owner for that portion of the property. A partial acquisition is also considered if the area required for the Project is not critical to the property’s primary function as a residence or business, or if the remaining portion of the property could be reconfigured to continue serving its purpose without significant disruption to occupants. Partial property acquisitions may result from the widening of street or intersections due to inadequate ROW widths, vertical circulation needs adjacent to the stations, or area required for ancillary facilities and TPSS sites.

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

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

The Build Alternatives would require full and partial acquisitions for tracks, stations, freight relocation, utility relocation, TPSS, street-widening and reconstruction, grade crossing/separations, parking facilities, and an MSF.

5.3 Alternative 1: Los Angeles Union Station to Pioneer Station

5.3.1 Acquisitions

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

Refer to Appendix A for parcel specific data. Appendix B provides figures that identify the locations of the potential acquisitions along the Project corridor.

Table 5.2. Summary of Permanent Property Acquisitions by Build Alternatives

Build Alternative	Impacted Parcels ¹	Full Acquisitions	Partial Acquisitions	Affected Area (sq ft) ²
Alternative 1	220	37	254	1,571,000
Alternative 2	283	38	309	1,688,200
Alternative 3	172	25	188	1,291,300
Alternative 4	59	17	54	681,200
Design Option 1	12	0	20	249,600
Design Option 2	4	1	8	23,900
Paramount MSF Site Option	43	3	44	1,052,800
Bellflower MSF Site Option	2	2	0	934,500

Source: DRA, 2021; TAHA, 2021

Notes: ¹ Parcels are identified by parcel boundaries and APN. “Impacted Parcels” is not a total sum of the permanent full and partial acquisitions. More than one permanent partial acquisition may occur on a single parcel and each permanent partial acquisition is counted.

² Affected Area rounded to nearest hundred.

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

Table 5.3. Permanent Property Acquisitions by Jurisdiction and Build Alternatives

Build Alternative/Jurisdiction	Impacted Parcels ¹	Full Acquisitions	Partial Acquisitions	Affected Area (sq ft) ²
Alternatives 1, 2, 3				
Los Angeles				
Alternative 1	61	14	82	282,000
Alternative 2	124	15	137	399,200
Alternative 3	13	2	16	2,300
Vernon	3	0	4	6,200
Unincorporated LA County	1	0	1	100
Huntington Park	43	2	47	52,000
Cudahy	8	1	7	4,600
Downey	2	0	4	3,800
South Gate	48	5	59	699,000

Build Alternative/Jurisdiction	Impacted Parcels ¹	Full Acquisitions	Partial Acquisitions	Affected Area (sq ft) ²
Alternative 4				
South Gate	5	2	4	158,100
Alternatives 1, 2, 3, 4				
Paramount	36	3	42	283,800
Bellflower	5	1	6	134,900
Artesia	13	11	2	104,400
Design Options (Alternative 1 Only)				
Los Angeles (Design Option 1)	12	0	20	249,600
Los Angeles (Design Option 2)	4	1	8	23,900
MSF Site Options				
Paramount (Paramount MSF)	43	3	44	1,052,800
Bellflower (Bellflower MSF)	2	2	0	934,500

Source: DRA, 2021; TAHA, 2021

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

² Affected Area rounded to nearest hundred.

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

Table 5.4 summarizes the type acquisition by of project components for the Build Alternatives, design options, and MSF site options.

Table 5.4. Permanent Property Acquisitions by Project Component and Build Alternatives

Project Component	Build Alternative	Impacted Parcels	Full Acquisition	Partial Acquisition	Affected Area (sq ft) ²
Access Road	1, 2, 3, 4	3	0	4	29,200
Aerial	1, 2	41	4	37	73,000
Aerial	3	35	0	35	30,100
Aerial	4	18	0	18	6,200
Antenna	1, 2	4	1	3	500
Antenna	3, 4	1	1	0	100
Bridge Pier	1, 2, 3	4	0	6	1,600
Column	1, 2	19	2	24	1,500
Column	3	12	2	12	800
Column	4	2	0	1	100
Grade Crossing	4	6	0	6	1,000
Grade Crossing	1, 2, 3	66	0	73	34,100
Grade Crossing House	1, 2, 3	1	0	1	100
Parking Facility	4	17	17	0	582,800
Parking Facility	1, 2, 3	18	18	0	988,100

Project Component	Build Alternative	Impacted Parcels	Full Acquisition	Partial Acquisition	Affected Area (sq ft) ²
Pedestrian Access	1, 2, 3, 4	1	0	1	1,100
Pedestrian Undercrossing	1, 2, 3, 4	0	2	2	9,800
Radio House	1, 2	2	2	0	1,000
Sidewalk	1, 2, 3, 4	2	0	2	4,300
Spur Track Removal	1, 2, 3	1	1	0	45,700
Station	1	2	1	1	1,200
Station	2, 3, 4	1	1	0	1,100
Station Entrance	1	1	0	1	1,500
Station Entrance	2	7	1	6	22,500
TPSS	1, 2	28	14	14	107,100
TPSS	3	19	4	15	77,300
TPSS	4	6	1	5	20,900
Track	1	49	3	48	102,700
Track	2	48	3	46	101,200
Track	3	36	2	35	67,400
Track	4	15	1	14	24,300
Train Control House	1, 2, 3	4	2	2	600
Train Control House	4	1	1	0	300
Tunnel	1	21	0	22	165,200
Tunnel	2	84	1	85	265,200
Vents/Switches/Egress	1	12	0	8	2,700
Vents/Switches/Egress	2	2	0	2	500
Design Option 1					
Tunnel	—	12	0	12	169,700
Vents/Switches/Egress	—	4	0	8	1,200
Design Option 2					
Tunnel	—	4	1	4	16,400
Vents/Switches/Egress	—	2	0	3	1,100
Station Entrance	—	2	1	1	6,400
Paramount MSF Site Option					
Lead Track	—	40	0	42	57,500
MSF Site	—	4	3	2	995,300
Bellflower MSF Site Option					
MSF Site	—	2	2	0	934,500

Source: DRA, 2021; TAHA, 2021

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

² Affected Area rounded to nearest hundred.

"—" = Not Applicable; MSF = maintenance and storage facility; sq ft = square feet

Property acquisitions would be required for tracks, tunneling, aerial structures, vents/switches/egress, stations, train control house, radio house, TPSS sites, grade crossing/separations, and parking facilities. Full acquisitions in the form of permanent aerial easements would be required to accommodate the aerial structures and columns for the aerial segments of the alignment. Partial acquisitions for permanent underground easements would be required to accommodate tunneling for underground alignments and underground TPSS sites. In addition, partial acquisitions would be required for station entrances, grade crossing/separations, freight relocation, and other ancillary facilities. Property acquisitions would primarily affect commercial and industrial areas, although several residential properties would also be affected.

Alternative 1 would result in 220 impacted parcels and require 38 full property acquisitions and 253 partial acquisitions. Alternative 1 would also acquire portions of rail ROWs owned by UPRR, and the Ports of Los Angeles and Long Beach, including the portions of the PEROW, La Habra Subdivision and San Pedro Subdivision. It is understood the freight tracks in the rail ROWs are active and would remain active during operation of the Project. Acquisition of portions of the rail ROW would allow the Project to realign the freight tracks to accommodate the Project tracks and allow continued operation of the freight tracks and spurs along the rail ROW.

5.3.2 Displacements

5.3.2.1 Business Displacements

Non-residential and residential displacements would occur to accommodate Project-related facilities including aerial structures, stations, TPSS sites, and grade crossings. Property displacements are determined by evaluating the extent to which the Build Alternatives would affect existing properties and identifying those properties where the current use would not be possible if the Build Alternatives is constructed. Direct effects on structures, assessment of property-specific elements (i.e., available parking, access to and traffic circulation within the property, and other aspects specific to the type of business affected), and effects that may disrupt a business' ability to conduct their primary function after project implementation were evaluated. Businesses affected include automotive services, commercial retail, industrial/manufacturing, plant nursery, office, and restaurants. For relocated businesses, jobs would also be relocated and would not be permanently displaced. However, permanent job loss could still occur as a result of the relocation. Business and employment displacements would not occur in the City of Vernon and City of Bell.

Table 5.5 and Table 5.6 summarize the number of potential businesses and employees that would be displaced by jurisdiction, Build Alternatives, design options and MSF site options. This total does not include businesses or employees displaced as a result of the MSF site option. As there are two MSF site options, these displaced businesses and employees are provided under the respective jurisdiction and is separate from the total. Alternative 1 would displace approximately 89 businesses and approximately 601 employees. Refer to Appendix A for parcel specific data.

Table 5.5. Business and Employee Displacements by Jurisdiction and Build Alternatives

Build Alternative	Business Displacement								Estimated Employees Displaced ²
	Auto Services	Retail	Office	Food Service/ Restaurant	Industrial	Plant Nursery	Sports Center	Total	
Alternatives 1, 2, 3 ¹									
Los Angeles									
Alternative 1	5	13	3	0	12	0	0	33	278
Alternative 2	5	28	3	4	12	0	0	52	365
Alternative 3	4	1	1	0	3	0	0	9	30
Huntington Park	0	3	4	2	1	0	0	10	60
Cudahy	0	0	0	0	1	0	0	1	7
South Gate	7	5	4	4	8	1	0	29	159
Alternative 4 ¹									
South Gate	0	0	0	0	2	0	0	2	18
Alternative 1, 2, 3, and 4 ¹									
Paramount	1	0	0	0	1	0	0	2	57
Bellflower	1	0	0	0	0	0	0	1	10
Artesia	2	8	3	0	0	0	0	13	30
Design Options									
Los Angeles (Design Option 2)	0	0	1	0	0	0	0	1	23
MSF Site Options									
Paramount (Paramount MSF Option)	0	4	0	0	1	0	0	5	113
Bellflower (Bellflower MSF Option)	0	0	0	0	0	0	2	2	75

Source: TAHA, 2021

Notes: ¹ Business displaced for City of Paramount and City of Bellflower does not include businesses affected by the Paramount MSF site option and Bellflower MSF site option. The MSF site option affected properties are listed separately from the cities.

² Estimated number of displaced employees is based on research using RefUSA, and CoStar's Tenant module. Employee counts for business records missing this information were estimated by referencing similarly sized businesses in the area where employee count data was available.

Table 5.6. Summary of Business and Employee Displacements by Build Alternatives

Build Alternatives ¹	Business Displacement							Total	Estimated Employees Displaced ²
	Auto Services	Retail	Office	Food Service/ Restaurant	Industrial	Plant Nursery	Sports Center		
Alternative 1	16	29	14	6	23	1	0	89	601
Alternative 2	16	44	14	10	23	1	0	108	687
Alternative 3	15	17	12	6	14	1	0	65	352
Alternative 4	4	8	3	0	3	0	0	18	115
Design Option 2	0	0	1	0	0	0	0	1	23
Paramount MSF Option	0	4	1	0	0	0	0	5	113
Bellflower MSF Option	0	0	0	0	0	0	2	2	75

Source: TAHA, 2021

Notes: ¹ Business displaced for City of Paramount and City of Bellflower does not include businesses affected by the Paramount MSF site option and Bellflower MSF site option. The MSF site option affected properties are listed separately from the cities.

² Estimated number of displaced employees is based on research using RefUSA, and CoStar's Tenant module. Employee counts for business records missing this information were estimated by referencing similarly sized businesses in the area where employee count data was available.

5.3.2.2 Residential Displacements

Full acquisitions of residential properties would be required for the placement and construction of the aerial structure columns, parking facilities and to accommodate the Project. Partial acquisitions of residential properties would be required to accommodate grade crossings, aerial crossings, track alignment, and other ancillary facilities. The partial acquisitions would be sliver takes primarily in rear yards of properties adjacent to the rail ROW. For such properties, the primary dwelling units are set toward the front of the properties, away from the rail ROW and the area where the acquisition would be required. Metro would compensate owners at fair market value to purchase the required property and would also need to compensate owners for damages to the remainder property. Residents of properties that would be fully acquired by Metro would need to relocate while residents affected by partial acquisitions would not be required to relocate. However, these affected residents may make a case that the remaining property is no longer compatible with their intended use and may choose to relocate. This may result in the need to relocate some residents, but further information will need to be obtained during discussions with owners at the time of acquisition.

Table 5.7 summarizes the number of residential units and occupants that could be permanently displaced within the affected jurisdictions by the Build Alternatives. Residential properties in Los Angeles would be affected to accommodate the aerial columns and structures for the alignment. Huntington Park and Bellflower residential properties would be affected to accommodate grade crossings. Paramount residential properties would be affected to accommodate grade crossings, retaining walls and the aerial structures for the alignment. Artesia residential properties would be affected to accommodate the parking facility at the Pioneer Station.

Table 5.7. Permanent Residential Displacements by Jurisdiction and Build Alternatives

Jurisdiction	Acquisition Type	Residential Units Displaced			Estimated Occupants Displaced		
		Single-Family Units	Multi-Family Units	Total	Single-Family	Multi-Family	Total
Alternatives 1, 2 and 3							
Los Angeles	Full	2	0	2	6	0	6
	Partial	3	1	4	9	3	12
Huntington Park	Full	0	2	2	0	8	8
	Partial	0	5	5	0	20	20
Alternatives 1, 2, 3, 4							
Paramount	Partial	2	4	6	8	16	24
Artesia	Full	2	0	2	8	0	8
Design Options							
Design Options 1 & 2	Full/Partial	0	0	0	0	0	0
MSF Site Options							
Paramount MSF Site Option	Full	1	0	1	4	0	4
	Partial	3	3	6	12	12	24
Bellflower MSF Site Option	Full/Partial	0	0	0	0	0	0

Source: WSP, 2021; TAHA, 2021

Table 5.8 summarizes the number of residential units and occupants that could be permanently displaced by each Build Alternative, design options, and MSF site options. Alternative 1 would require 6 full acquisition and 15 partial acquisitions of residential properties that would affect a total of 21 residential properties and displace approximately 78 residential occupants.

Table 5.8. Permanent Residential Displacements by Build Alternatives

Build Alternative	Acquisition Type	Residential Units Displaced			Estimated Occupants Displaced		
		Single-Family	Multi-Family	Total	Single-Family	Multi-Family	Total
Alternatives 1, 2, 3	Full	4	2	6	14	8	22
	Partial	5	10	15	17	39	56
Total		9	12	21	31	47	78
Alternative 4	Full	2	0	2	8	0	8
	Partial	2	4	6	8	16	24
Total		4	4	8	16	16	32
Design Options							
Design Options 1 & 2	Full/Partial	0	0	0	0	0	0

Build Alternative	Acquisition Type	Residential Units Displaced			Estimated Occupants Displaced		
		Single-Family	Multi-Family	Total	Single-Family	Multi-Family	Total
MSF Site Options							
Paramount MSF Option	Full	1	0	1	4	0	4
	Partial	3	3	6	12	12	24
Bellflower MSF Option	Full/Partial	0	0	0	0	0	0

Source: WSP, 2021; TAHA, 2021

5.3.3 Replacement and Relocation

5.3.3.1 Business Relocation

As discussed in Section 1.5, Methodology, identifying residential, commercial, and industrial properties is based on zoning and land use information from the LA County Assessor and city data. RefUSA and CoStar's Tenant module was used to estimate the number of business units and the corresponding number of employees that may be displaced. Employee counts for businesses were also estimated by referencing similarly sized businesses in the area where employee count data was available.

Table 5.9 shows a summary of available replacement sites for lease and sale within each affected city and within six miles of each affected property. The data presented at the time of this report is based on the current market conditions and vacancy as of June/July 2020. It is possible that a decrease in vacancy rates at the time of acquisition could result in a reduced number of available replacement sites. However, the abundance of replacement sites currently available relative to the number of anticipated displacements suggests that replacement sites would be available in the future.

Table 5.9. Inventory of Available Non-Residential Properties for Lease and Sale

Business Type	Non-Residential Properties within City Boundary			Non-Residential Properties within 6 Miles of the Property		
	For Lease	For Sale	Total	For Lease	For Sale	Total
Los Angeles						
Auto Services	0	0	0	5	19	24
Retail	243	50	293	644	271	915
Office	221	28	249	378	87	465
Food Service	14	3	17	40	21	61
Industrial	163	91	254	392	191	583
Vacant (Storage)	0	33	33	0	182	182
Huntington Park						
Auto Services	0	1	1	6	20	26
Retail	49	11	60	442	268	710
Office	21	5	26	470	72	542
Food Service	1	1	2	4	7	11

Business Type	Non-Residential Properties within City Boundary			Non-Residential Properties within 6 Miles of the Property		
	For Lease	For Sale	Total	For Lease	For Sale	Total
Industrial	11	5	16	175	192	367
Cudahy						
Auto Services	0	0	0	14	26	40
Industrial	1	0	1	230	137	367
Office	0	0	0	88	41	129
Retail	10	0	10	177	191	368
Vacant Land (Storage)	0	1	1	0	63	63
South Gate						
Auto Services	2	0	2	15	26	41
Retail	22	21	43	199	197	396
Office	1	2	3	12	27	39
Food Service	0	2	2	4	13	17
Industrial	4	4	8	279	179	458
Plant Nursery	0	0	0	0	0	0
Paramount						
Auto Services	0	2	2	8	9	17
Retail	8	3	11	84	136	220
Industrial	11	1	12	121	49	170
Drive-in	0	0	0	0	0	0
Swap Meet	0	0	0	0	0	0
Bellflower						
Auto Services	3	4	7	10	16	26
Sports Center	0	0	0	0	0	0
Artesia						
Auto Services	1	0	1	6	11	17
Retail	31	7	38	182	60	242
Office	5	0	5	70	25	95
Industrial	0	0	0	139	36	175
Vacant Land (Storage)	0	1	1	0	27	27
Cerritos						
Office	18	5	23	131	28	159
Restaurant	2	2	4	19	11	30

Source: DRA, 2021; TAHA, 2021

A “gap analysis” conducted for this Project identifies if a surplus or deficit of replacement sites are available. A “surplus” identifies a larger number of available replacement sites than required to accommodate and a “deficit” identified an insufficient number of replacement

sites. A “suitable” replacement site would meet the definition of a “comparable replacement dwelling” as described in 49 CFR 24.2 (a)(6).

Table 5.10 summarizes the gap analysis, which determined that a sufficient number of comparable replacement sites may not be available within cities with displacements, specifically for automotive businesses in the City of Los Angeles and City of South Gate. Currently, an insufficient number of potential replacement sites for sale or lease exist to accommodate this type of displacement; therefore, these uses may not be able to relocate within the same city. Expanding the search to nearby cities shows that a sufficient number of replacement sites are available for most affected businesses within six miles of the affected location. Thus, at the time of acquisition, suitable replacement sites would be available within a reasonable distance from affected properties.

Table 5.10. Gap Analysis of Displacements and Available Units

Business Type	Businesses Displaced	Non-Residential Properties within City Boundary		Non-Residential Properties within 6 Miles of the Property	
		Total Properties Available	Size of Surplus	Total Properties Available	Size of Surplus
Alternatives 1, 2, 3					
Los Angeles ¹					
Alternative 1					
Auto Services	5	0	-5	24	19
Retail	13	293	280	915	902
Office	3	249	246	465	462
Industrial	12	254	242	583	571
Alternative 2					
Auto Services	5	0	-5	24	19
Retail	28	293	265	915	887
Office	3	249	246	465	462
Food Service	4	17	13	61	57
Industrial	12	254	242	583	571
Alternative 3					
Auto Services	4	0	-4	24	20
Retail	1	293	292	915	914
Office	1	249	248	465	464
Industrial	3	254	251	61	581
Huntington Park					
Retail	3	60	57	710	707
Office	4	26	22	542	538
Food Service	2	12	10	11	9
Industrial	1	16	15	367	366

Business Type	Businesses Displaced	Non-Residential Properties within City Boundary		Non-Residential Properties within 6 Miles of the Property	
		Total Properties Available	Size of Surplus	Total Properties Available	Size of Surplus
Cudahy					
Industrial	1	1	0	367	366
South Gate					
Auto Services	7	2	-5	41	34
Retail	5	43	38	396	391
Office	4	3	-1	39	35
Food Service	4	2	-2	17	13
Industrial	8	8	0	458	450
Plant Nursery	1	0	-1	0	-1
Alternative 4					
South Gate					
Industrial	2	8	6	458	456
Alternatives 1, 2, 3, 4					
Paramount					
Auto Services	1	2	1	17	16
Industrial	1	12	11	170	169
Bellflower					
Auto Services	1	7	6	26	25
Artesia					
Auto Services	2	1	-1	17	15
Retail	8	38	30	242	234
Office	3	5	2	95	92
Design Option 2 ²					
Los Angeles					
Industrial	1	8	7	458	457
MSF Site Options					
Paramount					
Retail	2	11	9	220	218
Industrial ²	1	12	11	170	169
Drive-in	1	0	-1	0	-1
Swap Meet	1	0	-1	0	-1
Bellflower					
Sports Center	2	0	-2	0	-2

Source: TAHA, 2021

Notes: ¹ Includes the Los Angeles zip codes of 90001, 90011, and 90058 and areas 6 miles from the respective displaced businesses.

² "Total Properties Available" and "Size of Surplus" does not take into account the Build Alternative totals.

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

Assuming similar conditions would exist at the time of acquisition, an additional search for replacement properties would need to be conducted in surrounding areas.

GWS Nursery and Supply Company is currently leasing two large parcels from the City of South Gate, of which one six-acre parcel would be acquired for the Build Alternatives. A search for similar sized vacant land for lease was conducted by using available listing services and contacting real estate brokers in the area. The search resulted in no viable options within the city boundaries and within six miles of the affected property, suggesting that at the time of acquisition, finding suitable replacement sites would also be challenging. Metro would provide relocation assistance and compensation for all displaced businesses and residences as required under the Uniform Act and California Relocation Act.

5.3.3.2 Residential Replacement

Table 5.11 and Table 5.12 summarize the inventory of residential units available for sale and rent in the cities that would have residential displacements: cities of Los Angeles, Huntington Park, Bellflower, Paramount, and Artesia. Inventory of the surrounding cities is also provided: Vernon, Downey, Cerritos, Lakewood and North Long Beach that would be able to accommodate residential displacements in the Project corridor. Table 5.11 and Table 5.12 also summarize the price range for sale and rental units in the affected communities based on 2020 market conditions. Based on these market conditions, sufficient residential replacement sites for sale and rent are currently available in the affected cities. Sufficient supply for residential replacements in the surrounding cities would also be able to accommodate the residential displacements in the Project corridor. Unless there is a significant change in vacancy rates at the time of acquisition there will likely be sufficient replacement sites to relocate all displacees. This analysis does not account for residents currently living in rent-controlled units and relocation to market-rate units.

Metro would provide relocation assistance and compensation for all displaced businesses and residences as required under the Uniform Act and California Relocation Act. With compliance with the Uniform Act, California Relocation Act, and other applicable regulations, Alternative 1 would not result in an adverse effect related to acquisitions and displacements.

Table 5.11. Inventory of Residential Units for Sale

Jurisdiction	Number of Units ¹				Price Range			Overall Median Range ¹
	1- Bed	2- Bed	3- Bed	Total Units	1- Bed	2- Bed	3- Bed	
Los Angeles ²	6	17	25	59				
90001	1	10	3	14	N/A	\$270,000 - \$450,000	\$223,000 - \$520,000	\$386,286
90011	6	17	20	43	\$391,500	\$300,000 - \$499,999	\$62,000 - \$500,200	\$472,899
90058	0	0	2	2	N/A	N/A	\$229,000	\$239,000

Jurisdiction	Number of Units ¹				Price Range			Overall Median Range ¹
	1- Bed	2- Bed	3- Bed	Total Units	1- Bed	2- Bed	3- Bed	
Huntington Park	0	9	13	22	N/A	\$430,300 - \$650,000	\$345,300 - \$527,000	\$475,693
Paramount	3	12	17	11	N/A	\$445,000 - \$499,900	\$499,000 - \$624,900	\$464,896
Bellflower	0	4	26	30	N/A	\$449,000 - \$599,000	\$419,000 - \$775,000	\$551,357
Artesia ³	0	3	8	11	N/A	\$357,200 - \$470,000	\$120,000 - \$790,000	\$600,218
Total	15	62	108	164				

Source: TAHA, 2021

Notes: ¹ Based on [Hotpads.com](https://www.hotpads.com) and [Zillow.com](https://www.zillow.com) June/July 2020 search

² Los Angeles includes the following zip codes: 90001, 90011, 90058

³ It is assumed that residential units that may be impacted by the Build Alternatives consist of 2-bedroom and 3-bedroom units only. No 1-bedroom units in the City of Artesia are available for sale.

Table 5.12. Inventory of Residential Units for Rent

Jurisdiction	Number of Units ¹				Price Range			Overall Median Range ²
	1- Bed	2- Bed	3- Bed	Total Units	1- Bed	2- Bed	3- Bed	
Single-Family Units								
Los Angeles ³	0	0	3	3				
90001	0	0	1	1	N/A	N/A	\$3,000	\$3,000
90011	0	0	2	2	N/A	N/A	\$2,200-2,300	\$2,250
90058	0	0	0	0	N/A	N/A	N/A	N/A
Huntington Park	1	0	1	2	\$1,550	N/A	\$3,000	\$3,000
Paramount	0	1	2	3	N/A	\$1,995	\$2,500 - \$2,700	\$2,600
Bellflower	0	1	1	2	N/A	\$1,790	\$2,500	\$2,500
Artesia ²	0	5	4	8	N/A	\$1,600 - \$2,400	\$2,550	\$2,550
Total	1	7	11	18				
Apartments								
Los Angeles ¹	14	30	15	59	\$1,350 - \$1,625	\$1,500 - \$2,199	\$1,750 - \$3,499	
90001	7	13	4	24	\$1,395 - \$1,575	\$1,100 - \$3,200	\$2,150 - \$2,500	\$2,317
90011	7	16	11	34	\$1,350 - \$1,625	\$1,500 - \$2,200	\$1,750 - \$3,500	\$2,385

Jurisdiction	Number of Units ¹				Price Range			Overall Median Range ²
	1- Bed	2- Bed	3- Bed	Total Units	1- Bed	2- Bed	3- Bed	
90058	0	1	0	1	N/A	\$1,800	N/A	N/A
Vernon	0	0	0	0	N/A	N/A	N/A	N/A
Huntington Park	5	2	2	9	\$1,350 - \$1,545	\$1,695 - \$2,100	\$2,600 - \$2,800	\$2,329
Paramount	6	15	4	25	\$1,250 - \$1,670	\$1,795 - \$1,995	\$2,150 - \$3,100	\$2,288
Bellflower	30	29	6	65	\$626 - \$1,700	\$1,650 - \$2,800	\$2,295 - \$2,800	\$2,345
Downey	70	23	7	100	\$1,325 - \$1,875	\$1,500 - \$2,900	\$1,600 - \$3,300	\$2,479
Norwalk	8	7	7	22	\$1,400 - \$2,000	\$1,200 - \$2,700	\$2,300 - \$3,000	\$2,380
Artesia	9	9	0	18	\$1,550 - \$1,695	\$2,100 - \$2,356	N/A	\$2,273
Cerritos	29	5	10	44	\$1,746 - \$2,445	\$1,800 - \$3,000	\$2,400 - \$3,600	\$2,701
Lakewood	271	11	15	297	\$900 - \$1,504	\$1,700 - \$2,400	\$1,800 - \$3,000	\$2,349
North Long Beach	0	15	6	21	N/A	\$1,400 - \$1,800	\$1,800 - \$2,400	\$2,245
Total	456	176	87	660				

Source: TAHA, 2021

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

¹ Based on [Hotpads.com](https://www.hotpads.com) and [Zillow.com](https://www.zillow.com) June/July 2020 search

² Los Angeles Almanac. "Average Rent* - Multi-Family, Single Family and Condominium Residences by Los Angeles County Zip Codes 2015-2020". Website: <http://www.laalmanac.com/economy/ec40b.php>. Accessed June 2020.

³ Los Angeles includes the following zip codes: 90001, 90011, 90058

5.4 Alternative 2: 7th Street/Metro Center to Pioneer Station

5.4.1 Acquisitions

Similar to Alternative 1, Alternative 2 property acquisitions would be located in the cities of Los Angeles, Vernon, Bell, Unincorporated LA County, Huntington Park, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos. As shown in Table 5.3 and Table 5.4, Alternative 2 would impact 283 parcels and require 38 full acquisitions and 309 partial acquisitions. Refer to Appendix A for parcel specific data and Appendix B for figures that identify the locations of the potential acquisitions along the Project corridor.

Similar to Alternative 1, property acquisitions would be required for tracks, tunneling, aerial structures, vents/switches/egress, stations, train control house, radio house, TPSS sites, grade crossing/separations, and parking facilities. Full acquisitions in the form of permanent aerial would be required to accommodate the aerial structures and columns for the aerial segments

of the alignment. Partial acquisitions would be required for permanent underground easements, station entrances, grade crossing/separations, freight relocation, and other ancillary facilities. Similar to Alternative 1, Alternative 2 would acquire portions of rail ROWs owned by UPRR, and the Ports of Los Angeles and Long Beach, including the portions of the PEROW, La Habra Subdivision and San Pedro Subdivision. It is understood the freight tracks in the rail ROWs are active and would remain active during operation of the Project. Acquisition of portions of the rail ROW would allow the Project to realign the freight tracks to accommodate the Project tracks and allow continued operation of the freight tracks and spurs along the rail ROW.

5.4.2 Displacements

5.4.2.1 Business Displacements

Similar to Alternative 1, non-residential and residential displacements would occur to accommodate Project-related facilities including aerial structures, stations, TPSS sites, and grade crossings. As shown in Table 5.5 and Table 5.6, businesses affected include automotive services, commercial retail, industrial/manufacturing, plant nursery, office, and restaurants. For relocated businesses, jobs would also be relocated and would not be permanently displaced. Alternative 2 would displace approximately 108 businesses and approximately 687 employees. Refer to Appendix A for parcel specific data.

5.4.2.2 Residential Displacements

Similar to Alternative 1, full acquisitions and partial acquisitions of residential properties would be required to accommodate the Project, including the placement and construction of the aerial structure columns, grade crossings, aerial crossings, parking facilities, and other ancillary facilities. As discussed for Alternative 1, Metro would compensate owners at fair market value to purchase the required property and would also need to compensate owners for damages to the remainder property. Residents of properties that would be fully acquired by Metro would need to relocate while residents affected by partial acquisitions may make a case that the remaining property is no longer compatible with their intended use and may choose to relocate. This may result in the need to relocate some residents, but further information will need to be obtained during discussions with owners at the time of acquisition.

As shown in Table 5.7, residential displacement would occur in the cities of Los Angeles, Huntington Park, Bellflower, Paramount, and Artesia. As shown in Table 5.8, Alternative 2 would result in the same number of residential property acquisitions and displaced residents as Alternative 1: 6 full acquisitions and 15 partial acquisitions of residential properties that would affect a total of 21 affected residential properties, and displace approximately 78 residential occupants.

5.4.3 Replacement and Relocation

5.4.3.1 Business Relocation

Similar to Alternative 1, the abundance of replacement sites currently available relative to the number of anticipated displacements suggests that replacement sites would be available in the future as shown in Table 5.9. However, a gap analysis determined that a sufficient number of comparable replacement sites may not be available within displacement cities for select businesses. As shown in Table 5.10, these businesses include automotive businesses in the City of Los Angeles and City of South Gate and nursery property in the City of South

Gate. The automotive businesses in the City of Los Angeles and City of South Gate may not be able to successfully relocate within their respective city; however, nearby cities would have a sufficient number of replacement sites available for most affected businesses within six miles of the affected location.

However, as discussed for Alternative 1, the nursery property may struggle to find a suitable replacement site to lease at the time of acquisition. Currently an insufficient number of potential replacement sites for sale or lease exist to accommodate this type of displacement, and the business may not be able to successfully relocate.

5.4.3.2 Residential Replacement

Similar to Alternative 1, Table 5.11 and Table 5.12 shows that based on 2020 market conditions sufficient residential replacement sites for sale and rent are currently available in cities that would have residential displacements: cities of Los Angeles, Huntington Park, Bellflower, Paramount, and Artesia. Unless there is a significant change in vacancy rates at the time of acquisition there will likely be sufficient replacement sites to relocate individuals displaced and owners of properties affected.

5.5 Alternative 3: Slauson/A (Blue) Line to Pioneer Station

5.5.1 Acquisition

Similar to Alternatives 1 and 2, property acquisitions would be located in the cities of Los Angeles, Unincorporated LA County, Huntington Park, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos. As shown in Table 5.3 and Table 5.4, Alternative 3 would impact 172 parcels and require 25 full acquisitions and 188 partial acquisitions. Refer to Appendix A for parcel specific data and Appendix B for figures that identify the locations of the potential acquisitions along the Project corridor.

Property acquisitions would be required for the same project components as Alternatives 1 and 2 beginning at the trail tracks for the Slauson/A Line Station, located just north of Slauson Avenue in the Florence-Firestone community of unincorporated LA County at 55th Street in the City of Los Angeles. No permanent underground easements would be required. Similar to Alternatives 1 and 2, Alternative 3 would acquire portions of rail ROWs owned by UPRR, and the Ports of Los Angeles and Long Beach, including the portions of the PEROW and La Habra Subdivision.

5.5.2 Displacements

5.5.2.1 Business Displacements

Similar to Alternatives 1 and 2, non-residential and residential displacements would occur to accommodate Project-related facilities including aerial structures, stations, TPSS sites, and grade crossings. As shown in Table 5.5 and Table 5.6, businesses affected include automotive services, commercial retail, industrial/manufacturing, plant nursery, and office. For relocated businesses, jobs would also be relocated and would not be permanently displaced. Alternative 3 would displace approximately 65 businesses and displace approximately 352 employees. Refer to Appendix A for parcel specific data.

5.5.2.2 Residential Displacements

Similar to Alternatives 1 and 2, full acquisitions and partial acquisitions of residential properties would be required to accommodate the Project, including the placement and

construction of the aerial structure columns, grade crossings, aerial crossings, parking facilities, and other ancillary facilities. As discussed for Alternatives 1 and 2, Metro would compensate owners at fair market value to purchase the required property and would also need to compensate owners for damages to the remainder property. As shown in Table 5.7 Table 5.8, Alternative 3 would result in the same amount of residential displacements as Alternatives 1 and 2: 6 full acquisitions and 15 partial acquisitions of residential properties that would affect a total of 21 residential properties and displace approximately 78 residential occupants.

5.5.3 Replacement and Relocation

5.5.3.1 Business Relocation

Similar to Alternatives 1 and 2, the abundance of replacement sites currently available relative to the number of anticipated displacements suggests that replacement sites would be available in the future as shown in Table 5.9. However, a gap analysis in Table 5.10 determined that a sufficient number of comparable replacement sites may not be available within displacement cities for select businesses, including the automotive businesses in the City of South Gate and nursery property in the City of South Gate. The automotive businesses in the City of South Gate may not be able to successfully relocate within the city; however, nearby cities would have a sufficient number of replacement sites available within six miles of the affected location.

However, as discussed for Alternatives 1 and 2, the nursery property may struggle to find a suitable replacement site to lease at the time of acquisition. Currently an insufficient number of potential replacement sites for sale or lease exist to accommodate this type of displacement and the business may not be able to be successfully relocated.

5.5.3.2 Residential Replacement

Similar to Alternatives 1 and 2, Table 5.11 and Table 5.12 shows that based on 2020 market conditions sufficient residential replacement sites for sale and rent are currently available in cities that would have residential displacements as result of Alternative 3: cities of Huntington Park, Bellflower, Paramount, and Artesia. Unless there is a significant change in vacancy rates at the time of acquisition there will likely be sufficient replacement sites to relocate individuals displaced and owners of properties affected.

5.6 Alternative 4: I-105/C (Green) Line to Pioneer Station

5.6.1 Acquisition

Similar to Alternatives 1, 2 and 3, property acquisitions would be located in the cities South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos. As shown in Table 5.3 and Table 5.4, Alternative 4 would impact 59 parcels and require 17 full acquisitions and 54 partial acquisitions. Refer to Appendix A for parcel specific data and Appendix B for figures that identify the locations of the potential acquisitions along the Project corridor.

Property acquisitions would be required for the same project components as Alternatives 1, 2, and 3 beginning at the trail tracks for the I-105/C Line Station at Main Street in the City of South Gate. No permanent underground easements would be required. Similar to Alternatives 1, 2 and 3, Alternative 4 would acquire portions of rail ROWs owned by UPRR, including the portions of the PEROW.

5.6.2 Displacements

5.6.2.1 Business Displacements

Similar to Alternatives 1, 2 and 3, non-residential and residential displacements would occur to accommodate Project-related facilities including aerial structures, stations, TPSS sites, and grade crossings. As shown in Table 5.5 and Table 5.6, businesses affected include automotive services, commercial retail, industrial/manufacturing, plant nursery, and office. For relocated businesses, jobs would also be relocated and would not be permanently displaced. Alternative 4 would displace approximately 18 businesses and displace approximately 115 employees. Refer to Appendix A for parcel specific data.

5.6.2.2 Residential Displacements

Similar to Alternatives 1, 2 and 3, full acquisitions and partial acquisitions of residential properties would be required to accommodate the Project. As discussed for Alternatives 1, 2 and 3, Metro would compensate owners at fair market value to purchase the required property and would also need to compensate owners for damages to the remainder property. As shown in Table 5.7, residential displacement would occur in the cities of Bellflower, Paramount, and Artesia. As shown in Table 5.8, Alternative 4 would result in fewer displacements: 2 full acquisitions and 6 partial acquisitions of residential properties that would affect a total of 8 residential properties and displace approximately 32 residential occupants.

5.6.3 Replacement and Relocation

5.6.3.1 Business Relocation

Similar to Alternatives 1, 2 and 3, the abundance of replacement sites currently available relative to the number of anticipated displacements suggests that replacement sites would be available in the future as shown in Table 5.9. Unless there is a significant change in vacancy rates at the time of acquisition, there would likely be sufficient replacement sites to relocate all businesses.

5.6.3.2 Residential Replacement

Similar to Alternatives 1, 2 and 3, Table 5.11 and Table 5.12 shows that based on 2020 market conditions sufficient residential replacement sites for sale and rent are currently available cities that would have residential displacements as result of Alternative 4: cities of Bellflower, Paramount, and Artesia. Unless there is a significant change in vacancy rates at the time of acquisition there will likely be sufficient replacement sites to relocate individuals displaced and owners of properties affected.

5.7 Design Options

5.7.1 Design Option 1

5.7.1.1 Acquisition

Design Option 1 would place a transit station underground behind the existing MWD building below the baggage area parking lot between the LAUS building and the LAUS train terminals. Similar to the LAUS (Forecourt), permanent underground easements would be needed for tunneling activities in the LAUS for Design Option 1. Similar to LAUS (Forecourt), Design Option 1 would be located primarily underground and would not require the acquisition of businesses or residential units. As shown in Table 5.3 and Table 5.4,

Design Option 1 would impact 12 parcels and require no full acquisitions and 20 partial acquisitions.

5.7.1.2 Displacements

Design Option 1 would be located underground east of the existing MWD building and would not displace businesses or residential units.

5.7.1.3 Replacement and Relocation

Design Option 1 would be located underground behind the existing MWD building and would not displace businesses or residential units that would require replacement or relocation.

5.7.2 Design Option 2

5.7.2.1 Acquisition

Design Option 2 would add the underground Little Tokyo Station in the City of Los Angeles. Permanent underground easements for the underground station box and station entrances would be required as well as permanent surface impacts due to station entrances. As shown in Table 5.3 and Table 5.4, Design Option 2 would impact 4 parcels and require 1 full acquisition and 8 partial acquisitions.

5.7.2.2 Displacements

Under Design Option 2, the Little Tokyo Station would be constructed and may displace one additional business and approximately 23 employees. No residential displacements would occur.

5.7.2.3 Replacement and Relocation

Design Option 2 would add the underground Little Tokyo Station and may displace one additional commercial retail business. As discussed for Alternative 1, the abundance of replacement sites currently available relative to the number of anticipated displacements suggests that replacement sites would be available in the future. No residential units would require replacement or relocation.

5.8 Maintenance and Storage Facility

5.8.1 Paramount MSF Site Option

5.8.1.1 Acquisition

The Paramount MSF site option is currently developed with the Paramount Swap Meet, Paramount Drive-in Theatre, retail, and commercial parking. As shown in Table 5.3 and Table 5.4, the Paramount MSF option would impact 43 parcels and require 3 full acquisitions and 44 partial acquisitions. Refer to Appendix A for parcel specific data and Appendix B for figures that identify the locations of the potential acquisitions along the Project corridor.

5.8.1.2 Displacements

As shown in Table 5.5 and Table 5.6, the Paramount MSF site option would displace five existing businesses (retail and industrial manufacturer businesses), including the Paramount Swap Meet and Paramount Drive-in Theater. Approximately 113 employees could be affected and displaced by this MSF site option. The proposed site for the Paramount MSF site option does not contain residential units and would not result in residential displacements.

However, as shown in Table 5.8, lead tracks to the Paramount MSF site option would affect residential properties: 1 full acquisition and 6 partial acquisitions for a total of 7 affected residential properties. A total of approximately 28 residential occupants would be displaced.

5.8.1.3 Replacement and Relocation

As previously discussed in Section 5.3.3.1, the abundance of replacement sites currently available relative to the number of anticipated displacements suggests that replacement sites would be available in the future for the industrial business affected by the Paramount MSF site option. However, the gap analysis in Table 5.10 determined that a sufficient number of comparable replacement sites may not be available within displacement cities for select businesses, including the drive-in and swap meet in the City of Paramount. Currently an insufficient number of potential replacement sites for sale or lease exist to accommodate these types of business displacements and they may not be able to be successfully relocated.

Table 5.11 and Table 5.12 shows that sufficient residential replacement sites for sale and rent are currently available in cities that would have residential displacements, including Paramount. Unless there is a significant change in vacancy rates at the time of acquisition there will likely be sufficient replacement sites to relocate individuals displaced and owners of properties affected.

5.8.2 Bellflower MSF Site Option

5.8.2.1 Acquisition

The Bellflower MSF site option is currently developed with the Hollywood Sports Paintball and Airsoft Park business and Bellflower BMX business. As shown in Table 5.3 and Table 5.4, the Bellflower MSF option would impact 2 parcels and require 2 full acquisitions and no partial acquisitions. Refer to Appendix A for parcel specific data.

5.8.2.2 Displacements

The Bellflower MSF site option would displace two existing businesses, including the Hollywood Sports Paintball and Airsoft Park business and Bellflower BMX business. As shown in Table 5.5 and Table 5.6, approximately 75 employees would be affected and displaced. The proposed site for the Bellflower MSF site option does not contain residential units; therefore, no residential displacements would occur with this option. Refer to Appendix A for parcel specific data.

