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Acronyms and Abbreviations

AA	Alternatives Analysis
APN	Assessor's Parcel Number
BRT	bus rapid transit
California Act	California Relocation Act
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
DEIR	Draft Environmental Impact Report
DEIS	Draft Environmental Impact Statement
FTA	Federal Transit Administration
I	Interstate
LADOT	Los Angeles Department of Transportation
LRT	light rail transit
LRTP	Long-Range Transportation Plan
Metro	Los Angeles County Metropolitan Transportation Authority
MSF	maintenance and storage facility
NEPA	National Environmental Policy Act
OCS	overhead contact system
ROW	right-of-way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SCAG	Southern California Association of Governments
sf	square feet
SR	State Route
TPSS	traction power substations
TSM	Transportation Systems Management
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
USDOT	U.S. Department of Transportation

1.1 Study Background

What Is the East San Fernando Valley Transit Corridor?

The Federal Transit Administration (FTA) and Los Angeles County Metropolitan Transportation Authority (Metro) have initiated a Draft Environmental Impact Statement (DEIS)/Environmental Impact Report (DEIR) for the proposed East San Fernando Valley Transit Corridor Project. The DEIS/DEIR is being prepared with the FTA as the Lead Agency under the National Environmental Policy Act (NEPA) and Metro as the Lead Agency under the California Environmental Quality Act (CEQA).

The DEIS/DEIR and related engineering are being undertaken by Metro, in close coordination with the Cities of Los Angeles and San Fernando. The DEIS/DEIR will be a combined document complying with the most recent state and federal environmental laws. The proposed project's public/community outreach component is being undertaken as an integrated parallel effort to the DEIS/DEIR.

Prior to the initiation of the DEIS/DEIR, an Alternatives Analysis (AA) was received by the Metro Board in January 2013 to study the East San Fernando Valley Transit Corridor in order to define, screen, and recommend alternatives for future study.

This study enabled Metro, the City of Los Angeles, and the City of San Fernando to evaluate a range of new public transit service alternatives that can accommodate future population growth and transit demand, while being compatible with existing land uses and future development opportunities. The study considered the Sepulveda Pass Corridor, which is another Measure R project, and the proposed California High Speed Rail Project. Both of these projects may be directly served by a future transit project in the project study area. The Sepulveda Pass Corridor could eventually link the West Los Angeles area to the east San Fernando Valley and the California High Speed Rail Project via the project corridor. As part of the January 2013 Alternatives Analysis, most of Sepulveda Boulevard was eliminated as an alignment option, as well as the alignment extending to Lakeview Terrace. As a result of the Alternatives Analysis, modal recommendations were for bus rapid transit (BRT and light rail transit (LRT).

As a result of the alternatives screening process and feedback received during the public scoping period, a curb-running BRT, median-running BRT, median-running Low-Floor LRT/Tram, and a median-running LRT, were identified as the four build alternatives, along with the Transportation Systems Management (TSM) and No-Build Alternatives to be carried forward for analysis in this DEIS/DEIR.

1.1.1 Study Area

Where Is the Study Area Located?

The East San Fernando Valley Transit Corridor Project study area is located in the San Fernando Valley in the County of Los Angeles. Generally, the project study area extends from the City of San Fernando and the Sylmar/San Fernando Metrolink Station in the north to the Van Nuys Metro Orange Line Station within the City of Los Angeles in the south. However, the project study area used

for the environmental issue described in this report could vary from this general project study area, depending on the needs of the analysis. For the purposes of the analysis contained in this report, the project study area coincides with the general project study area and includes the communities that encompass or are adjacent to the project alignment.

The eastern San Fernando Valley includes the two major north-south arterial roadways of Sepulveda and Van Nuys Boulevards, spanning approximately 10 to 12 miles and the major north/west arterial roadway of San Fernando Road.