5.8.2.3 Replacement and Relocation

As previously discussed in Section 5.3.3.1, the gap analysis in Table 5.10 determined that a sufficient number of comparable replacement sites may not be available for the Hollywood Sports Park and Bellflower BMX commercial business, and may not be able to relocate. Currently an insufficient number of potential replacement sites for sale or lease exist to accommodate these types of displacements and may not be able to be successfully relocated. Based on the size and specialized use of the Hollywood Sports Park and Bellflower BMX commercial business, it would be difficult to relocate the business to another site in the City of Bellflower or surrounding cities. Attempting to find a suitable relocation site may require the business to relocate so far from the displacement location that relocation would not be feasible. The search could be expanded to Orange or Riverside Counties but relocating the business a long distance from the displacement site would cause issues retaining patrons and

employees and may introduce competition from other well-established facilities in these areas. Thus, attempting to find a suitable relocation site may require the business to relocate so far from the displacement location that relocation would not be feasible. No residential units would be displaced.

5.9 Special Relocation Considerations

Special relocation considerations for this Project are primarily related to the number of commercial and industrial displacements anticipated and the potentially limited number of replacement sites available. Cities with higher numbers of displaced businesses may not have sufficient replacement sites within each city to accommodate the anticipated number of displaced commercial or industrial businesses. Replacement sites would need to be sought outside the immediate community and could potentially result in loss of jobs for workers who would be unable to move or commute to the replacement business location.

In addition to the number of displacements identified, a number of complex relocations are anticipated such as potential displacements with extensive personal property that must be relocated; specialized equipment requiring special handling; or particular provisions that must be made at the replacement site (such as high-voltage power or high-volume water pipes). Additionally, complexity could arise by nature of large companies with many employees whose schedules must be coordinated to accommodate the move. The number and complexity of relocations expected to result from the Project may also provide challenges to Metro in terms of available qualified consultants to provide relocation assistance advisory services. For example, other infrastructure projects taking place in the region that may also require replacement sites could potentially reduce the availability of consultant resources, such as appraisers and relocation specialists for the Project.

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

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

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

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

Metro would provide relocation assistance and compensation for all displaced businesses and residences as required under the Uniform Act and California Relocation Act. This also includes a relocation plan as required by California Code of Regulations, Title 25, Division 1, Chapter 6. Details of these regulations and the relocation resources are provided in Section 3.1.1 and 3.2.1 of this report. Where acquisitions and relocation are unavoidable, FTA and Metro would follow the provisions of both Acts, as amended. 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 for all real property acquired by Metro or utilized temporarily during construction shall not be less than the approved approval. Each business and residence displaced as a result of the Project would be given advance written notice and would be informed of their eligibility for relocation assistance and payments under the Uniform Act, as discussed in detail in Section 3.1.1. For relocated businesses, jobs would also be relocated and would not be permanently displaced. However, permanent job losses may be anticipated. To address potential permanent job loss, Metro will also coordinate with the appropriate jurisdictions regarding business relocation.

Therefore, with full compliance of the Uniform Act, California Relocation Act, Metro Acquisition and Relocation Policy and Procedures Manual, and other applicable policies, the Build Alternatives, Design Options, and MSF site options would not result in adverse effects regarding acquisitions and displacement.

6 CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION

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

6.1 Displace substantial numbers of existing people, housing or business, necessitating the construction of replacement housing or replacement business elsewhere?

6.1.1 No Project Alternative

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

6.1.1.1 Mitigation Measures

No mitigation measures are required.

6.1.1.2 Impacts Remaining After Mitigation

Less than significant impact.

6.1.2 Alternative 1: Los Angeles Union Station to Pioneer Station

Alternative 1 property acquisitions would be required for track, tunneling, aerial structures, vents/switches/egress, stations, train control houses, radio houses, TPSS sites, grade crossing/separations, and parking facilities. Full acquisitions in the form of permanent aerial easements would be required to accommodate the aerial structures and columns for the aerial segments of the alignment. Partial acquisitions would be required for permanent underground easements, station entrances, grade crossing/separations, freight relocation, and other ancillary facilities. Property acquisitions would primarily affect commercial and industrial areas, although several residential properties would also be affected. Alternative 1 would acquire portions of rail ROWs owned by UPRR, BNSF, and the Ports of Los Angeles and Long Beach, including the portions of the PEROW, San Pedro Subdivision, and La Habra Subdivision. It is understood the freight tracks in the rail ROWs are active and would remain active during operation of the Project. Acquisition of portions of the rail ROW would allow the Project to realign the freight tracks to accommodate the Project tracks and allow continued operation of the freight tracks and spurs along the rail ROW.

As shown in Table 5.4, Alternative 1 would impact 220 parcels and require in 37 full acquisitions and 254 partial acquisitions. As shown in Table 5.5 and Table 5.6, Alternative 1 would displace approximately 89 businesses and displace approximately 601 employees. Businesses affected include automotive services, commercial retail, industrial/manufacturing, plant nursery, office, and restaurants. For relocated businesses,

jobs would also be relocated and would not be permanently displaced. However, permanent job loss could still occur as a result of the relocation.

At the time of this report and based on the current 2020 market conditions and vacancy rates, the abundance of replacement sites currently available relative to the number of anticipated displacements suggests that replacement sites would be available in the future. However, a gap analysis determined that a sufficient number of comparable replacement sites may not be available within displacement cities for select businesses. As shown in Table 5.10, these businesses include automotive businesses in the City of Los Angeles and City of South Gate, and nursery property in the City of South Gate. The automotive businesses in the City of Los Angeles and City of South Gate may not be able to successfully relocate within their respective cities; however, nearby cities would have a sufficient number of replacement sites available for the affected businesses within six miles of the affected location. The nursery property may struggle to find a suitable replacement site to lease at the time of acquisition. Currently an insufficient number of potential replacement sites for sale or lease exist to accommodate this type of displacement and the business may not be able to be successfully relocated.

Full acquisitions of residential properties would be required for the placement and construction of the aerial structure columns, and parking facilities to accommodate the Project. Partial acquisitions of residential properties would be required to accommodate grade crossings, aerial crossings, track alignment, and other ancillary facilities. The partial acquisitions would be primarily sliver takes in rear yards of properties adjacent to the rail ROW. For such properties, the primary dwelling units are set toward the front of the properties, away from the rail ROW and the area where the acquisition would be required. Metro would compensate owners at fair market value to purchase the required property and would also need to compensate owners for damages to the remainder property. Residents of properties that would be fully acquired by Metro would need to relocate while residents affected by partial acquisitions may make a case that the remainder property is no longer compatible with their intended use and may choose to relocate. This may result in the need to relocate some residents, but further information will need to be obtained during discussions with owners at the time of acquisition. As shown in Table 5.8, Alternative 1 would require 6 full acquisitions and 15 partial acquisitions of residential properties that would affect 21 residential properties and displace approximately 78 residential occupants.

At the time of this report, replacement sites for residential properties for sale or lease are identified in the cities of Los Angeles and Artesia. Residential replacement sites for rent that could accommodate residential displacements were also identified in the cities and surrounding cities. Unless there is a significant change in vacancy rates at the time of acquisition, there would likely be sufficient replacement sites to relocate individuals displaced and owners of properties affected. Table 5.11 and Table 5.12 shows that based on 2020 market conditions sufficient residential replacement sites for sale and rent are currently available in cities that would have residential displacements: cities of Los Angeles, Huntington Park, Bellflower, Paramount, and Artesia. Unless there is a significant change in vacancy rates at the time of acquisition there will likely be sufficient replacement sites to relocate individuals displaced and owners of properties affected.

Metro would provide relocation assistance and compensation for all displaced businesses and residences as required under the Uniform Act and California Relocation Act. Where acquisitions and relocation are unavoidable, FTA and Metro would follow the provisions of both Acts, as amended. All real estate property acquired by Metro would be appraised to

determine its fair market value. Just compensation for all real property acquired by Metro or utilized temporarily during construction would not be less than the approved approval per the Uniform Act and California Relocation Act. Each business and residence displaced as a result of the Project would be given advance written notice and would be informed of their eligibility for relocation assistance and payments under the Uniform Act. For relocated businesses, jobs would also be relocated and would not be permanently displaced. However, permanent job losses could occur. To address potential permanent job loss, Metro will also coordinate with the appropriate jurisdictions regarding business relocation.

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

6.1.2.1 Mitigation Measures

No mitigation measures are required.

6.1.2.2 Impacts Remaining After Mitigation

Less than significant impact.

6.1.3 Alternative 2: 7th Street/Metro Center to Pioneer Station

Similar to Alternative 1, property acquisitions would be required for track, tunneling, aerial structures, vents/switches/egress, stations, train control houses, radio houses, TPSS sites, grade crossing/separations, and parking facilities. Similar to Alternative 1, Alternative 2 would acquire portions of rail ROWs owned by UPRR, and the Ports of Los Angeles and Long Beach, including the portions of the PEROW, La Habra Subdivision and San Pedro Subdivision. Acquisition of portions of the rail ROW would allow the Project to realign the freight tracks to accommodate the Project tracks and allow continued operation of the freight tracks and spurs along the rail ROW. As shown in Table 5.4, Alternative 2 would impact 283 parcels and require 38 full acquisitions and 309 partial acquisitions. As shown in Table 5.5, Alternative 2 would displace approximately 108 businesses (including automotive services, commercial retail, industrial/ manufacturing, plant nursery, office, and restaurants) and approximately 687 employees.

As discussed for Alternative 1, the abundance of replacement sites currently available relative to the number of anticipated displacements suggests that replacement sites would be available in the future. As shown in Table 5.10, a gap analysis determined that a sufficient number of comparable replacement sites may not be available within displacement cities for specialty businesses as the automotive businesses in the City of Los Angeles and City of South Gate and nursery property in the City of South Gate. The automotive businesses in the City of Los Angeles and City of South Gate may not be able to successfully relocate within their respective cities; however, nearby cities would have a sufficient number of replacement sites available for most affected businesses within six miles of the affected location. The nursery property may struggle to find a suitable replacement site to lease at the time of acquisition. Currently an insufficient number of potential replacement sites for sale or lease exist to accommodate this type of displacement and the business may not be able to be successfully relocated.

Similar to Alternative 1, full acquisitions of residential properties would be required for the placement and construction of the aerial structure columns, and parking facilities to accommodate the Project. Partial acquisitions of residential properties would be required to accommodate grade crossings, aerial crossings, track alignment, and other ancillary facilities. As shown in Table 5.8, Alternative 2 would result in the same number of residential property acquisitions and displaced residents as Alternative 1 (6 full acquisitions and 15 partial acquisitions that would affect 21 affected residential properties and displace approximately 78 residential occupants). As discussed for Alternative 1, based on 2020 market conditions sufficient residential replacement sites for sale and rent are currently available in cities that would have residential displacements: cities of Los Angeles, Huntington Park, Bellflower, Paramount, and Artesia. Unless there is a significant change in vacancy rates at the time of acquisition there will likely be sufficient replacement sites to relocate individuals displaced and owners of properties affected. Therefore, displacement of residential units and their occupants or businesses and their employees would not necessitate the construction of replacement housing or business; impacts would be less than significant; and mitigation would not be required.

6.1.3.1 Mitigation Measures

No mitigation measures are required.

6.1.3.2 Impacts Remaining After Mitigation

Less than significant impact.

6.1.4 Alternative 3: Slauson/A (Blue) Line to Pioneer Station

Similar to Alternatives 1 and 2, property acquisitions would be required for track, tunneling, aerial structures, vents/switches/egress, stations, train control houses, radio houses, TPSS sites, grade crossing/separations, and parking facilities. Similar to Alternatives 1 and 2, Alternative 3 would acquire portions of rail ROWs owned by UPRR, and the Ports of Los Angeles and Long Beach, including the portions of the PEROW and La Habra Subdivision. Acquisition of portions of the rail ROW would allow the Project to realign the freight tracks to accommodate the Project tracks and allow continued operation of the freight tracks and spurs along the rail ROW. As shown in Table 5.4, Alternative 3 would impact 172 parcels and require 25 full acquisitions and 188 partial acquisitions. As shown in Table 5.5, approximately 65 businesses (including automotive services, commercial retail, industrial/manufacturing, plant nursery, and office) and approximately 352 employees would be displaced.

As discussed for Alternatives 1 and 2, the abundance of replacement sites currently available relative to the number of anticipated displacements suggests that replacement sites would be available in the future. As shown in Table 5.10, a gap analysis determined that a sufficient number of comparable replacement sites may not be available within displacement cities for specialty businesses as the automotive businesses in the City of Los Angeles and City of South Gate and nursery property in the City of South Gate. The automotive businesses in the City of Los Angeles and City of South Gate may not be able to successfully relocate within the respective cities; however, nearby cities would have a sufficient number of replacement sites available for most affected businesses within six miles of the affected location. The nursery property may struggle to find a suitable replacement site to lease at the time of acquisition. Currently an insufficient number of potential replacement sites for sale or lease exist to accommodate this type of displacement and the business may not be able to be successfully relocated.

Similar to Alternatives 1 and 2, full acquisitions of residential properties would be required for the placement and construction of the aerial structure columns, and parking facilities to accommodate the Project. Partial acquisitions of residential properties would be required to accommodate grade crossings, aerial crossings, track alignment, and other ancillary facilities. As shown in Table 5.8, Alternative 3 would result in the same number of residential property acquisitions and displaced residents as Alternatives 1 and 2: 6 full acquisitions and 15 partial acquisitions that would affect 21 affected residential properties and displace approximately 78 residential occupants. As discussed for Alternatives 1 and 2, based on 2020 market conditions sufficient residential replacement sites for sale and rent are currently available in cities that would have residential displacements: cities of Los Angeles, Huntington Park, Bellflower, Paramount, and Artesia. Unless there is a significant change in vacancy rates at the time of acquisition there will likely be sufficient replacement sites to relocate individuals displaced and owners of properties affected.

Therefore, displacement of residential units and their occupants or businesses and their employees would not necessitate the construction of replacement units; impacts would be less than significant; and mitigation would not be required.

6.1.4.1 Mitigation Measures

No mitigation measures are required.

6.1.4.2 Impacts Remaining After Mitigation

Less than significant impact.

6.1.5 Alternative 4: I-105/C (Green) Line to Pioneer Station

Similar to Alternatives 1, 2, and 3, property acquisitions would be required for track, tunneling, aerial structures, vents/switches/egress, stations, train control houses, radio houses, TPSS sites, grade crossing/separations, and parking facilities. Similar to Alternatives 1, 2 and 3, Alternative 4 would acquire portions of rail ROWs owned by UPRR, including the portions of the PEROW. Acquisition of portions of the rail ROW would allow the Project to realign the freight tracks to accommodate the Project tracks and allow continued operation of the freight tracks and spurs along the rail ROW. As shown in Table 5.4 and Table 5.5, Alternative 4 would impact 59 parcels and require 17 full acquisitions and 54 partial acquisitions. As shown in Table 5.5, approximately 18 businesses (including automotive services, commercial retail, industrial/manufacturing, plant nursery, and office) and approximately 115 employees would be displaced.

As discussed for Alternatives 1, 2, and 3, the abundance of replacement sites currently available relative to the number of anticipated displacements suggests that replacement sites would be available in the future. Unless there is a significant change in vacancy rates at the time of acquisition, there would likely be sufficient replacement sites to relocate all businesses.

Similar to Alternatives 1, 2, and 3, full acquisitions of residential properties would be required for the placement and construction of the aerial structure columns and parking facilities to accommodate the Project. Partial acquisitions of residential properties would be required to accommodate grade crossings, aerial crossings, track alignment, and other ancillary facilities. As shown in Table 5.8, Alternative 4 would result in fewer number of residential property acquisitions and displaced residents compared to Alternatives 1, 2, and 3: 2 full acquisition and 6 partial acquisitions of residential properties that would affect 8

residential properties and displaced approximately 32 residential occupants. As discussed for Alternatives 1, 2, and 3, based on current 2020 market conditions sufficient residential replacement sites for sale and rent are currently available in cities that would have residential displacements: cities of Bellflower, Paramount, and Artesia. Unless there is a significant change in vacancy rates at the time of acquisition there will likely be sufficient replacement sites to relocate individuals displaced and owners of properties affected.

Therefore, displacement of residential units and their occupants or businesses and their employees would not necessitate the construction of replacement units, impacts would be less than significant, and mitigation would not be required.

6.1.5.1 Mitigation Measures

No mitigation measures are required.

6.1.5.2 Impacts Remaining After Mitigation

Less than significant impact.

6.1.6 Design Options

6.1.6.1 Design Option 1

Design Option 1 would place a transit station underground east of the existing MWD building below the baggage area parking lot between the LAUS building and the LAUS train terminals. Similar to the LAUS (Forecourt), permanent underground easements would be needed for tunneling activities in the LAUS for Design Option 1. Similar to LAUS (Forecourt), Design Option 1 would be located primarily underground and would not require the acquisition of additional businesses or residential units. As shown in Table 5.3 and Table 5.4, Design Option 1 would impact 12 parcels and require no full acquisitions and 20 partial acquisitions. Design Option 1 would not displace additional businesses or residential units. Therefore, impacts would be less than significant, and mitigation would not be required.

6.1.6.2 Design Option 2

Design Option 2 would add the underground Little Tokyo Station in the City of Los Angeles. Permanent underground easements for the underground station box and station entrances would be required. As shown in Table 5.4, Design Option 2 would impact 4 parcels and require 1 full acquisition and 8 partial acquisitions. Design Option 2 would add the underground Little Tokyo Station and may displace one additional commercial retail business. As discussed for Alternative 1, the abundance of replacement sites currently available relative to the number of anticipated displacements suggests that replacement sites would be available in the future. No residential units would require replacement or relocation. Therefore, impacts would be less than significant and mitigation would not be required.

6.1.6.3 Mitigation Measures

No mitigation measures are required.

6.1.6.4 Impacts Remaining After Mitigation

Less than significant impact.

6.1.7 Maintenance and Storage Facility

6.1.7.1 Paramount MSF Site Option

The Paramount MSF site option is currently developed with the Paramount Swap Meet, Paramount Drive-in Theatre, retail, and commercial parking. As shown in Table 5.4, the Paramount MSF option would impact 43 parcels and require 3 full acquisitions and 44 partial acquisitions. The Paramount MSF site option would displace five existing businesses (retail and industrial manufacturer businesses), including the Paramount Swap Meet and Paramount Drive-in Theater. Approximately 113 employees could be affected and displaced by this MSF site option. The proposed site for the Paramount MSF site option does not contain residential units and would not result in residential displacements. However, lead tracks to the Paramount MSF site option would affect residential properties (1 full acquisition and 6 partial acquisitions for a total of 7 affected residential properties). A total of approximately 28 residential occupants would be displaced.

As previously discussed in Section 5.3.3.1, the abundance of replacement sites currently available relative to the number of anticipated displacements suggests that replacement sites would be available in the future for the industrial business affected by the Paramount MSF site option. However, the gap analysis in Table 5.10 determined that a sufficient number of comparable replacement sites may not be available within displacement cities for select businesses, including the drive-in and swap meet in the City of Paramount. Currently an insufficient number of potential replacement sites for sale or lease exist to accommodate these types of displacements and the businesses may not be able to be successfully relocated. As shown in Table 5.11 and Table 5.12, sufficient residential replacement sites for sale and rent are currently available in the City of Paramount.

Therefore, the displacement of residential units and its occupants or businesses and their employees would not necessitate the construction of replacement units, impacts would be less than significant, and mitigation would not be required.

6.1.7.2 Bellflower MSF Site Option

The Bellflower MSF site option is currently developed with the Hollywood Sports Paintball and Airsoft Park and Bellflower BMX business. As shown in Table 5.4, the Bellflower MSF site option would impact 2 parcels and require 2 full acquisitions and no partial acquisitions. The Bellflower MSF site option would displace two existing businesses, including the Hollywood Sports Paintball and Airsoft Park business and Bellflower BMX business. As shown in Table 5.5, approximately 75 employees would be affected and displaced. The proposed site for the Bellflower MSF site option does not contain residential units; therefore, no residential displacements would occur with this option.

As previously discussed in Section 5.3.3.1, the gap analysis in Table 5.10 determined that a sufficient number of comparable replacement sites may not be available for the Hollywood Sports Park and Bellflower BMX commercial business. Currently an insufficient number of potential replacement sites for sale or lease exist to accommodate this type of displacement and the businesses may not be able to be successfully relocated. Based on the size and specialized use of the Hollywood Sports Park and Bellflower BMX commercial business, it would be difficult to relocate the business to another site in the City of Bellflower or surrounding cities. Attempting to find a suitable relocation site may require the business to relocate so far from the displacement location that relocation would not be feasible. The search could be expanded to Orange or Riverside Counties but relocating the business a long

distance from the displacement site would cause issues retaining patrons and employees and may introduce competition from other well-established facilities in these areas. Thus, attempting to find a suitable relocation site may require the business to relocate so far from the displacement location that relocation would not be feasible.

Therefore, the displacement of residential units and its occupants or businesses and their employees would not necessitate the construction of replacement units, impacts would be less than significant, and mitigation would not be required.

6.1.7.3 Mitigation Measures

No mitigation measures are required.

6.1.7.4 Impacts Remaining After Mitigation

Less than significant impact.

7 CONSTRUCTION IMPACTS

7.1 Construction Activities

Construction activities associated with the West Santa Ana Branch Project are detailed in the *West Santa Ana Branch Transit Corridor Project Construction Methods Report* (Metro 2021).

7.2 Regulatory Background and Methodology

7.2.1 Regulatory Background

All federal, state, regional, and local regulations and guidelines pertinent to the construction the WSAB Project would be followed. For additional regulatory information, refer to the *West Santa Ana Branch Construction Methods Report* (Metro 2021).

7.2.2 Methodology

To satisfy NEPA requirements this analysis utilizes the same methods as discussed in Section 1.5 in the context of TCEs and construction activities to identify and evaluate potential effects on properties along the Project footprint as well as methods for determining whether sufficient replacement properties are available to accommodate potential displacements as identified by the analysis. An overview of the general methodology applied is provided, followed by specific methods, resources, and technology used to evaluate residential, commercial/industrial and community properties/facilities.

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

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

7.3 Construction Impacts

7.3.1 No Build Alternative

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

7.3.2 Alternative 1: Los Angeles Union Station to Pioneer Station

Construction of Alternative 1 would require the preparation and demolition of structures on construction support sites; excavation for tunneling; tunnel construction; subterranean station excavation; freight relocation; utility relocation; at-grade and aerial guideway system construction (including TPSS); subterranean, at-grade and aerial station construction; street-widening and reconstruction; and the construction of parking facilities and an MSF.

Construction laydown areas would be primarily located on acquired sites characterized as industrial, commercial, or vacant. Partial acquisitions for construction would not impact existing buildings on the properties or change the primary function of the existing use. Parcels to be fully acquired for construction laydown and construction support sites would require the demolition of any existing structures on the properties and require the relocation of existing businesses. TCEs would not impact existing buildings on the properties or change the primary function of the existing use. TCEs would be temporary and the sites would be returned to pre-construction conditions once construction is completed.

Construction laydown areas would also be located on proposed parking facilities for Firestone Station, I-105/C Line Station, Paramount/Rosecrans Station, Bellflower Station, and Pioneer Station. These would be permanent acquisitions that would be converted from a construction laydown area during the construction phase of the Project to parking facilities during operation of the Project. Construction laydown areas would also be located at the selected MSF site option during the construction phase and permanently acquired to be used as the selected MSF site option.

Table 7.1 and Table 7.2 summarizes the construction-related acquisitions and TCEs by jurisdiction, Build Alternatives, design options and MSF site options.

Table 7.1. Summary of Construction Laydown and Temporary Construction Easements by Build Alternatives

Build Alternative	Impacted Parcels ¹	Full Acquisitions	Partial Acquisitions	TCE	Construction Laydown Areas	Affected Area (sq ft) ²
Alternative 1	238	60	3	224	76	2,583,300
Alternative 2	235	60	2	221	80	2,577,500
Alternative 3	191	34	1	199	41	2,038,400
Alternative 4	87	17	0	103	17	743,100
Design Option 1	5	0	0	9	0	5,000
Design Option 2	3	1	2	0	3	31,500
Paramount MSF Site Option	2	0	0	2	0	9,800
Bellflower MSF Site Option	0	0	0	0	0	0

Source: DRA, 2021; TAHA, 2021

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

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

² Rounded to nearest hundred

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

Build Alternative/Jurisdiction	Impacted Parcels ¹	Construction Full Acquisitions	Part Acquisitions	TCE	Construction Laydown Areas	Affected Area ¹ (sq ft)
Los Angeles						
Alternative 1	61	37	2	28	44	599,200
Alternative 2	58	37	1	25	48	593,300
Alternative 3	14	11	0	3	9	54,200
Design Option 1	5	0	0	9	0	5,000
Design Option 2	3	1	2	0	3	31,500
Vernon	3	0	0	3	0	9,100
Unincorporated LA County	1	0	1	1	1	800
Huntington Park	32	1	0	34	1	79,400
Cudahy	8	1	0	7	1	14,000
Downey	1	0	0	2	1	213,300
South Gate						
Alternatives 1, 2, 3	50	6	0	49	13	1,082,200
Alternative 4	5	2	0	3	2	157,700
Paramount	64	3	0	94	3	361,200
Paramount MSF Site Option ^{3,4}	2	0	0	2	0	9,800
Bellflower	5	1	0	4	1	123,600
Bellflower MSF Site Option ⁴	0	0	0	0	0	0
Artesia	13	11	0	2	11	100,600

Source: DRA, 2021; TAHA, 2021

Notes: MSF = maintenance and storage facility; sq ft = square feet; TCE = temporary construction easement
 Alternatives 1, 2, and 3 include all the cities identified. Alternative 4 only includes the Cities of South Gate, Paramount, Bellflower, and Artesia

¹ Parcels are identified by parcel boundaries and APN. "Impacted Parcels" is not a total sum of the full and partial acquisitions. More than one partial acquisition may occur on a single parcel. Affected parcels, acquisitions, and TCEs identified here are for construction-related acquisitions. See Section 4.3 of the Acquisitions and Displacement section for permanent acquisitions required by the Project.

² Rounded to nearest hundred

³ TCEs would support construction of the lead tracks to the MSF

⁴ The acquisition of the MSF site is considered a permanent acquisition and is not included in this table.

Alternative 1 would impact 238 parcels and require 60 full acquisitions, 3 partial acquisitions, and 224 TCEs for construction laydown areas and construction support sites. Alternative 1 would include 76 construction laydown areas. Alternative 1 would require the relocation of approximately 103 businesses as a result of construction activities, potential temporary construction laydown areas, and construction laydown areas that may be permanently acquired for parking facilities. Construction laydown areas and construction support sites for the Build Alternatives would not require the relocation or demolition of residential uses.

Metro would provide compensation for all businesses and residents affected during construction as required under the Uniform Act and California Relocation Act. Furthermore, properties to be acquired for construction-related laydown areas and support sites or used as TCEs would be appraised to determine the fair market value of the portion that would be used temporarily during construction, and just compensation not less than the approved appraisal would be made to each property owner. Therefore, Alternative 1 would not result in an adverse construction effect related to acquisitions and displacements.

7.3.3 Alternative 2: 7th Street/Metro Center to Pioneer Station

Construction activities, laydown areas, and TCEs for Alternative 2 would be similar to Alternative 1 as discussed in Section 7.3.2 and would be located in the cities of Los Angeles, Huntington Park, Cudahy, South Gate, Downey, Paramount, Bellflower, and Artesia. Alternative 2 would impact 235 parcels and require 60 full acquisitions, 2 partial acquisitions, and 221 TCEs for construction laydown areas and construction support sites. Alternative 2 would include 80 construction laydown areas. Alternative 2 would require the relocation of approximately 103 businesses as a result of construction activities, potential temporary construction laydown areas, and construction laydown areas that may be permanently acquired for parking facilities. Construction laydown areas and construction support sites for the Build Alternatives would not require the relocation or demolition of residential uses.

Similar to Alternative 1, Metro would provide compensation for all businesses and residents affected during construction as required under the Uniform Act and California Relocation Act. Furthermore, properties to be acquired for construction-related laydown areas and support sites or used as TCEs would be appraised to determine the fair market value of the portion that would be used temporarily during construction, and just compensation not less than the approved appraisal would be made to each property owner. Therefore, Alternative 2 would not result in an adverse construction effect related to acquisitions and displacements.

7.3.4 Alternative 3: Slauson/A (Blue) Line to Pioneer Station

Construction activities, laydown areas, and TCEs for Alternative 3 would be similar to Alternatives 1 and 2 as discussed in Section 7.3.2 and would be located in cities of Los Angeles (beginning at Slauson Avenue), unincorporated LA County, South Gate, Paramount, Bellflower and Cerritos. Alternative 3 would impact 191 parcels and require 34 full acquisitions, 1 partial acquisition, and 199 TCEs for construction laydown areas and construction support sites. Alternative 3 would include 41 construction laydown areas. Alternative 3 would require the relocation of 69 businesses as a result of construction activities, potential temporary construction laydown areas, and construction laydown areas that may be permanently acquired for parking facilities. Construction laydown areas and construction support sites for the Build Alternatives would not require the relocation or demolition of residential uses.

Similar to Alternatives 1 and 2, Metro would provide compensation for all businesses and residents affected during construction as required under the Uniform Act and California Relocation Act. Furthermore, properties to be acquired for construction-related laydown areas and support sites or used as TCEs would be appraised to determine the fair market value of the portion that would be used temporarily during construction, and just compensation not less than the approved appraisal would be made to each property owner. Therefore, Alternative 3 would not result in an adverse construction effect related to acquisitions and displacements.

7.3.5 Alternative 4: I-105/C (Green) Line to Pioneer Station

Construction activities, laydown areas, and TCEs for Alternative 4 would be similar to Alternatives 1, 2 and 3 as discussed in Section 7.3.2 and would only be located in cities of South Gate, Paramount, Bellflower and Artesia. Alternative 4 would impact 87 parcels and require 17 full acquisitions, no partial acquisitions, and 103 TCEs for construction laydown areas and construction support sites. Alternative 4 would include 17 construction laydown areas. Alternative 4 would require the relocation of 23 businesses as a result of construction activities, temporary construction laydown areas, and construction laydown areas that may be permanently acquired for parking facilities. Construction of Alternative 4 would not result in the relocation or demolition of residential uses or the permanent displacement of residents.

Similar to Alternatives 1, 2 and 3, Metro would provide compensation for all businesses and residents affected during construction as required under the Uniform Act and California Relocation Act. Furthermore, properties to be acquired for construction-related laydown areas and support sites or used as TCEs would be appraised to determine the fair market value of the portion that would be used temporarily during construction, and just compensation not less than the approved appraisal would be made to each property owner. Therefore, Alternative 4 would not result in an adverse construction effect related to acquisitions and displacements.

7.3.6 Design Options

7.3.6.1 Design Option 1

Design Option 1 would impact 5 parcels and require 9 TCEs for construction support specific to the LAUS (MWD). No residential properties would be acquired or physically impacted. TCEs would not impact existing buildings on the properties or change the primary function of the existing use. TCEs would be temporary and the sites would be returned to pre-construction conditions once construction is completed. Design Option 1 would not require the acquisition of additional businesses beyond those identified for Alternative 1 during construction. No residential properties would be acquired or physically impacted.

7.3.6.2 Design Option 2

Design Option 2 would construct the Little Tokyo Station and would impact 3 parcels and require 1 full acquisition and 2 partial acquisitions for construction laydown areas specific to the Little Tokyo Station. Design Option 2 would include 3 construction laydown areas. No residential properties would be acquired or physically impacted.

Similar to the Build Alternatives, Metro would provide compensation for all businesses and residents affected during construction as required under the Uniform Act and California Relocation Act. Furthermore, properties to be acquired for construction-related laydown areas and support sites or used as TCEs would be appraised to determine the fair market value of the portion that would be used temporarily during construction, and just compensation not less than the approved appraisal would be made to each property owner. Therefore, Design Options 1 and 2 would not result in an adverse construction effect related to acquisitions and displacements.

7.3.7 Maintenance and Storage Facility

7.3.7.1 Paramount MSF Site Option

As discussed in Section 7.3.2 construction laydown areas would be located at the Paramount MSF site option during the construction phase and permanently acquired to be used as the selected MSF site option. As shown in Table 7.2, Paramount MSF site option would impact 2 parcels and require 2 TCEs for construction support. As discussed in 6.1.7, the Paramount MSF site option would permanently displace five existing businesses (retail and industrial manufacturer businesses), including the Paramount Swap Meet and Paramount Drive-in Theater. Approximately 113 employees could be affected and permanently displaced by this MSF site option.

7.3.7.2 Bellflower MSF Site Option

As discussed in Section 7.3.2 construction laydown areas would be located at the Bellflower MSF site option during the construction phase and permanently acquired to be used as the selected MSF site option. As discussed in 6.1.7, the Bellflower MSF site option would permanently displace two existing businesses, including the Hollywood Sports Paintball and Airsoft Park business and Bellflower BMX business, affecting and displacing approximately 75 employees. The proposed site for the Bellflower MSF site option does not contain residential units; therefore, no residential displacements would occur with this option.

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

7.4 California Environmental Quality Act Determination

7.4.1 Displace substantial numbers of existing people, housing or business, necessitating the construction of replacement housing or replacement business elsewhere?

7.4.1.1 No Project Alternative

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

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

7.4.1.2 Alternative 1: Los Angeles Union Station to Pioneer Station

Construction of Alternative 1 would require the preparation and demolition of structures on construction support sites; excavation for tunneling; tunnel construction; subterranean station excavation; freight relocation; utility relocation; at-grade and aerial guideway system construction (including TPSS); subterranean, at-grade and aerial station construction; street-widening and reconstruction; and the construction of parking facilities and an MSF. Construction laydown areas would be primarily located on acquired sites characterized as industrial, commercial, or vacant. Partial acquisitions for construction would not impact existing buildings on the properties or change the primary function of the existing use. Parcels to be fully acquired for construction laydown and construction support sites would require the demolition of any existing structures on the properties and require the relocation of existing businesses. TCEs would not impact existing buildings on the properties or change the primary function of the existing use. TCEs would be temporary and the sites would be returned to pre-construction conditions once construction is completed.

Construction laydown areas would also be located on proposed parking facilities for Firestone Station, I-105/C Line Station, Paramount/Rosecrans Station, Bellflower Station, and Pioneer Station. These would be permanent acquisitions that would be converted from a construction laydown area during the construction phase of the Project to parking facilities during operation of the Project. Construction laydown areas would also be located at the selected MSF site option during the construction phase and permanently acquired to be used as the selected MSF site option.

As shown in Table 7.1 and Table 7.2, Alternative 1 impact 238 parcels and require 60 full acquisitions, 3 partial acquisitions, and 224 TCEs for construction laydown areas and construction support sites. Alternative 1 would include 76 construction laydown areas. Alternative 1 would require the relocation of approximately 103 businesses as a result of construction activities, temporary construction laydown areas, and construction laydown areas that may be permanently acquired for parking facilities and the selected MSF site option. Construction laydown areas and construction support sites for the Build Alternatives would not require the relocation or demolition of residential uses.

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

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

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

7.4.1.3 Alternative 2: 7th Street/Metro Center to Pioneer Station

Construction activities, laydown areas, and TCEs for Alternative 2 would be similar to Alternative 1 as discussed in Section 7.3.2 and would be located in the cities of Los Angeles, Huntington Park, Cudahy, South Gate, Downey, Paramount, Bellflower, and Artesia. As shown in Table 7.1 and Table 7.2, Alternative 2 would impact 235 parcels and require 60 full acquisitions, 2 partial acquisitions, and 221 TCEs for construction laydown areas and construction support sites. Alternative 2 would include 80 construction laydown areas. Alternative 2 would require the relocation of approximately 103 businesses as a result of construction activities, temporary construction laydown areas, and construction laydown areas that may be permanently acquired for parking facilities and the selected MSF site option. Construction laydown areas and construction support sites for the Build Alternatives would not require the relocation or demolition of residential uses.

Similar to Alternative 1, Metro would provide compensation for all businesses and residents affected during construction as required under the Uniform Act and California Relocation Act. Furthermore, properties to be acquired for construction-related laydown areas and support sites or used as TCEs would be appraised to determine the fair market value of the portion that would be used temporarily during construction, and just compensation not less than the approved appraisal would be made to each property owner. Therefore, with full compliance of the Uniform Act, California Relocation Act, relocation policies and procedures of Metro, and other applicable policies, construction impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

7.4.1.4 Alternative 3: Slauson/A (Blue) Line to Pioneer Station

Construction activities, laydown areas, and TCEs for Alternative 3 would be similar to Alternatives 1 and 2 as discussed in Section 7.3.2 and would be located in cities of Los Angeles (beginning at Slauson Avenue), unincorporated LA County, South Gate, Paramount, Bellflower and Cerritos. As shown in Table 7.1 and Table 7.2, Alternative 3 would impact 191 parcels and require 34 full acquisitions, 1 partial acquisitions, and 199 TCEs for construction laydown areas and construction support sites. Alternative 3 would include 41 construction laydown areas. Alternative 3 would require the relocation of 69 businesses as a result of construction activities, temporary construction laydown areas, and construction laydown areas that may be permanently acquired for parking facilities and the selected MSF site option. Construction laydown areas and construction support sites for the Build Alternatives would not require the relocation or demolition of residential uses.

Similar to Alternatives 1 and 2, Metro would provide compensation for all businesses and residents affected during construction as required under the Uniform Act and California Relocation Act. Furthermore, properties to be acquired for construction-related laydown areas and support sites or used as TCEs would be appraised to determine the fair market value of the portion that would be used temporarily during construction, and just compensation not less than the approved appraisal would be made to each property owner. Therefore, with full

compliance of the Uniform Act, California Relocation Act, relocation policies and procedures of Metro, and other applicable policies, construction impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

7.4.1.5 Alternative 4: I-105/C (Green) Line to Pioneer Station

Construction activities, laydown areas, and TCEs for Alternative 4 would be similar to Alternatives 1, 2 and 3 as discussed in Section 7.3.2 and would be located in cities of South Gate, Paramount, Bellflower and Artesia. As shown in in Table 7.1 and Table 7.2, Alternative 4 would impact 87 parcels and require 17 full acquisitions, no partial acquisitions, and 103 TCEs for construction laydown areas and construction support sites. Alternative 4 would include 17 construction laydown areas. Alternative 4 would require the relocation of 23 businesses as a result of construction activities, temporary construction laydown areas, and construction laydown areas that may be permanently acquired for parking facilities and the selected MSF site option. No partial acquisitions and TCEs would be required for Alternative 4. Construction of Alternative 4 would not result in the relocation or demolition of residential uses or the permanent displacement of residents.

Similar to Alternatives 1, 2 and 3, Metro would provide compensation for all businesses and residents affected during construction as required under the Uniform Act and California Relocation Act. Furthermore, properties to be acquired for construction-related laydown areas and support sites or used as TCEs would be appraised to determine the fair market value of the portion that would be used temporarily during construction, and just compensation not less than the approved appraisal would be made to each property owner. Therefore, with full compliance of the Uniform Act, California Relocation Act, relocation policies and procedures of Metro, and other applicable policies, construction impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

7.4.1.6 Design Options

Design Option 1

Design Option 1 would impact 5 parcels and require 9 TCEs for construction support specific to the LAUS (MWD). No residential properties would be acquired or physically impacted. TCEs would not impact existing buildings on the properties or change the primary function of the existing use. TCEs would be temporary and the sites would be returned to pre-construction conditions once construction is completed. Design Option 1 would not require the acquisition of additional businesses beyond those identified for Alternative 1 during construction. No residential properties would be acquired or physically impacted.

Design Option 2

Design Option 2 would include construction of the Little Tokyo Station and would impact 3 parcels and require 1 full acquisition and 2 partial acquisition for construction laydown areas specific to the Little Tokyo Station. Design Option 2 would include 3 construction laydown areas. No residential properties would be acquired or physically impacted.

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

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

7.4.1.7 Maintenance and Storage Facility

7.4.1.8 Paramount MSF Site Option

As discussed in Section 7.3.2 construction laydown areas would be located at the Paramount MSF site option during the construction phase and permanently acquired to be used as the selected MSF site option. As shown in Table 7.1 and Table 7.2, Paramount MSF site option would impact 2 parcels and require 2 TCEs for construction laydown areas and construction support. As discussed in 6.1.7, the Paramount MSF site option would permanently displace five existing businesses (retail and industrial manufacturer businesses), including the Paramount Swap Meet and Paramount Drive-in Theater. Approximately 113 employees could be permanently affected and displaced by this MSF site option.

7.4.1.9 Bellflower MSF Site Option

As discussed in Section 7.3.2 construction laydown areas would be located at the Bellflower MSF site option during the construction phase and permanently acquired to be used as the selected MSF site option. As discussed in 6.1.7, the Bellflower MSF site option would permanently displace two existing businesses, including the Hollywood Sports Paintball and Airsoft Park and Bellflower BMX business, affecting and displacing approximately 75 employees. The proposed site for the Bellflower MSF site option does not contain residential units; therefore, no residential displacements would occur with this option.

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

compliance of the Uniform Act, California Relocation Act, relocation policies and procedures of Metro, and other applicable policies, construction impacts related to the MSF site options would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

8 PROJECT MEASURES AND MITIGATION MEASURES

8.1 Project Measures

No Project Measures are required.

8.2 Mitigation Measures

8.2.1 Operation

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

8.2.2 Construction

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

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APPENDIX A: ACQUISITIONS AND DISPLACEMENTS PARCEL DATA

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-593C	R-1-125	Northern	5105-001-039	Los Angeles	1, 2	TPSS	Fee Area	Full	3,212.91	Potential TPSS Site 17A	N/A	Yes
WSAB-601	R-1-126	Southern	5105-013-014	Los Angeles	1, 2, 3	Column	Fee Area	Full	51.03	N/A	N/A	Yes
WSAB-601	R-1-126	Southern	5105-013-014	Los Angeles	1, 2, 3	Construction Easement	TCE	Full	135.99	N/A	N/A	Yes
WSAB-600	R-1-128	Southern	5105-013-015	Los Angeles	1, 2, 3	Column	Fee Area	Part	28.19	N/A	N/A	No
WSAB-600	R-1-128	Southern	5105-013-015	Los Angeles	1, 2, 3	Construction Easement	TCE	TCE	100.99	N/A	N/A	No
WSAB-595	R-1-126	Southern	5105-013-021	Los Angeles	1, 2, 3	Column	Fee Area	Part	3.75	N/A	N/A	No
WSAB-595	R-1-126	Southern	5105-013-021	Los Angeles	1, 2, 3	Construction Easement	TCE	TCE	62.84	N/A	N/A	No
WSAB-593F	R-1-125	Southern	5105-013-022	Los Angeles	1, 2, 3	Column	Fee Area	Full	76.12	N/A	N/A	No
WSAB-593F	R-1-125	Southern	5105-013-022	Los Angeles	1, 2, 3	Construction Easement	TCE	Full	178.24	N/A	N/A	No
WSAB-597	R-1-126	Southern	5105-013-029	Los Angeles	1, 2, 3	Column	Fee Area	Part	79.93	N/A	N/A	Yes
WSAB-597	R-1-126	Southern	5105-013-029	Los Angeles	1, 2, 3	Construction Easement	TCE	TCE	238.12	N/A	N/A	Yes
WSAB-610	R-1-127	Southern	5105-021-016	Los Angeles	1, 2, 3	Aerial	Permanent Aerial Easement	Part	194.36	N/A	N/A	No
WSAB-610	R-1-127	Southern	5105-021-016	Los Angeles	1, 2, 3	Construction Laydown	Fee Area	Full	3,364.32	Potential Laydown Area 24	N/A	Yes
WSAB-609	R-1-127	Southern	5105-021-017	Los Angeles	1, 2, 3	Aerial	Permanent Aerial Easement	Part	286.09	N/A	N/A	No
WSAB-609	R-1-127	Southern	5105-021-017	Los Angeles	1, 2, 3	Column	Fee Area	Part	65.92	N/A	N/A	No
WSAB-609	R-1-127	Southern	5105-021-017	Los Angeles	1, 2, 3	Construction Laydown	Fee Area	Full	2,731.03	Potential Laydown Area 24	N/A	Yes
WSAB-608	R-1-127	Southern	5105-021-018	Los Angeles	1, 2, 3	Aerial	Permanent Aerial Easement	Part	501.90	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-608	R-1-127	Southern	5105-021-018	Los Angeles	1, 2, 3	Column	Fee Area	Part	72.00	N/A	N/A	No
WSAB-608	R-1-127	Southern	5105-021-018	Los Angeles	1, 2, 3	Construction Laydown	Fee Area	Full	8,700.00	Potential Laydown Area 24	N/A	Yes
WSAB-607	R-1-127	Southern	5105-021-019	Los Angeles	1, 2, 3	Aerial	Permanent Aerial Easement	Part	212.00	N/A	N/A	No
WSAB-607	R-1-127	Southern	5105-021-019	Los Angeles	1, 2, 3	Construction Laydown	Fee Area	Full	4,373.53	Potential Laydown Area 24	N/A	Yes
WSAB-605	R-1-127	Southern	5105-021-022	Los Angeles	1, 2, 3	Aerial	Permanent Aerial Easement	Part	193.52	N/A	N/A	No
WSAB-605	R-1-127	Southern	5105-021-022	Los Angeles	1, 2, 3	Column	Fee Area	Part	72.32	N/A	N/A	No
WSAB-605	R-1-127	Southern	5105-021-022	Los Angeles	1, 2, 3	Construction Laydown	Fee Area	Full	13,143.83	Potential Laydown Area 24	N/A	Yes
WSAB-613	R-1-127	Southern	5105-021-027	Los Angeles	1, 2, 3	Aerial	Permanent Aerial Easement	Part	186.71	N/A	N/A	No
WSAB-613	R-1-127	Southern	5105-021-027	Los Angeles	1, 2, 3	Column	Fee Area	Part	6.23	N/A	N/A	No
WSAB-613	R-1-127	Southern	5105-021-027	Los Angeles	1, 2, 3	Construction Laydown	Fee Area	Full	373.06	Potential Laydown Area 24	N/A	Yes
WSAB-606	R-1-127	Southern	5105-021-028	Los Angeles	1, 2, 3	Aerial	Permanent Aerial Easement	Part	156.12	N/A	N/A	No
WSAB-606	R-1-127	Southern	5105-021-028	Los Angeles	1, 2, 3	Construction Laydown	Fee Area	Full	4,374.92	Potential Laydown Area 24	N/A	Yes
WSAB-602	R-1-130	Southern	5105-021-029	Los Angeles	1, 2, 3	Column	Fee Area	Part	62.32	N/A	N/A	No
WSAB-602	R-1-130	Southern	5105-021-029	Los Angeles	1, 2, 3	Column	Fee Area	Part	71.88	N/A	N/A	No
WSAB-602	R-1-130	Southern	5105-021-029	Los Angeles	1, 2, 3	Construction Laydown	Fee Area	Full	13,230.22	Potential Laydown Area 24	N/A	Yes
WSAB-612	R-1-127	Southern	5105-021-031	Los Angeles	1, 2, 3	Construction Laydown	Fee Area	Full	3,172.02	Potential Laydown Area 24	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-586	R-1-122	Northern	5106-004-002	Los Angeles	1, 2	Construction Laydown	Fee Area	Full	7,963.64	Potential Laydown Area 24	N/A	Yes
WSAB-587	R-1-122	Northern	5106-004-004	Los Angeles	1, 2	Construction Laydown	Fee Area	Full	6,511.51	Potential Laydown Area 24	N/A	Yes
WSAB-591A	R-1-125	Northern	5106-026-016	Los Angeles	1, 2	TPSS	Fee Area	Full	3,625.30	Potential TPSS Site 17	N/A	Yes
WSAB-593B	R-1-125	Northern	5106-026-032	Los Angeles	1, 2	TPSS	Fee Area	Full	6,334.37	Potential TPSS Site 17B	N/A	Yes
WSAB-576	R-1-120	Northern	5117-011-010	Los Angeles	1, 2	Radio House	Fee Area	Full	524.92	Radio House Site 4 (Option 2)	N/A	No
WSAB-576	R-1-120	Northern	5117-011-010	Los Angeles	1, 2	Construction Easement	TCE	TCE	2,883.92	N/A	N/A	No
WSAB-576	R-1-120	Northern	5117-011-010	Los Angeles	1, 2	TPSS	Fee Area	Full	2,668.06	Potential TPSS Site 18B	N/A	Yes
WSAB-580	R-1-118	Northern	5117-017-017	Los Angeles	1, 2	Column	Fee Area	Part	49.67	N/A	N/A	No
WSAB-580	R-1-118	Northern	5117-017-017	Los Angeles	1, 2	Construction Easement	TCE	TCE	116.95	N/A	N/A	No
WSAB-575	R-1-120	Northern	5117-019-018	Los Angeles	1, 2	Radio House	Fee Area	Full	516.05	Radio House Site 3 (Option 1)	N/A	Yes
WSAB-575	R-1-120	Northern	5117-019-018	Los Angeles	1, 2	Construction Easement	TCE	TCE	3,939.47	N/A	N/A	No
WSAB-575	R-1-120	Northern	5117-019-018	Los Angeles	1, 2	TPSS	Fee Area	Full	3,754.72	Potential TPSS Site 18A	N/A	Yes
WSAB-575A	R-1-120	Northern	5117-019-018	Los Angeles	1, 2	Antenna	Fee Area	Full	75.99	Antenna 3 (Option 1)	N/A	Yes
WSAB-575A	R-1-120	Northern	5117-019-018	Los Angeles	1, 2	Construction Easement	TCE	TCE	505.42	Antenna 3 (Option 1)	N/A	Yes
WSAB-563	R-1-117	Northern	5118-025-006	Los Angeles	1, 2	Construction Laydown	TCE	Full	23,752.35	Potential Laydown Area 23	N/A	Yes
WSAB-578	R-1-116	Northern	5129-014-013	Los Angeles	1, 2	Construction Laydown	TCE	Full	14,888.25	Potential Laydown Area 22	N/A	Yes
WSAB-579	R-1-116	Northern	5129-014-015	Los Angeles	1, 2	Construction Laydown	TCE	Full	2,189.92	Potential Laydown Area 22	N/A	Yes

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-560	R-1-116	Northern	5129-014-017	Los Angeles	1, 2	Construction Laydown	TCE	Full	38,981.84	Potential Laydown Area 22	N/A	Yes
WSAB-562A	R-1-117	Northern	5129-014-018	Los Angeles	1, 2	Construction Laydown	TCE	Full	22,306.24	Potential Laydown Area 22	N/A	Yes
WSAB-557	R-1-115	Northern	5129-021-015	Los Angeles	1, 2	Aerial	Permanent Aerial Easement	Full	13,112.95	N/A	N/A	Yes
WSAB-557	R-1-115	Northern	5129-021-015	Los Angeles	1, 2	Antenna	Fee Area	Part	224.21	Antenna 2 (Option 2)	N/A	No
WSAB-557	R-1-115	Northern	5129-021-015	Los Angeles	1, 2	Column	Fee Area	Part	65.68	N/A	N/A	No
WSAB-557	R-1-115	Northern	5129-021-015	Los Angeles	1, 2	Column	Fee Area	Part	65.68	N/A	N/A	No
WSAB-557	R-1-115	Northern	5129-021-015	Los Angeles	1, 2	Column	Fee Area	Part	65.68	N/A	N/A	No
WSAB-557	R-1-115	Northern	5129-021-015	Los Angeles	1, 2	Construction Easement	TCE	TCE	499.26	N/A	N/A	Yes
WSAB-553	R-1-114	Northern	5130-017-013	Los Angeles	1, 2	Aerial	Permanent Aerial Easement	Full	5,348.94	N/A	N/A	No
WSAB-553	R-1-114	Northern	5130-017-013	Los Angeles	1, 2	Aerial	Permanent Aerial Easement	Full	2,173.81	N/A	N/A	No
WSAB-553	R-1-114	Northern	5130-017-013	Los Angeles	1, 2	Column	Fee Area	Part	44.43	N/A	N/A	No
WSAB-553	R-1-114	Northern	5130-017-013	Los Angeles	1, 2	Column	Fee Area	Part	62.48	N/A	N/A	No
WSAB-553	R-1-114	Northern	5130-017-013	Los Angeles	1, 2	Construction Laydown	TCE	Full	1,329.16	Potential Laydown Area 20	N/A	No
WSAB-553	R-1-114	Northern	5130-017-013	Los Angeles	1, 2	Construction Laydown	TCE	Full	4,036.80	Potential Laydown Area 20	N/A	No
WSAB-553	R-1-114	Northern	5130-017-013	Los Angeles	1, 2	Construction Easement	TCE	TCE	1,315.97	N/A	N/A	No
WSAB-553	R-1-114	Northern	5130-017-013	Los Angeles	1, 2	Construction Easement	TCE	TCE	224.99	N/A	N/A	No
WSAB-553	R-1-114	Northern	5130-017-013	Los Angeles	1, 2	TPSS	Fee Area	Full	957.28	Potential TPSS Site 19E	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-553	R-1-114	Northern	5130-017-013	Los Angeles	1, 2	TPSS	Fee Area	Full	95.93	Potential TPSS Site 19E	N/A	No
WSAB-554	R-1-115	Northern	5130-017-014	Los Angeles	1, 2	Aerial	Permanent Aerial Easement	Full	4,268.76	N/A	N/A	No
WSAB-554	R-1-115	Northern	5130-017-014	Los Angeles	1, 2	Column	Fee Area	Part	62.48	N/A	N/A	No
WSAB-554	R-1-115	Northern	5130-017-014	Los Angeles	1, 2	Construction Laydown	TCE	Full	5,593.98	Potential Laydown Area 20	N/A	No
WSAB-554	R-1-115	Northern	5130-017-014	Los Angeles	1, 2	Construction Easement	TCE	TCE	76.39	N/A	N/A	No
WSAB-552	R-1-114	Northern	5130-019-036	Los Angeles	1, 2	Aerial	Permanent Aerial Easement	Full	5,593.04	N/A	N/A	Yes
WSAB-552	R-1-114	Northern	5130-019-036	Los Angeles	1, 2	Column	Fee Area	Part	72.09	N/A	N/A	Yes
WSAB-552	R-1-114	Northern	5130-019-036	Los Angeles	1, 2	Column	Fee Area	Part	27.23	N/A	N/A	Yes
WSAB-552	R-1-114	Northern	5130-019-036	Los Angeles	1, 2	Construction Laydown	TCE	Full	16,302.30	Potential Laydown Area 19	N/A	Yes
WSAB-551	R-1-114	Northern	5130-019-037	Los Angeles	1, 2	Aerial	Permanent Aerial Easement	Full	4,738.10	N/A	N/A	Yes
WSAB-551	R-1-114	Northern	5130-019-037	Los Angeles	1, 2	Column	Fee Area	Part	72.09	N/A	N/A	No
WSAB-551	R-1-114	Northern	5130-019-037	Los Angeles	1, 2	Construction Laydown	TCE	Full	13,887.71	Potential Laydown Area 19	N/A	Yes
WSAB-550	R-1-114	Northern	5130-020-021	Los Angeles	1, 2	Aerial	Permanent Aerial Easement	Part	7,646.23	N/A	N/A	Yes
WSAB-550	R-1-114	Northern	5130-020-021	Los Angeles	1, 2	Column	Fee Area	Part	72.10	N/A	N/A	Yes
WSAB-550	R-1-114	Northern	5130-020-021	Los Angeles	1, 2	Column	Fee Area	Part	72.10	N/A	N/A	No
WSAB-550	R-1-114	Northern	5130-020-021	Los Angeles	1, 2	Construction Laydown	TCE	Full	26,721.37	Potential Laydown Area 18	N/A	Yes

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-546	R-1-113	Northern	5130-023-010	Los Angeles	1, 2	Construction Laydown	TCE	Full	4,803.70	Potential Laydown Area 17	N/A	Yes
WSAB-546	R-1-113	Northern	5130-023-010	Los Angeles	1, 2	Track	Fee Area	Part	643.09	N/A	N/A	No
WSAB-545	R-1-113	Northern	5130-023-011	Los Angeles	1, 2	Construction Laydown	TCE	Full	9,606.89	Potential Laydown Area 17	N/A	Yes
WSAB-545	R-1-113	Northern	5130-023-011	Los Angeles	1, 2	Track	Fee Area	Part	2,906.92	N/A	N/A	No
WSAB-544	R-1-113	Northern	5130-023-012	Los Angeles	1, 2	Construction Laydown	TCE	Full	4,802.07	Potential Laydown Area 17	N/A	Yes
WSAB-544	R-1-113	Northern	5130-023-012	Los Angeles	1, 2	Track	Fee Area	Part	2,284.57	N/A	N/A	No
WSAB-530	R-1-113	Northern	5130-023-013	Los Angeles	1, 2	Construction Laydown	TCE	Full	4,802.42	Potential Laydown Area 16	N/A	Yes
WSAB-530	R-1-113	Northern	5130-023-013	Los Angeles	1, 2	Track	Fee Area	Part	2,565.85	N/A	N/A	No
WSAB-543	R-1-113	Northern	5130-023-014	Los Angeles	1, 2	Construction Laydown	TCE	Full	4,802.32	Potential Laydown Area 17	N/A	Yes
WSAB-543	R-1-113	Northern	5130-023-014	Los Angeles	1, 2	Track	Fee Area	Part	2,611.66	N/A	N/A	No
WSAB-539	R-1-113	Northern	5130-023-018	Los Angeles	1, 2	Construction Laydown	TCE	Full	4,750.53	Potential Laydown Area 16	N/A	Yes
WSAB-539	R-1-113	Northern	5130-023-018	Los Angeles	1, 2	Track	Fee Area	Part	1,907.17	N/A	N/A	No
WSAB-538	R-1-113	Northern	5130-023-019	Los Angeles	1, 2	Construction Laydown	TCE	Full	4,990.07	Potential Laydown Area 16	N/A	Yes
WSAB-538	R-1-113	Northern	5130-023-019	Los Angeles	1, 2	Track	Fee Area	Part	1,339.93	N/A	N/A	No
WSAB-537	R-1-113	Northern	5130-023-020	Los Angeles	1, 2	Construction Laydown	TCE	Full	18,179.28	Potential Laydown Area 16	N/A	Yes
WSAB-537	R-1-113	Northern	5130-023-020	Los Angeles	1, 2	Track	Fee Area	Part	237.14	N/A	N/A	No
WSAB-537	R-1-113	Northern	5130-023-020	Los Angeles	1, 2	Tunnel	Permanent Subsurface Easement	Part	759.96	N/A	N/A	No
WSAB-545A	R-1-113	Northern	5130-023-031	Los Angeles	1, 2	Construction Laydown	TCE	Full	4,804.01	Potential Laydown Area 17	N/A	Yes

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPSS	Facility Name	Relocation
WSAB-546A	R-1-113	Northern	5130-023-032	Los Angeles	1, 2	Construction Laydown	TCE	Full	4,823.11	Potential Laydown Area 17	N/A	Yes
WSAB-541	R-1-113	Northern	5130-023-043	Los Angeles	1, 2	Construction Laydown	TCE	Full	16,675.50	Potential Laydown Area 17	N/A	Yes
WSAB-541	R-1-113	Northern	5130-023-043	Los Angeles	1, 2	Track	Fee Area	Part	2,199.62	N/A	N/A	No
WSAB-544A	R-1-113	Northern	5130-023-048	Los Angeles	1, 2	Construction Laydown	TCE	Full	9,605.27	Potential Laydown Area 17	N/A	Yes
WSAB-542	R-1-113	Northern	5130-023-049	Los Angeles	1, 2	Construction Laydown	TCE	Full	19,209.30	Potential Laydown Area 17	N/A	Yes
WSAB-547	R-1-113	Northern	5130-023-050	Los Angeles	1, 2	Construction Laydown	TCE	Full	32,404.80	Potential Laydown Area 16	N/A	Yes
WSAB-540	R-1-113	Northern	5130-023-053	Los Angeles	1, 2	Construction Laydown	TCE	Full	13,392.90	Potential Laydown Area 16	N/A	Yes
WSAB-540	R-1-113	Northern	5130-023-053	Los Angeles	1, 2	Track	Fee Area	Part	7,714.85	N/A	N/A	No
WSAB-549	R-1-113	Northern	5130-024-026	Los Angeles	1, 2	Construction Laydown	TCE	Full	24,078.12	Potential Laydown Area 17	N/A	Yes
WSAB-549	R-1-113	Northern	5130-024-026	Los Angeles	1, 2	Construction Easement	TCE	TCE	4,790.45	N/A	N/A	Yes
WSAB-549	R-1-113	Northern	5130-024-026	Los Angeles	1, 2	TPSS	Fee Area	Full	3,602.42	Potential TPSS Site 19	N/A	Yes
WSAB-549	R-1-113	Northern	5130-024-026	Los Angeles	1, 2	Track	Fee Area	Full	7,777.96	N/A	N/A	No
WSAB-548	R-1-113	Northern	5130-024-029	Los Angeles	1, 2	Construction Laydown	TCE	Full	22,411.54	Potential Laydown Area 17	N/A	Yes
WSAB-548	R-1-113	Northern	5130-024-029	Los Angeles	1, 2	Track	Fee Area	Part	1,648.53	N/A	N/A	No
WSAB-402A	R-2-101	Northern	5144-009-047	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	363.69	N/A	N/A	No
WSAB-402	R-2-101	Northern	5144-009-088	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	18.81	N/A	N/A	No
WSAB-412	R-2-101	Northern	5144-010-010	Los Angeles	2	Station Entrance	Fee Area	Part	4,702.57	N/A	Center	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-411	R-2-101	Northern	5144-010-011	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	2,513.70	N/A	Center	No
WSAB-411	R-2-101	Northern	5144-010-011	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	3,266.82	N/A	Center	No
WSAB-412	R-2-101	Northern	5144-010-011	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	9,605.51	N/A	Center	No
WSAB-412	R-2-101	Northern	5144-010-011	Los Angeles	2	Vents/Switches/Egress	Fee Area	Part	314.67	N/A	N/A	No
WSAB-411A	R-2-101A	Northern	5144-010-022	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	6,870.55	N/A	Center	No
WSAB-429A	R-2-102	Northern	5144-010-025	Los Angeles	2	Construction Laydown	TCE	Full	25,897.27	Potential Laydown Area 9	N/A	No
WSAB-415	R-2-102	Northern	5144-011-016	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	360.58	N/A	N/A	No
WSAB-418	R-2-103	Northern	5144-013-027	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	183.11	N/A	N/A	No
WSAB-419	R-2-103	Northern	5144-013-028	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	134.54	N/A	N/A	No
WSAB-420	R-2-103	Northern	5144-013-029	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	70.83	N/A	N/A	No
WSAB-421	R-2-103	Northern	5144-013-033	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	345.50	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-427	R-2-103	Northern	5144-014-025	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	90.61	N/A	N/A	No
WSAB-428	R-2-103	Northern	5144-014-026	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	83.29	N/A	N/A	No
WSAB-429	R-2-103	Northern	5144-014-027	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	194.94	N/A	N/A	No
WSAB-426	R-2-103	Northern	5144-014-046	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	203.26	N/A	N/A	No
WSAB-431	R-2-104	Northern	5144-015-056	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	949.93	N/A	N/A	No
WSAB-434	R-2-104	Northern	5144-015-228	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	174.44	N/A	N/A	No
WSAB-433	R-2-104	Northern	5144-015-240	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	919.50	N/A	N/A	No
WSAB-435	R-2-104	Northern	5144-016-044	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	1,520.80	N/A	N/A	No
WSAB-432	R-2-104	Northern	5144-016-058	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	1,198.80	N/A	N/A	No
WSAB-430	R-2-104	Northern	5144-016-067	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	1,076.90	N/A	N/A	No
WSAB-425	R-2-103	Northern	5144-017-030	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	552.04	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-423	R-2-103	Northern	5144-018-029	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	71.25	N/A	N/A	No
WSAB-422	R-2-103	Northern	5144-018-030	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	201.49	N/A	N/A	No
WSAB-424	R-2-103	Northern	5144-018-031	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	163.74	N/A	N/A	No
WSAB-417	R-2-103	Northern	5144-019-026	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	191.77	N/A	N/A	No
WSAB-416	R-2-103	Northern	5144-019-027	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	216.04	N/A	N/A	No
WSAB-404	R-2-102	Northern	5144-021-029	Los Angeles	2	Station Entrance	Fee Area	Part	2,874.66	N/A	Center	Yes
WSAB-404	R-2-102	Northern	5144-021-029	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	6,844.44	N/A	Center	No
WSAB-439	R-2-105	Northern	5145-003-001	Los Angeles	2	Station Entrance	Fee Area	Part	4,010.88	N/A	Park/Fashion	Yes
WSAB-439	R-2-105	Northern	5145-003-001	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	8,935.80	N/A	Park/Fashion	No
WSAB-440	R-2-104	Northern	5145-003-002	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	137.24	N/A	N/A	No
WSAB-442	R-2-104	Northern	5145-004-037	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	21.92	N/A	N/A	No
WSAB-444	R-2-104	Northern	5145-004-038	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	977.19	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-445	R-2-104	Northern	5145-005-020	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	2,308.10	N/A	N/A	No
WSAB-446	R-2-104	Northern	5145-005-021	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	1,906.41	N/A	N/A	No
WSAB-447	R-2-105	Northern	5145-005-022	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	8,431.19	N/A	N/A	No
WSAB-454	R-2-105	Northern	5145-008-008	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	1,014.13	N/A	N/A	No
WSAB-453	R-2-105	Northern	5145-008-009	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	4,624.47	N/A	N/A	No
WSAB-452	R-2-105	Northern	5145-008-010	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	3,984.64	N/A	N/A	No
WSAB-451	R-2-105	Northern	5145-008-011	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	448.17	N/A	N/A	No
WSAB-450	R-2-105	Northern	5145-008-013	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	5,189.37	N/A	N/A	No
WSAB-449	R-2-105	Northern	5145-008-014	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	4,320.22	N/A	N/A	No
WSAB-448	R-2-105	Northern	5145-008-015	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	497.11	N/A	N/A	No
WSAB-441	R-2-105	Northern	5145-012-004	Los Angeles	2	Construction Laydown	TCE	Full	9,598.58	Potential Laydown Area 13	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-441A	R-2-105	Northern	5145-012-005	Los Angeles	2	Construction Laydown	TCE	Full	3,762.40	Potential Laydown Area 13	N/A	No
WSAB-441B	R-2-105	Northern	5145-012-007	Los Angeles	2	Construction Laydown	TCE	Full	4,977.22	Potential Laydown Area 13	N/A	No
WSAB-442A	R-2-105	Northern	5145-012-028	Los Angeles	2	Construction Laydown	TCE	Full	5,462.71	Potential Laydown Area 13	N/A	No
WSAB-438	R-2-104	Northern	5145-014-001	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	661.29	N/A	Park/Fashion	No
WSAB-436	R-2-104	Northern	5145-015-017	Los Angeles	2	Station Entrance	Fee Area	Full	4,017.18	N/A	Park/Fashion	Yes
WSAB-436	R-2-104	Northern	5145-015-017	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Full	16,360.14	N/A	Park/Fashion	No
WSAB-475	R-2-106	Northern	5146-001-001	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	6,332.86	N/A	N/A	No
WSAB-476	R-2-107	Northern	5146-001-002	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	3,956.60	N/A	N/A	No
WSAB-477	R-2-107	Northern	5146-001-027	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	3,597.34	N/A	N/A	No
WSAB-474	R-2-106	Northern	5146-001-030	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	1,831.07	N/A	N/A	No
WSAB-533	R-1-112	Northern	5146-009-001	Los Angeles	1, 2	Tunnel	Permanent Subsurface Easement	Part	19,133.74	N/A	N/A	No
WSAB-534	R-1-112	Northern	5146-009-006	Los Angeles	1, 2	Tunnel	Permanent Subsurface Easement	Part	4,198.31	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-495	R-2-110	Northern	5146-009-007	Los Angeles	2	Station Entrance	Fee Area	Part	3,333.42	N/A	N/A	No
WSAB-495	R-2-110	Northern	5146-009-007	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	5,812.97	N/A	N/A	No
WSAB-535	R-1-112	Northern	5146-010-012	Los Angeles	1, 2	Tunnel	Permanent Subsurface Easement	Part	4,920.11	N/A	N/A	No
WSAB-536	R-1-113	Northern	5146-010-015	Los Angeles	1, 2	Tunnel	Permanent Subsurface Easement	Part	3,245.90	N/A	N/A	No
WSAB-458	R-2-105	Northern	5146-026-013	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	7,125.61	N/A	N/A	No
WSAB-455	R-2-105	Northern	5146-026-031	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	661.43	N/A	N/A	No
WSAB-456	R-2-105	Northern	5146-026-032	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	9,792.04	N/A	N/A	No
WSAB-457	R-2-105	Northern	5146-026-033	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	1,779.57	N/A	N/A	No
WSAB-460	R-2-106	Northern	5146-027-017	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	3,798.52	N/A	N/A	No
WSAB-459	R-2-106	Northern	5146-027-018	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	166.32	N/A	N/A	No
WSAB-473	R-2-106	Northern	5146-030-047	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	2,807.85	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-471	R-2-106	Northern	5146-030-056	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	9,516.73	N/A	N/A	No
WSAB-472	R-2-106	Northern	5146-030-059	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	96.05	N/A	N/A	No
WSAB-463	R-2-106	Northern	5146-031-030	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	175.97	N/A	N/A	No
WSAB-464	R-2-106	Northern	5146-031-031	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	4,440.03	N/A	N/A	No
WSAB-466	R-2-106	Northern	5146-031-034	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	132.69	N/A	N/A	No
WSAB-470	R-2-106	Northern	5146-031-039	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	2,236.19	N/A	N/A	No
WSAB-467	R-2-106	Northern	5146-031-042	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	1,356.11	N/A	N/A	No
WSAB-468	R-2-106	Northern	5146-031-043	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	140.98	N/A	N/A	No
WSAB-469	R-2-106	Northern	5146-031-045	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	5,757.29	N/A	N/A	No
WSAB-465	R-2-106	Northern	5146-031-047	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	4,855.42	N/A	N/A	No
WSAB-461	R-2-106	Northern	5146-032-038	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	227.52	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-462	R-2-106	Northern	5146-032-047	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	6,019.04	N/A	N/A	No
WSAB-478	R-2-107	Northern	5147-030-063	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	188.29	N/A	N/A	No
WSAB-480	R-2-107	Northern	5147-032-001	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	1,763.57	N/A	N/A	No
WSAB-481	R-2-107	Northern	5147-032-032	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	3,791.51	N/A	N/A	No
WSAB-479	R-2-107	Northern	5147-032-038	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	10,822.86	N/A	N/A	No
WSAB-485	R-2-107	Northern	5147-033-011	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	1,748.73	N/A	N/A	No
WSAB-484	R-2-107	Northern	5147-033-012	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	23.62	N/A	N/A	No
WSAB-486	R-2-107	Northern	5147-033-029	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	4,152.77	N/A	N/A	No
WSAB-482	R-2-107	Northern	5147-034-012	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	4,098.17	N/A	N/A	No
WSAB-483	R-2-107	Northern	5147-034-015	Los Angeles	2	Tunnel	Permanent Subsurface Easement	Part	3,353.77	N/A	N/A	No
WSAB-510	R-1A-105	Northern	5161-012-904	Los Angeles	1A	Tunnel	Permanent Subsurface Easement	Part	288.69	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-509A	R-1A-105	Northern	5161-012-905	Los Angeles	1A	Tunnel	Permanent Subsurface Easement	Part	2,225.62	N/A	N/A	No
WSAB-525	R-1A-106	Northern	5161-018-011	Los Angeles	1C	Construction Laydown	TCE	Part	6,396.09	Potential Laydown Area 5	Station (Optional)	No
WSAB-525	R-1A-106	Northern	5161-018-011	Los Angeles	1C	Tunnel	Permanent Subsurface Easement	Part	4,257.66	N/A	Station (Optional)	No
WSAB-525	R-1A-106	Northern	5161-018-011	Los Angeles	1C	Vents/Switches/Egress	Permanent Subsurface Easement	Part	693.61	N/A	Station (Optional)	No
WSAB-520	R-1A-105	Northern	5161-018-020	Los Angeles	1C	Construction Laydown	TCE	Part	4,416.94	Potential Laydown Area 5	Station (Optional)	No
WSAB-520	R-1A-105	Northern	5161-018-020	Los Angeles	1C	Station Entrance	Fee Area	Part	1,686.56	N/A	Station (Optional)	No
WSAB-520	R-1A-105	Northern	5161-018-020	Los Angeles	1C	Tunnel	Permanent Subsurface Easement	Part	4,787.08	N/A	Station (Optional)	No
WSAB-520	R-1A-105	Northern	5161-018-020	Los Angeles	1C	Vents/Switches/Egress	Permanent Subsurface Easement	Part	76.08	N/A	Station (Optional)	No
WSAB-520	R-1A-105	Northern	5161-018-020	Los Angeles	1C	Vents/Switches/Egress	Permanent Subsurface Easement	Part	322.92	N/A	Station (Optional)	No
WSAB-524	R-1A-105	Northern	5163-001-006	Los Angeles	1C	Tunnel	Permanent Subsurface Easement	Part	483.87	N/A	Station (Optional)	No
WSAB-524	R-1A-105	Northern	5163-001-006	Los Angeles	1C	Tunnel	Permanent Subsurface Easement	Part	100.98	N/A	Station (Optional)	No
WSAB-526	R-1A-106	Northern	5163-009-901	Los Angeles	1C	Construction Laydown	TCE	Full	20,683.53	Potential Laydown Area 5	Station (Optional)	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-526	R-1A-106	Northern	5163-009-901	Los Angeles	1C	Station Entrance	Fee Area	Full	4,700.14	N/A	Station (Optional)	No
WSAB-526	R-1A-106	Northern	5163-009-901	Los Angeles	1C	Tunnel	Permanent Subsurface Easement	Full	6,753.16	N/A	Station (Optional)	No
WSAB-527	R-1A-109	Northern	5164-010-003	Los Angeles	1, 2	Station Entrance	Fee Area	Part	1,464.10	N/A		No
WSAB-527	R-1A-109	Northern	5164-010-003	Los Angeles	1, 2	Tunnel	Permanent Subsurface Easement	Part	4,289.07	N/A	N/A	No
WSAB-528	R-1A-109	Northern	5164-010-004	Los Angeles	1, 2	Tunnel	Permanent Subsurface Easement	Part	3,170.95	N/A	N/A	No
WSAB-529	R-1A-109	Northern	5164-010-005	Los Angeles	1, 2	Tunnel	Permanent Subsurface Easement	Part	2,125.25	N/A	N/A	No
WSAB-529	R-1A-109	Northern	5164-010-005	Los Angeles	1, 2	Vents/Switches/Egress	Permanent Subsurface Easement	Part	214.49	Antenna 2 (Option 2)	N/A	No
WSAB-494	R-1A-110	Northern	5166-032-014	Los Angeles	1, 2	Antenna	Fee Area	Part	75.99	District Station Subway Base	N/A	No
WSAB-494	R-1A-110	Northern	5166-032-014	Los Angeles	1, 2	Construction Laydown	TCE	Part	1,674.46	N/A	N/A	No
WSAB-493	R-1A-110	Northern	5166-034-009	Los Angeles	2	Station Entrance	Fee Area	Part	2,142.70	N/A	N/A	No
WSAB-493	R-2-110	Northern	5166-034-009	Los Angeles	2	Tunnel		Part	12,611.48	N/A	N/A	No
WSAB-493	R-1A-110	Northern	5166-034-009	Los Angeles	1, 2	Construction Laydown	TCE	Full	18,702.58	Potential Laydown Area 16	N/A	No
WSAB-556	R-1-115	Northern	5167-002-034	Los Angeles	1, 2	Construction Easement	TCE	Full	1,769.74	N/A	N/A	Yes
WSAB-556	R-1-115	Northern	5167-002-034	Los Angeles	1, 2	TPSS	Fee Area	Full	1,319.21	Potential TPSS Site 19E	N/A	Yes
WSAB-555	R-1-115	Northern	5167-002-035	Los Angeles	1, 2	Construction Easement	TCE	Full	4,439.57	N/A	N/A	Yes