Several freeways traverse or border the eastern San Fernando Valley. These include the Ventura Freeway (US-101), the San Diego Freeway (Interstate [I] 405), the Golden State Freeway (I-5), the Ronald Reagan Freeway (State Route [SR]-118), and the Foothill Freeway (I-210). The Hollywood Freeway SR-170 is located east of the project study area. In addition to Metro Local and Metro Rapid bus service, the Metro Orange Line (Orange Line) Bus Rapid Transit service, the Metrolink Ventura Line commuter rail service, Amtrak inter-city rail service, and the Metrolink Antelope Valley Line commuter rail service are the major transit corridors that provide interregional trips in the project study area.

Land uses in the project study area include neighborhood and regional commercial land uses, as well as government and residential land uses. Specifically, land uses in the project study area include government services at the Van Nuys Civic Center, retail shopping along the project corridor, and medium- to high-density residential uses throughout the project study area. Notable land uses in the eastern San Fernando Valley include: The Village at Sherman Oaks, Panorama Mall, Whiteman Airport, Van Nuys Airport, Mission Community Hospital, Kaiser Permanente Hospital, Van Nuys Auto Row, and several schools, youth centers, and recreational centers.

1.1.2 Alternatives Considered

What Alternatives Are under Consideration?

The following six alternatives, including four build alternatives, a TSM Alternative, and the No-Build Alternative, are being evaluated as part of this study:

- No-Build Alternative
- TSM Alternative
- Build Alternative 1 – Curb-Running BRT Alternative
- Build Alternative 2 – Median-Running BRT Alternative
- Build Alternative 3 – Low-Floor LRT/Tram Alternative
- Build Alternative 4 – LRT Alternative

All build alternatives would operate over 9.2 miles, either in a dedicated bus lane or guideway (6.7 miles) and/or in mixed-flow traffic lanes (2.5 miles), from the Sylmar/San Fernando Metrolink station to the north to the Van Nuys Metro Orange Line station to the south, with the exception of Build Alternative 4 which includes a 2.5-mile segment within Metro-owned railroad right-of-way (ROW) adjacent to San Fernando Road and Truman Street and a 2.5-mile underground segment beneath portions of Panorama City and Van Nuys.

1.1.2.1 No-Build Alternative

The No-Build Alternative represents projected conditions in 2040 without implementation of the project. No new transportation infrastructure would be built within the project study area, aside from projects that are currently under construction or funded for construction and operation by 2040.

These projects include highway and transit projects funded by Measure R and specified in the current constrained element of the Metro 2009 Long-Range Transportation Plan (LRTP) and the 2012 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Existing infrastructure and future planned and funded projects assumed under the No-Build Alternative include:

- Existing Freeways – Interstate 5, and Interstate 105, State Route 118, and U.S. 101;
- Existing Transitway – Metro Orange Line;
- Existing Bus Service – Metro Rapid and Metro Local Shuttle;
- Los Angeles Department of Transportation Commuter Express, and DASH;
- Existing and Planned Bicycle Projects – Bicycle facilities on Van Nuys Boulevard and connecting east/west facilities; and
- Other Planned Projects – Various freeway and arterial roadway upgrades, expansions to the Metro Rapid Bus system, upgrades to the Metrolink system and the proposed California High Speed Rail project.

This alternative establishes a baseline for comparison to other alternatives in terms of potential environmental effects, including adverse and beneficial environmental effects.