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-555	R-1-115	Northern	5167-002-035	Los Angeles	1, 2	TPSS	Fee Area	Full	4,161.13	Potential TPSS Site 19E	N/A	Yes
WSAB-561	R-1-116	Northern	5167-013-033	Los Angeles	1, 2	Construction Laydown	TCE	Full	27,413.70	Potential Laydown Area 21	N/A	Yes
WSAB-562	R-1-116	Northern	5167-013-041	Los Angeles	1, 2	Construction Laydown	TCE	Full	32,417.21	Potential Laydown Area 21	N/A	Yes
WSAB-508	R-1A-104	Northern	5173-001-017	Los Angeles	1A	Tunnel	Permanent Subsurface Easement	Part	998.42	N/A	N/A	No
WSAB-506	R-1B-103	Northern	5173-001-905	Los Angeles	1B	Tunnel	Permanent Subsurface Easement	Part	8,299.17	N/A	N/A	No
WSAB-507	R-1A-105	Northern	5173-006-902	Los Angeles	1A	Tunnel	Permanent Subsurface Easement	Part	10,099.12	N/A	N/A	No
WSAB-507	R-1B-103	Northern	5173-006-902	Los Angeles	1B	Tunnel	Permanent Subsurface Easement	Part	47,262.44	N/A	N/A	No
WSAB-513	R-1B-104	Northern	5173-007-906	Los Angeles	1B	Tunnel	Permanent Subsurface Easement	Part	11,402.52	N/A	N/A	No
WSAB-512	R-1B-104	Northern	5173-007-907	Los Angeles	1B	Tunnel	Permanent Subsurface Easement	Part	1,251.32	N/A	N/A	No
WSAB-514	R-1B-104	Northern	5173-008-901	Los Angeles	1B	Tunnel	Permanent Subsurface Easement	Part	6,654.15	N/A	N/A	No
WSAB-516	R-1B-104	Northern	5173-008-908	Los Angeles	1B	Tunnel	Permanent Subsurface Easement	Part	962.29	N/A	N/A	No
WSAB-688	R-148	Southern	5215-003-900	South Gate	1, 2, 3	Grade Crossing	Fee Area	Part	710.45	N/A	N/A	No
WSAB-688	R-148	Southern	5215-003-900	South Gate	1, 2, 3	Construction Easement	TCE	TCE	995.51	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-501	R-1A-101	Northern	5409-015-016	Los Angeles	1A	Construction Easement	TCE	TCE	828.02	N/A	N/A	No
WSAB-501	R-1A-101	Northern	5409-015-016	Los Angeles	1A	Construction Easement	TCE	TCE	587.40	N/A	N/A	No
WSAB-501	R-1A-101	Northern	5409-015-016	Los Angeles	1A	Tunnel	Permanent Subsurface Easement	Part	18,567.27	N/A	N/A	No
WSAB-501	R-1A-101	Northern	5409-015-016	Los Angeles	1A	Vents/Switches/Egress	Permanent Subsurface Easement	Part	350.70	N/A	N/A	No
WSAB-501	R-1A-101	Northern	5409-015-016	Los Angeles	1A	Vents/Switches/Egress	Permanent Subsurface Easement	Part	284.71	N/A	N/A	No
WSAB-501	R-1B-101	Northern	5409-015-016	Los Angeles	1B	Construction Easement	TCE	TCE	383.27	N/A	N/A	No
WSAB-501	R-1B-101	Northern	5409-015-016	Los Angeles	1B	Tunnel	Permanent Subsurface Easement	Part	23,735.41	N/A	N/A	No
WSAB-501	R-1B-101	Northern	5409-015-016	Los Angeles	1B	Vents/Switches/Egress	Fee Area	Part	81.84	N/A	N/A	No
WSAB-500	R-1A-101	Northern	5409-015-017	Los Angeles	1A	Construction Easement	TCE	TCE	383.98	N/A	N/A	No
WSAB-500	R-1A-101	Northern	5409-015-017	Los Angeles	1A	Tunnel	Permanent Subsurface Easement	Part	8,179.51	N/A	N/A	No
WSAB-500	R-1A-101	Northern	5409-015-017	Los Angeles	1A	Vents/Switches/Egress	Permanent Subsurface Easement	Part	82.17	N/A	N/A	No
WSAB-500	R-1B-101	Northern	5409-015-017	Los Angeles	1B	Construction Easement	TCE	TCE	384.19	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-500	R-1B-101	Northern	5409-015-017	Los Angeles	1B	Tunnel	Permanent Subsurface Easement	Part	13,230.87	N/A	N/A	No
WSAB-500	R-1B-101	Northern	5409-015-017	Los Angeles	1B	Vents/Switches/Egress	Fee Area	Part	81.52	N/A	N/A	No
WSAB-498	R-1A-101	Northern	5409-015-021	Los Angeles	1A	Tunnel	Permanent Subsurface Easement	Part	11,651.24	N/A	N/A	No
WSAB-498	R-1B-101	Northern	5409-015-021	Los Angeles	1B	Construction Easement	TCE	TCE	195.10	N/A	N/A	No
WSAB-498	R-1B-101	Northern	5409-015-021	Los Angeles	1B	Tunnel	Permanent Subsurface Easement	Part	17,291.34	N/A	N/A	No
WSAB-502	R-1A-101	Northern	5409-015-022	Los Angeles	1A	Construction Easement	TCE	TCE	393.10	N/A	N/A	No
WSAB-502	R-1A-101	Northern	5409-015-022	Los Angeles	1A	Tunnel	Permanent Subsurface Easement	Part	15,107.99	N/A	N/A	No
WSAB-502	R-1A-101	Northern	5409-015-022	Los Angeles	1A	Vents/Switches/Egress	Permanent Subsurface Easement	Part	82.17	N/A	N/A	No
WSAB-496	R-1A-101	Northern	5409-015-024	Los Angeles	1A	Construction Easement	TCE	TCE	385.82	N/A	N/A	No
WSAB-496	R-1A-101	Northern	5409-015-024	Los Angeles	1A	Tunnel	Permanent Subsurface Easement	Part	27,299.98	N/A	N/A	No
WSAB-496	R-1A-101	Northern	5409-015-024	Los Angeles	1A	Vents/Switches/Egress	Fee Area	Part	350.70	N/A	N/A	No
WSAB-496	R-1A-101	Northern	5409-015-024	Los Angeles	1A	Vents/Switches/Egress	Fee Area	Part	350.70	N/A	N/A	No
WSAB-496	R-1A-101	Northern	5409-015-024	Los Angeles	1A	Vents/Switches/Egress	Fee Area	Part	83.20	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-496	R-1B-101	Northern	5409-015-024	Los Angeles	1B	Construction Easement	TCE	TCE	827.51	N/A	N/A	No
WSAB-496	R-1B-101	Northern	5409-015-024	Los Angeles	1B	Construction Easement	TCE	TCE	830.71	N/A	N/A	No
WSAB-496	R-1B-101	Northern	5409-015-024	Los Angeles	1B	Construction Easement	TCE	TCE	388.18	N/A	N/A	No
WSAB-496	R-1B-101	Northern	5409-015-024	Los Angeles	1B	Construction Easement	TCE	TCE	384.68	N/A	N/A	No
WSAB-496	R-1B-101	Northern	5409-015-024	Los Angeles	1B	Tunnel	Permanent Subsurface Easement	Part	17,600.17	N/A	N/A	No
WSAB-496	R-1B-101	Northern	5409-015-024	Los Angeles	1B	Vents/Switches/Egress	Fee Area	Part	353.67	N/A	N/A	No
WSAB-496	R-1B-101	Northern	5409-015-024	Los Angeles	1B	Vents/Switches/Egress	Fee Area	Part	351.14	N/A	N/A	No
WSAB-496	R-1B-101	Northern	5409-015-024	Los Angeles	1B	Vents/Switches/Egress	Fee Area	Part	81.26	N/A	N/A	No
WSAB-496	R-1B-101	Northern	5409-015-024	Los Angeles	1B	Vents/Switches/Egress	Fee Area	Part	84.98	N/A	N/A	No
WSAB-TBD	R-1A-101	Northern	5409-015-027	Los Angeles	1A	Construction Easement	TCE	TCE	242.61	N/A	N/A	No
WSAB-TBD	R-1A-101	Northern	5409-015-027	Los Angeles	1A	Vents/Switches/Egress	Permanent Subsurface Easement	Part	64.92	N/A	N/A	No
WSAB-496	R-1A-101	Northern	5409-015-919	Los Angeles	1A	Construction Easement	TCE	TCE	385.35	N/A	N/A	No
WSAB-496	R-1A-101	Northern	5409-015-919	Los Angeles	1A	Tunnel	Permanent Subsurface Easement	Part	4,587.85	N/A	N/A	No
WSAB-496	R-1A-101	Northern	5409-015-919	Los Angeles	1A	Vents/Switches/Egress	Fee Area	Part	82.07	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-497	R-1B-101	Northern	5409-015-919	Los Angeles	1B	Construction Easement	TCE	TCE	690.48	N/A	N/A	No
WSAB-497	R-1B-101	Northern	5409-015-919	Los Angeles	1B	Construction Easement	TCE	TCE	894.26	N/A	N/A	No
WSAB-497	R-1B-101	Northern	5409-015-919	Los Angeles	1B	Tunnel	Permanent Subsurface Easement	Part	14,993.43	N/A	N/A	No
WSAB-497	R-1B-101	Northern	5409-015-919	Los Angeles	1B	Vents/Switches/Egress	Fee Area	Part	82.17	N/A	N/A	No
WSAB-497	R-1B-101	Northern	5409-015-919	Los Angeles	1B	Vents/Switches/Egress	Fee Area	Part	82.17	N/A	N/A	No
WSAB-496	R-1A-101	Northern	5409-015-924	Los Angeles	1A	Construction Laydown	TCE	Part	50,573.10	Potential Laydown Area 1	N/A	No
WSAB-496A	R-1A-102	Northern	5409-023-062	Los Angeles	1A	Station	Permanent Subsurface Easement	Part	140.11	N/A	N/A	No
WSAB-496A	R-1A-102	Northern	5409-023-062	Los Angeles	1A	Tunnel	Permanent Subsurface Easement	Part	12,539.48	N/A	N/A	No
WSAB-505	R-1A-103	Northern	5409-023-930	Los Angeles	1A	Construction Easement	TCE	TCE	1,814.57	N/A	N/A	No
WSAB-505	R-1A-103	Northern	5409-023-930	Los Angeles	1A	Track	Fee Area	Part	1,222.35	N/A	N/A	No
WSAB-505	R-1A-103	Northern	5409-023-930	Los Angeles	1A	Track	Fee Area	Part	322.68	N/A	N/A	No
WSAB-505	R-1A-103	Northern	5409-023-930	Los Angeles	1A	Tunnel	Permanent Subsurface Easement	Part	11,549.36	N/A	N/A	No
WSAB-505	R-1A-103	Northern	5409-023-930	Los Angeles	1A	Vents/Switches/Egress	Fee Area	Part	82.10	N/A	N/A	No
WSAB-505	R-1A-103	Northern	5409-023-930	Los Angeles	1A	Vents/Switches/Egress	Fee Area	Part	700.49	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-499A	R-1A-102	Northern	5409-023-934	Los Angeles	1A	Tunnel	Permanent Subsurface Easement	Part	24.21	N/A	N/A	No
WSAB-499A	R-1A-102	Northern	5409-023-934	Los Angeles	1A	Tunnel	Permanent Subsurface Easement	Part	260.60	N/A	N/A	No
WSAB-504	R-1B-102	Northern	5409-024-001	Los Angeles	1B	Tunnel	Permanent Subsurface Easement	Part	6,981.95	N/A	N/A	No
WSAB-617	R-1-127	Southern	6009-002-025	Florence	1, 2, 3	Column	Fee Area	Part	86.49	N/A	N/A	No
WSAB-617	R-1-127	Southern	6009-002-025	Florence	1, 2, 3	Construction Laydown	Fee Area	Part	759.08	Potential Laydown Area 41	N/A	No
WSAB-617	R-1-127	Southern	6009-002-025	Florence	1, 2, 3	Construction Easement	TCE	TCE	23.30	N/A	N/A	No
WSAB-625	R-1-129	Southern	6009-034-005	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	5,176.05	N/A	N/A	No
WSAB-625	R-1-129	Southern	6009-034-005	Huntington Park	1, 2, 3	TPSS	Fee Area	Part	4,204.06	Potential TPSS Site 16E	N/A	No
WSAB-679	R-1-144	Southern	6214-001-015	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	299.27	N/A	N/A	No
WSAB-679	R-1-144	Southern	6214-001-015	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	45.94	N/A	N/A	No
WSAB-679	R-1-144	Southern	6214-001-015	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	491.54	N/A	N/A	No
WSAB-679	R-1-144	Southern	6214-001-015	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	157.62	N/A	N/A	No
WSAB-679	R-1-144	Southern	6214-001-015	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	4,699.03	N/A	N/A	No
WSAB-679	R-1-144	Southern	6214-001-015	Huntington Park	1, 2, 3	TPSS	Fee Area	Part	3,609.38	Potential TPSS Site 13	N/A	No
WSAB-684B	R-1-147	Southern	6214-030-001	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	82.38	N/A	N/A	No
WSAB-684B	R-1-147	Southern	6214-030-001	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	160.75	N/A	N/A	No
WSAB-686	R-1-148	Southern	6214-030-907	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	834.84	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-686	R-1-148	Southern	6214-030-907	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	1,192.09	N/A	N/A	No
WSAB-693	R-1-149	Southern	6215-002-007	South Gate	1, 2, 3	Construction Easement	TCE	TCE	498.35	N/A	N/A	No
WSAB-693	R-1-149	Southern	6215-002-007	South Gate	1, 2, 3	Track	Fee Area	Part	189.54	N/A	N/A	No
WSAB-694	R-1-149	Southern	6215-002-012	Cudahy	1, 2, 3	Construction Easement	TCE	TCE	1,208.23	N/A	N/A	No
WSAB-694	R-1-149	Southern	6215-002-012	Cudahy	1, 2, 3	Track	Fee Area	Part	445.07	N/A	N/A	No
WSAB-698	R-1-150	Southern	6215-002-017	South Gate	1, 2, 3	Grade Crossing	Fee Area	Part	1,310.86	N/A	N/A	No
WSAB-698	R-1-150	Southern	6215-002-017	South Gate	1, 2, 3	Construction Easement	TCE	TCE	2,081.87	N/A	N/A	No
WSAB-699	R-1-151	Southern	6215-002-018	South Gate	1, 2, 3	Grade Crossing	Fee Area	Part	1,497.66	N/A	N/A	No
WSAB-699	R-1-151	Southern	6215-002-018	South Gate	1, 2, 3	Construction Easement	TCE	TCE	2,056.45	N/A	N/A	No
WSAB-699	R-1-151	Southern	6215-002-018	South Gate	1, 2, 3	Construction Easement	TCE	TCE	4,215.61	N/A	N/A	No
WSAB-699	R-1-151	Southern	6215-002-018	South Gate	1, 2, 3	Track	Fee Area	Part	3,092.11	N/A	N/A	No
WSAB-687	R-1-148	Southern	6215-003-003	South Gate	1, 2, 3	Grade Crossing	Fee Area	Part	1,661.11	N/A	N/A	No
WSAB-687	R-1-148	Southern	6215-003-003	South Gate	1, 2, 3	Construction Easement	TCE	TCE	2,446.99	N/A	N/A	No
WSAB-691	R-1-149	Southern	6215-003-903	Cudahy	1, 2, 3	Construction Easement	TCE	TCE	608.42	N/A	N/A	No
WSAB-691	R-1-149	Southern	6215-003-903	Cudahy	1, 2, 3	Track	Fee Area	Part	61.46	N/A	N/A	No
WSAB-704A	R-1-152	Southern	6216-009-015	South Gate	1, 2, 3	Grade Crossing	Fee Area	Part	581.02	N/A	N/A	No
WSAB-704A	R-1-152	Southern	6216-009-015	South Gate	1, 2, 3	Construction Easement	TCE	TCE	1,165.70	N/A	N/A	No
WSAB-703	R-1-151	Southern	6216-009-900	South Gate	1, 2, 3	Construction Easement	TCE	TCE	1,889.31	N/A	N/A	No
WSAB-703	R-1-151	Southern	6216-009-900	South Gate	1, 2, 3	Track	Fee Area	Part	218.99	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-719	R-1-153	Southern	6216-032-020	South Gate	1, 2, 3	Construction Easement	TCE	TCE	5,244.68	N/A	N/A	Yes
WSAB-719	R-1-153	Southern	6216-032-020	South Gate	1, 2, 3	Track	Fee Area	Full	3,210.40	N/A	N/A	Yes
WSAB-718	R-1-153	Southern	6216-032-021	South Gate	1, 2, 3	Construction Easement	TCE	TCE	1,324.72	N/A	N/A	Yes
WSAB-718	R-1-153	Southern	6216-032-021	South Gate	1, 2, 3	Track	Fee Area	Full	981.09	N/A	N/A	Yes
WSAB-717	R-1-153	Southern	6216-032-035	South Gate	1, 2, 3	Construction Easement	TCE	TCE	3,691.29	N/A	N/A	Yes
WSAB-717	R-1-153	Southern	6216-032-035	South Gate	1, 2, 3	Track	Fee Area	Full	2,684.51	N/A	N/A	Yes
WSAB-707	R-1-152	Southern	6216-032-038	South Gate	1, 2, 3	Construction Laydown	TCE	Full	37,953.70	Potential Laydown Area 47	N/A	Yes
WSAB-708	R-1-152	Southern	6216-032-043	South Gate	1, 2, 3	Construction Easement	TCE	TCE	5,158.14	N/A	N/A	Yes
WSAB-708	R-1-152	Southern	6216-032-043	South Gate	1, 2, 3	Track	Fee Area	Full	3,703.19	N/A	N/A	Yes
WSAB-713	R-1-152	Southern	6216-032-900	South Gate	1, 2, 3	Construction Easement	TCE	TCE	4,044.88	N/A	N/A	No
WSAB-713	R-1-152	Southern	6216-032-900	South Gate	1, 2, 3	Track	Fee Area	Part	2,890.62	N/A	N/A	No
WSAB-710	R-1-152	Southern	6216-034-001	South Gate	1, 2, 3	Construction Laydown	TCE	Full	402,808.21	Potential Laydown Area 46	N/A	Yes
WSAB-710	R-1-152	Southern	6216-034-001	South Gate	1, 2, 3	Parking Facility	Fee Area	Full	405,297.95	N/A	N/A	Yes
WSAB-728	R-1-155	Southern	6222-001-011	South Gate	1, 2, 3	Grade Crossing	Fee Area	Part	79.84	N/A	N/A	No
WSAB-728	R-1-155	Southern	6222-001-011	South Gate	1, 2, 3	Construction Easement	TCE	TCE	2,506.96	N/A	N/A	No
WSAB-728	R-1-155	Southern	6222-001-011	South Gate	1, 2, 3	Train Control House	Fee Area	Part	79.29	N/A	N/A	No
WSAB-TBD	R-1-155	Southern	6222-001-015	South Gate	1, 2, 3	Construction Easement	TCE	TCE	1,579.92	N/A	N/A	No
WSAB-726	R-1-154	Southern	6222-001-019	South Gate	1, 2, 3	Grade Crossing	Fee Area	Part	391.51	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-726	R-1-154	Southern	6222-001-019	South Gate	1, 2, 3	Construction Easement	TCE	TCE	922.80	N/A	N/A	No
WSAB-TBD	R-1-155	Southern	6222-001-279	South Gate	1, 2, 3	Construction Easement	TCE	TCE	585.24	N/A	N/A	No
WSAB-TBD	R-1-154	Southern	6222-001-280	South Gate	1, 2, 3	Construction Easement	TCE	TCE	83.87	N/A	N/A	No
WSAB-723	R-1-154	Southern	6222-005-018	South Gate	1, 2, 3	Grade Crossing	Fee Area	Part	11.21	N/A	N/A	No
WSAB-723	R-1-154	Southern	6222-005-018	South Gate	1, 2, 3	Construction Easement	TCE	TCE	72.48	N/A	N/A	No
WSAB-723A	R-1-154	Southern	6222-005-018	South Gate	1, 2, 3	Grade Crossing	Fee Area	Part	112.99	N/A	N/A	No
WSAB-723A	R-1-154	Southern	6222-005-018	South Gate	1, 2, 3	Construction Easement	TCE	TCE	238.92	N/A	N/A	No
WSAB-TBD	R-1-154	Southern	6222-005-018	South Gate	1, 2, 3	Grade Crossing	Fee Area	Part	0.40	N/A	N/A	No
WSAB-TBD	R-1-154	Southern	6222-005-018	South Gate	1, 2, 3	Construction Easement	TCE	TCE	48.72	N/A	N/A	No
WSAB-721	R-1-154	Southern	6222-005-024	South Gate	1, 2, 3	Construction Easement	TCE	TCE	4,849.82	N/A	N/A	No
WSAB-721	R-1-154	Southern	6222-005-024	South Gate	1, 2, 3	TPSS	Fee Area	Full	4,067.94	Potential TPSS Site 10	N/A	No
WSAB-TBD	R-1-153	Southern	6222-006-027	South Gate	1, 2, 3	Grade Crossing	Fee Area	Part	196.78	N/A	N/A	No
WSAB-732	R-1-156	Southern	6222-036-002	South Gate	1, 2, 3	Construction Laydown	TCE	Full	5,072.54	Potential Laydown Area 48	N/A	Yes
WSAB-733	R-1-156	Southern	6222-036-003	South Gate	1, 2, 3	Construction Laydown	TCE	Full	8,180.51	Potential Laydown Area 48	N/A	No
WSAB-731	R-1-156	Southern	6222-036-004	South Gate	1, 2, 3	Construction Laydown	TCE	Full	11,606.22	Potential Laydown Area 48	N/A	Yes
WSAB-731	R-1-156	Southern	6222-036-004	South Gate	1, 2, 3	Grade Crossing	Fee Area	Part	25.60	N/A	N/A	Yes
WSAB-731	R-1-156	Southern	6222-036-004	South Gate	1, 2, 3	Construction Easement	TCE	TCE	93.45	N/A	N/A	Yes
WSAB-730	R-1-156	Southern	6222-036-005	South Gate	1, 2, 3	Grade Crossing	Fee Area	Part	105.76	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-735	R-1-157	Southern	6222-038-900	South Gate	1, 2, 3	Construction Laydown	TCE	Full	8,812.03	Potential Laydown Area 49	N/A	No
WSAB-744	R-1-157	Southern	6222-041-270	South Gate	1, 2, 3	Aerial	Permanent Aerial Easement	Part	218.92	N/A	N/A	No
WSAB-744	R-1-157	Southern	6222-041-270	South Gate	1, 2, 3	Construction Easement	TCE	TCE	6,781.06	N/A	N/A	No
WSAB-744	R-1-157	Southern	6222-041-270	South Gate	1, 2, 3	Track	Fee Area	Part	5,899.16	N/A	N/A	No
WSAB-738	R-1-156/ R-1-157	Southern	6222-041-900	South Gate	1, 2, 3	Aerial	Permanent Aerial Easement	Part	2,047.16	N/A	N/A	No
WSAB-738	R-1-156/ R-1-157	Southern	6222-041-900	South Gate	1, 2, 3	Construction Easement	TCE	TCE	1,053.38	N/A	N/A	No
WSAB-738	R-1-156/ R-1-157	Southern	6222-041-900	South Gate	1, 2, 3	Track	Fee Area	Part	638.93	N/A	N/A	No
WSAB-742	R-1-157	Southern	6222-042-007	South Gate	1, 2, 3	Aerial	Permanent Aerial Easement	Part	4,349.68	N/A	N/A	No
WSAB-742	R-1-157	Southern	6222-042-007	South Gate	1, 2, 3	Bridge Pier	Fee Area	Part	542.95	N/A	N/A	No
WSAB-740	R-1-157	Southern	6222-042-008	South Gate	1, 2, 3	Aerial	Permanent Aerial Easement	Part	3,449.76	N/A	N/A	No
WSAB-740	R-1-157	Southern	6222-042-008	South Gate	1, 2, 3	Bridge Pier	Fee Area	Part	307.40	N/A	N/A	No
WSAB-740	R-1-157	Southern	6222-042-008	South Gate	1, 2, 3	Bridge Pier	Fee Area	Part	308.73	N/A	N/A	No
WSAB-739	R-1-157	Southern	6222-042-009	South Gate	1, 2, 3	Aerial	Permanent Aerial Easement	Part	1,971.80	N/A	N/A	No
WSAB-739	R-1-157	Southern	6222-042-009	South Gate	1, 2, 3	Bridge Pier	Fee Area	Part	207.81	N/A	N/A	No
WSAB-743	R-1-157	Southern	6222-042-012	South Gate	1, 2, 3	Aerial	Permanent Aerial Easement	Part	5,654.38	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPSS	Facility Name	Relocation
WSAB-749	R-1-158	Southern	6222-042-800	South Gate	1, 2, 3	Construction Easement	TCE	TCE	362.30	N/A	N/A	No
WSAB-749	R-1-158	Southern	6222-042-800	South Gate	1, 2, 3	Track	Fee Area	Part	310.76	N/A	N/A	No
WSAB-684A	R-1-147	Southern	6224-007-801	Cudahy	1, 2, 3	Grade Crossing	Fee Area	Part	57.29	N/A	N/A	No
WSAB-684A	R-1-147	Southern	6224-007-801	Cudahy	1, 2, 3	Construction Easement	TCE	TCE	171.16	N/A	N/A	No
WSAB-684	R-1-147	Southern	6224-007-900	Cudahy	1, 2, 3	Grade Crossing	Fee Area	Part	211.41	N/A	N/A	No
WSAB-684	R-1-147	Southern	6224-007-900	Cudahy	1, 2, 3	Construction Easement	TCE	TCE	334.97	N/A	N/A	No
WSAB-687A	R-1-148	Southern	6224-008-013	Cudahy	1, 2, 3	Grade Crossing	Fee Area	Part	29.17	N/A	N/A	No
WSAB-687A	R-1-148	Southern	6224-008-013	Cudahy	1, 2, 3	Construction Easement	TCE	TCE	144.19	N/A	N/A	No
WSAB-692	R-1-149	Southern	6224-021-011	Cudahy	1, 2, 3	Construction Laydown	TCE	Full	10,953.42	Potential Laydown Area 45	N/A	Yes
WSAB-692	R-1-149	Southern	6224-021-011	Cudahy	1, 2, 3	TPSS	Fee Area	Full	3,642.18	Potential TPSS Site 11	N/A	Yes
WSAB-699A	R-1-151	Southern	6224-035-015	Cudahy	1, 2, 3	Grade Crossing	Fee Area	Part	161.24	N/A	N/A	No
WSAB-699A	R-1-151	Southern	6224-035-015	Cudahy	1, 2, 3	Construction Easement	TCE	TCE	396.31	N/A	N/A	No
WSAB-699B	R-1-151	Southern	6224-036-004	Cudahy	1, 2, 3	Grade Crossing	Fee Area	Part	38.68	N/A	N/A	No
WSAB-699B	R-1-151	Southern	6224-036-004	Cudahy	1, 2, 3	Construction Easement	TCE	TCE	169.28	N/A	N/A	No
WSAB-700A	R-1-151	Southern	6224-036-905	South Gate	1, 2, 3	Construction Easement	TCE	TCE	610.49	N/A	N/A	No
WSAB-700A	R-1-151	Southern	6224-036-905	South Gate	1, 2, 3	Track	Fee Area	Part	237.42	N/A	N/A	No
WSAB-683	R-1-144	Southern	6225-001-018	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	17.76	N/A	N/A	No
WSAB-683	R-1-144	Southern	6225-001-018	Huntington Park	1, 2, 3	TPSS	Fee Area	Full	5,281.26	Potential TPSS Site 12	N/A	Yes
WSAB-680	R-1-144	Southern	6225-001-903	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Full	1,189.97	N/A	N/A	No
WSAB-681	R-1-144	Southern	6225-001-903	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	2,589.51	N/A	N/A	Yes

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-681	R-1-144	Southern	6225-001-903	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	206.80	N/A	N/A	Yes
WSAB-762A	R-1-159	Southern	6233-002-806	South Gate	1, 2, 3	TPSS	Fee Area	Part	5,109.49	Potential TPSS Site 10E	N/A	No
WSAB-757A	R-1-158	Southern	6233-002-900	South Gate	1, 2, 3	Construction Laydown	TCE	Full	79,366.79	Potential Laydown Area 50	N/A	Yes
WSAB-758	R-1-158	Southern	6233-002-901	South Gate	1, 2, 3	Construction Laydown	TCE	Full	206,393.11	Potential Laydown Area 50	N/A	Yes
WSAB-756	R-1-158	Southern	6233-003-005	South Gate	1, 2, 3	Construction Easement	TCE	TCE	4,899.15	N/A	N/A	Yes
WSAB-756	R-1-158	Southern	6233-003-005	South Gate	1, 2, 3	Track	Fee Area	Full	4,312.90	N/A	N/A	Yes
WSAB-764	R-1-160	Southern	6233-003-016	South Gate	1, 2, 3	Construction Easement	TCE	TCE	3,003.63	N/A	N/A	No
WSAB-761	R-1-159	Southern	6233-003-800	South Gate	1, 2, 3	Construction Easement	TCE	TCE	833.07	N/A	N/A	No
WSAB-761	R-1-159	Southern	6233-003-800	South Gate	1, 2, 3	Track	Fee Area	Part	550.57	N/A	N/A	No
WSAB-750	R-1-158	Southern	6233-003-801	South Gate	1, 2, 3	Construction Easement	TCE	TCE	560.14	N/A	N/A	No
WSAB-750	R-1-158	Southern	6233-003-801	South Gate	1, 2, 3	Track	Fee Area	Part	475.30	N/A	N/A	No
WSAB-762	R-1-159	Southern	6233-003-803	South Gate	1, 2, 3	Construction Easement	TCE	TCE	2,669.58	N/A	N/A	No
WSAB-762	R-1-159	Southern	6233-003-803	South Gate	1, 2, 3	Track	Fee Area	Part	1,162.68	N/A	N/A	No
WSAB-760	R-1-159	Southern	6233-003-901	South Gate	1, 2, 3	Construction Easement	TCE	TCE	1,205.12	N/A	N/A	No
WSAB-760	R-1-159	Southern	6233-003-901	South Gate	1, 2, 3	Track	Fee Area	Part	845.24	N/A	N/A	No
WSAB-757	R-1-158	Southern	6233-003-902	South Gate	1, 2, 3	Construction Laydown	TCE	Full	68,371.84	Potential Laydown Area 50	N/A	Yes
WSAB-757	R-1-158/ R-1-159	Southern	6233-003-902	South Gate	1, 2, 3	Construction Easement	TCE	TCE	841.33	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-757	R-1-158/ R-1-159	Southern	6233-003-902	South Gate	1, 2, 3	TPSS	Fee Area	Part	3,038.82	Potential TPSS Site 9	N/A	No
WSAB-757	R-1-158/ R-1-159	Southern	6233-003-902	South Gate	1, 2, 3	Track	Fee Area	Part	10,650.87	N/A	N/A	No
WSAB-757	R-1-158/ R-1-159	Southern	6233-003-902	South Gate	1, 2, 3	Track	Fee Area	Part	179.45	N/A	N/A	No
WSAB-759	R-1-159	Southern	6233-003-903	South Gate	1, 2, 3	Aerial	Permanent Aerial Easement	Part	4,137.32	N/A	N/A	No
WSAB-759	R-1-159	Southern	6233-003-903	South Gate	1, 2, 3	Bridge Pier	Fee Area	Part	108.91	N/A	N/A	No
WSAB-759	R-1-159	Southern	6233-003-903	South Gate	1, 2, 3	Bridge Pier	Fee Area	Part	104.06	N/A	N/A	No
WSAB-TBD	R-1-161	Southern	6233-026-014	Sout Gate	1, 2, 3	Spur Track Removal	Fee Area	Full	45,693.75	N/A	N/A	Yes
WSAB-768	R-1-161	Southern	6234-005-010	South Gate	1, 2, 3	Aerial	Permanent Aerial Easement	Part	190.79	N/A	N/A	No
WSAB-769	R-1-162	Southern	6234-005-014	South Gate	1, 2, 3	Grade Crossing	Fee Area	Part	85.67	N/A	N/A	No
WSAB-769	R-1-162	Southern	6234-005-014	South Gate	1, 2, 3	Grade Crossing	Fee Area	Part	454.34	N/A	N/A	No
WSAB-769	R-1-162	Southern	6234-005-014	South Gate	1, 2, 3	Construction Easement	TCE	TCE	3,584.67	N/A	N/A	No
WSAB-TBD	R-1-162	Southern	6234-006-006	South Gate	1, 2, 3	Construction Easement	TCE	TCE	161.19	N/A	N/A	No
WSAB-TBD	R-1-162	Southern	6234-006-006	South Gate	1, 2, 3	Train Control House	Fee Area	Part	30.55	N/A	N/A	No
WSAB-767A	R-1-161	Southern	6234-006-901	South Gate	1, 2, 3	Construction Laydown	TCE	Full	9,903.55	Potential Laydown Area 51	N/A	Yes
WSAB-768A	R-1-161	Southern	6234-006-903	South Gate	1, 2, 3	Construction Laydown	TCE	Full	6,653.90	Potential Laydown Area 51	N/A	Yes
WSAB-873	R-1-173	Southern	6241-001-270	Paramount	1, 2, 3, 4	Access Road	Permanent Surface Easement	Part	5,212.09	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-873	R-1-173	Southern	6241-001-270	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	4,461.00	N/A	N/A	No
WSAB-873	R-1-173	Southern	6241-001-270	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	5,355.90	N/A	N/A	No
WSAB-873	R-1-173	Southern	6241-001-270	Paramount	1, 2, 3, 4	TPSS	Fee Area	Part	3,572.13	Potential TPSS Site 6	N/A	No
WSAB-873	R-1-173	Southern	6241-001-270	Paramount	1, 2, 3, 4	Track	Fee Area	Part	1,850.05	N/A	N/A	No
WSAB-875	R-1-174	Southern	6241-001-271	Paramount	1, 2, 3, 4	Aerial	Permanent Aerial Easement	Part	128.57	N/A	N/A	No
WSAB-875	R-1-174	Southern	6241-001-271	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,096.40	N/A	N/A	No
WSAB-875	R-1-174	Southern	6241-001-271	Paramount	1, 2, 3, 4	Track	Fee Area	Part	386.94	N/A	N/A	No
WSAB-874A	R-1-173	Southern	6241-001-908	Paramount	1, 2, 3, 4	Pedestrian Undercrossing	Fee Area	Part	2,478.49	N/A	N/A	No
WSAB-874A	R-1-173	Southern	6241-001-908	Paramount	1, 2, 3, 4	Sidewalk	Fee Area	Part	586.60	N/A	N/A	No
WSAB-874A	R-1-173	Southern	6241-001-908	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	6,603.11	N/A	N/A	No
WSAB-870	R-1-172/ R-1-173	Southern	6241-004-271	Paramount	1, 2, 3, 4	Pedestrian Undercrossing	Fee Area	Part	7,314.86	N/A	N/A	No
WSAB-870	R-1-172/ R-1-173	Southern	6241-004-271	Paramount	1, 2, 3, 4	Sidewalk	Permanent Surface Easement	Part	3,755.03	N/A	N/A	No
WSAB-870	R-1-172/ R-1-173	Southern	6241-004-271	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	8,716.17	N/A	N/A	No
WSAB-861A	R-1-172	Southern	6241-004-905	Paramount	1, 2, 3, 4	Paramount MSF	Fee Area	Part	47,933.11	N/A	Paramount MSF	No
WSAB-862A	R-1-200	Southern	6241-016-025	Paramount	1, 2, 3, 4	Paramount MSF	Fee Area	Full	271,244.75	N/A	Paramount MSF	No
WSAB-847A	R-1-170A	Southern	6241-017-023	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	4,049.38	N/A	Paramount MSF	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-847A	R-1-170A	Southern	6241-017-023	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	5,590.48	N/A	Paramount MSF	No
WSAB-857A	R-1-199	Southern	6241-017-026	Paramount	1, 2, 3, 4	Access Road	Permanent Surface Easement	Part	1,423.01	N/A	N/A	No
WSAB-857A	R-1-199	Southern	6241-017-026	Paramount	1, 2, 3, 4	Access Road	Permanent Surface Easement	Part	12,602.85	N/A	N/A	No
WSAB-857A	R-1-199	Southern	6241-017-026	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	7,204.84	N/A	Paramount MSF	No
WSAB-857A	R-1-199	Southern	6241-017-026	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	8,988.45	N/A	N/A	No
WSAB-857A	R-1-199	Southern	6241-017-026	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	2,705.57	N/A	N/A	No
WSAB-857B	R-1-199	Southern	6241-017-026	Paramount	1, 2, 3, 4	Paramount MSF	Fee Area	Full	240,168.16	N/A	Paramount MSF	No
WSAB-858	R-1-199	Southern	6241-017-026	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	283.32	N/A	Paramount MSF	No
WSAB-858	R-1-199	Southern	6241-017-026	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,138.94	N/A	N/A	No
WSAB-863B	R-1-199	Southern	6241-017-029	Paramount	1, 2, 3, 4	Paramount MSF	Fee Area	Full	5,125.18	N/A	Paramount MSF	No
WSAB-863A	R-1-199/ R-1-200	Southern	6241-017-029	Paramount	1, 2, 3, 4	Paramount MSF	Fee Area	Part	430,816.65	N/A	Paramount MSF	No
WSAB-791	R-1-167	Southern	6242-006-047	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	938.10	N/A	N/A	No
WSAB-791	R-1-167	Southern	6242-006-047	Paramount	1, 2, 3, 4	Track	Fee Area	Full	712.03	N/A	N/A	No
WSAB-792	R-1-167	Southern	6242-006-047	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	60.98	N/A	N/A	No
WSAB-797	R-1-168	Southern	6242-008-002	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	597.73	N/A	N/A	Yes

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-797	R-1-168	Southern	6242-008-002	Paramount	1, 2, 3, 4	Track	Fee Area	Part	294.96	N/A	N/A	Yes
WSAB-797	R-1-168B	Southern	6242-008-002	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	377.76	N/A	Paramount MSF	Yes
WSAB-797	R-1-168B	Southern	6242-008-002	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	690.18	N/A	N/A	Yes
WSAB-798	R-1-168	Southern	6242-008-003	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	486.55	N/A	N/A	No
WSAB-798	R-1-168	Southern	6242-008-003	Paramount	1, 2, 3, 4	Track	Fee Area	Part	177.64	N/A	N/A	No
WSAB-798	R-1-168B	Southern	6242-008-003	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	353.24	N/A	Paramount MSF	No
WSAB-798	R-1-168B	Southern	6242-008-003	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	662.02	N/A	N/A	No
WSAB-799	R-1-168	Southern	6242-008-004	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	360.27	N/A	N/A	No
WSAB-799	R-1-168	Southern	6242-008-004	Paramount	1, 2, 3, 4	Track	Fee Area	Part	52.95	N/A	N/A	No
WSAB-799	R-1-168B	Southern	6242-008-004	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	332.31	N/A	Paramount MSF	No
WSAB-799	R-1-168B	Southern	6242-008-004	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	643.65	N/A	N/A	No
WSAB-800	R-1-168	Southern	6242-008-005	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	307.61	N/A	N/A	No
WSAB-800	R-1-168B	Southern	6242-008-005	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	368.12	N/A	Paramount MSF	No
WSAB-800	R-1-168B	Southern	6242-008-005	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	676.94	N/A	N/A	No
WSAB-801	R-1-168	Southern	6242-008-006	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	308.61	N/A	N/A	No
WSAB-801	R-1-168B	Southern	6242-008-006	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	523.65	N/A	Paramount MSF	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-801	R-1-168B	Southern	6242-008-006	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	836.85	N/A	N/A	No
WSAB-802	R-1-168	Southern	6242-008-007	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	298.65	N/A	N/A	No
WSAB-802	R-1-168B	Southern	6242-008-007	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	757.28	N/A	Paramount MSF	Yes
WSAB-802	R-1-168B	Southern	6242-008-007	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,059.14	N/A	N/A	Yes
WSAB-803	R-1-168	Southern	6242-008-008	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	299.30	N/A	N/A	No
WSAB-803	R-1-168B	Southern	6242-008-008	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	1,015.24	N/A	Paramount MSF	Yes
WSAB-803	R-1-168B	Southern	6242-008-008	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,322.72	N/A	N/A	Yes
WSAB-804	R-1-168	Southern	6242-008-009	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	300.33	N/A	N/A	No
WSAB-804	R-1-168B	Southern	6242-008-009	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	1,205.82	N/A	Paramount MSF	Yes
WSAB-804	R-1-168B	Southern	6242-008-009	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,499.99	N/A	N/A	Yes
WSAB-805	R-1-168	Southern	6242-008-010	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	299.75	N/A	N/A	No
WSAB-805	R-1-168B	Southern	6242-008-010	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	1,282.67	N/A	Paramount MSF	Yes
WSAB-805	R-1-168B	Southern	6242-008-010	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,553.32	N/A	N/A	Yes
WSAB-806	R-1-168	Southern	6242-008-011	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	299.97	N/A	N/A	No
WSAB-806	R-1-168B	Southern	6242-008-011	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	1,296.26	N/A	Paramount MSF	Yes

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-806	R-1-168B	Southern	6242-008-011	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,598.65	N/A	N/A	Yes
WSAB-807	R-1-168	Southern	6242-008-012	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	300.05	N/A	N/A	No
WSAB-807	R-1-168B	Southern	6242-008-012	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	1,301.21	N/A	Paramount MSF	Yes
WSAB-807	R-1-168B	Southern	6242-008-012	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,601.30	N/A	N/A	Yes
WSAB-811	R-1-168	Southern	6242-008-013	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	300.01	N/A	N/A	No
WSAB-811	R-1-168B	Southern	6242-008-013	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	1,308.60	N/A	Paramount MSF	Yes
WSAB-811	R-1-168B	Southern	6242-008-013	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,602.57	N/A	N/A	Yes
WSAB-812	R-1-168	Southern	6242-008-014	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	300.26	N/A	N/A	No
WSAB-812	R-1-168B	Southern	6242-008-014	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	1,299.17	N/A	Paramount MSF	No
WSAB-812	R-1-168B	Southern	6242-008-014	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,599.60	N/A	N/A	No
WSAB-813	R-1-168	Southern	6242-008-015	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	300.04	N/A	N/A	No
WSAB-813	R-1-168B	Southern	6242-008-015	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	1,298.06	N/A	Paramount MSF	Yes
WSAB-813	R-1-168B	Southern	6242-008-015	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,598.10	N/A	N/A	Yes
WSAB-815	R-1-168	Southern	6242-008-016	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	295.45	N/A	N/A	No
WSAB-815	R-1-168B	Southern	6242-008-016	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	1,295.65	N/A	Paramount MSF	Yes

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-815	R-1-168B	Southern	6242-008-016	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,597.38	N/A	N/A	Yes
WSAB-816	R-1-168	Southern	6242-008-017	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	299.98	N/A	N/A	No
WSAB-816	R-1-168B	Southern	6242-008-017	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	1,308.85	N/A	Paramount MSF	Yes
WSAB-816	R-1-168B	Southern	6242-008-017	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,607.91	N/A	N/A	Yes
WSAB-818	R-1-169B	Southern	6242-008-018	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	1,296.06	N/A	Paramount MSF	Yes
WSAB-820	R-1-169B	Southern	6242-008-018	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	1,278.58	N/A	Paramount MSF	No
WSAB-820	R-1-169	Southern	6242-008-019	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	300.00	N/A	N/A	No
WSAB-822	R-1-169	Southern	6242-008-019	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	300.06	N/A	N/A	No
WSAB-820	R-1-169B	Southern	6242-008-019	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,590.00	N/A	N/A	No
WSAB-822	R-1-169B	Southern	6242-008-019	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	1,292.51	N/A	Paramount MSF	No
WSAB-822	R-1-169B	Southern	6242-008-019	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,596.83	N/A	N/A	No
WSAB-825	R-1-169	Southern	6242-008-022	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	300.01	N/A	N/A	No
WSAB-825	R-1-169B	Southern	6242-008-022	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	1,299.77	N/A	Paramount MSF	Yes
WSAB-825	R-1-169B	Southern	6242-008-022	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,614.41	N/A	N/A	Yes
WSAB-826	R-1-169	Southern	6242-008-023	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	300.04	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-826	R-1-169B	Southern	6242-008-023	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	1,313.63	N/A	Paramount MSF	No
WSAB-826	R-1-169B	Southern	6242-008-023	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,615.89	N/A	N/A	No
WSAB-827	R-1-169	Southern	6242-008-024	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	372.20	N/A	N/A	No
WSAB-827	R-1-169B	Southern	6242-008-024	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	1,603.81	N/A	Paramount MSF	No
WSAB-827	R-1-169B	Southern	6242-008-024	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,941.94	N/A	N/A	No
WSAB-829	R-1-169	Southern	6242-008-026	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	73.81	N/A	N/A	No
WSAB-829	R-1-169B	Southern	6242-008-026	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	1,881.89	N/A	Paramount MSF	Yes
WSAB-829	R-1-169B	Southern	6242-008-026	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	2,336.46	N/A	N/A	Yes
WSAB-832	R-1-169B	Southern	6242-008-027	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	2,183.13	N/A	Paramount MSF	No
WSAB-832	R-1-169B	Southern	6242-008-027	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	2,682.99	N/A	N/A	No
WSAB-796	R-1-168	Southern	6242-008-029	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	661.30	N/A	N/A	No
WSAB-796	R-1-168	Southern	6242-008-029	Paramount	1, 2, 3, 4	Track	Fee Area	Part	324.03	N/A	N/A	No
WSAB-796	R-1-168B	Southern	6242-008-029	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	391.53	N/A	Paramount MSF	No
WSAB-796	R-1-168B	Southern	6242-008-029	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	723.80	N/A	N/A	No
WSAB-833	R-1-169B	Southern	6242-018-021	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	3,832.41	N/A	Paramount MSF	No
WSAB-833	R-1-169B	Southern	6242-018-021	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	4,754.12	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-TBD	R-1-168B	Southern	6242-022-001	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	394.71	N/A	N/A	No
WSAB-795	R-1-168	Southern	6242-022-013	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	466.75	N/A	N/A	No
WSAB-795	R-1-168B	Southern	6242-022-013	Paramount	1, 2, 3, 4	Aerial	Permanent Aerial Easement	Part	17.92	N/A	N/A	No
WSAB-793	R-1-167	Southern	6242-022-014	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,656.26	N/A	N/A	No
WSAB-793	R-1-167	Southern	6242-022-014	Paramount	1, 2, 3, 4	Track	Fee Area	Full	1,207.23	N/A	N/A	No
WSAB-817	R-1-169	Southern	6242-023-001	Paramount	1, 2, 3, 4	Aerial	Permanent Aerial Easement	Part	150.19	N/A	N/A	No
WSAB-818	R-1-169	Southern	6242-023-001	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	299.90	N/A	N/A	No
WSAB-818	R-1-169B	Southern	6242-023-001	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,598.41	N/A	N/A	Yes
WSAB-814	R-1-168B	Southern	6242-023-002	Paramount	1, 2, 3, 4	Aerial	Permanent Aerial Easement	Part	150.29	N/A	N/A	Yes
WSAB-TBD	R-1-168B	Southern	6242-023-005	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	312.32	N/A	N/A	No
WSAB-TBD	R-1-168B	Southern	6242-023-009	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	202.75	N/A	N/A	No
WSAB-TBD	R-1-168B	Southern	6242-023-010	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	213.48	N/A	N/A	No
WSAB-TBD	R-1-168B	Southern	6242-023-011	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	324.57	N/A	N/A	No
WSAB-TBD	R-1-168B	Southern	6242-023-012	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	625.64	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-810	R-1-168B	Southern	6242-023-014	Paramount	1, 2, 3, 4	Aerial	Permanent Aerial Easement	Part	189.22	N/A	N/A	No
WSAB-837	R-1-169	Southern	6242-024-002	Paramount	1, 2, 3, 4	Aerial	Permanent Aerial Easement	Part	406.61	N/A	N/A	Yes
WSAB-837	R-1-169B	Southern	6242-024-002	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	911.53	N/A	Paramount MSF	Yes
WSAB-837	R-1-169B	Southern	6242-024-002	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,207.61	N/A	N/A	Yes
WSAB-836	R-1-169	Southern	6242-024-003	Paramount	1, 2, 3, 4	Aerial	Permanent Aerial Easement	Part	175.69	N/A	N/A	Yes
WSAB-834A	R-1-169	Southern	6242-024-005	Paramount	1, 2, 3, 4	Aerial	Permanent Aerial Easement	Part	59.65	N/A	N/A	Yes
WSAB-834	R-1-169	Southern	6242-024-006	Paramount	1, 2, 3, 4	Aerial	Permanent Aerial Easement	Part	110.94	N/A	N/A	No
WSAB-831	R-1-169	Southern	6242-024-007	Paramount	1, 2, 3, 4	Aerial	Permanent Aerial Easement	Part	110.97	N/A	N/A	No
WSAB-830	R-1-169	Southern	6242-024-008	Paramount	1, 2, 3, 4	Aerial	Permanent Aerial Easement	Part	111.13	N/A	N/A	No
WSAB-848	R-1-169B	Southern	6242-024-016	Paramount	1, 2, 3, 4	Aerial	Permanent Aerial Easement	Part	27.77	N/A	N/A	Yes
WSAB-848	R-1-169B	Southern	6242-024-016	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	3,277.28	N/A	Paramount MSF	No
WSAB-848	R-1-169B	Southern	6242-024-016	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	3,949.47	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-824	R-1-169	Southern	6242-024-020	Paramount	1, 2, 3, 4	Aerial	Permanent Aerial Easement	Part	149.36	N/A	N/A	No
WSAB-828	R-1-169	Southern	6242-024-030	Paramount	1, 2, 3, 4	Aerial	Permanent Aerial Easement	Part	260.70	N/A	N/A	No
WSAB-821	R-1-169	Southern	6242-024-053	Paramount	1, 2, 3, 4	Aerial	Permanent Aerial Easement	Part	299.00	N/A	N/A	No
WSAB-823	R-1-169	Southern	6242-024-053	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	300.00	N/A	N/A	No
WSAB-823	R-1-169B	Southern	6242-024-053	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	1,302.85	N/A	Paramount MSF	Yes
WSAB-823	R-1-169B	Southern	6242-024-053	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,602.80	N/A	N/A	Yes
WSAB-835	R-1-169	Southern	6242-024-070	Paramount	1, 2, 3, 4	Aerial	Permanent Aerial Easement	Part	55.45	N/A	N/A	No
WSAB-847	R-1-170	Southern	6242-025-004	Paramount	1, 2, 3, 4	Construction Laydown	TCE	Full	114,471.28	Potential Laydown Area 56	N/A	Yes
WSAB-847	R-1-170	Southern	6242-025-004	Paramount	1, 2, 3, 4	Parking Facility	Fee Area	Full	114,099.57	N/A	ans	Yes
WSAB-844	R-1-170	Southern	6242-025-007	Paramount	1, 2, 3, 4	Construction Laydown	TCE	Full	103,506.54	Potential Laydown Area 56	N/A	Yes
WSAB-844	R-1-170	Southern	6242-025-007	Paramount	1, 2, 3, 4	Parking Facility	Fee Area	Full	103,327.62	N/A	ans	Yes
WSAB-846	R-1-170	Southern	6242-025-271	Paramount	1, 2, 3, 4	Aerial	Fee Area	Part	3,035.38	N/A	N/A	No
WSAB-846	R-1-170	Southern	6242-025-271	Paramount	1, 2, 3, 4	Column	Fee Area	Part	61.38	N/A	N/A	No
WSAB-846	R-1-170	Southern	6242-025-271	Paramount	1, 2, 3, 4	Column	Fee Area	Part	46.26	N/A	N/A	No
WSAB-846	R-1-170	Southern	6242-025-271	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	3,646.39	N/A	Paramount MSF	No
WSAB-846	R-1-170	Southern	6242-025-271	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	173.37	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-846	R-1-170	Southern	6242-025-271	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	203.72	N/A	N/A	No
WSAB-846	R-1-170	Southern	6242-025-271	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,726.12	N/A	N/A	No
WSAB-846	R-1-170	Southern	6242-025-271	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	4,205.99	N/A	Paramount MSF	No
WSAB-857	R-1-171	Southern	6242-025-272	Paramount	1, 2, 3, 4	Aerial	Permanent Aerial Easement	Part	716.80	N/A	N/A	No
WSAB-857	R-1-171	Southern	6242-025-272	Paramount	1, 2, 3, 4	Pedestrian Access	Fee Area	Part	1,068.78	N/A	ans	No
WSAB-857	R-1-171	Southern	6242-025-272	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	2,137.74	N/A	N/A	No
WSAB-857	R-1-171	Southern	6242-025-272	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	4,194.75	N/A	N/A	No
WSAB-844C	R-1-170	Southern	6242-025-900	Paramount	1, 2, 3, 4	Construction Laydown	TCE	Full	1,587.30	Potential Laydown Area 56	N/A	No
WSAB-844C	R-1-170	Southern	6242-025-900	Paramount	1, 2, 3, 4	Parking Facility	Fee Area	Full	1,600.93	N/A	ans	No
WSAB-849	R-1-169B	Southern	6242-025-901	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	126.38	N/A	Paramount MSF	No
WSAB-849	R-1-169B	Southern	6242-025-901	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	390.38	N/A	N/A	No
WSAB-850	R-1-170B	Southern	6242-026-001	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	1,258.59	N/A	Paramount MSF	No
WSAB-850	R-1-170B	Southern	6242-026-001	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,831.29	N/A	N/A	No
WSAB-851	R-1-170B	Southern	6242-026-006	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	713.99	N/A	Paramount MSF	No
WSAB-851	R-1-170B	Southern	6242-026-006	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,091.53	N/A	N/A	No
WSAB-852	R-1-170B	Southern	6242-026-007	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	623.58	N/A	Paramount MSF	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-852	R-1-170B	Southern	6242-026-007	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	992.91	N/A	N/A	No
WSAB-853	R-1-170B	Southern	6242-026-010	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	471.79	N/A	Paramount MSF	No
WSAB-853	R-1-170B	Southern	6242-026-010	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	787.83	N/A	N/A	No
WSAB-855	R-1-170B	Southern	6242-026-011	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	670.24	N/A	Paramount MSF	No
WSAB-855	R-1-170B	Southern	6242-026-011	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,329.55	N/A	N/A	No
WSAB-854	R-1-170B	Southern	6242-026-012	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	448.51	N/A	Paramount MSF	No
WSAB-854	R-1-170B	Southern	6242-026-012	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	788.47	N/A	N/A	No
WSAB-866	R-1-171B	Southern	6242-035-001	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	758.28	N/A	Paramount MSF	No
WSAB-866	R-1-171B	Southern	6242-035-001	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,434.15	N/A	N/A	No
WSAB-TBD	R-1-171B	Southern	6242-035-002	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	10.40	N/A	N/A	No
WSAB-TBD	R-1-171B	Southern	6242-035-016	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	100.45	N/A	N/A	No
WSAB-860	R-1-171B	Southern	6242-035-017	Paramount	1, 2, 3, 4	Lead Track	Fee Area	Part	48.14	N/A	Paramount MSF	No
WSAB-860	R-1-171B	Southern	6242-035-017	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	800.46	N/A	N/A	No
WSAB-778	R-1-164	Southern	6243-021-020	South Gate	1, 2, 3	Construction Easement	TCE	TCE	4,316.03	N/A	N/A	Yes
WSAB-778	R-1-164	Southern	6243-021-020	South Gate	1, 2, 3	TPSS	Fee Area	Part	3,594.66	Potential TPSS Site 9E	N/A	Yes
WSAB-779	R-1-164	Southern	6243-022-001	South Gate	1, 2, 3	Grade Crossing	Fee Area	Part	898.18	N/A	N/A	Yes