1.1.2.2 TSM Alternative

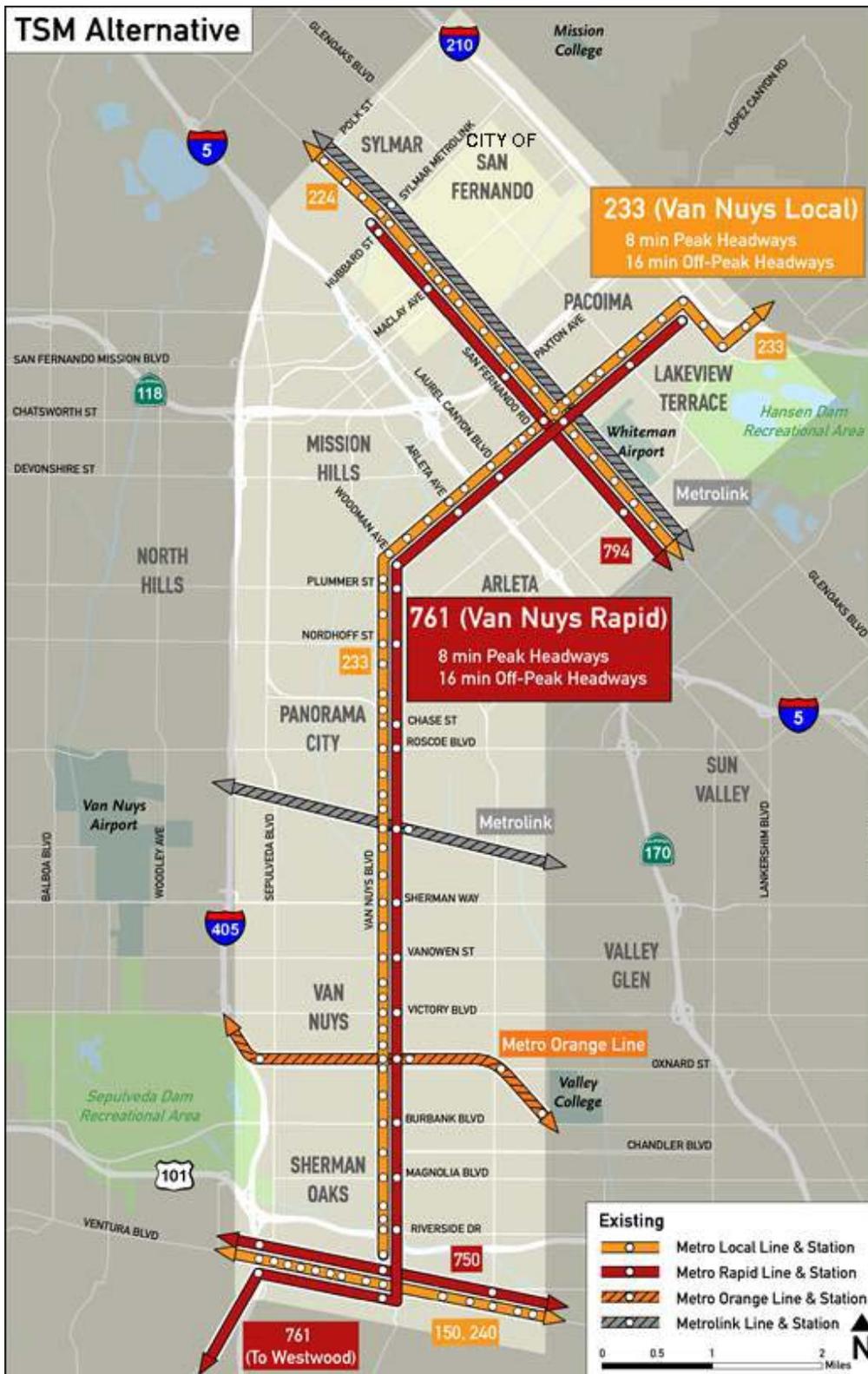
The TSM Alternative enhances the No-Build Alternative and emphasizes transportation systems upgrades, which may include relatively low-cost transit service improvements. It represents efficient and feasible improvements to transit service, such as increased bus frequencies and minor modifications to the roadway network. Additional TSM Alternative transit improvements that may be considered include, but are not limited to, traffic signalization improvements, bus stop amenities/improvements, and bus schedule restructuring (Figure 1-1).

The TSM Alternative considers the existing bus network, enhanced operating hours, and increased bus frequencies for Rapid Line 761 and Local Line 233. Under this alternative, the Metro Rapid Line 761 and Metro Local Line 233 bus routes would retain existing stop locations. This alternative would add 20 additional buses to the existing Metro Local 233 and Metro Rapid 761 bus routes. These buses would be similar to existing Metro 60-foot articulated buses, and each bus would have the capacity to serve up to 75 passengers (57 seats x 1.30 passenger loading standard). Buses would be equipped with transit signal priority equipment to allow for improved operations and on-time performance.