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-779	R-1-164	Southern	6243-022-001	South Gate	1, 2, 3	Construction Easement	TCE	TCE	2,317.86	N/A	N/A	Yes
WSAB-786	R-1-166	Southern	6243-025-026	South Gate	1, 2, 3, 4	Construction Easement	TCE	TCE	1,303.93	N/A	N/A	No
WSAB-786	R-1-166	Southern	6243-025-026	South Gate	1, 2, 3, 4	Track	Fee Area	Part	803.59	N/A	N/A	No
WSAB-788	R-1-166	Southern	6243-025-027	South Gate	1, 2, 3, 4	Construction Easement	TCE	TCE	4,122.16	N/A	N/A	Yes
WSAB-788	R-1-166/ R-1-167	Southern	6243-025-027	South Gate	1, 2, 3, 4	Track	Fee Area	Part	2,918.97	N/A	N/A	Yes
WSAB-785	R-1-166	Southern	6243-025-028	South Gate	1, 2, 3, 4	Construction Easement	TCE	TCE	927.03	N/A	N/A	No
WSAB-785	R-1-166	Southern	6243-025-028	South Gate	1, 2, 3, 4	Track	Fee Area	Part	441.55	N/A	N/A	No
WSAB-782	R-1-166	Southern	6243-026-001	South Gate	1, 2, 3	Grade Crossing	Fee Area	Part	130.31	N/A	N/A	No
WSAB-782	R-1-166	Southern	6243-026-001	South Gate	1, 2, 3	Construction Easement	TCE	TCE	328.36	N/A	N/A	No
WSAB-790	R-1-167	Southern	6243-026-017	South Gate	1, 2, 3, 4	Construction Laydown	TCE	Full	41,385.56	Potential Laydown Area 54	N/A	Yes
WSAB-790	R-1-167	Southern	6243-026-017	South Gate	1, 2, 3, 4	Parking Facility	Fee Area	Full	41,123.53	N/A	N/A	Yes
WSAB-790	R-1-167	Southern	6243-026-017	South Gate	1, 2, 3, 4	TPSS	Fee Area	Part	2,060.66	Potential TPSS Site 7	N/A	Yes
WSAB-789	R-1-166/ R-1-167	Southern	6243-026-019	South Gate	1, 2, 3, 4	Construction Laydown	TCE	Full	109,982.45	Potential Laydown Area 53	N/A	Yes
WSAB-789	R-1-167	Southern	6243-026-019	South Gate	1, 2, 3, 4	Antenna	Fee Area	Full	97.77	N/A	N/A	No
WSAB-789	R-1-167	Southern	6243-026-019	South Gate	1, 2, 3, 4	Parking Facility	Fee Area	Full	109,190.38	N/A	N/A	Yes
WSAB-789	R-1-167	Southern	6243-026-019	South Gate	1, 2, 3, 4	Station	Fee Area	Full	1,084.39	N/A	I-105/C Line	Yes
WSAB-789	R-1-167	Southern	6243-026-019	South Gate	1, 2, 3, 4	Track	Fee Area	Full	39.56	N/A	N/A	No
WSAB-789	R-1-167	Southern	6243-026-019	South Gate	1, 2, 3, 4	Train Control House	Fee Area	Full	320.29	N/A	N/A	No
WSAB-776	R-1-163	Southern	6245-016-926	Downey	1, 2, 3	Grade Crossing	Fee Area	Part	9.87	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-777	R-1-163	Southern	6245-016-934	Downey	1, 2, 3	Construction Laydown	TCE	Full	213,026.10	Potential Laydown Area 52	N/A	Yes
WSAB-777	R-1-163	Southern	6245-016-934	Downey	1, 2, 3	Grade Crossing	Fee Area	Part	31.64	N/A	N/A	No
WSAB-777	R-1-163	Southern	6245-016-934	Downey	1, 2, 3	Grade Crossing	Fee Area	Part	89.35	N/A	N/A	No
WSAB-777	R-1-163	Southern	6245-016-934	Downey	1, 2, 3	Construction Easement	TCE	TCE	279.40	N/A	N/A	No
WSAB-777	R-1-163	Southern	6245-016-934	Downey	1, 2, 3	TPSS	Fee Area	Part	3,654.63	Potential TPSS Site 8	N/A	No
WSAB-881	R-1-174	Southern	6268-005-016	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	1,375.03	N/A	N/A	No
WSAB-881	R-1-174	Southern	6268-005-016	Paramount	1, 2, 3, 4	Track	Fee Area	Part	908.21	N/A	N/A	No
WSAB-882	R-1-175	Southern	6268-005-270	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	18,485.83	N/A	N/A	No
WSAB-882	R-1-175	Southern	6268-005-270	Paramount	1, 2, 3, 4	Track	Fee Area	Part	12,535.96	N/A	N/A	No
WSAB-879	R-1-174	Southern	6268-005-272	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	2,865.67	N/A	N/A	No
WSAB-879	R-1-174	Southern	6268-005-272	Paramount	1, 2, 3, 4	Track	Fee Area	Part	1,677.50	N/A	N/A	No
WSAB-886	R-1-176	Southern	6268-028-001	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	15.74	N/A	N/A	No
WSAB-885	R-1-176	Southern	6268-028-900	Paramount	1, 2, 3, 4	Grade Crossing	Fee Area	Part	161.67	N/A	N/A	No
WSAB-885	R-1-176	Southern	6268-028-900	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	385.45	N/A	N/A	No
WSAB-887A	R-1-177	Southern	6268-032-008	Paramount	1, 2, 3, 4	Grade Crossing	Fee Area	Part	243.85	N/A	N/A	No
WSAB-887A	R-1-177	Southern	6268-032-008	Paramount	1, 2, 3, 4	Construction Easement	TCE	TCE	591.10	N/A	N/A	No
WSAB-891A	R-1-201	Southern	6271-001-900	Bellflower	1, 2, 3, 4	Bellflower MSF	Fee Area	Full	187,828.85	N/A	Bellflower MSF	No
WSAB-890	R-1-178	Southern	6271-001-901	Bellflower	1, 2, 3, 4	TPSS	Fee Area	Part	3,739.33	Potential TPSS Site 5	N/A	No
WSAB-890	R-1-178/ R-1-201	Southern	6271-001-901	Bellflower	1, 2, 3, 4	Bellflower MSF	Fee Area	Full	746,705.04	N/A	Bellflower MSF	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-890	R-1-178/ R-1-201	Southern	6271-001-901	Bellflower	1, 2, 3, 4	Construction Easement	TCE	TCE	4,568.48	N/A	N/A	No
WSAB-889	R-1-178	Southern	6271-002-005	Bellflower	1, 2, 3, 4	Access Road	Permanent Surface Easement	Part	9,959.39	N/A	N/A	No
WSAB-889	R-1-178	Southern	6271-002-005	Bellflower	1, 2, 3, 4	Construction Easement	TCE	TCE	5,112.61	N/A	N/A	No
WSAB-889	R-1-178	Southern	6271-002-005	Bellflower	1, 2, 3, 4	TPSS	Fee Area	Part	4,375.81	Potential TPSS Site 6E	N/A	No
WSAB-651	R-1-137	Southern	6310-025-042	Huntington Park	1, 2, 3	Construction Laydown	Fee Area	Full	33,078.65	Potential Laydown Area 43	N/A	Yes
WSAB-651	R-1-137	Southern	6310-025-042	Huntington Park	1, 2, 3	TPSS	Fee Area	Full	4,182.62	Potential TPSS Site 14	N/A	Yes
WSAB-668	R-1-137	Southern	6310-027-022	Vernon	1, 2, 3	Grade Crossing	Fee Area	Part	5,577.86	N/A	N/A	No
WSAB-668	R-1-137	Southern	6310-027-022	Vernon	1, 2, 3	Construction Easement	TCE	TCE	7,869.76	N/A	N/A	No
WSAB-651A	R-1-137	Southern	6310-027-037	Vernon	1, 2, 3	Grade Crossing	Fee Area	Part	192.49	N/A	N/A	No
WSAB-651A	R-1-137	Southern	6310-027-037	Vernon	1, 2, 3	Construction Easement	TCE	TCE	544.68	N/A	N/A	No
WSAB-670B	R-1-139	Southern	6310-027-053	Vernon	1, 2, 3	Aerial	Permanent Aerial Easement	Part	129.23	N/A	N/A	No
WSAB-670B	R-1-139	Southern	6310-027-053	Vernon	1, 2, 3	Construction Easement	TCE	TCE	734.00	N/A	N/A	No
WSAB-670B	R-1-139	Southern	6310-027-053	Vernon	1, 2, 3	Track	Fee Area	Part	279.90	N/A	N/A	No
WSAB-654	R-1-137	Southern	6319-008-004	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	327.96	N/A	N/A	No
WSAB-654	R-1-137	Southern	6319-008-004	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	632.21	N/A	N/A	Yes
WSAB-655	R-1-137	Southern	6319-008-005	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	86.82	N/A	N/A	No
WSAB-655	R-1-137	Southern	6319-008-005	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	386.26	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-656	R-1-137	Southern	6319-008-006	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	10.82	N/A	N/A	No
WSAB-656	R-1-137	Southern	6319-008-006	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	122.35	N/A	N/A	No
WSAB-653	R-1-137	Southern	6319-008-041	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	1,114.75	N/A	N/A	No
WSAB-653	R-1-137	Southern	6319-008-041	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	1,753.93	N/A	N/A	No
WSAB-662	R-1-137	Southern	6319-009-901	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	385.85	N/A	N/A	No
WSAB-662	R-1-137	Southern	6319-009-901	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	585.14	N/A	N/A	No
WSAB-667	R-1-137	Southern	6319-009-902	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	1,317.28	N/A	N/A	No
WSAB-667	R-1-137	Southern	6319-009-902	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	1,637.30	N/A	N/A	No
WSAB-665	R-1-137	Southern	6319-009-903	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	797.35	N/A	N/A	No
WSAB-665	R-1-137	Southern	6319-009-903	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	998.95	N/A	N/A	No
WSAB-663	R-1-137	Southern	6319-009-908	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	498.96	N/A	N/A	No
WSAB-663	R-1-137	Southern	6319-009-908	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	701.19	N/A	N/A	No
WSAB-659	R-1-137	Southern	6319-009-916	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	277.15	N/A	N/A	No
WSAB-659	R-1-137	Southern	6319-009-916	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	473.58	N/A	N/A	No
WSAB-666	R-1-137	Southern	6319-009-917	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	847.41	N/A	N/A	No
WSAB-666	R-1-137	Southern	6319-009-917	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	1,047.37	N/A	N/A	No
WSAB-664	R-1-137	Southern	6319-009-918	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	674.43	N/A	N/A	No
WSAB-664	R-1-137	Southern	6319-009-918	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	876.30	N/A	N/A	No
WSAB-658	R-1-137	Southern	6319-009-919	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	123.47	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-658	R-1-137	Southern	6319-009-919	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	323.55	N/A	N/A	No
WSAB-661	R-1-137	Southern	6319-009-921	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	356.12	N/A	N/A	No
WSAB-661	R-1-137	Southern	6319-009-921	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	554.39	N/A	N/A	No
WSAB-660	R-1-137	Southern	6319-009-923	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	352.38	N/A	N/A	No
WSAB-660	R-1-137	Southern	6319-009-923	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	552.47	N/A	N/A	No
WSAB-657	R-1-137	Southern	6319-009-924	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	2.17	N/A	N/A	No
WSAB-657	R-1-137	Southern	6319-009-924	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	58.43	N/A	N/A	No
WSAB-671	R-1-140	Southern	6319-021-001	Huntington Park	1, 2, 3	Aerial	Permanent Aerial Easement	Part	36.51	N/A	N/A	No
WSAB-648A	R-1-135	Southern	6320-010-025	Huntington Park	1, 2, 3	TPSS	Fee Area	Full	3,636.53	Potential TPSS Site 15E	N/A	Yes
WSAB-648A	R-1-135	Southern	6320-010-025	Huntington Park	1, 2, 3	Train Control House	Fee Area	Full	173.15	N/A	N/A	Yes
WSAB-647	R-1-134	Southern	6320-011-041	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	931.49	N/A	N/A	Yes
WSAB-647	R-1-134	Southern	6320-011-041	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	2,389.17	N/A	N/A	Yes
WSAB-645	R-1-134	Southern	6320-012-069	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	329.28	N/A	N/A	No
WSAB-645	R-1-134	Southern	6320-012-069	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	703.26	N/A	N/A	No
WSAB-644	R-1-134	Southern	6320-012-072	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	10,210.78	N/A	N/A	No
WSAB-644	R-1-134	Southern	6320-012-072	Huntington Park	1, 2, 3	TPSS	Fee Area	Part	8,432.92	Potential TPSS Site 15	N/A	No
WSAB-TBD	R-1-133	Southern	6320-014-047	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	341.42	N/A	N/A	No
WSAB-TBD	R-1-133	Southern	6320-014-047	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	1,127.02	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-TBD	R-1-134	Southern	6320-014-047	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	139.90	N/A	N/A	No
WSAB-TBD	R-1-134	Southern	6320-014-047	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	540.45	N/A	N/A	No
WSAB-638	R-1-133	Southern	6320-015-013	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	77.15	N/A	N/A	No
WSAB-639	R-1-133	Southern	6320-015-015	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	31.83	N/A	N/A	No
WSAB-639A	R-1-133	Southern	6320-016-015	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	198.48	N/A	N/A	No
WSAB-639A	R-1-133	Southern	6320-016-015	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	679.35	N/A	N/A	No
WSAB-TBD	R-1-133	Southern	6320-019-015	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	89.84	N/A	N/A	No
WSAB-TBD	R-1-134	Southern	6320-020-017	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	258.75	N/A	N/A	No
WSAB-TBD	R-1-134	Southern	6320-020-017	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	707.65	N/A	N/A	No
WSAB-TBD	R-1-134	Southern	6320-021-026	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	80.61	N/A	N/A	No
WSAB-TBD	R-1-134	Southern	6320-021-026	Huntington Park	1, 2, 3	Grade Crossing House	Fee Area	Part	104.28	N/A	N/A	No
WSAB-TBD	R-1-134	Southern	6320-021-026	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	949.47	N/A	N/A	No
WSAB-646A	R-1-134	Southern	6320-022-009	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	110.14	N/A	N/A	No
WSAB-646A	R-1-134	Southern	6320-022-009	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	380.24	N/A	N/A	No
WSAB-646B	R-1-134	Southern	6320-022-010	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	316.91	N/A	N/A	Yes
WSAB-646B	R-1-134	Southern	6320-022-010	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	588.30	N/A	N/A	Yes
WSAB-646C	R-1-134	Southern	6320-022-011	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	488.62	N/A	N/A	Yes
WSAB-646C	R-1-134	Southern	6320-022-011	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	776.87	N/A	N/A	Yes
WSAB-631	R-1-132	Southern	6321-004-047	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	628.68	N/A	N/A	No
WSAB-633	R-1-132	Southern	6321-004-068	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	298.79	N/A	N/A	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-632	R-1-132	Southern	6321-004-069	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	856.65	N/A	N/A	No
WSAB-628	R-1-130	Southern	6321-007-011	Huntington Park	1, 2, 3	Construction Easement	TCE	TCE	4,499.52	N/A	N/A	No
WSAB-628	R-1-130	Southern	6321-007-011	Huntington Park	1, 2, 3	TPSS	Fee Area	Part	3,999.51	Potential TPSS Site 16	N/A	No
WSAB-624A	R-1-130	Southern	6321-007-015	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	796.78	N/A	N/A	No
WSAB-TBD	R-1-132	Southern	6321-011-035	Huntington Park	1, 2, 3	Grade Crossing	Fee Area	Part	204.00	N/A	N/A	No
WSAB-923	R-1-196	Southern	7039-009-008	Artesia	1, 2, 3, 4	Grade Crossing	Fee Area	Part	110.65	N/A	N/A	No
WSAB-923	R-1-196	Southern	7039-009-008	Artesia	1, 2, 3, 4	Construction Easement	TCE	TCE	229.82	N/A	N/A	No
WSAB-TBD	R-1-196	Southern	7039-009-069	Artesia	1, 2, 3, 4	Grade Crossing	Fee Area	Part	29.74	N/A	N/A	No
WSAB-TBD	R-1-196	Southern	7039-009-069	Artesia	1, 2, 3, 4	Construction Easement	TCE	TCE	102.33	N/A	N/A	No
WSAB-934	R-1-197	Southern	7039-012-004	Artesia	1, 2, 3, 4	Construction Laydown	TCE	Full	7,825.46	Potential Laydown Area 59	N/A	Yes
WSAB-934	R-1-197	Southern	7039-012-004	Artesia	1, 2, 3, 4	Parking Facility	Fee Area	Full	24,513.50	N/A	Pioneer	No
WSAB-935	R-1-197	Southern	7039-012-012	Artesia	1, 2, 3, 4	Construction Laydown	TCE	Full	8,752.35	Potential Laydown Area 59	N/A	Yes
WSAB-935	R-1-197	Southern	7039-012-012	Artesia	1, 2, 3, 4	Parking Facility	Fee Area	Full	7,796.41	N/A	Pioneer	No
WSAB-936	R-1-197	Southern	7039-012-013	Artesia	1, 2, 3, 4	Construction Laydown	TCE	Full	24,297.95	Potential Laydown Area 59	N/A	Yes
WSAB-936	R-1-197	Southern	7039-012-013	Artesia	1, 2, 3, 4	Parking Facility	Fee Area	Full	8,734.12	N/A	Pioneer	No
WSAB-936	R-1-197	Southern	7039-012-013	Artesia	1, 2, 3, 4	TPSS	Fee Area	Full	3,564.88	Potential TPSS Site 1	N/A	Yes
WSAB-945	R-1-198	Southern	7039-013-005	Artesia	1, 2, 3, 4	Construction Laydown	TCE	Full	6,939.79	Potential Laydown Area 60	N/A	Yes
WSAB-942	R-1-198	Southern	7039-013-006	Artesia	1, 2, 3, 4	Construction Laydown	TCE	Full	7,119.93	Potential Laydown Area 60	N/A	Yes
WSAB-942	R-1-198	Southern	7039-013-006	Artesia	1, 2, 3, 4	Parking Facility	Fee Area	Full	7,156.25	N/A	Pioneer	No

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-941	R-1-198	Southern	7039-013-007	Artesia	1, 2, 3, 4	Construction Laydown	TCE	Full	7,186.21	Potential Laydown Area 60	N/A	Yes
WSAB-941	R-1-198	Southern	7039-013-007	Artesia	1, 2, 3, 4	Parking Facility	Fee Area	Full	7,203.07	N/A	Pioneer	No
WSAB-940	R-1-198	Southern	7039-013-008	Artesia	1, 2, 3, 4	Construction Laydown	TCE	Full	7,032.14	Potential Laydown Area 60	N/A	Yes
WSAB-940	R-1-198	Southern	7039-013-008	Artesia	1, 2, 3, 4	Parking Facility	Fee Area	Full	7,041.61	N/A	Pioneer	No
WSAB-944	R-1-198	Southern	7039-013-013	Artesia	1, 2, 3, 4	Construction Laydown	TCE	Full	7,820.16	Potential Laydown Area 60	N/A	Yes
WSAB-944	R-1-198	Southern	7039-013-013	Artesia	1, 2, 3, 4	Parking Facility	Fee Area	Full	7,829.98	N/A	Pioneer	No
WSAB-943	R-1-198	Southern	7039-013-014	Artesia	1, 2, 3, 4	Construction Laydown	TCE	Full	7,681.56	Potential Laydown Area 60	N/A	Yes
WSAB-943	R-1-198	Southern	7039-013-014	Artesia	1, 2, 3, 4	Parking Facility	Fee Area	Full	7,682.41	N/A	Pioneer	No
WSAB-938	R-1-197/ R-1-198	Southern	7039-013-016	Artesia	1, 2, 3, 4	Construction Laydown	TCE	Full	10,442.14	Potential Laydown Area 60	N/A	Yes
WSAB-938	R-1-197/ R-1-198	Southern	7039-013-016	Artesia	1, 2, 3, 4	Parking Facility	Fee Area	Full	10,505.11	N/A	Pioneer	No
WSAB-939	R-1-197/ R-1-198	Southern	7039-013-023	Artesia	1, 2, 3, 4	Parking Facility	Fee Area	Full	5,160.53	N/A	Pioneer	No
WSAB-939	R-1-198	Southern	7039-013-023	Artesia	1, 2, 3, 4	Construction Laydown	TCE	Full	5,168.63	Potential Laydown Area 60	N/A	Yes
WSAB-945	R-1-198	Southern	7039-013-085	Artesia	1, 2, 3, 4	Parking Facility	Fee Area	Full	7,056.88	N/A	Pioneer	No
WSAB-TBD	R-1-181	Southern	7106-012-003	Bellflower	1, 2, 3, 4	Grade Crossing	Fee Area	Part	97.19	N/A	N/A	No
WSAB-TBD	R-1-181	Southern	7106-012-003	Bellflower	1, 2, 3, 4	Construction Easement	TCE	TCE	201.17	N/A	N/A	No
WSAB-TBD	R-1-180	Southern	7106-012-004	Bellflower	1, 2, 3, 4	Grade Crossing	Fee Area	Part	381.19	N/A	N/A	No
WSAB-TBD	R-1-180	Southern	7106-012-004	Bellflower	1, 2, 3, 4	Construction Easement	TCE	TCE	654.91	N/A	N/A	No
WSAB-899	R-1-182	Southern	7106-013-001	Bellflower	1, 2, 3, 4	Construction Laydown	TCE	Full	113,091.81	Potential Laydown Area 57	N/A	Yes

WSAB Parcel	Drawing Num	Section	APN	City	Alignment	Type	ROW Type	Take Type	Impact SQFT	Site TPPS	Facility Name	Relocation
WSAB-899	R-1-182	Southern	7106-013-001	Bellflower	1, 2, 3, 4	TPSS	Fee Area	Part	3,567.11	Potential TPSS Site 4	N/A	Yes
WSAB-899	R-1-182-R-1-183	Southern	7106-013-001	Bellflower	1, 2, 3, 4	Parking Facility	Fee Area	Full	112,776.98	N/A	Bellflower	No

WSAB#	APN	Business Name	Business Type	City	Alternative	Employees	Estimated Employees
WSAB-600	5105-013-015	Velazquez Towing	Auto	Los Angeles	1, 2, 3	7	N/A
WSAB-595	5105-013-021	Carlo Frosini Costruzioni Spcl	Office	Los Angeles	1, 2, 3	1	N/A
WSAB-TBD	5105-013-025	El Rey Auto Parts Corp	Auto	Los Angeles	3	2.5	N/A
WSAB-609	5105-021-017	Gramajo Pallets	Industrial	Los Angeles	1, 2, 3	6	N/A
WSAB-608	5105-021-018	Mataboyz Garage	Auto	Los Angeles	1, 2, 3	2	N/A
WSAB-605	5105-021-022	Dodge City Auto Wrecking	Auto	Los Angeles	1, 2, 3	3	N/A
WSAB-606	5105-021-028	C&G Development	Retail	Los Angeles	1, 2, 3	2.5	N/A
WSAB-602	5105-021-029	G&R Awnings & Welding	Industrial	Los Angeles	1, 2, 3	2.5	N/A
WSAB-586	5106-004-002	Lara's Tow Svc	Auto	Los Angeles	1, 2	14	N/A
WSAB-593B	5106-026-032	Greenabis	Retail	Los Angeles	1, 2	4	4*
WSAB-563	5118-025-006	SC Fuels	Auto	Los Angeles	1, 2	7	N/A
WSAB-560	5129-014-017	Hanson Tank	Industrial	Los Angeles	1, 2	99	N/A
WSAB-552	5130-019-036	Runway Textile	Industrial	Los Angeles	1, 2	7	N/A
WSAB-551	5130-019-037	January 7 Clothing	Retail	Los Angeles	1, 2	10	N/A
WSAB-550	5130-020-021	Project Cannabis	Retail	Los Angeles	1, 2	2	N/A
WSAB-546	5130-023-010	Underground	Industrial	Los Angeles	1, 2	4	4*
WSAB-545	5130-023-011	Concha's Produce	Retail	Los Angeles	1, 2	3	N/A
WSAB-544	5130-023-012	Hastings Lighting Co	Retail	Los Angeles	1, 2	2	N/A
WSAB-530	5130-023-013	A & R Contractors	Office	Los Angeles	1, 2	2.5	N/A
WSAB-530	5130-023-013	LA Bella Knits Factory Inc	Retail	Los Angeles	1, 2	14.5	N/A
WSAB-543	5130-023-014	Reyes, Maria R	Industrial	Los Angeles	1, 2	4	4*
WSAB-538	5130-023-019	Leyva's Party Supplies	Retail	Los Angeles	1, 2	3	N/A
WSAB-537	5130-023-020	Dulceria Leyvas	Retail	Los Angeles	1, 2	7	N/A
WSAB-545A	5130-023-031	ANJ Textiles	Industrial	Los Angeles	1, 2	7	N/A
WSAB-541	5130-023-043	General Seafood Distribution	Industrial	Los Angeles	1, 2	1	N/A
WSAB-544A	5130-023-048	EPTM	Retail	Los Angeles	1, 2	4	4*

WSAB#	APN	Business Name	Business Type	City	Alternative	Employees	Estimated Employees
WSAB-542	5130-023-049	Allied Refrigeration	Retail	Los Angeles	1, 2	7	N/A
WSAB-547	5130-023-050	Automation Printing	Retail	Los Angeles	1, 2	18	N/A
WSAB-540	5130-023-053	Chin Jung Food Co.	Industrial	Los Angeles	1, 2	10	N/A
WSAB-549	5130-024-026	LA Opera Costume Shop	Retail	Los Angeles	1, 2	7	N/A
WSAB-548	5130-024-029	Blue Pearl by Allen Shwartz	Office	Los Angeles	1, 2	4	4*
WSAB-404	5144-021-029	Subway	Restaurant	a	2	16	N/A
WSAB-404	5144-021-029	Nazo's Croissant Etc	Restaurant	Los Angeles	2	3	N/A
WSAB-404	5144-021-029	Pizza Next Door	Restaurant	Los Angeles	2	6	N/A
WSAB-404	5144-021-029	Athletic Club Flower Shop	Retail	Los Angeles	2	5	N/A
WSAB-404	5144-021-029	Metro Snacks	Retail	Los Angeles	2	7	N/A
WSAB-439	5145-003-001	Italian Corner for Men Clothing	Retail	Los Angeles	2	1	N/A
WSAB-436	5145-015-017	Casa LA Dona	Restaurant	Los Angeles	2	7	N/A
WSAB-436	5145-015-017	Orozco Sewing	Retail	Los Angeles	2	14.5	N/A
WSAB-436	5145-015-017	101 Color Copy	Retail	Los Angeles	2	2	N/A
WSAB-436	5145-015-017	Bega Sewing Machine Co	Retail	Los Angeles	2	1	N/A
WSAB-436	5145-015-017	Carreras Tailor Shop	Retail	Los Angeles	2	1	N/A
WSAB-436	5145-015-017	Dreams Bridal Shop	Retail	Los Angeles	2	2.5	N/A
WSAB-436	5145-015-017	El Maestro Bicycle Shop	Retail	Los Angeles	2	2	N/A
WSAB-436	5145-015-017	King Tailor Shop	Retail	Los Angeles	2	4	N/A
WSAB-436	5145-015-017	KMA Thread & Supply Inc	Retail	Los Angeles	2	4	N/A
WSAB-436	5145-015-017	L Boutique Menswear	Retail	Los Angeles	2	2.5	N/A
WSAB-436	5145-015-017	Marena's 99	Retail	Los Angeles	2	4	4*
WSAB-436	5145-015-017	Mikes Tailor Shop	Retail	Los Angeles	2	2	N/A
WSAB-436	5145-015-017	Felix Tailor	Retail	Los Angeles	2	2.5	N/A
WSAB-526	5163-009-901	LA Department of Water and	Office	Los Angeles	DO2	23	23*
WSAB-556	5167-002-034	Reina Fashion Inc	Industrial	Los Angeles	1, 2	2.5	N/A

WSAB#	APN	Business Name	Business Type	City	Alternative	Employees	Estimated Employees
WSAB-561	5167-013-033	Zenobia	Industrial	Los Angeles	1, 2	7	N/A
WSAB-624	6009-030-002	Rawlins Public Scale	Industrial	Los Angeles	1, 2, 3	3	N/A
WSAB-719	6216-032-020	Diesel Alley	Auto	South Gate	1, 2, 3	1	N/A
WSAB-719	6216-032-020	T-Shirt Guys L A	Retail	South Gate	1, 2, 3	2.5	N/A
WSAB-718	6216-032-021	One Stop Discount Auto Repair	Auto	South Gate	1, 2, 3	1	N/A
WSAB-718	6216-032-021	S & R Truck Clutch Rebuilding	Auto	South Gate	1, 2, 3	2	N/A
WSAB-718	6216-032-021	Von's Tire	Auto	South Gate	1, 2, 3	2	N/A
WSAB-718	6216-032-021	Joe's Forklift Mobile Repair	Industrial	South Gate	1, 2, 3	2.5	N/A
WSAB-718	6216-032-021	Miller Machine Tool Recond	Industrial	South Gate	1, 2, 3	1	N/A
WSAB-717	6216-032-035	Diamond Touch Body Shop	Auto	South Gate	1, 2, 3	2.5	N/A
WSAB-707	6216-032-038	ATX	Industrial	South Gate	1, 2, 3	14	N/A
WSAB-708	6216-032-043	Firestone Transmission	Auto	South Gate	1, 2, 3	2	N/A
WSAB-710	6216-034-001	Performance Team LLC	Auto	South Gate	1, 2, 3	2.5	N/A
WSAB-731	6222-036-004	Bell Foundry Co	Industrial	South Gate	1, 2, 3	30	N/A
WSAB-692	6224-021-011	Eversole Machine Co	Industrial	Cudahy	1, 2, 3	7	N/A
WSAB-757A	6233-002-900	Green Wise Soil Technologies	Plant Nursery	South Gate	1, 2, 3	14	N/A
WSAB-756	6233-003-005	W A Woods Industries	Industrial	South Gate	1, 2, 3	7	N/A
WSAB-TBD	6233-026-014	Finkl Steel	Industrial	South Gate	1, 2, 3	6	N/A
WSAB-768	6234-005-010	Global Medical Clinic	Office	South Gate	1, 2, 3	7	N/A
WSAB-768	6234-005-010	Farmer's Insurance	Office	South Gate	1, 2, 3	2.5	N/A
WSAB-768	6234-005-010	Fortun Income Tax	Office	South Gate	1, 2, 3	2	N/A
WSAB-768	6234-005-010	Imperial Dental Center	Office	South Gate	1, 2, 3	4	N/A
WSAB-768	6234-005-010	Tacos El Negro	Restaurant	South Gate	1, 2, 3	6	N/A
WSAB-768	6234-005-010	Cravings	Restaurant	South Gate	1, 2, 3	7	N/A
WSAB-768	6234-005-010	Tokyo Terayaki	Restaurant	South Gate	1, 2, 3	7	N/A
WSAB-768	6234-005-010	Subway	Restaurant	South Gate	1, 2, 3	7	N/A

WSAB#	APN	Business Name	Business Type	City	Alternative	Employees	Estimated Employees
WSAB-768	6234-005-010	#1 Nails	Retail	South Gate	1, 2, 3	2.5	N/A
WSAB-768	6234-005-010	Clemente Cleaners	Retail	South Gate	1, 2, 3	2	N/A
WSAB-768	6234-005-010	Cash Gold	Retail	South Gate	1, 2, 3	2.5	N/A
WSAB-768	6234-005-010	Hollydale Mini Mart	Retail	South Gate	1, 2, 3	1	N/A
WSAB-862A	6241-016-025	Ener-Tech Metals	Industrial	Paramount	Paramount MSF	38	N/A
WSAB-863A	6241-016-044	Paramount Drive In	Drive In	Paramount	Paramount MSF	8	8**
WSAB-863A	6241-016-044	Paramount Concessions	Retail	Paramount	Paramount MSF	6	6*
WSAB-863A	6241-016-044	Paramount Swap Meet	Swap Meet	Paramount	Paramount MSF	60	N/A
WSAB-847	6242-025-004	GCR Tires & Svc	Auto	Paramount	1, 2, 3, 4	25	N/A
WSAB-844	6242-025-007	Staub Metal Corp	Industrial	Paramount	1, 2, 3, 4	32	N/A
WSAB-866	6242-035-001	Casa Contreras Furniture	Retail	Paramount	Paramount MSF	1	N/A
WSAB-790	6243-025-017	Harbor House Furniture	Industrial	South Gate	1, 2, 3, 4	8	N/A
WSAB-789	6243-026-019	Nextrade, Inc	Industrial	South Gate	1, 2, 3, 4	10	N/A
WSAB-890	6271-001-901	South Carolina Vlg Paintball	Sports Center	Bellflower	Bellflower MSF	60	N/A
WSAB-648A	6320-010-025	Gs Fashion	Retail	Huntington Park	1, 2, 3	30	N/A
WSAB-TBD	6320-020-017	Jose Travel & Fun	Office	Huntington Park	1, 2, 3	2.5	N/A
WSAB-TBD	6320-020-017	Law Office of Carey Diane	Office	Huntington Park	1, 2, 3	1	N/A
WSAB-TBD	6320-020-017	Rene Saucedo Law Offices	Office	Huntington Park	1, 2, 3	2.5	N/A
WSAB-TBD	6320-020-017	Pacific Kids Dental	Office	Huntington Park	1, 2, 3	2.5	N/A
WSAB-TBD	6320-020-017	Winchell's	Restaurant	Huntington Park	1, 2, 3	7	N/A
WSAB-TBD	6320-020-017	Las Champas	Restaurant	Huntington Park	1, 2, 3	7	N/A
WSAB-TBD	6320-020-017	Libreria Cristiana Ebenezer	Retail	Huntington Park	1, 2, 3	1	N/A

WSAB#	APN	Business Name	Business Type	City	Alternative	Employees	Estimated Employees
WSAB-TBD	6320-020-017	Luisme Couture	Retail	Huntington Park	1, 2, 3	2.5	N/A
WSAB-628	6321-007-011	Color Stone International	Industrial	Huntington Park	1, 2, 3	4	N/A
WSAB-936	7039-012-013	Pacific Connecteq	Retail	Artesia	1, 2, 3, 4	7	N/A
WSAB-945	7039-013-005	Kellyzmua	Retail	Artesia	1, 2, 3, 4	2	2*
WSAB-945	7039-013-005	Vikki Rae's Hair Studio	Retail	Artesia	1, 2, 3, 4	1	N/A
WSAB-942	7039-013-006	Jasleen Beauty Salon	Retail	Artesia	1, 2, 3, 4	2.5	N/A
WSAB-941	7039-013-007	Pioneer Travel Inc	Office	Artesia	1, 2, 3, 4	2	N/A
WSAB-941	7039-013-007	Elite Teacher Supplies	Retail	Artesia	1, 2, 3, 4	2.5	N/A
WSAB-941	7039-013-007	India Cash & Carry	Retail	Artesia	1, 2, 3, 4	2.5	N/A
WSAB-940	7039-013-008	Young H Chong	Office	Artesia	1, 2, 3, 4	2	2*
WSAB-940	7039-013-008	Pioneer Liquor	Retail	Artesia	1, 2, 3, 4	1	N/A
WSAB-944	7039-013-013	Prestige Mirror and Frame	Retail	Artesia	1, 2, 3, 4	2.5	N/A
WSAB-943	7039-013-014	S O P Inc	Office	Artesia	1, 2, 3, 4	2	2*
WSAB-938	7039-013-016	Jetson Auto Service	Auto	Artesia	1, 2, 3, 4	2	N/A
WSAB-939	7039-013-023	South Coast Auto Body Service	Auto	Artesia	1, 2, 3, 4	1	N/A
WSAB-899	7106-013-001	ABS Auto Auctions Bellflower	Auto	Bellflower	1, 2, 3, 4	10	N/A

Notes:

* = Employee data not available for business. Employees were estimated using similar sized businesses in respective jurisdiction

** = Employees estimated based off visible uses (Google Maps) as well as the business website

Inventory of Available Business Properties for Lease and for Sale within City Boundary					
Section	City	Type	For Lease For Sale		Total
Southern	Artesia	Automotive	1	0	1
Southern	Artesia	Industrial	0	0	0
Southern	Artesia	Office	5	0	5
Southern	Artesia	Retail	31	7	38
Southern	Artesia	Vacant Land (Storage)	0	1	1
Southern	Bellflower	Automotive	3	4	7
Southern	Bellflower	Recreational Sports Park	0	0	0
Southern	Cerritos	Office	18	5	23
Southern	Cerritos	Restaurant	2	2	4
Southern	Cudahy	Automotive	0	0	0
Southern	Cudahy	Industrial	1	0	1
Southern	Cudahy	Office	0	0	0
Southern	Cudahy	Retail	10	0	10
Southern	Cudahy	Vacant Land (Storage)	0	1	1
Northern	Huntington Park	Automotive	0	1	1
Northern	Huntington Park	Food Service**	1	1	2
Northern	Huntington Park	Industrial	11	5	16
Northern	Huntington Park	Office	21	5	26
Northern	Huntington Park	Retail	49	11	60
Northern	Los Angeles	Automotive	0	0	0

Inventory of Available Business Properties for Lease and for Sale within 6 Miles					
Section	City	Type	For Lease For Sale		Total
Southern	Artesia	Automotive	6	11	17
Southern	Artesia	Office	70	25	95
Southern	Artesia	Retail	182	60	242
Southern	Artesia	Industrial	139	36	175
Southern	Artesia	Vacant Land (Storage)	0	27	27
Southern	Bellflower	Automotive	10	16	26
Southern	Bellflower	Recreational Sports Park	0	0	0
Southern	Cerritos	Office	131	28	159
Southern	Cerritos	Restaurant	19	11	30
Southern	Cudahy	Automotive	14	26	40
Southern	Cudahy	Industrial	230	137	367
Southern	Cudahy	Office	88	41	129
Southern	Cudahy	Retail	177	191	368
Southern	Cudahy	Vacant Land (Storage)	0	63	63
Northern	Huntington Park	Automotive	6	20	26
Northern	Huntington Park	Industrial	175	192	367
Northern	Huntington Park	Office	470	72	542
Northern	Huntington Park	Retail	442	268	710
Northern	Huntington Park	Food Service**	4	7	11
Northern	Los Angeles	Automotive	5	19	24