The existing Metro Division 15 maintenance and storage facility (MSF) located in Sun Valley would be able to accommodate the 20 additional buses with the implementation of the TSM Alternative. Operational changes would include reduced headway (elapsed time between buses) times for Metro Rapid Line 761 and Metro Local Line 233, as follows:

- Metro Rapid Line 761 would operate with headways reduced from 10 minutes to 8 minutes during peak hours (7 a.m. to 9 a.m. and 4 p.m. to 7 p.m. on weekdays) and from 17.5 minutes to 12 minutes during off-peak hours.
- Metro Local Line 233 would operate with headways reduced from 12 minutes to 8 minutes during peak hours and from 20 minutes to 16 minutes during off-peak hours.

Figure 1-1: TSM Alternative



Source: KOA and ICF International, 2014.

1.1.2.3 Build Alternative 1 – Curb-Running BRT Alternative

Under the Curb-Running BRT Alternative, the BRT guideway would incorporate 6.7 miles of existing curb lanes (i.e., lanes closest to the curb) along Van Nuys Boulevard between San Fernando Road and the Metro Orange Line. This alternative would be similar to the Metro Wilshire BRT project and would operate similarly. The lanes would be dedicated curb-running bus lanes for Metro Rapid Line 761 and Metro Local Line 233, and for other transit lines that operate on short segments of Van Nuys Boulevard. In addition, this alternative would incorporate 2.5 miles of mixed-flow lanes, where buses would operate in the curb lane along San Fernando Road and Truman Street between Van Nuys Boulevard and Hubbard Avenue for Metro Line 761. Metro Line 233 would continue north on Van Nuys Boulevard to Lakeview Terrace. These improvements would result in an improved Metro Rapid Line 761 (hereafter referred to as 761X) and an improved Metro Local Line 233 (hereafter referred to as 233X). The route of the Curb-Running BRT Alternative is illustrated in Figure 1-2.

From the Sylmar/San Fernando Metrolink station:

- Metro Rapid Line 761X would operate within roadway travel lanes on Truman Street and San Fernando Road.
- At Van Nuys Boulevard, Metro Rapid Line 761X would turn southwest and travel south within a curb-running dedicated bus lane along Van Nuys Boulevard.
- The alternative would continue to be curb running along Van Nuys Boulevard until reaching the Metro Orange Line Van Nuys station where Metro Rapid Line 761X service would be integrated into mixed-flow traffic.
- Metro Line 761X would then continue south to Westwood as under existing conditions, though it should be noted that in December 2014 the Metro Rapid Line 761 will be re-routed to travel from Van Nuys Boulevard to Ventura Boulevard, and then to Reseda Boulevard, while a new Metro Rapid Line 788 would travel from Van Nuys Boulevard through the Sepulveda Pass to Westwood as part of a Metro demonstration project.

Metro Local Line 233X would operate similar to how it currently operates between the intersections of Van Nuys and Glenoaks Boulevards to the north and Van Nuys and Ventura Boulevards to the south. However, Metro Local Line 233X would operate with improvements over existing service because it would utilize the BRT guideway where its route overlaps with the guideway along Van Nuys Boulevard.

Transit service would not be confined to only the dedicated curb lanes. Buses would still have the option to operate within the remaining mixed-flow lanes to bypass right-turning vehicles, a bicyclist, or another bus at a bus stop.

The Curb-Running BRT Alternative would operate in dedicated bus lanes, sharing the lanes with bicycles and right turning vehicles. However, on San Fernando Road and Truman Street, no dedicated bus lanes would be provided. The Curb-Running BRT Alternative would include 18 bus stops.

Figure 1-2: Build Alternative 1 – Curb-Running BRT Alternative



Source: KOA and ICF International, 2014.

1.1.2.4 Build Alternative 2 – Median-Running BRT Alternative

The Median-Running BRT Alternative consists of approximately 6.7 miles of dedicated median-running bus lanes between San Fernando Road and the Metro Orange Line, and would have operational standards similar to the Metro Orange Line. The remaining 2.5 miles would operate in mixed-flow traffic between the Sylmar/San Fernando Metrolink Station and San Fernando Road/Van Nuys Boulevard. The Median-Running BRT Alternative is illustrated in Figure 1-3.

Similar to the Curb-Running BRT Alternative, the Median-Running BRT (Metro Rapid Line 761X) would operate as follows from the Sylmar/San Fernando Metrolink station:

- Metro Rapid Line 761X would operate within mixed-flow lanes on Truman Street and San Fernando Road.
- At Van Nuys Boulevard, the route would turn southwest and travel south within the median of Van Nuys Boulevard in a new dedicated guideway.
- Upon reaching the Van Nuys Metro Orange Line Station, the dedicated guideway would end and the Rapid Line 761X service would then be integrated into mixed-flow traffic.
- The route would then continue south to Westwood, similar to the existing route. Similar to Build Alternative 1, it should be noted that in December 2014 the Metro Rapid Line 761 will be re-routed to travel from Van Nuys Boulevard to Ventura Boulevard, and then to Reseda Boulevard, while a new Metro Rapid Line 788 would travel from Van Nuys Boulevard through the Sepulveda Pass to Westwood as part of a Metro demonstration project.

Metro Local Line 233 would operate similar to existing conditions between the intersections of Van Nuys and Glenoaks Boulevards to the north and Van Nuys and Ventura Boulevards to the south. Rapid Bus stops that currently serve the 794 and 734 lines on the northern part of the alignment along Truman Street and San Fernando Road would be upgraded and have design enhancements that would be Americans with Disabilities Act (ADA) compliant. These stops would also serve the redirected 761X line:

1. Sylmar/San Fernando Metrolink Station
2. Hubbard Station
3. Maclay Station
4. Paxton Station
5. Van Nuys/San Fernando Station

Along the Van Nuys Boulevard segment, bus stop platforms would be constructed in the median. Seventeen new median bus stops would be included.

Figure 1-3: Build Alternative 2 – Median-Running BRT Alternative



Source: KOA and ICF International, 2014.

1.1.2.5 Build Alternative 3 – Low-Floor LRT/Tram Alternative

The Low-Floor LRT/Tram Alternative would operate along a 9.2-mile route from the Sylmar/San Fernando Metrolink station to the north, to the Van Nuys Metro Orange Line station to the south. The Low-Floor LRT/Tram Alternative would operate in a median dedicated guideway for approximately 6.7 miles along Van Nuys Boulevard between San Fernando Road and the Van Nuys Metro Orange Line station. The Low-Floor LRT/Tram alternative would operate in mixed-flow traffic lanes on San Fernando Road between the intersection of San Fernando Road/Van Nuys Boulevard and just north of Wolfskill Street. Between Wolfskill Street and the Sylmar/San Fernando Metrolink station, the Low-Floor LRT/Tram would operate in a median dedicated guideway. It would include 28 stations. The route of the Low-Floor LRT/Tram Alternative is illustrated in Figure 1-4.

The Low-Floor LRT/Tram Alternative would operate along the following route:

- From the Sylmar/San Fernando Metrolink station, the Low-Floor LRT/Tram would operate within a median dedicated guideway on San Fernando Road.
- At Wolfskill Street, the Low-Floor LRT/Tram would operate within mixed-flow travel lanes on San Fernando Road to Van Nuys Boulevard.
- At Van Nuys Boulevard, the Low-Floor LRT/Tram would turn southwest and travel south within the median of Van Nuys Boulevard in a new dedicated guideway.
- The Low-Floor LRT/Tram would continue to operate in the median along Van Nuys Boulevard until reaching its terminus at the Van Nuys Metro Orange Line Station.