Inventory of Available Business Properties for Lease and for Sale within City Boundary					
Section	City	Type	For Lease	For Sale	Total
Northern	Los Angeles	Food Service	14	3	17
Northern	Los Angeles	Industrial	163	91	254
Northern	Los Angeles	Office	221	28	249
Northern	Los Angeles	Retail	243	50	293
Northern	Los Angeles	Vacant Land (Storage)	0	33	33
Southern	Paramount	Automotive**	0	2	2
Southern	Paramount	Drive-In**	0	0	0
Southern	Paramount	Industrial	11	1	12
Southern	Paramount	Retail	8	3	11
Southern	Paramount	Swap Meet	0	0	0
Southern	South Gate	Automotive	2	0	2
Southern	South Gate	Food Service**	0	2	2
Southern	South Gate	Industrial	4	4	8
Southern	South Gate	Office**	1	2	3
Southern	South Gate	Plant Nursery	0	0	0
Southern	South Gate	Retail	22	21	43

Source: Costar (2018)

*Los Angeles includes only the affected zipcodes: 90011, 90012, 90013, 90014, 90017, 90021, 90058

**Data collected was for the year 2020 due to Project changes

Inventory of Available Business Properties for Lease and for Sale within 6 Miles					
Section	City	Type	For Lease	For Sale	Total
Northern	Los Angeles	Food Service	40	21	61
Northern	Los Angeles	Industrial	392	191	583
Northern	Los Angeles	Office	378	87	465
Northern	Los Angeles	Retail	644	271	915
Northern	Los Angeles	Vacant Land (Storage)	0	182	182
Southern	Paramount	Industrial	121	49	170
Southern	Paramount	Retail	84	136	220
Southern	Paramount	Drive-In**	0	0	0
Southern	Paramount	Swap Meet	0	0	0
Southern	Paramount	Automotive**	8	9	17
Southern	South Gate	Automotive	15	26	41
Southern	South Gate	Industrial	279	179	458
Southern	South Gate	Plant Nursery	0	0	0
Southern	South Gate	Retail	199	197	396
Southern	South Gate	Food Service**	4	13	17
Southern	South Gate	Office**	12	27	39

Source: Costar (2018)

*Los Angeles includes only the affected zipcodes: 90011, 90012, 90013, 90014, 90017, 90021, 90058

**Data collected was for the year 2020 due to Project changes

APN	WSAB	Alternative	take type	Address	City	LA Assessor - Use Type	LA – Assessor # of Units	Google Satellite Imagery	Zillow	Sq ft	# of Impacted Units	# of Residents
5106-026-016	WSAB-591A	1, 2	Full	1656 E 51st St	Los Angeles ZIP: 90011	Single Family Residence	1	1	3 bed/1 bath	1,051	1	3
5105-013-022	WSAB-593F	1, 3	Part	5524 Long Beach Ave	Los Angeles, ZIP: 90058	Single Family	1	1	3 beds/2 bath	820	1	3
			Part	5512 Long Beach Ave	Los Angeles, ZIP: 90058	Single Family	2	2	4 beds/1 bath	2,243	2	6
5105-013-014	WSAB-601	1, 2	Part	5552 Long Beach Ave	Los Angeles, ZIP: 90058	Multi-Family	2	1	2 beds/2 bath	1,354	1	4
5105-021-019	WSAB-607	1, 2	Full	5730 Long Beach Ave Los Angeles CA 90058	Los Angeles, ZIP: 90058	Single Family	1	1	1 bed/1 bath	572	1	3
6242-024-030	WSAB-828	1, 2, 3, 4	Part	14005 Arthur Ave Apt 1	Paramount	Condominium	1	22	2 beds/3 bath	952	2	8
6242-024-005	WSAB-834A	1, 2, 3, 4	Part	14039 Arthur Ave Paramount CA 90723	Paramount	Multi-Family	1	3	8 Beds/3 baths.	2,667	1	4
6242-024-003	WSAB-836	1, 2, 3, 4	Part	14049 Arthur Ave Paramount CA 90723	Paramount	Multi-Family	1	4	12 Beds/4 bath. Multiple Occupancy	3,872	1	4
6242-024-002	WSAB-837	1, 2, 3, 4	Part	14053 Arthur Ave Paramount CA 90723	Paramount	Multi-Family	2	3	8 beds/4 bath. Multiple Occupancy	3,160	1	4
6242-023-008	WSAB-TBD	1, 2, 3, 4	N/A	13837 Arthur Ave	Paramount	Multi-Family	1	3	8 beds/ 4 bath	3,592	1	4
6242-008-012	WSAB-807	Paramount MSF	Part	13870 Facade Ave	Paramount	Single Family	1	1	2 bed/ 1 bath	955	1	4
6242-008-022	WSAB-825	Paramount MSF	Part	13958 Facade Ave	Paramount	Single Family Residence	1	1	3 beds/1 bath	975	1	4

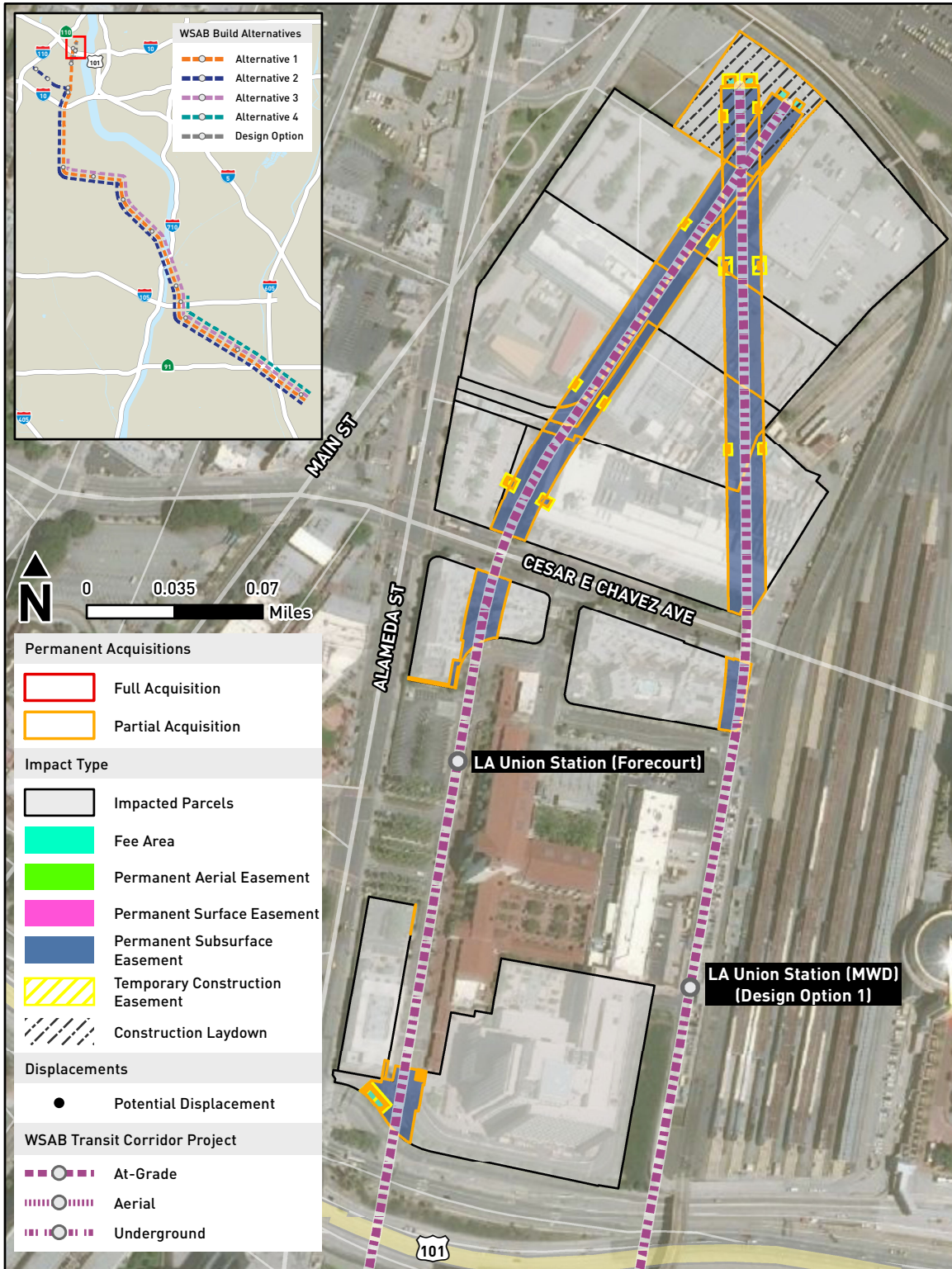
APN	WSAB	Alternative	take type	Address	City	LA Assessor - Use Type	LA - Assessor # of Units	Google Satellite Imagery	Zillow	Sq ft	# of Impacted Units	# of Residents
6242-008-026	WSAB-829	Paramount MSF	Part	7659 Racine Ave	Paramount	Single Family Residence	1	1	2 beds/1 bath	955	1	4
6242-024-016	WSAB-848	Paramount MSF	Full	14061 Arthur Ave	Paramount	Single Family Residence	1	1	3 beds/2 bath	867	1	4
6242-026-011	WSAB-850	Paramount MSF	Part	7806 Rose St	Paramount	Multi-Family	2	1	4 beds/2 bath	1,800	1	4
6242-026-012	WSAB-851	Paramount MSF	Part	7812 Rose St	Paramount	Multi-Family	1	1	4 beds/2 bath	1,900	1	4
6242-026-010	WSAB-852	Paramount MSF	Part	7818 Rose St	Paramount	Multi-Family	1	3	2 beds/1 bath	720	1	
7039-012-004	WSAB-934	1, 2, 3, 4	Full	11739 188th St Artesia CA 90701	Artesia	Single Family	1	1	2 beds/1 bath	774	2	8
7039-012-012	WSAB-935	1, 2, 3, 4	Full	11747 188th St	Artesia	Single Family Residence	0	0	0 bed/0 bath	192	0	0
6320-022-011	WSAB-646C	1,2,3	Part	2680 Randolph St	Huntington Park	Commercial	1	40*	1 bed/1 bath*	900	5	20
6319-008-004	WSAB-654	1, 2, 3	Full	6215 State St	Huntington Park	Multi-Family	1	6	Multiple Occupancy/ Apartment Units	3,344	2	8
TOTALS											28	103