Based on Metro's *Operations Plan for the East San Fernando Valley Transit Corridor Project*, the Low-Floor LRT/Tram Alternative would assume a similar travel speed as the Median-Running BRT Alternative, with speed improvements of 18 percent during peak hours/peak direction and 15 percent during off-peak hours.

The Low-Floor LRT/Tram Alternative would operate using low-floor articulated vehicles that would be electrically powered by overhead wires. This alternative would include supporting facilities, such as an overhead contact system (OCS), traction power substations (TPSS), signaling, and a MSF.

Because the Low-Floor LRT/Tram Alternative would fulfill the current functions of the existing Metro Rapid Line 761 and Metro Local Line 233, these bus routes would be modified to maintain service only to areas outside of the project corridor. Thus, Metro Rapid Line 761 (referred to as 761S with reduced service) would operate only between the Metro Orange Line and Westwood, and Metro Local Line 233 (referred to as 233S with reduced service) would operate only between San Fernando Road and Glenoaks Boulevard. It should be noted that in December 2014 the Metro Rapid Line 761 will be re-routed to travel from Van Nuys Boulevard to Ventura Boulevard, and then to Reseda Boulevard, while a new Metro Rapid Line 788 would travel from Van Nuys Boulevard through the Sepulveda Pass to Westwood as part of a Metro demonstration project.

Stations for the Low-Floor LRT/Tram Alternative would be constructed at various intervals along the entire route. There are portions of the route where stations are closer together and other portions where they are located further apart. Twenty-eight stations are proposed with the Low-Floor LRT/Tram Alternative. The 28 proposed Low-floor LRT/Tram stations would be ADA compliant.

Figure 1-4: Build Alternative 3 – Low-Floor LRT/Tram Alternative



Source: KOA and ICF International, 2014.

1.1.2.6 Build Alternative 4 – LRT Alternative

Similar to the Low-Floor LRT/Tram Alternative, the LRT would be powered by overhead electrical wires (Figure 1-5). Under Build Alternative 4, the LRT would travel in a dedicated guideway from the Sylmar/San Fernando Metrolink station along San Fernando Road south to Van Nuys Boulevard, from San Fernando Road to the Van Nuys Metro Orange Line Station, over a distance of approximately 9.2 miles. The LRT Alternative includes a segment in exclusive ROW through the Antelope Valley Metrolink railroad corridor, a segment with semi-exclusive ROW in the middle of Van Nuys Boulevard, and an underground segment beneath Van Nuys Boulevard from just north of Parthenia Street to Hart Street.

The LRT Alternative would be similar to other street-running LRT lines that currently operate in the Los Angeles area, such as the Metro Blue Line, Metro Gold Line, and Metro Exposition Line. The LRT would travel along the median for most of the route, with a subway of approximately 2.5 miles in length between Vanowen Street and Nordhoff Street. On the surface-running segment, the LRT Alternative would operate at prevailing traffic speeds and would be controlled by standard traffic signals.

Stations would be constructed at approximately 1-mile intervals along the entire route. There would be 14 stations, three of which would be underground near Sherman Way, the Van Nuys Metrolink station, and Roscoe Boulevard. Entry to the three underground stations would be provided from an entry plaza and portal. The entry portals would provide access to stairs, escalators, and elevators leading to an underground LRT station mezzanine level, which, in turn, would be connected via additional stairs, escalators, and elevators to the underground LRT station platforms.

Similar to the Low-Floor LRT/Tram Alternative, the LRT Alternative would require a number of additional elements to support vehicle operations, including an OCS, TPSS, communications and signaling buildings, and an MSF.

2.1 Regulatory Framework

2.1.1 Federal Regulations

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit 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 for persons displaced from their homes and businesses and establishes uniform and equitable land acquisition policies.

Where acquisition and relocation are unavoidable, owners of private property have federal constitutional guarantees that their property would not be taken or damaged for public use unless they first receive just compensation. Just compensation is measured by the “fair market value” of the property taken, 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).

2.1.2 State Regulations

The provisions of the California Code of Regulations, Chapter 6, Subchapter 1 (California Code) apply if a public entity undertakes a project for which federal funds are not present. In this case, the public entity must provide relocation assistance and benefits. The California Code, which is generally consistent with the intent and guidelines of the Uniform Act, seeks to:

- 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.

As stated above, under federal regulations, owners of private property have similar state constitutional guarantees regarding property acquisitions, damages, and just compensation.

2.1.3 Local Regulations

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

2.2 Methodology

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

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

2.3 Significance Thresholds

2.3.1 Federal

The FTA does not have specific definitions or thresholds for what constitutes an adverse effect related to real estate acquisition under NEPA. More generally, NEPA requires consideration of both the context and intensity of a given project (40 Code of Federal Regulations [CFR] part 1508.27). The following definitions of context and intensity are used to identify significance:

- **Context:** This means that the significance of an action must be analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interests, and the locality. Significance varies with the setting of the proposed action. For instance, in the case of a site-specific action, significance would usually depend upon the effects in the locale rather than in the world as a whole. Both short- and long-term effects are relevant.
- **Intensity:** This refers to the severity of impact. Responsible officials must bear in mind that more than one agency may make decisions about partial aspects of a major action. The following should be considered in evaluating intensity:
 - Impacts that may be both beneficial and adverse. A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial.
 - The degree to which the proposed action affects public health or safety.
 - Unique characteristics of the geographic area such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas.
 - The degree to which the effects on the quality of the human environment are likely to be highly controversial.
 - The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks.
 - The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.

- Whether the action is related to other actions with individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment. Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts.
- The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources.
- The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973.
- Whether the action threatens a violation of federal, state, or local law or requirements imposed for the protection of the environment.

2.3.2 State

2.3.2.1 State CEQA Guidelines

According to the CEQA Guidelines, a project would have a significant impact if it would:

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

2.3.2.2 L.A. CEQA Thresholds Guide

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

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

Chapter 3

Affected Environment/Existing Conditions

3.1 Background

The project would be implemented within a mixed-flow transportation ROW, which serves as a roadway for passenger vehicles, buses, and goods movement vehicles.

Within the project study area, Van Nuys Boulevard is designated as a Major Class II Highway.¹ This type of street is defined as having four full-time through lanes, as well as two lanes that are for parking and travel on a part-time basis. This class of street has a median/left-turn lane and 104 feet of ROW. Additionally, it has a 12-foot sidewalk/parkway with a 13-foot curb lane.²

San Fernando Road is classified as a pedestrian-oriented corridor.³ The emphasis of this type of roadway classification is to facilitate the development of a pedestrian-friendly streetscape while meeting the demands for local traffic. The use of various traffic-calming techniques on these roadways helps to balance vehicle and pedestrian use. Truman Street is classified as a major arterial corridor for its entire length through the City of San Fernando.⁴ This type of roadway serves both regional through-traffic and inter-city traffic, and generally provides four through travel lanes and a dedicated left-turn lane. This type of roadway will typically have a maximum ROW width of 80 feet and a curb-to-curb pavement width of 56 feet.

3.2 Land Use in the Study Area

3.2.1 Land Use

Land uses adjacent to the project corridor at the southern end of the alignment near Ventura Boulevard are primarily retail. Moving along Van Nuys Boulevard north towards Magnolia Boulevard, land uses change to include retail, commercial, and medical complexes. Along Sepulveda Boulevard, land uses include public uses, such as the Sherman Oaks Castle Park, the Los Angeles Fire Department, and the U.S. Army Reserve Center.

Continuing along Van Nuys Boulevard to just south of Calvert Street, land uses include car dealerships on Van Nuys Auto Row and other commercial uses. Moving further north until Vanowen Street, commercial, retail, banks, restaurants, medical offices, and other businesses occupy the corridor. A portion of this segment also supports local, state, and federal government buildings, including the Van Nuys Civic Center. South of Titus Street, a mix of retail, restaurant, and other businesses interspersed with parking lots occupies the land adjacent to Van Nuys Boulevard.