* Estimate was made based on information based on similar properties

APPENDIX B: ACQUISITIONS AND DISPLACEMENTS FIGURES

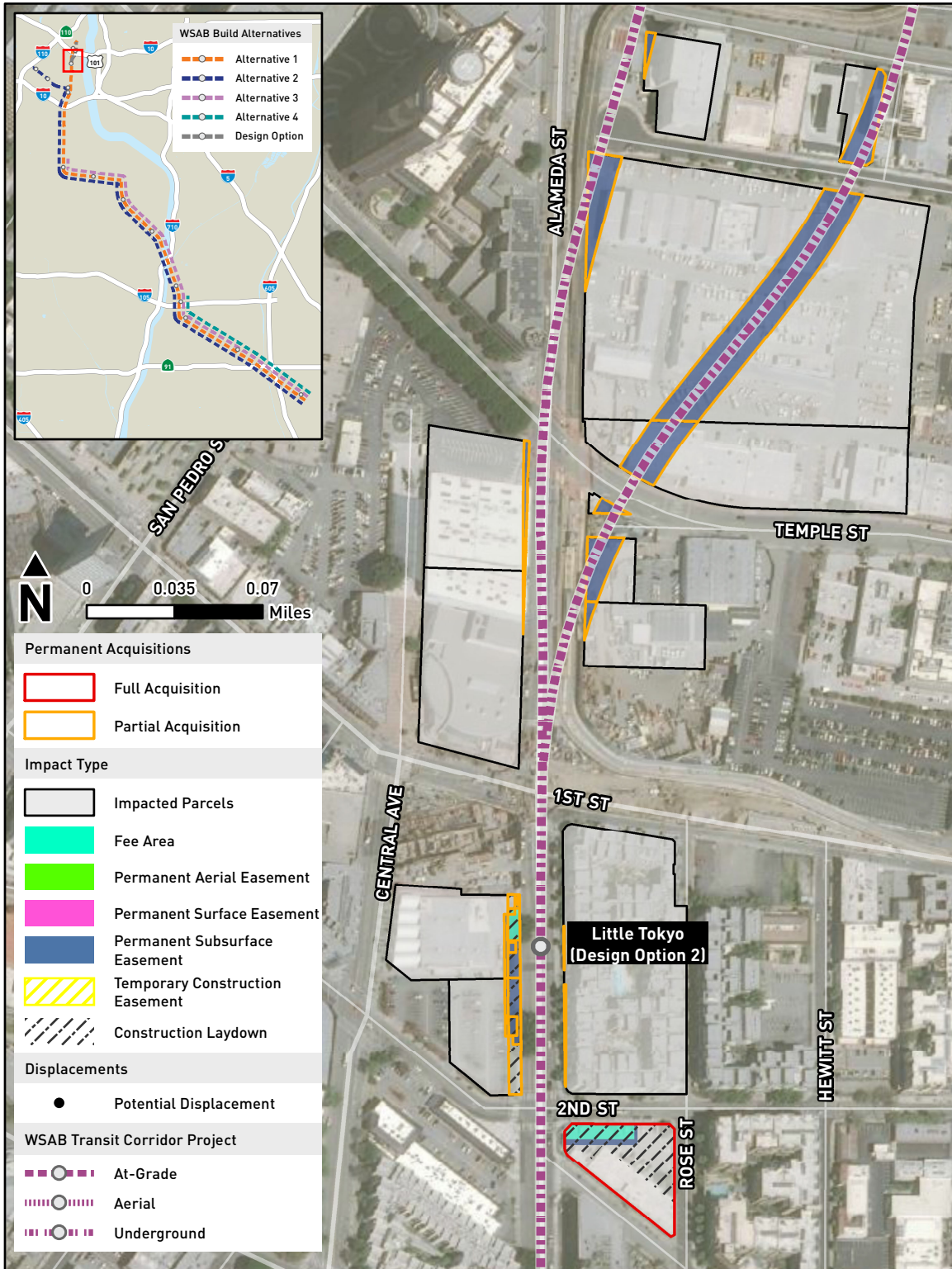
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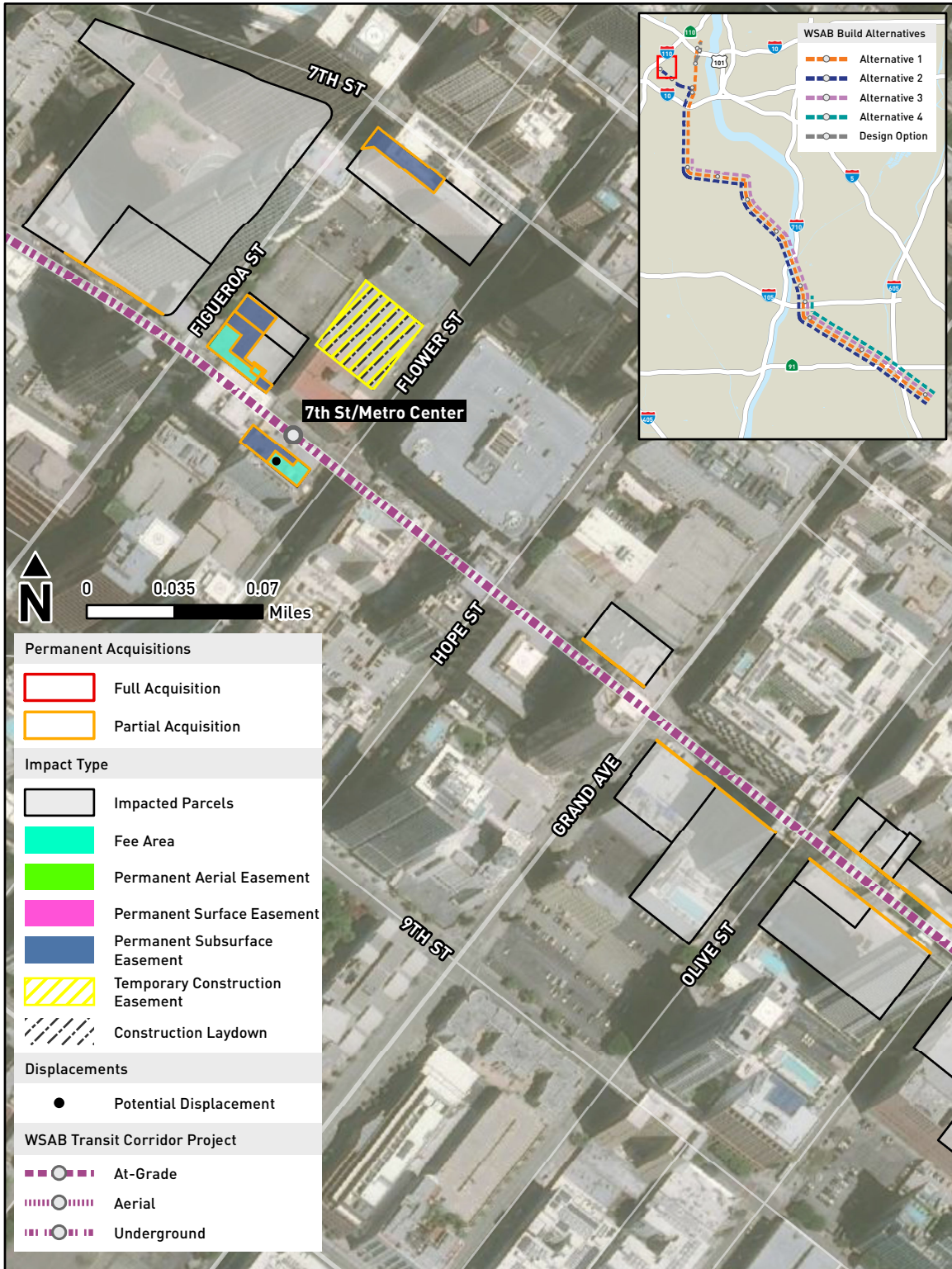
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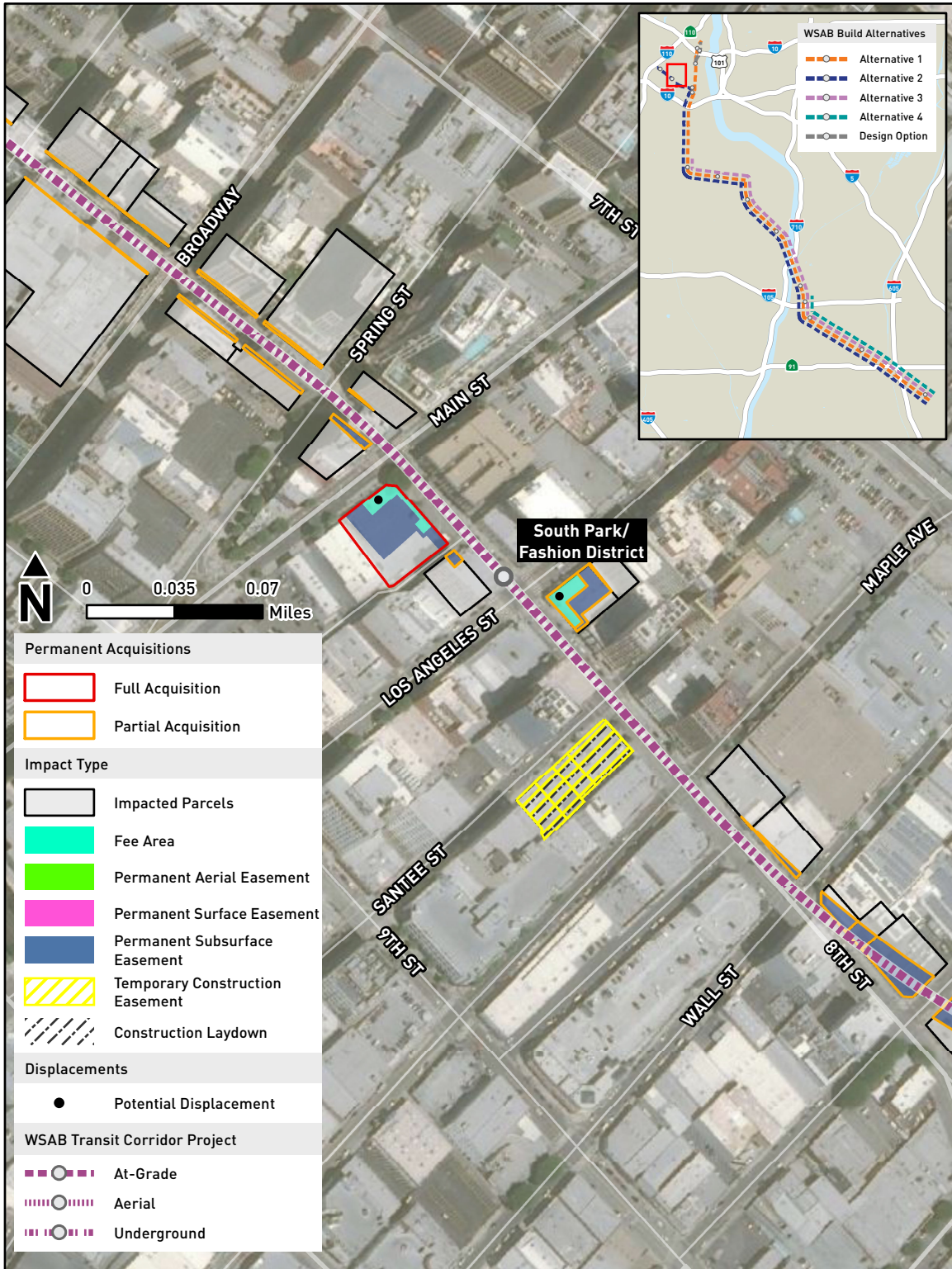
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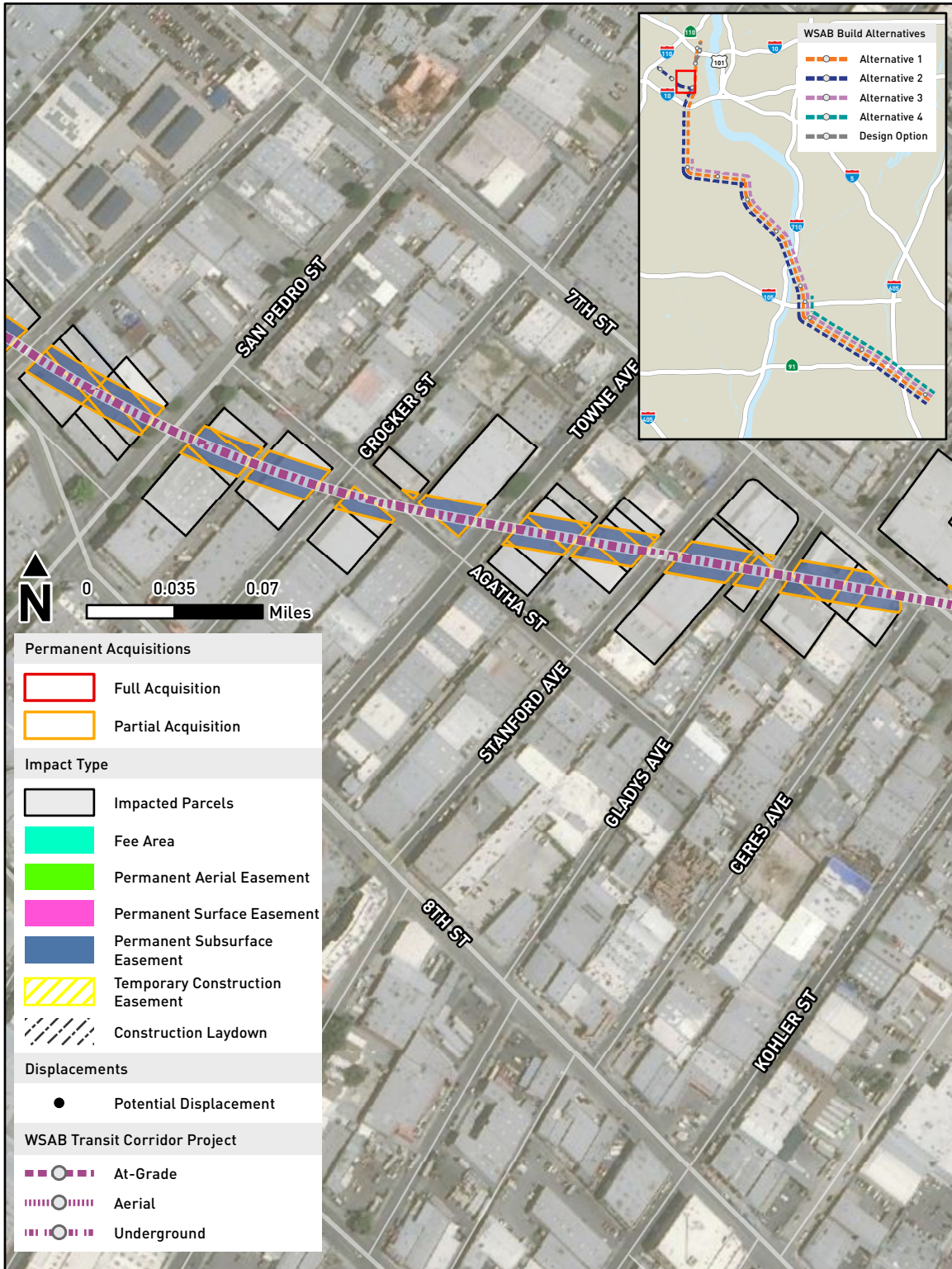
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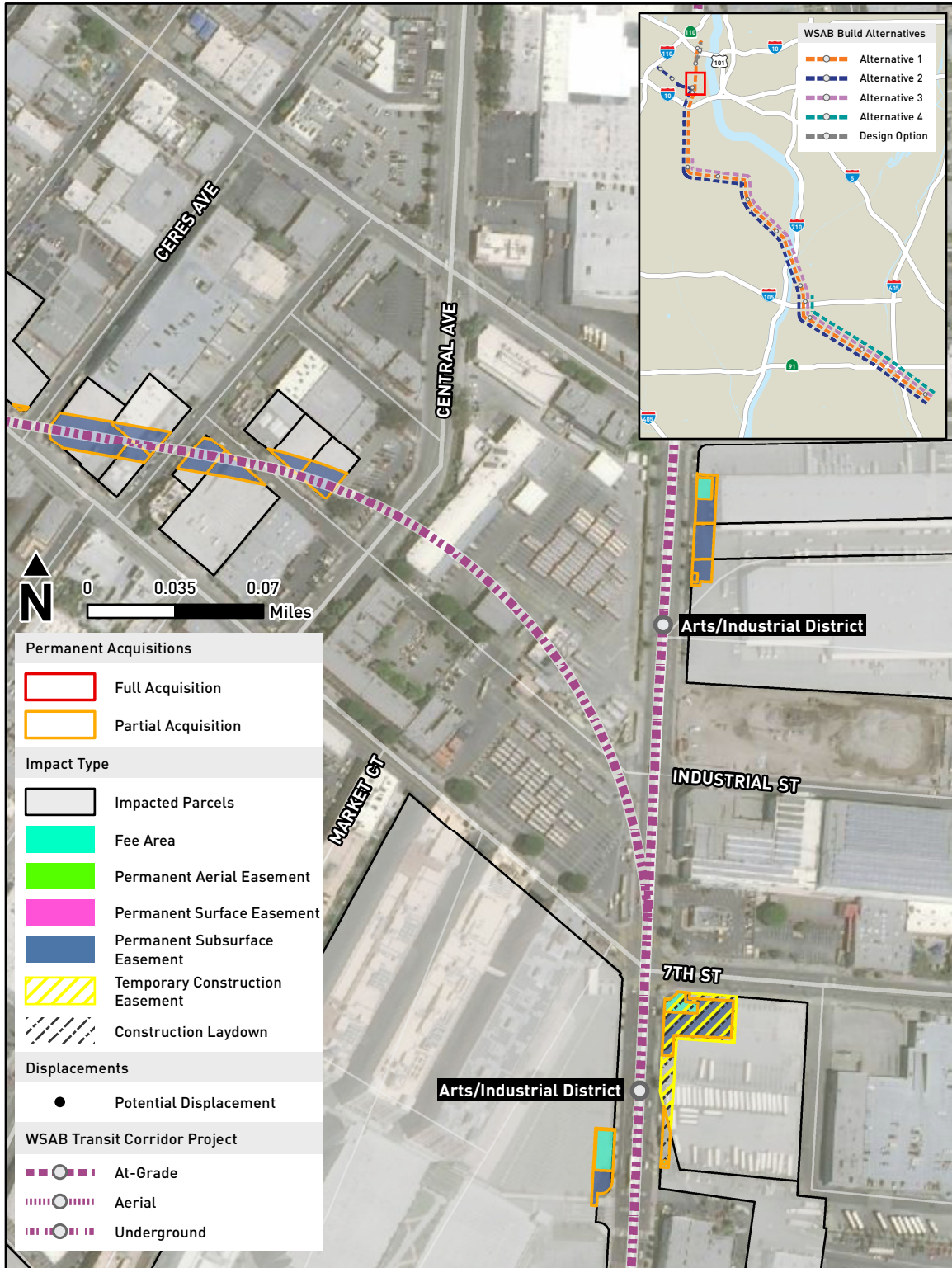
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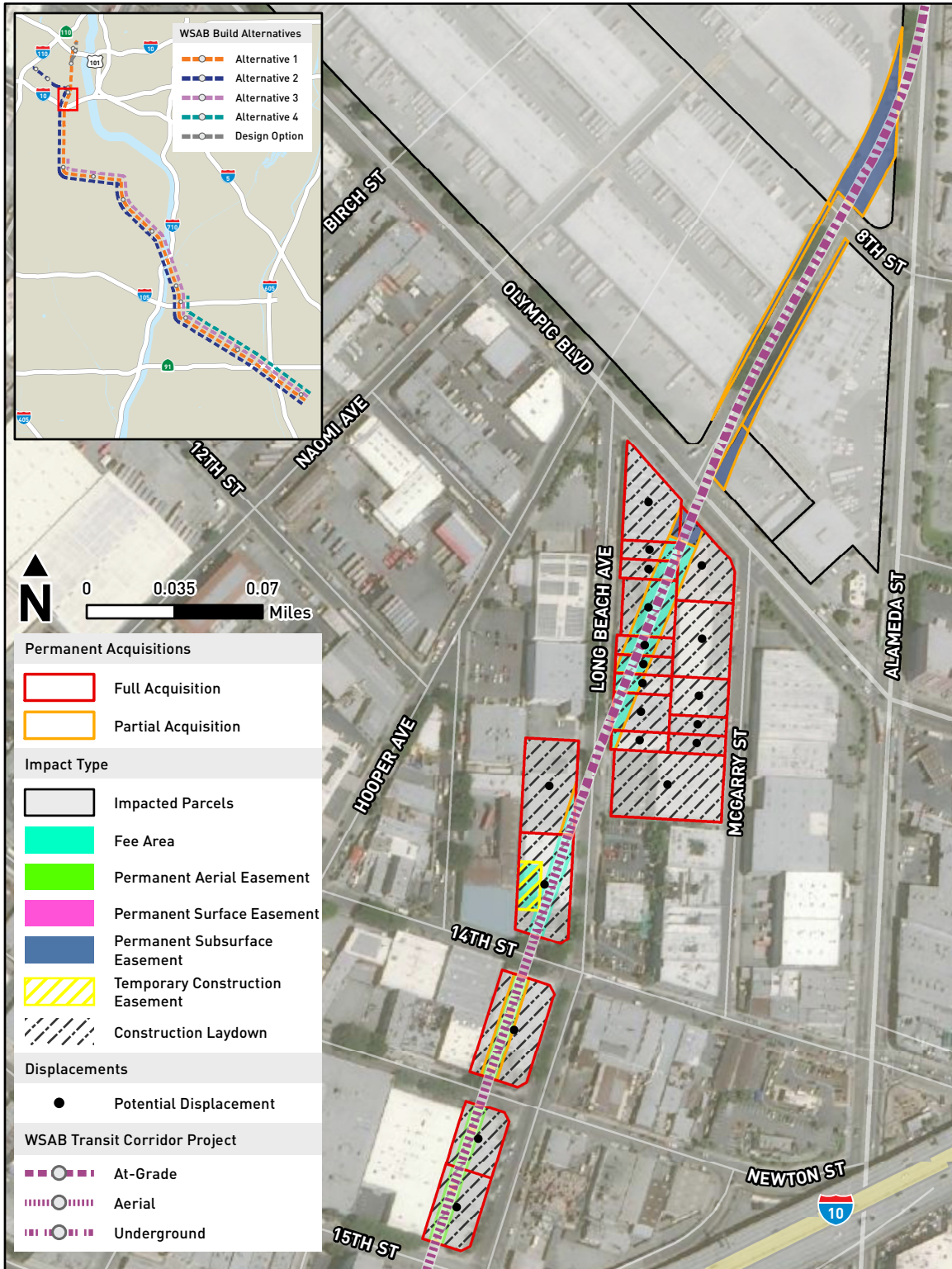
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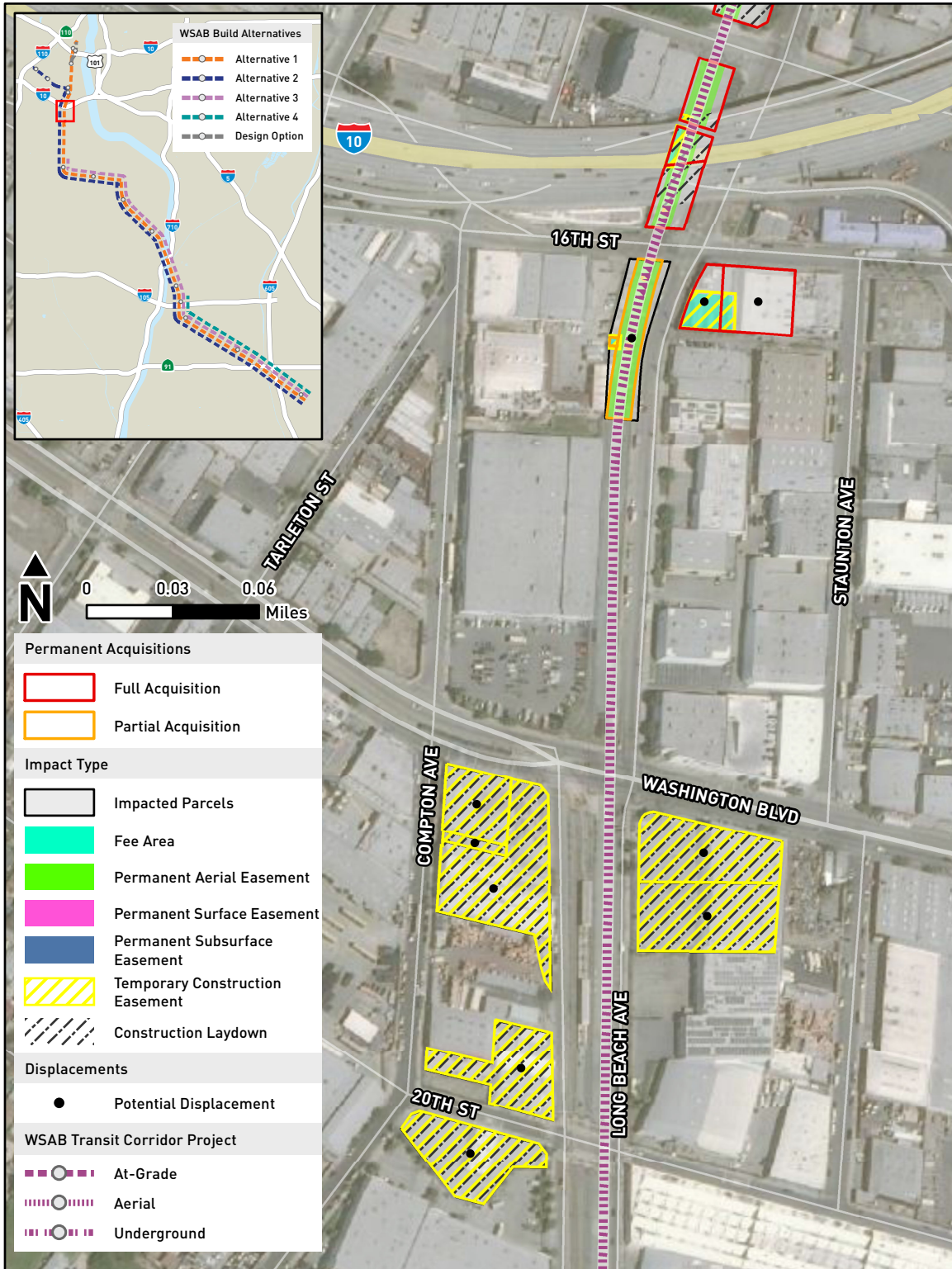
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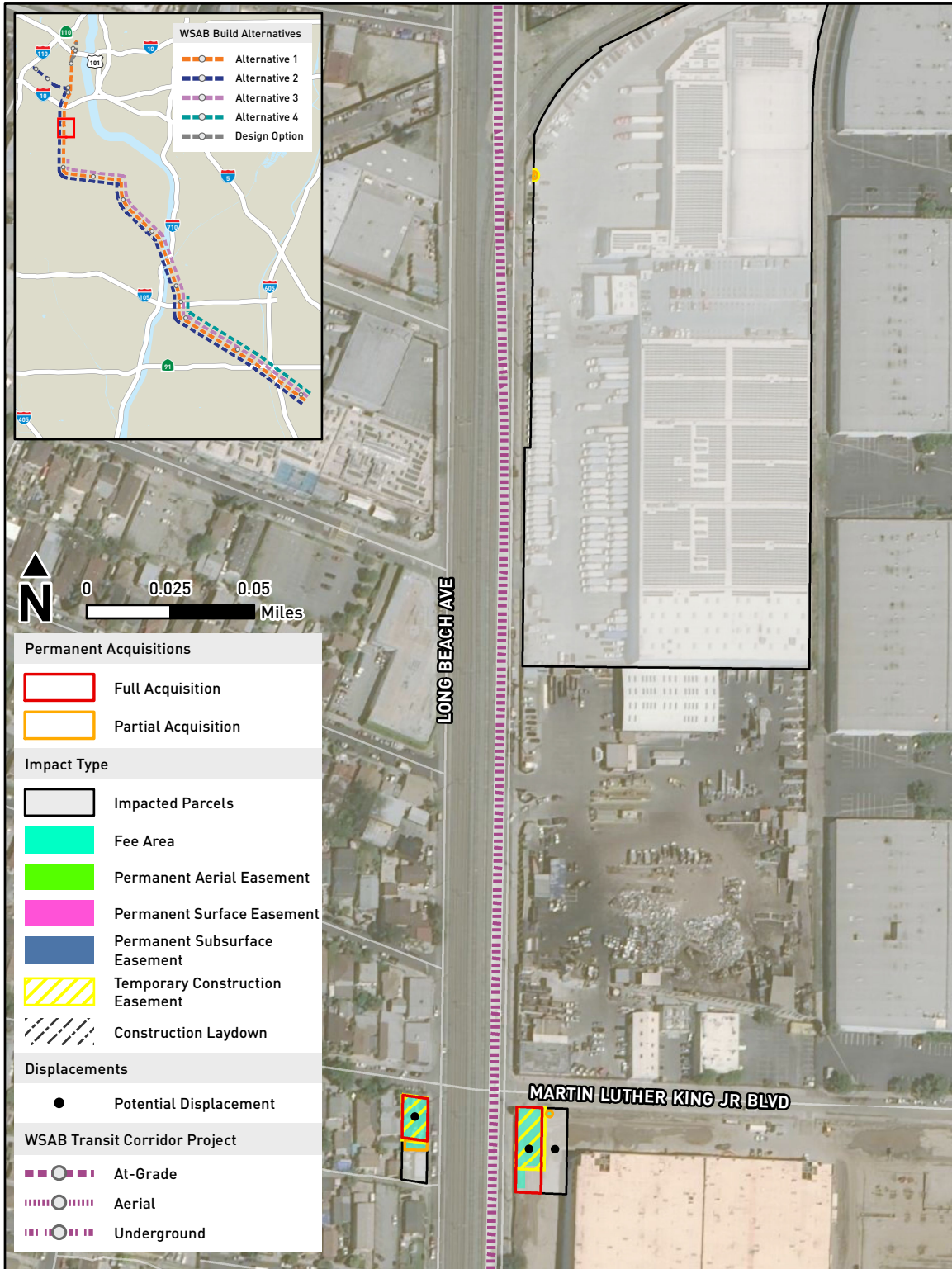
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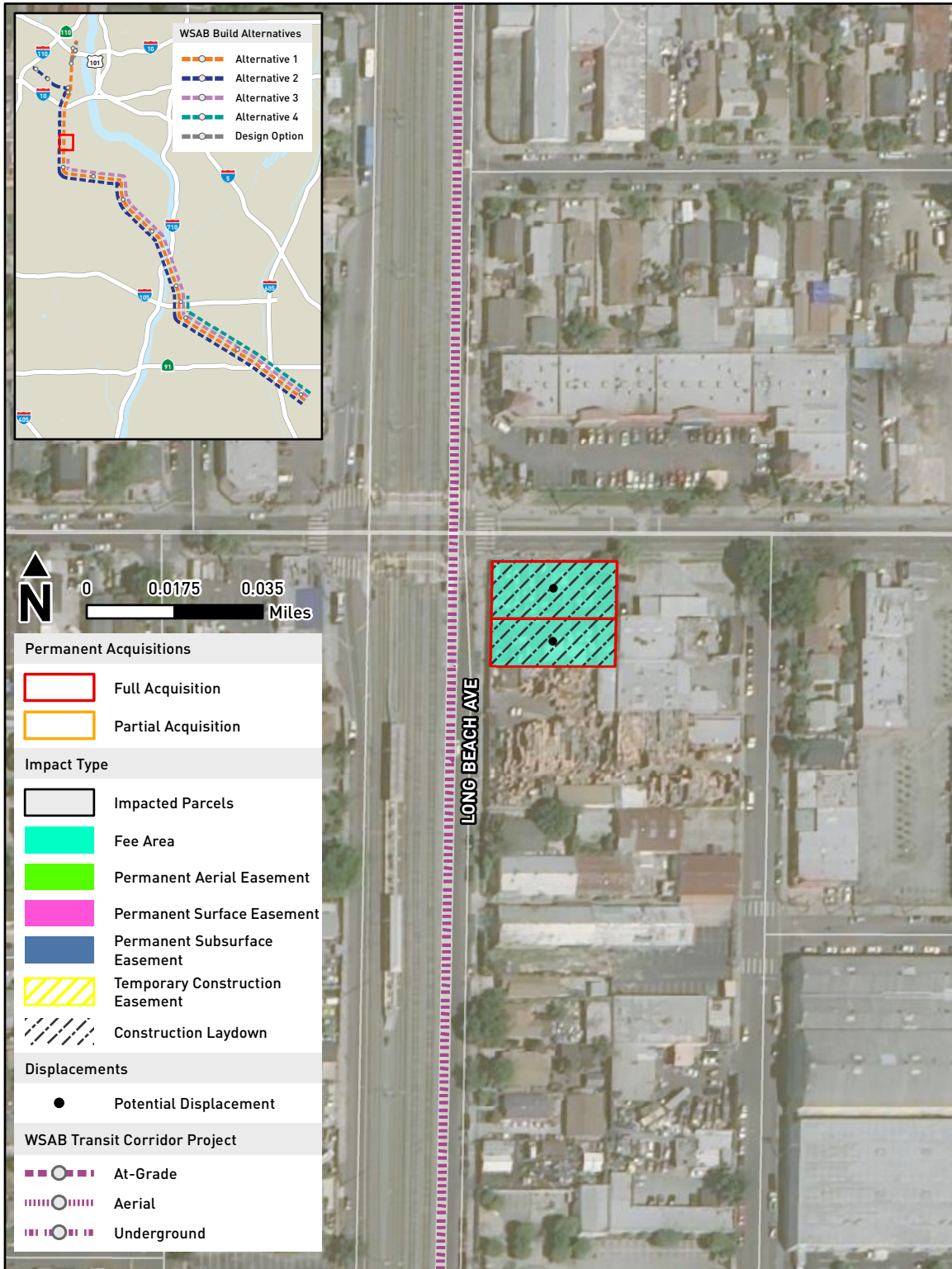
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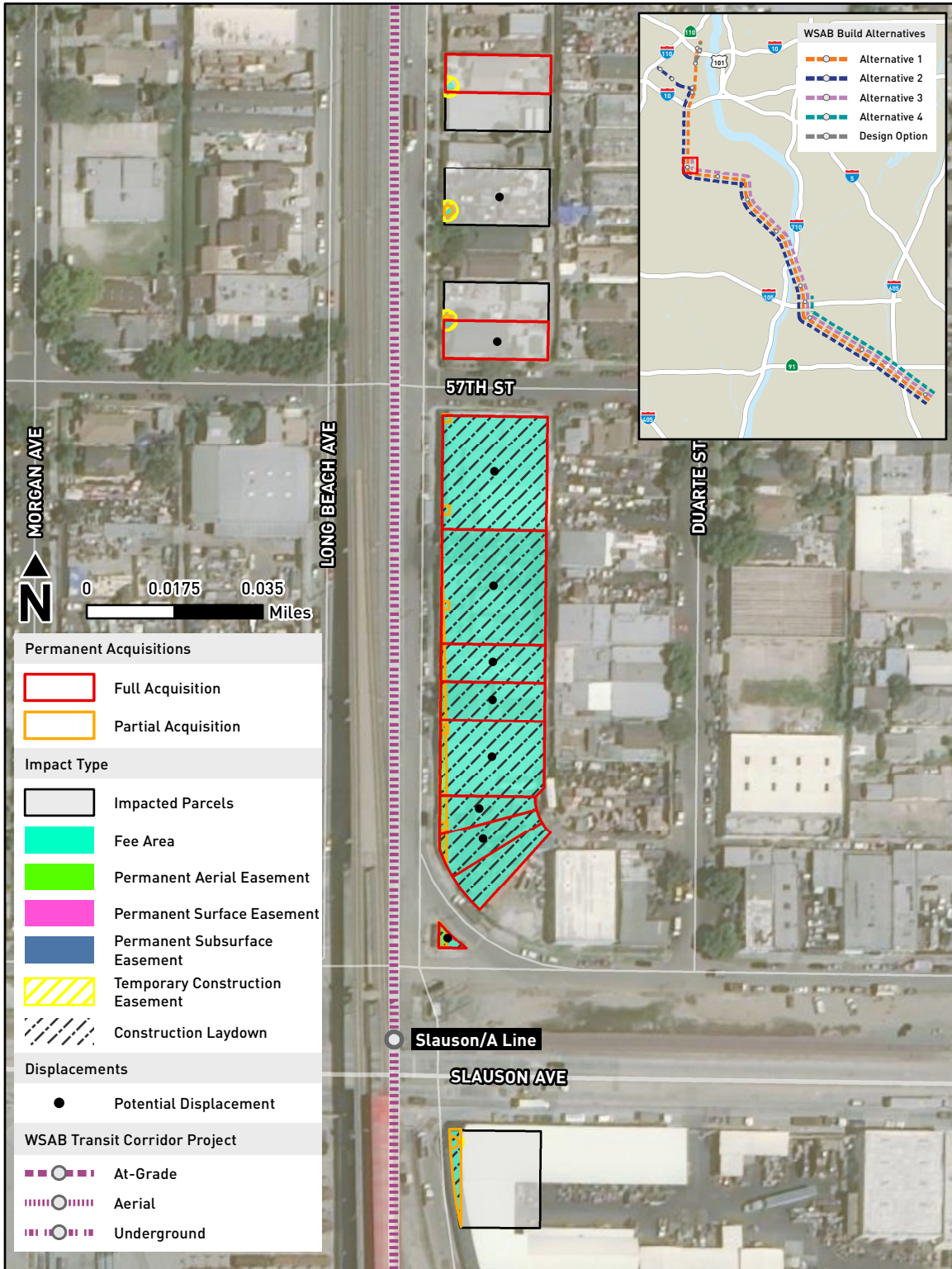
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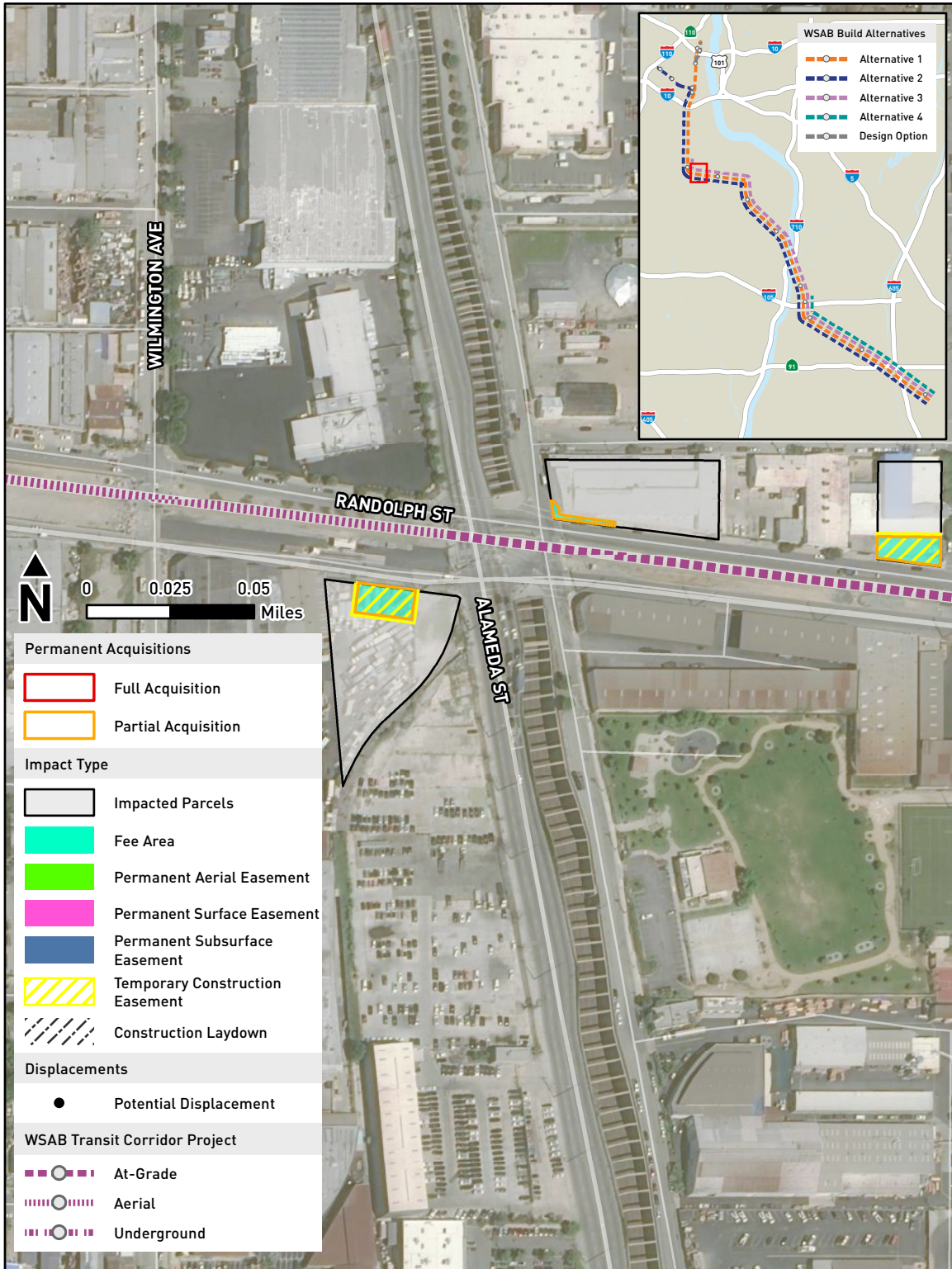
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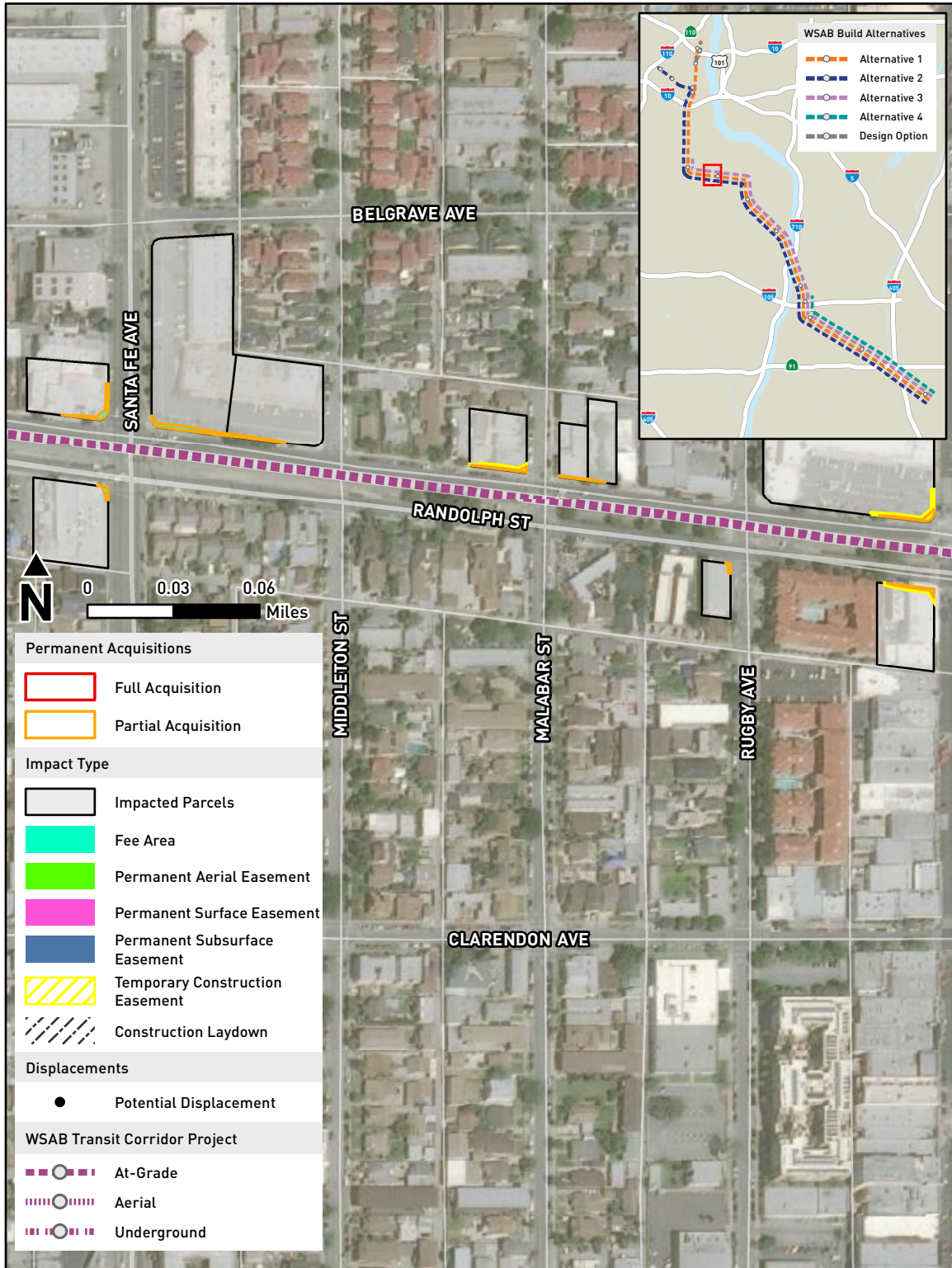
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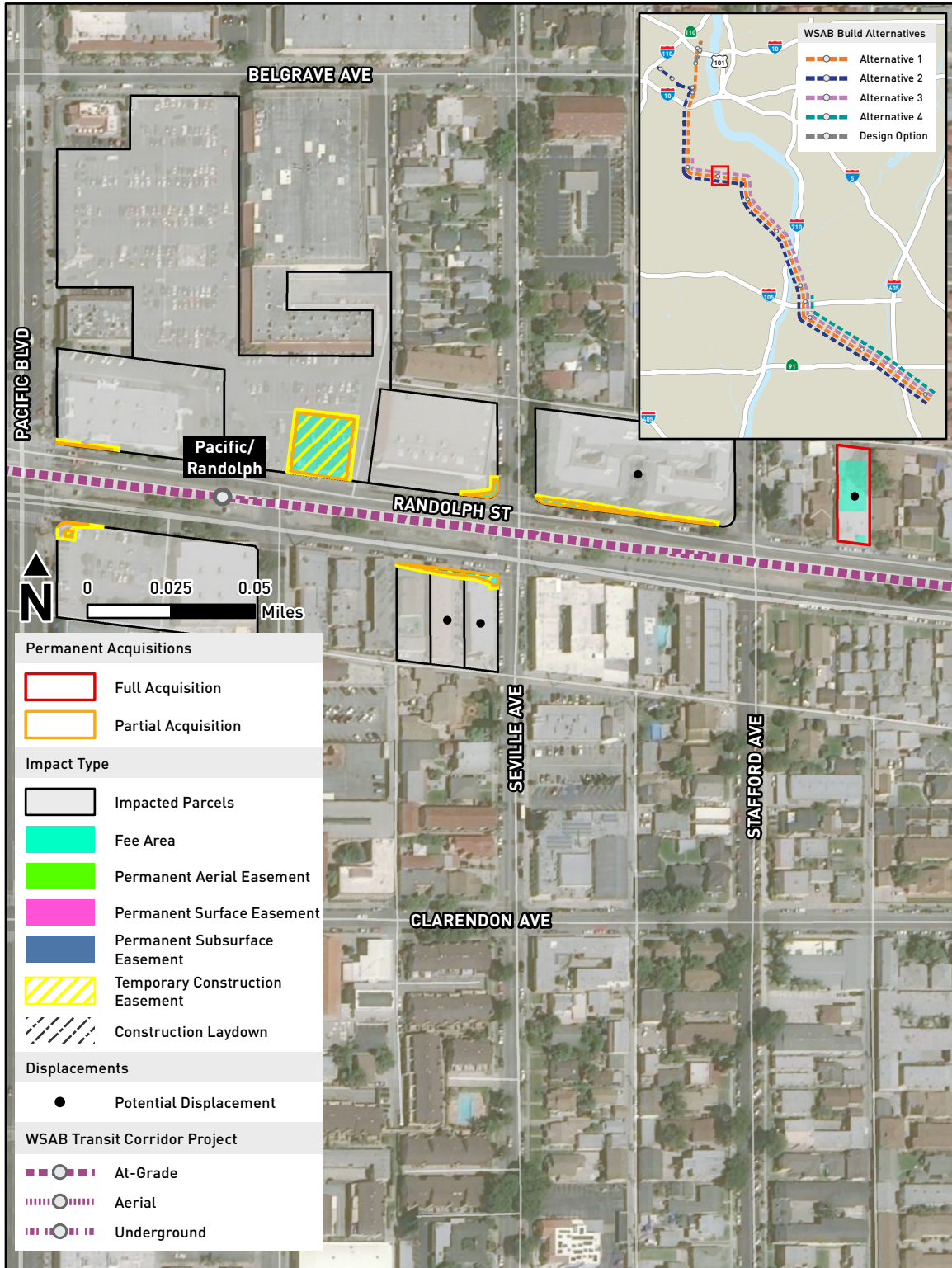
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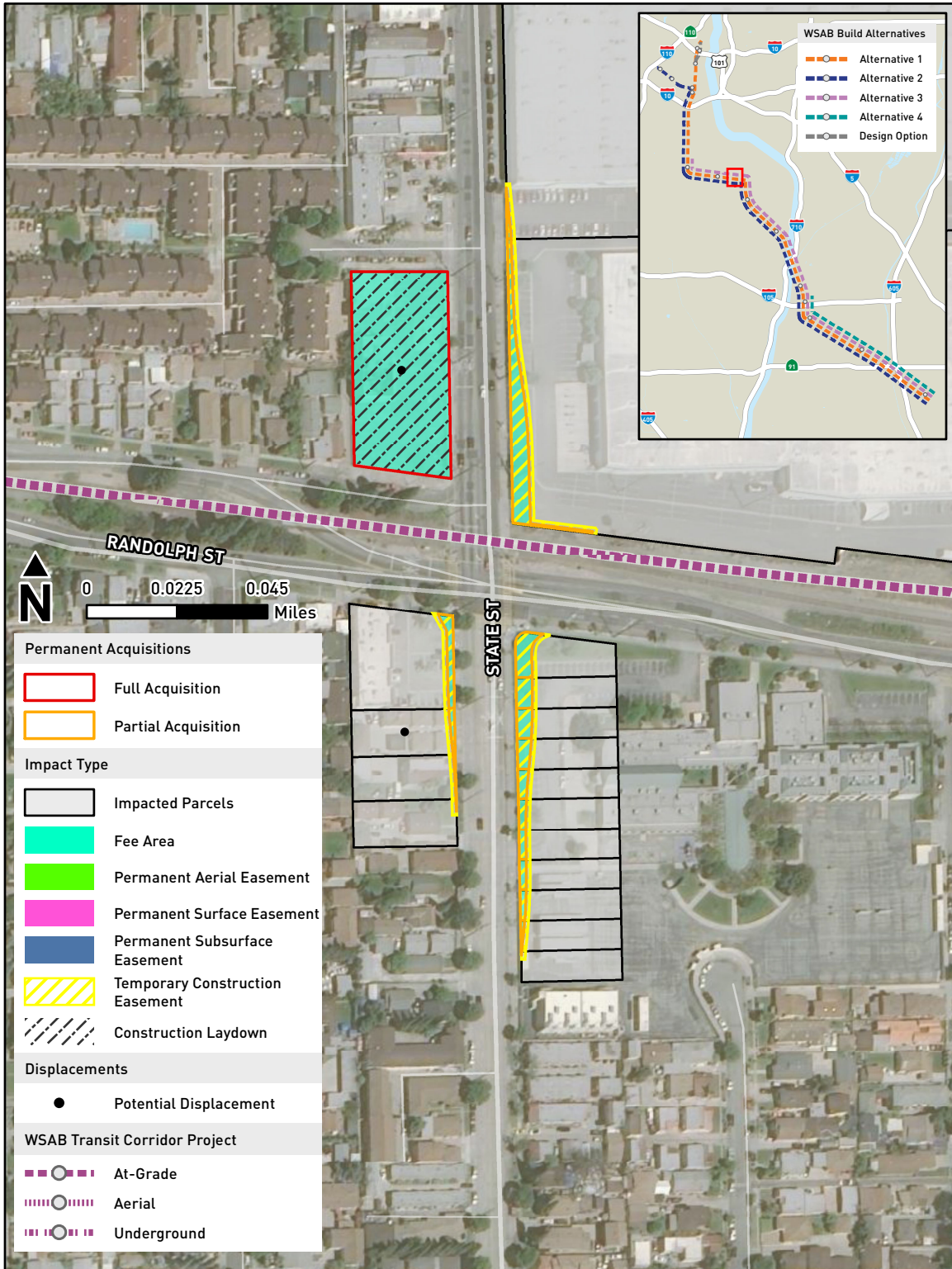
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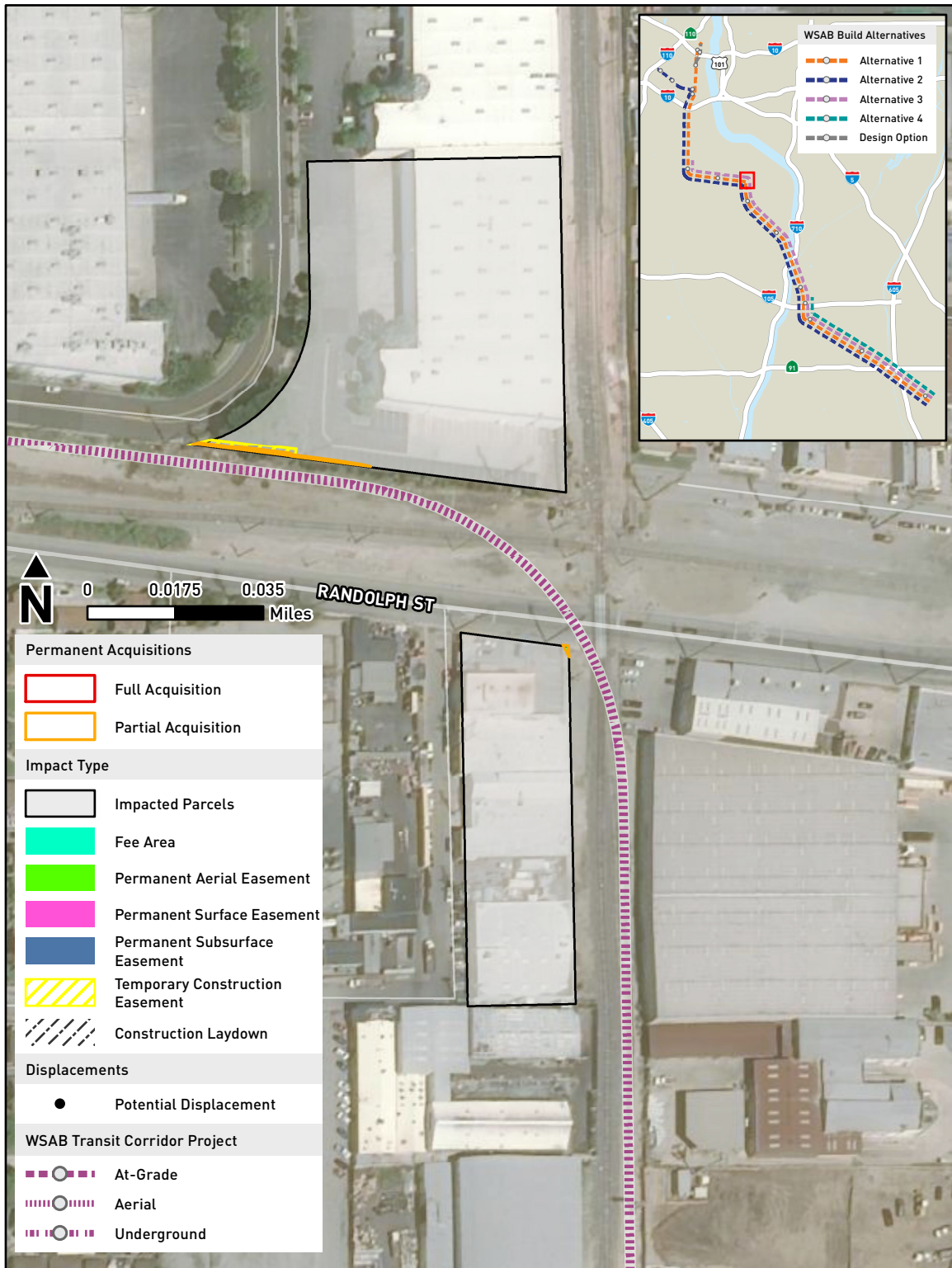
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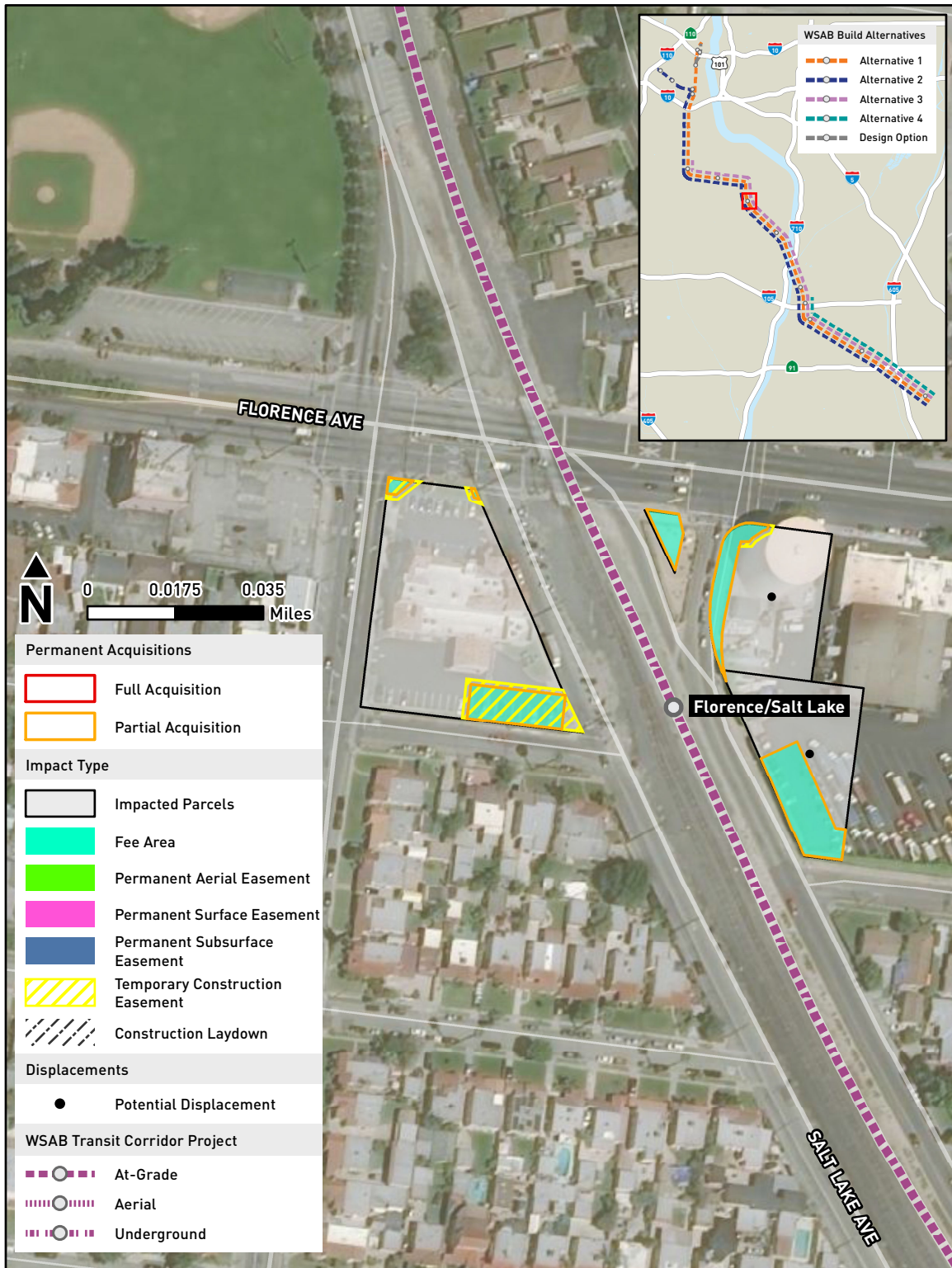
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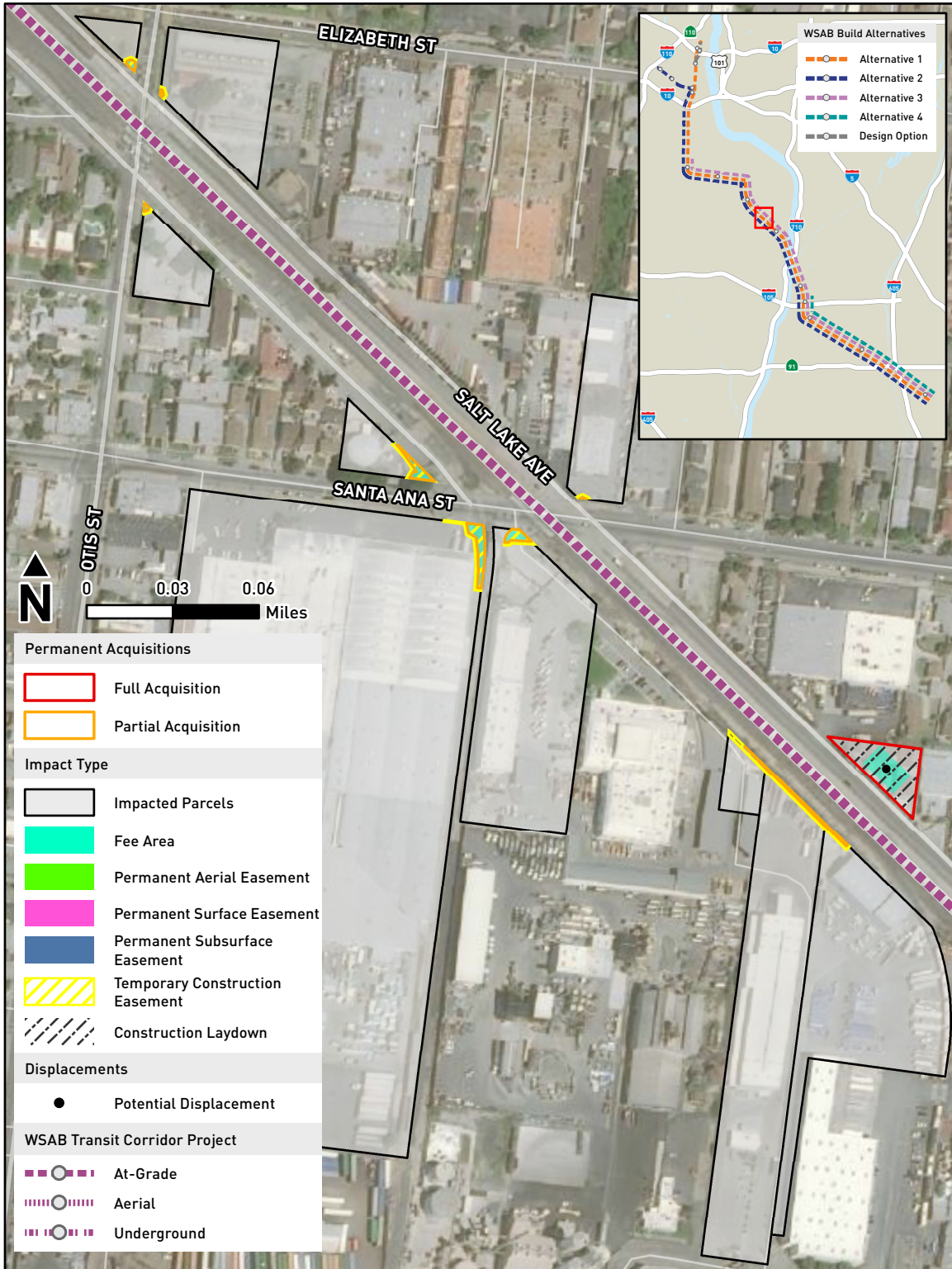
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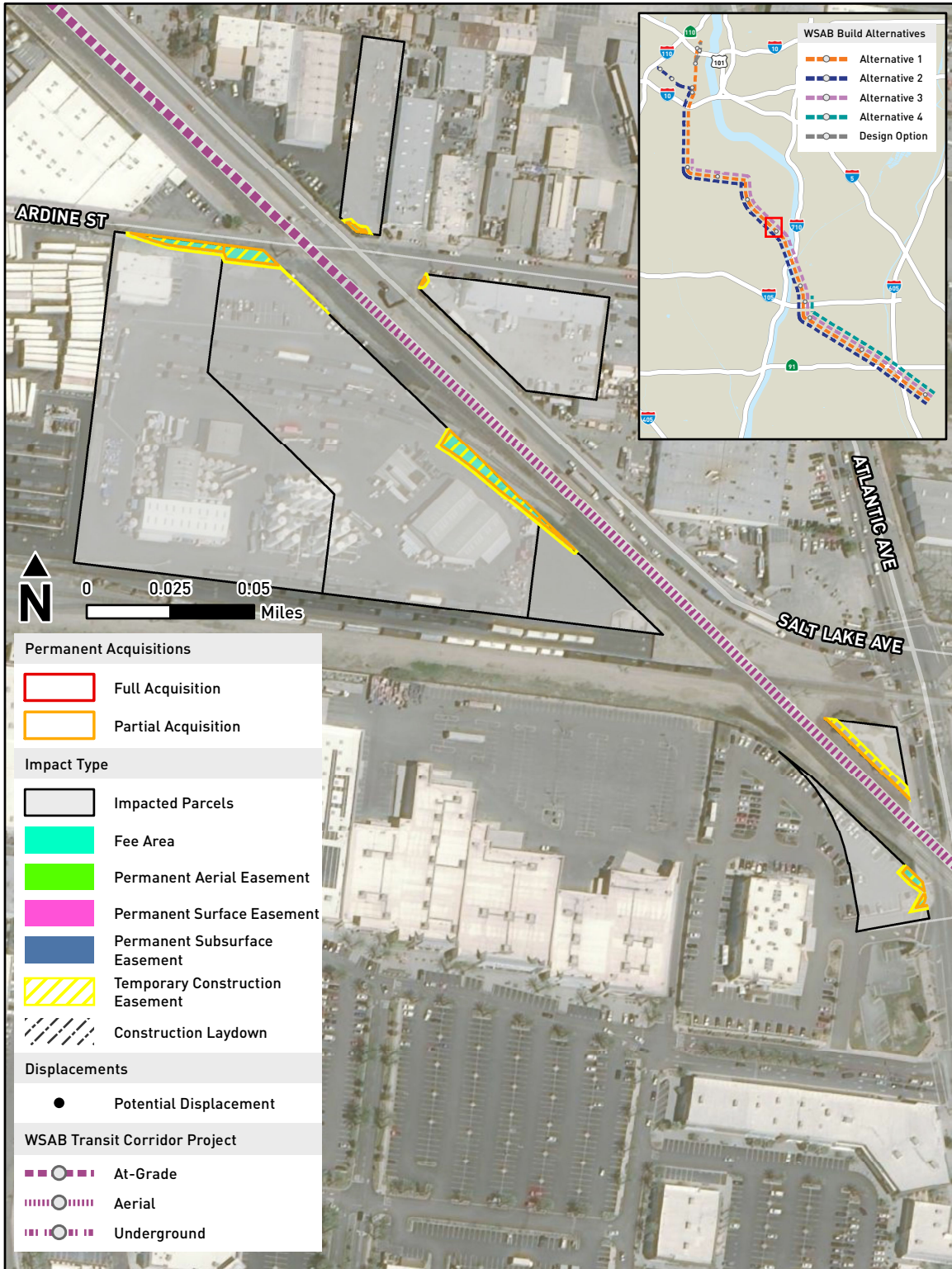
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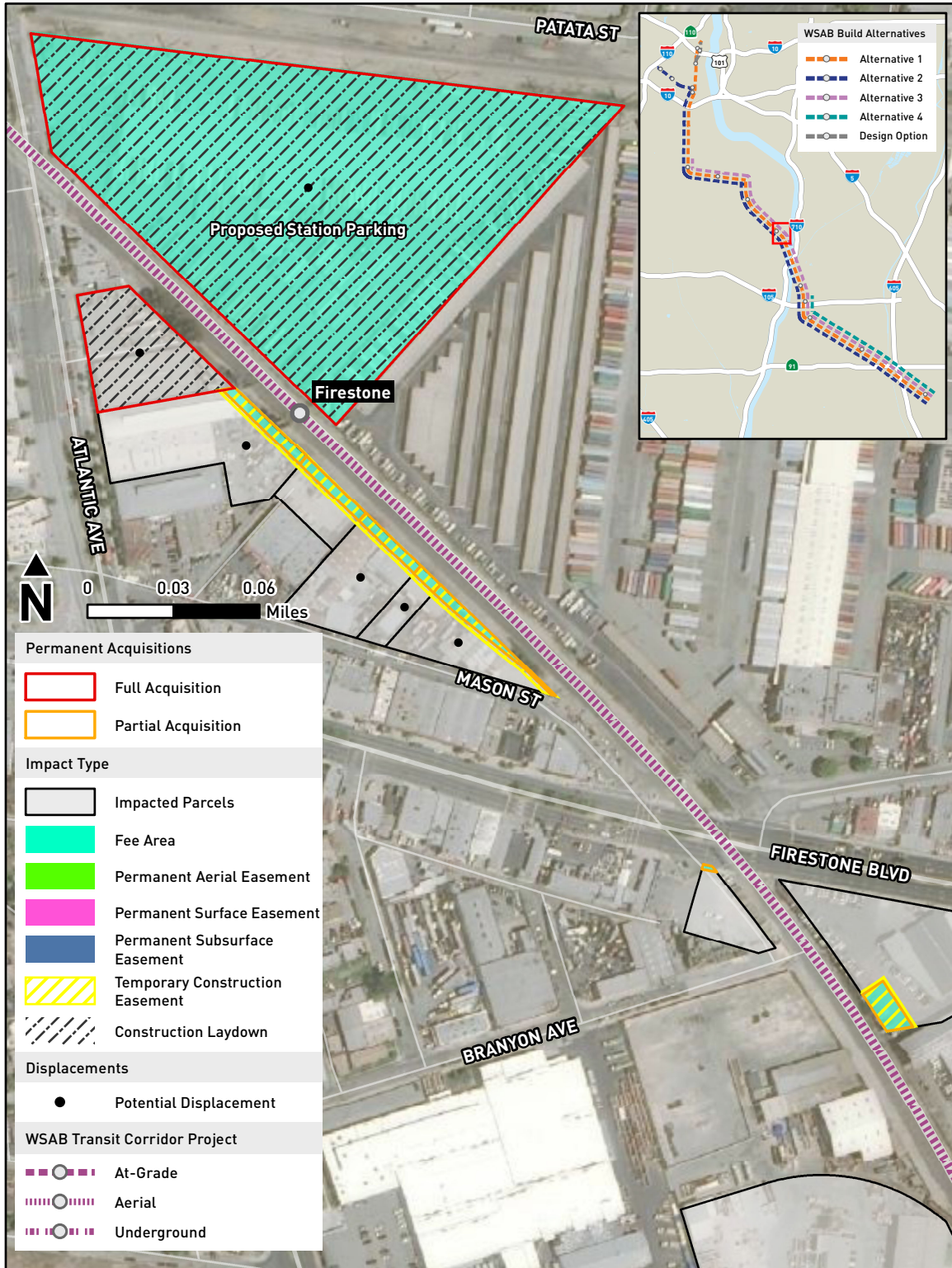
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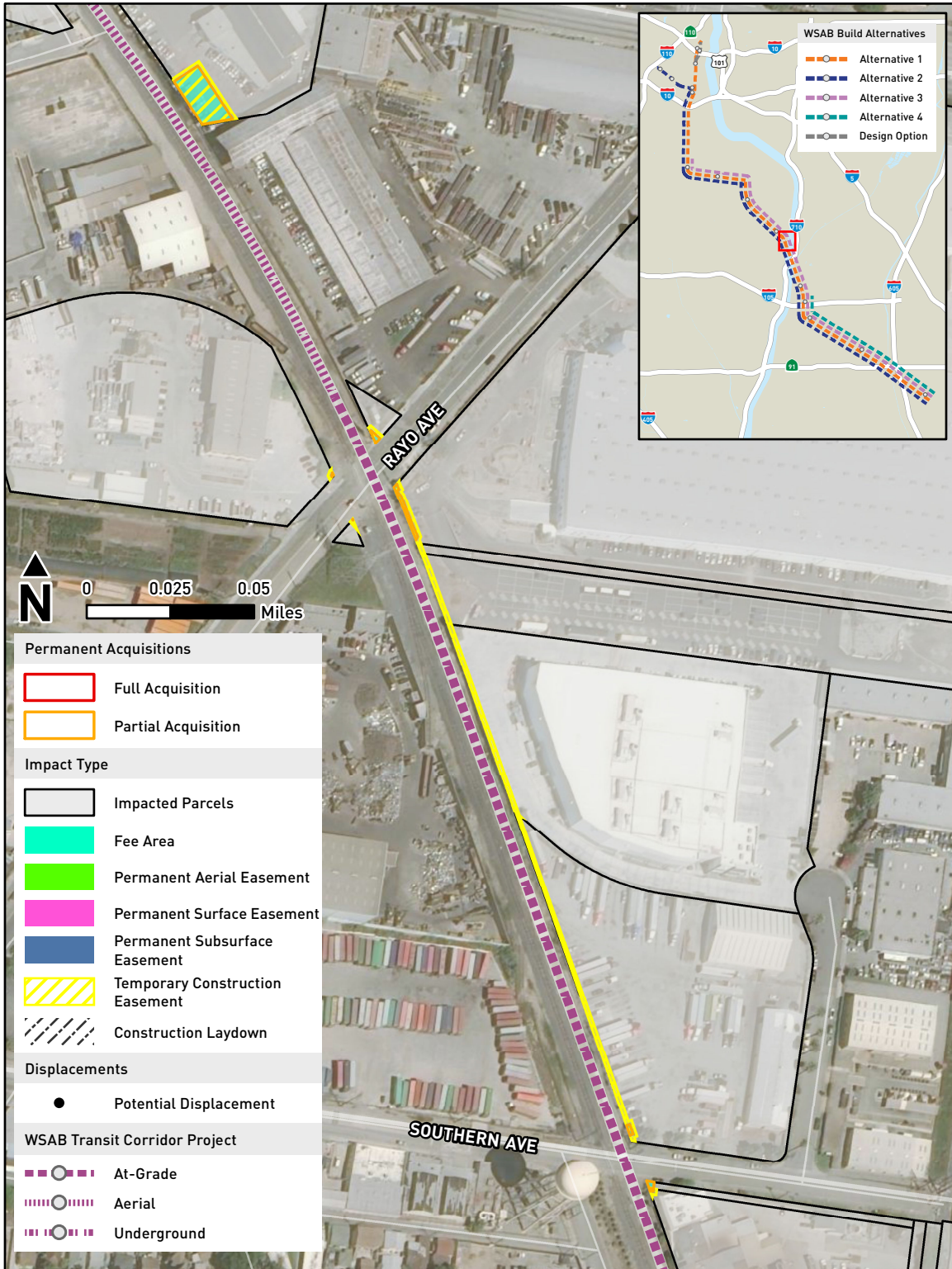
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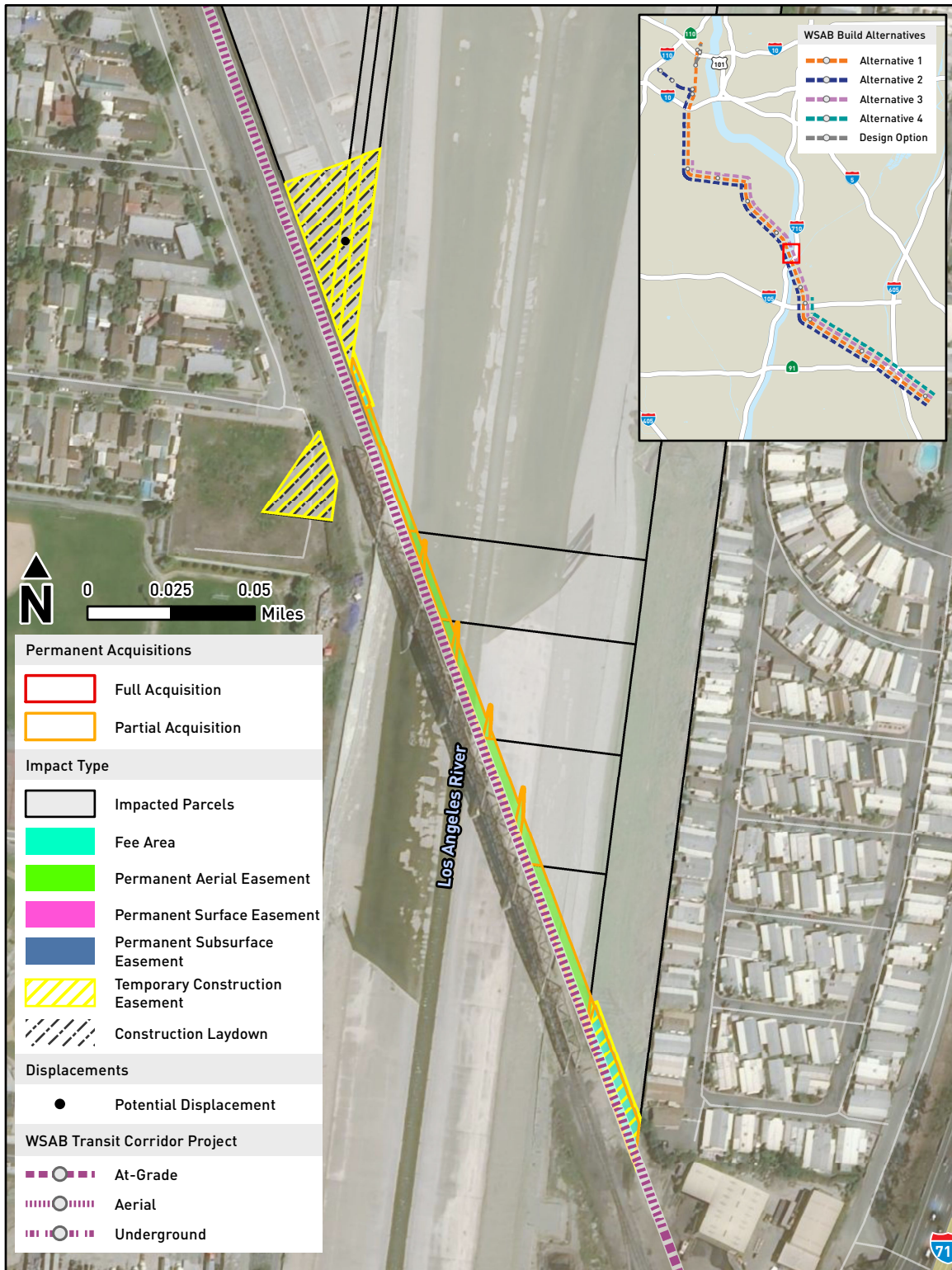
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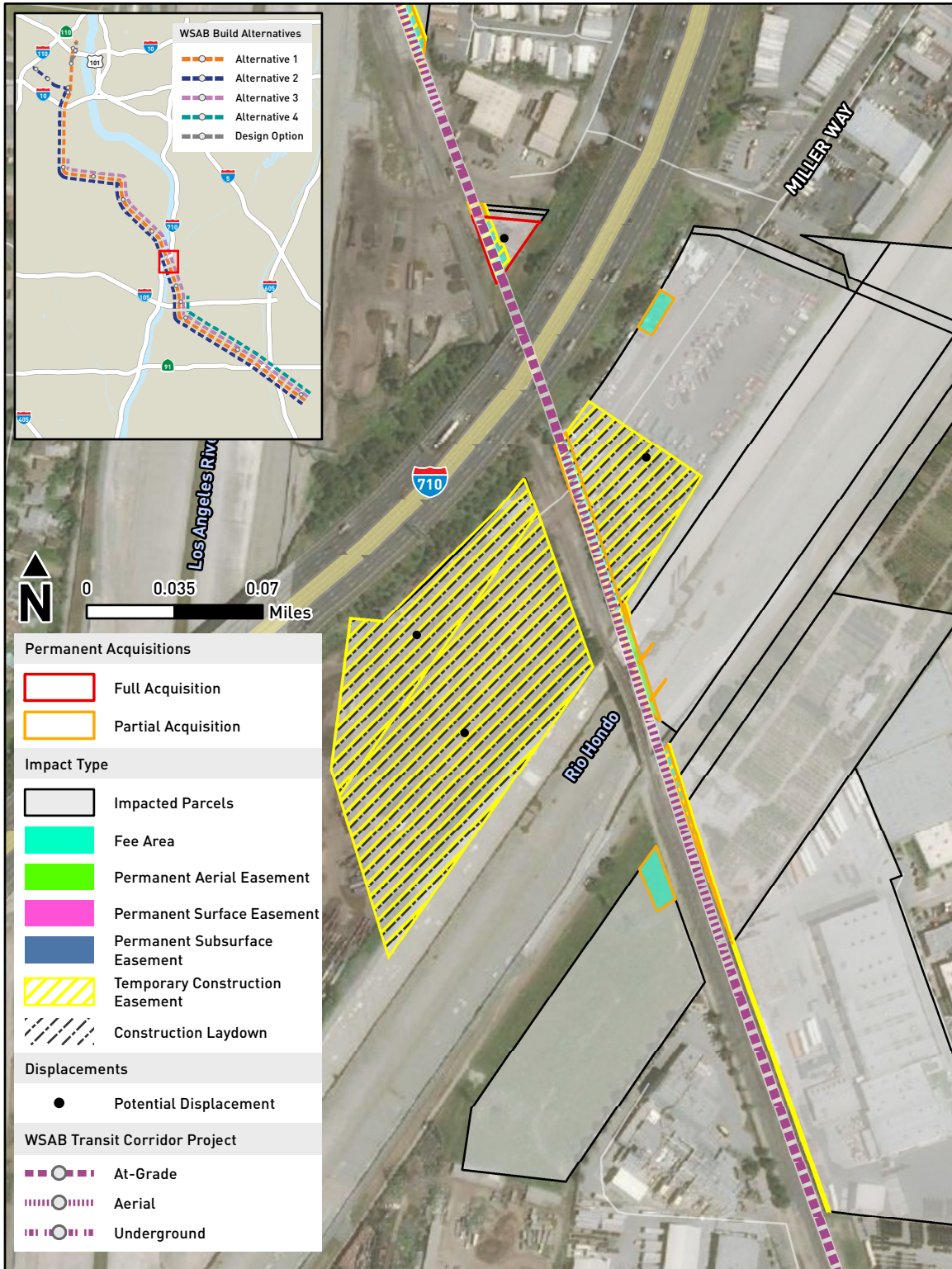
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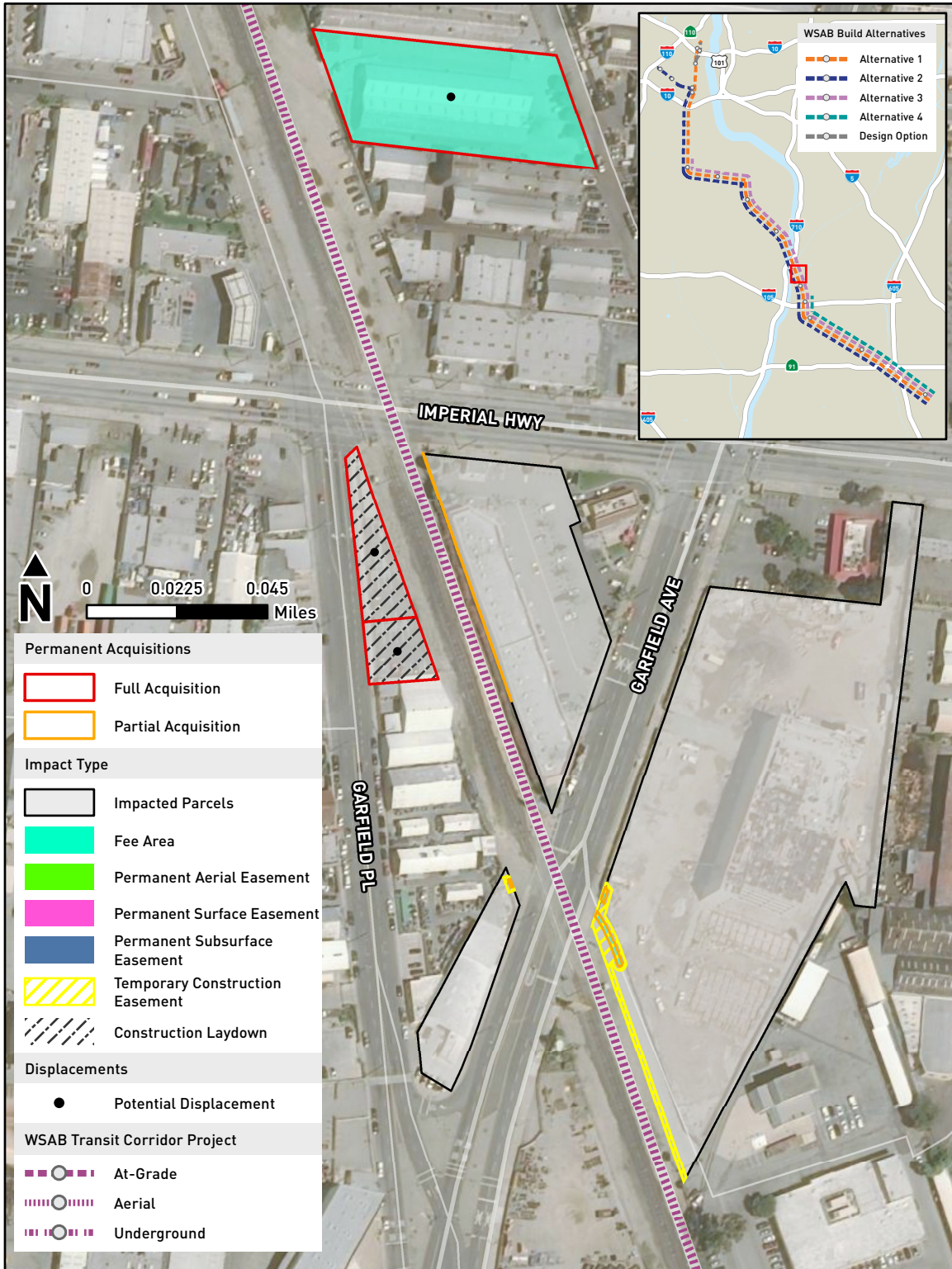
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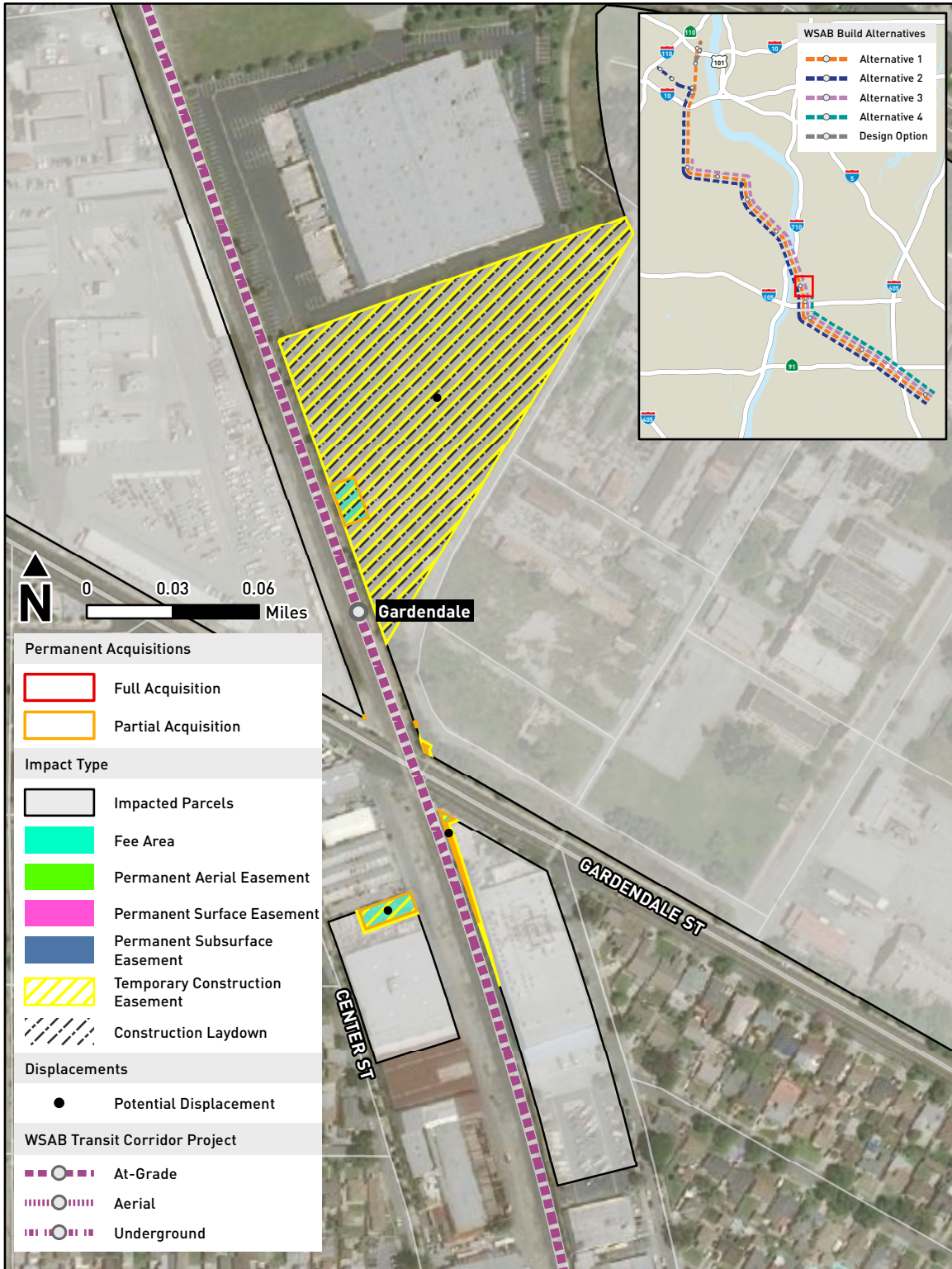
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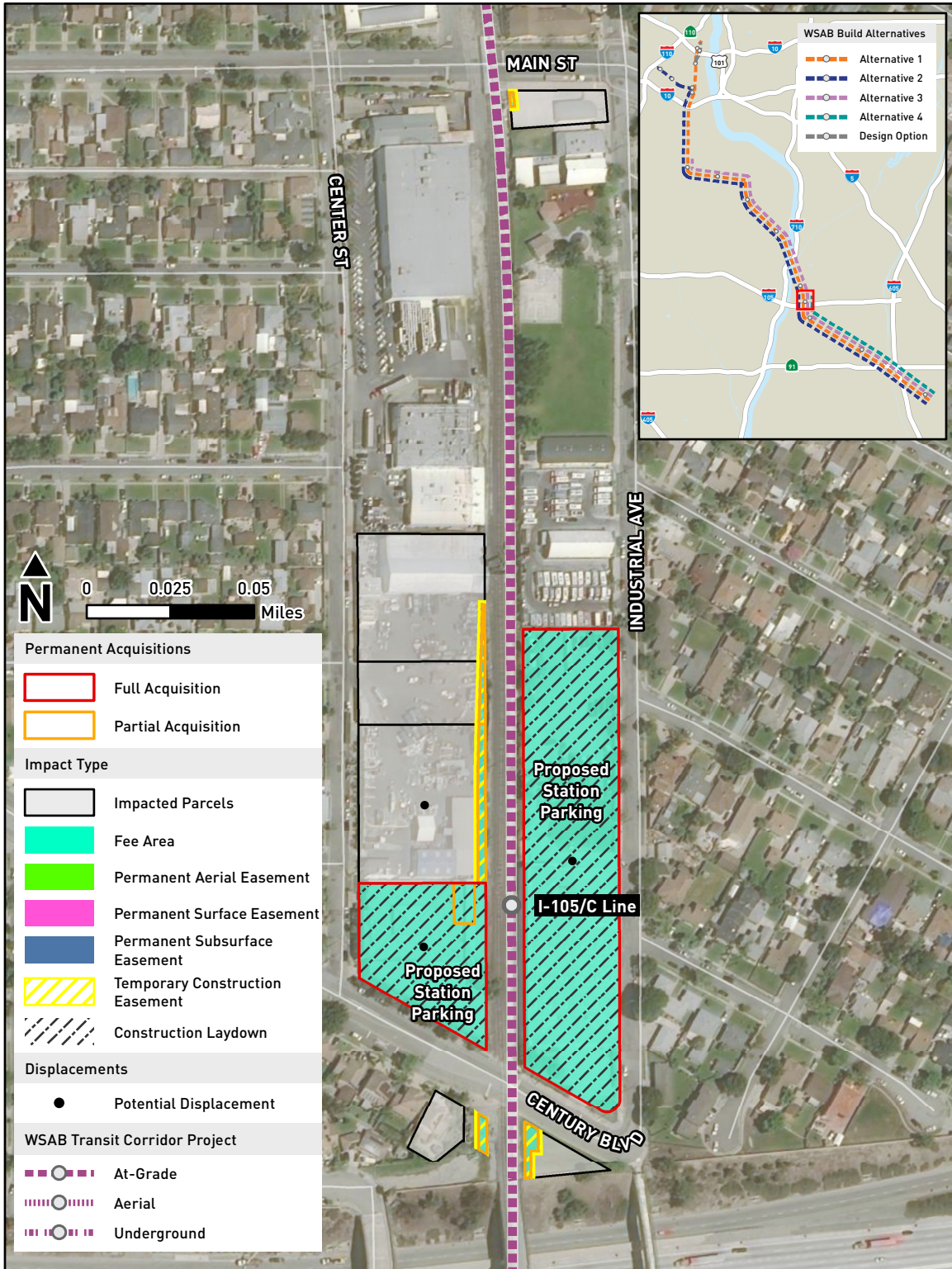
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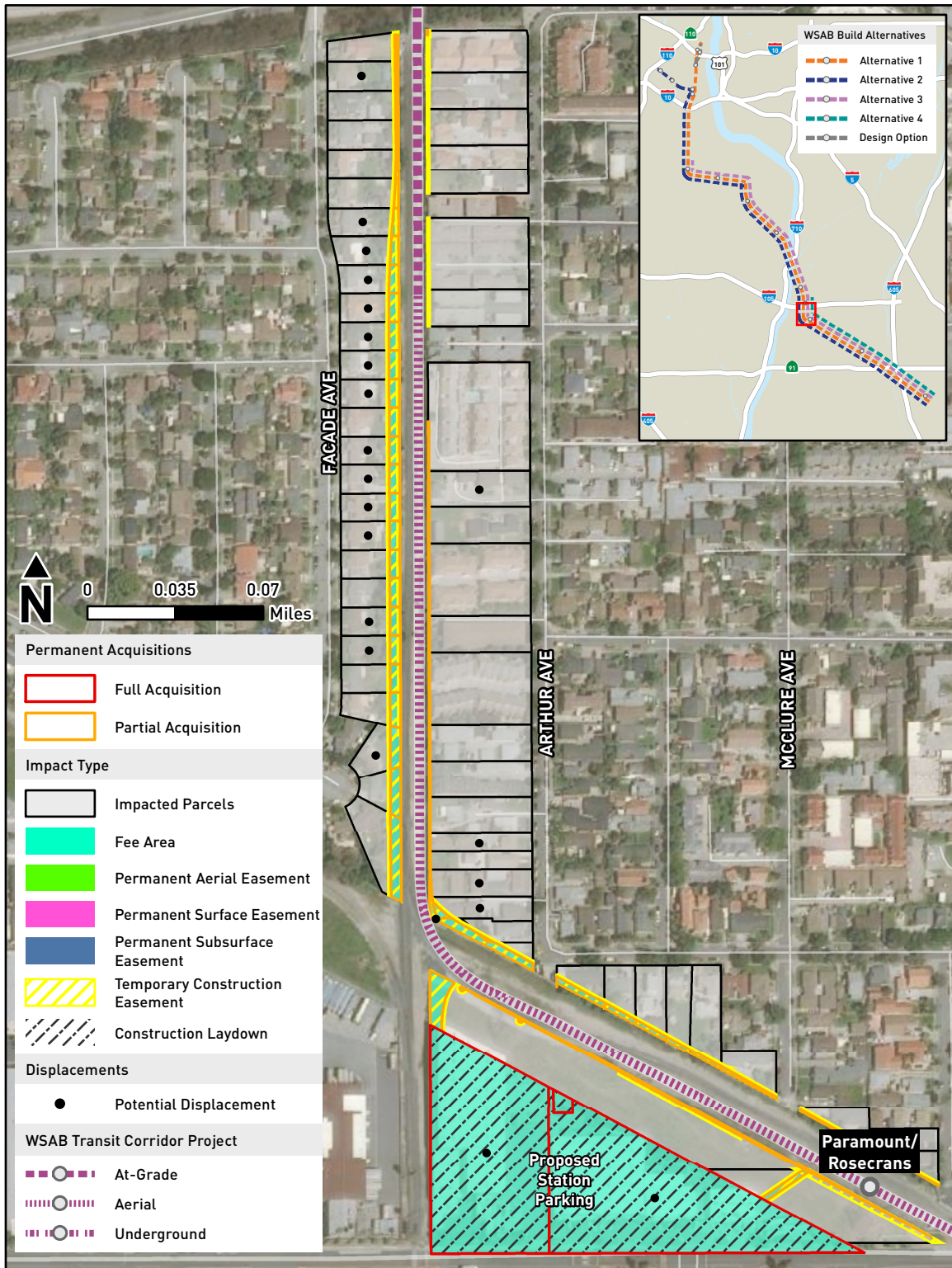
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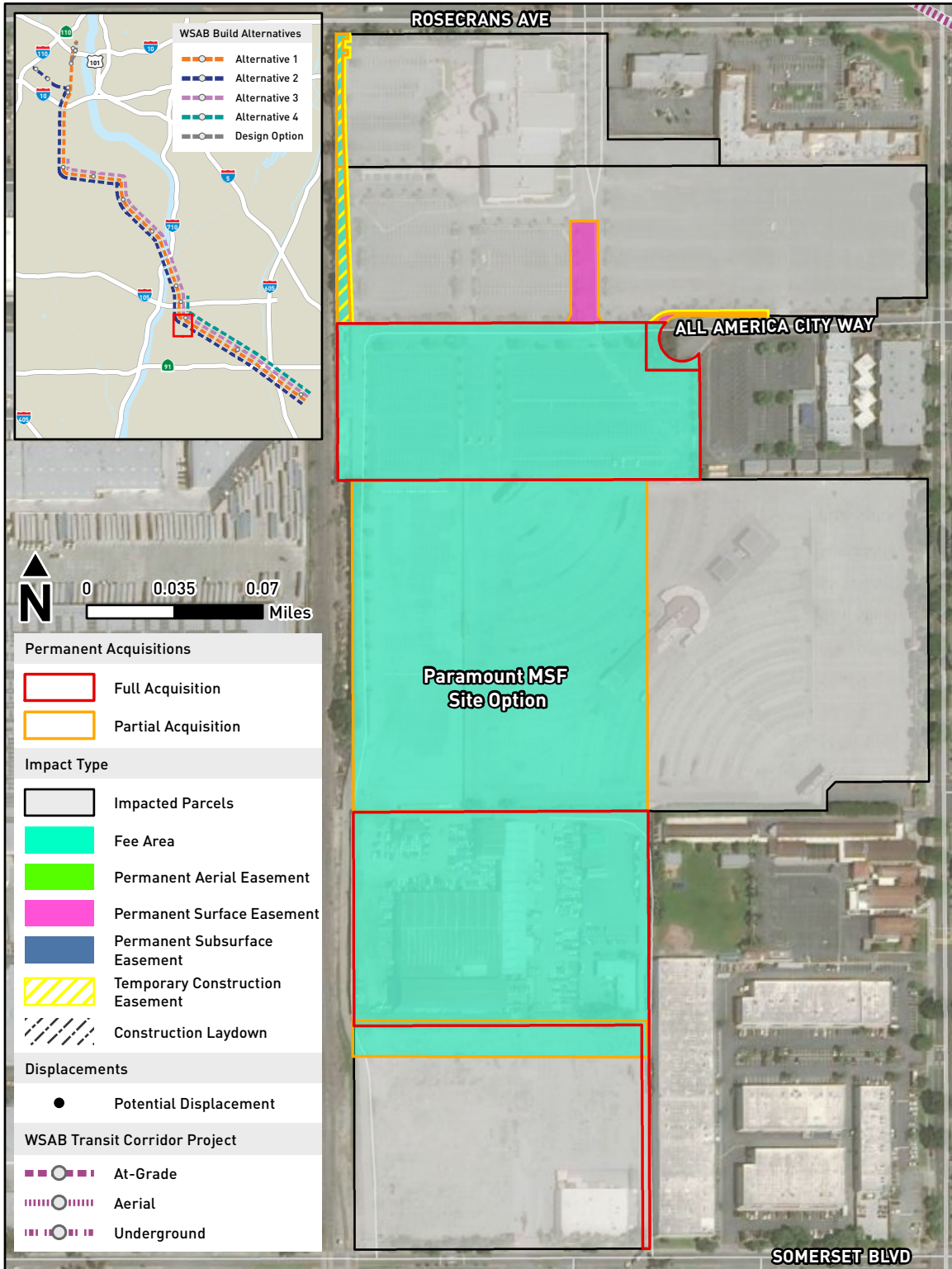
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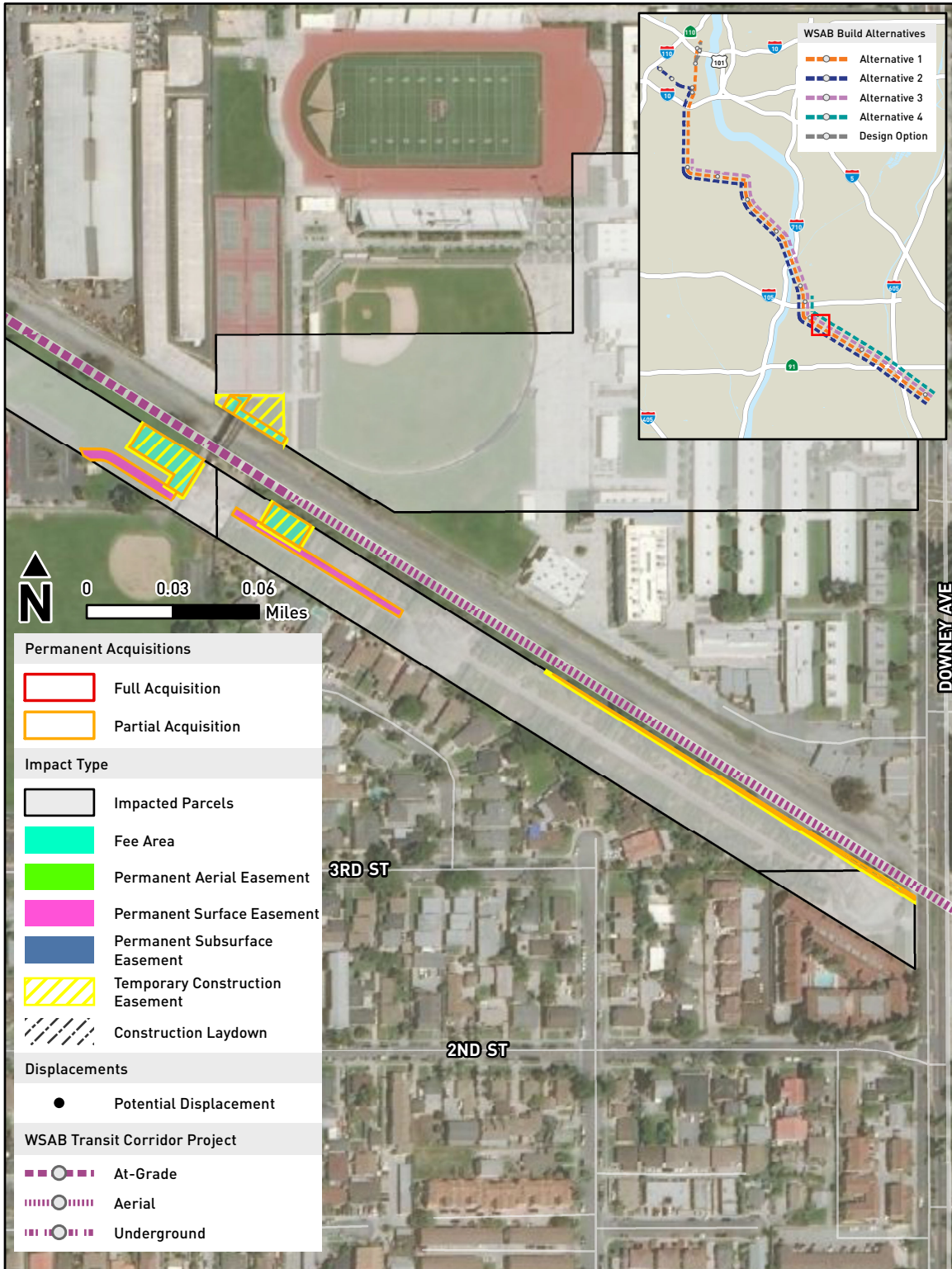
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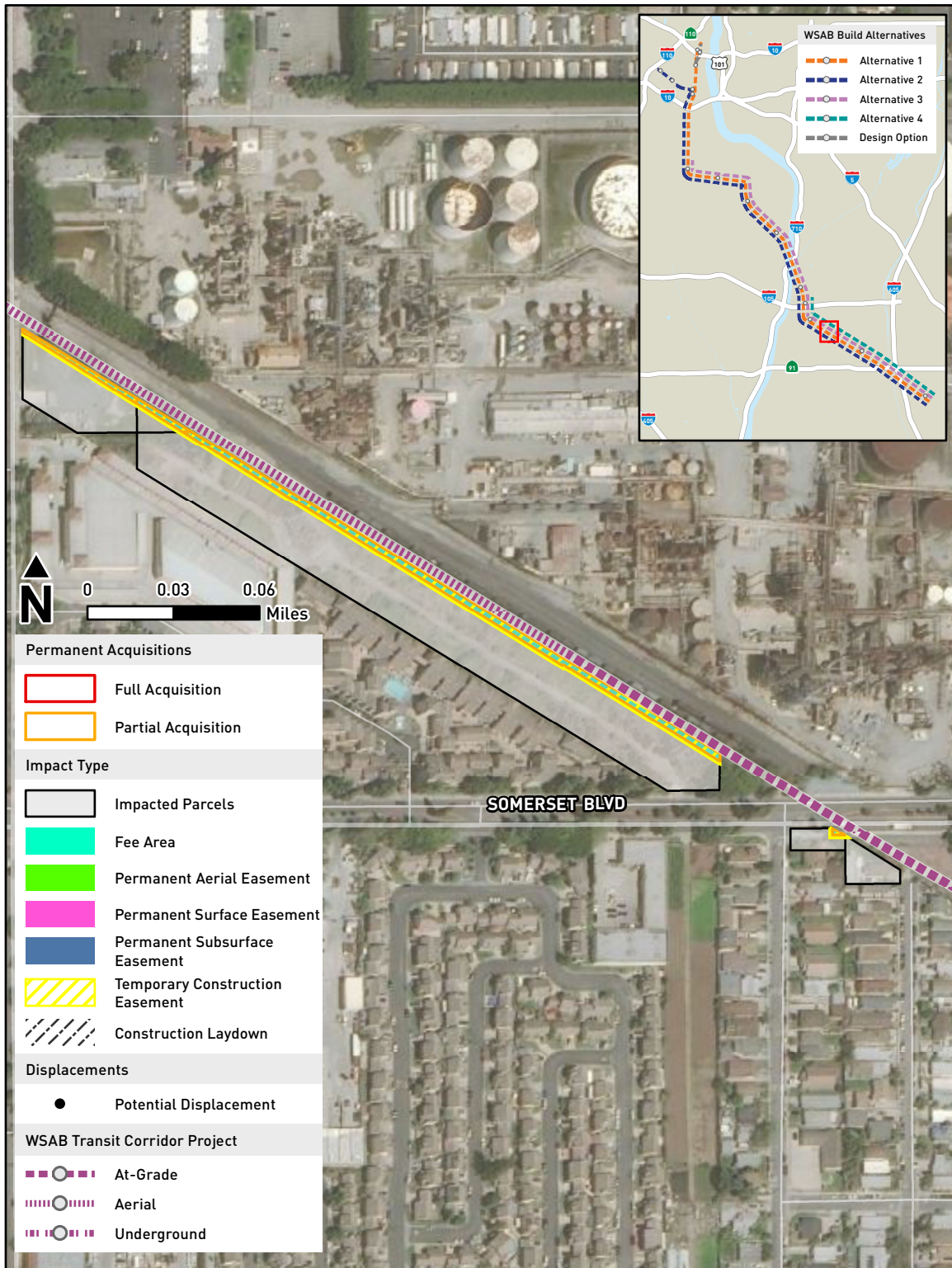
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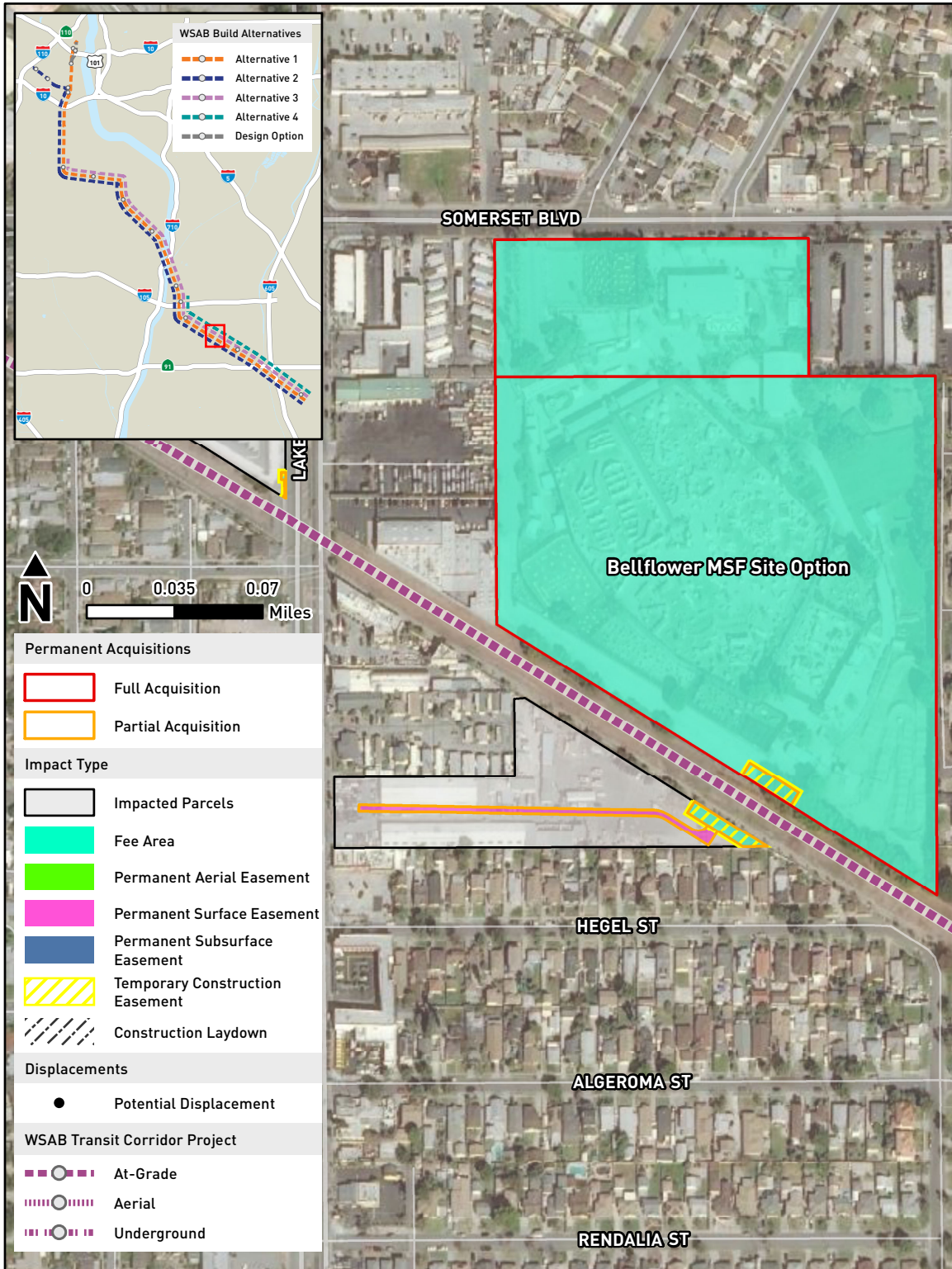
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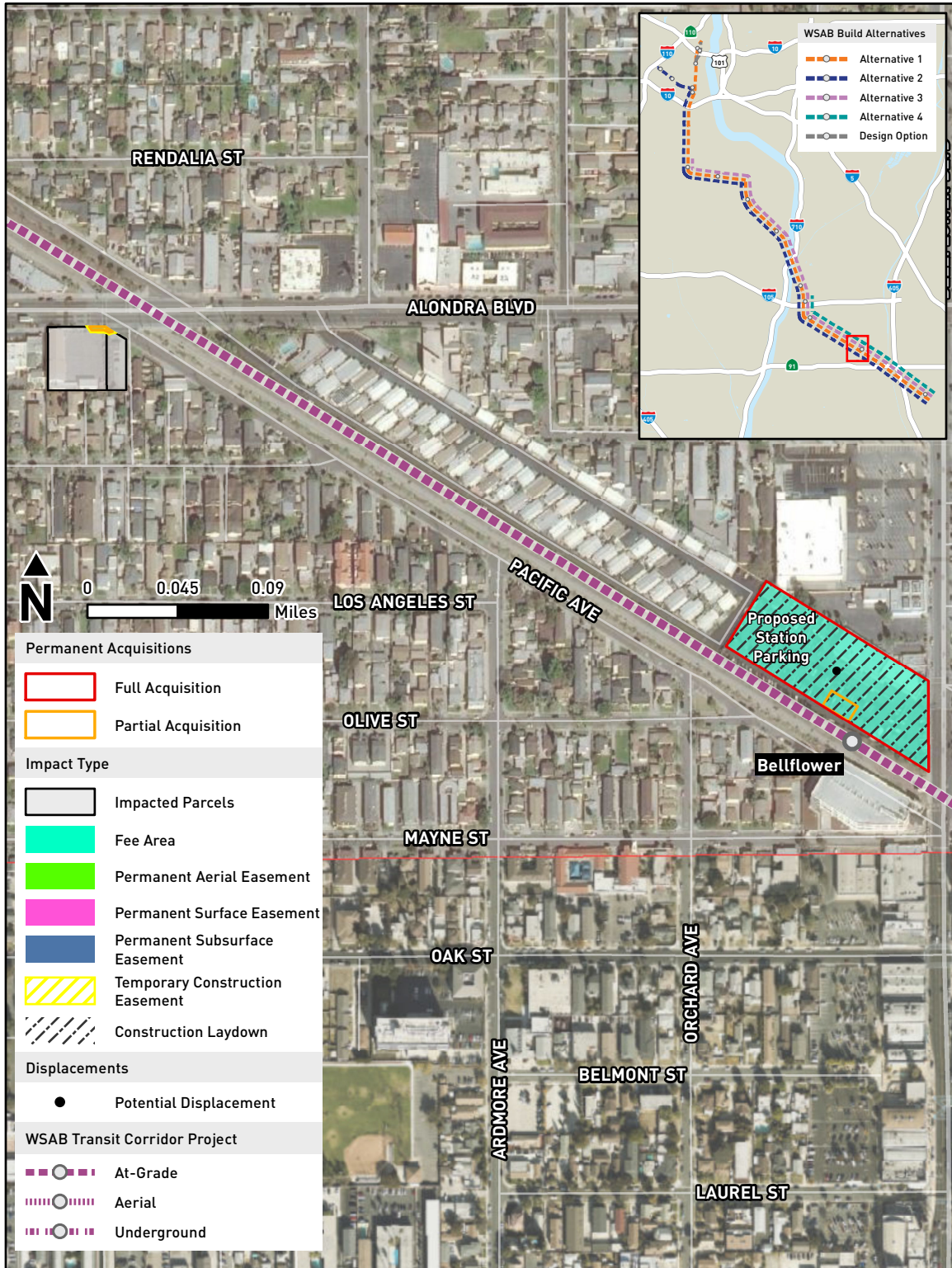
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