¹ City of Los Angeles. 2002a. *City of Los Angeles General Plan Transportation Element, Highways and Freeways, North Valley Subarea, Map A2*. June. Available: <<http://cityplanning.lacity.org/cwd/gnlpln/transelt/TEMaps/A2NVly.gif>>. Accessed: February 12, 2013.

² _____. 1999a. *City of Los Angeles General Plan, Transportation Element*. Adopted: September 8. Available: <<http://cityplanning.lacity.org/cwd/gnlpln/transelt/index.htm>>. Accessed: February 13, 2013.

³ City of San Fernando. 2005. *The San Fernando Corridors Specific Plan*. Adopted: January. Available: <http://www.ci.san-fernando.ca.us/sfold/news/specific_plan/sf_corridors_sp_final.pdf>. Accessed: February 13, 2013.

⁴ Ibid.

South of Parthenia Street, small to large commercial businesses are scattered along Van Nuys Boulevard, as well as commercial centers and the Panorama Mall. South of I-5, land uses include small to medium residential apartment complexes and single-family homes. At the north end of the project corridor, along San Fernando Road and Truman Street, the land uses are primarily commercial and industrial

Land uses to the east and west of the project corridor, but within the study area, are primarily designated as residential and parklands.

3.3 Typical Sources and Causes of Displacement

Table 3-1 shows typical reasons for property acquisition and displacement that could occur as a result of project implementation. Either full acquisitions or partial acquisitions of properties may occur. A partial acquisition would occur if the project alternative would use a portion of a given parcel, but would not require the entirety of the property. Partial property acquisitions may result from the widening of roadways required due to increased ROW widths for the railroad corridor or the need to widen roads in crossing or station areas. By contrast, a full acquisition would require the use of an entire property.

Displacement occurs when acquisition of a property entails that the current occupants of the property must vacate in order for project improvements to occur. Displacement may occur under two circumstances:

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

Table 3-1: Typical Causes of Displacement during Construction

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

Source: ICF International, 2013

4.1 Operational Impacts

By nature, property acquisitions occur prior to operation of a project. Therefore, all impacts related to real estate and acquisitions occur entirely within the construction phase of the project, and no operational impacts would result.

4.2 Construction Impacts

4.2.1 No-Build Alternative

Under the No Build Alternative, there would be no displacement or acquisition of properties for transit infrastructure. Therefore, no adverse impacts associated with displacements or relocations are anticipated.

4.2.2 Transportation System Management Alternative

The TSM alternative would improve existing transit infrastructure and would not require any permanent acquisition of property to implement. Therefore, no adverse impacts associated with displacements or relocations are anticipated.

4.2.3 Build Alternative 1 – Curb-Running Bus Rapid Transit Alternative

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

4.2.4 Build Alternative 2 – Median-Running BRT Alternative

Similar to Alternative 1, Alternative 2 would not require the permanent acquisition of any property along the project corridor as it primarily involves dedication of the median lane to bus service. No new facilities beyond bus stop improvements would be required. All improvements associated with Alternative 1 would take place within existing transportation ROW. Therefore, no impacts associated with acquisitions of property would occur under Alternative 2.

4.2.5 Build Alternative 3 – Low-Floor LRT/Tram Alternative

The Low Floor LRT/Tram Alternative would require the full or partial acquisition of approximately 28 parcels (please note that the property acquisitions required to construct the MSF and the connection

to the MSF are discussed separately under Section 4.2.7 below). These acquisitions would consist of 25 full takes and 3 partial takes. Eleven property acquisitions would be dispersed along the alignment to accommodate TPSS facilities, which would be spaced approximately 1 to 1.5 mile apart along the project alignment. In addition, 15 parcels would be fully acquired to accommodate the LRT/Tram guideway at the southwest corner of San Fernando Road and Van Nuys Boulevard to provide the necessary curve to transition the alignment to San Fernando Road. These parcels consist of commercial retail businesses, which would require relocation. Two parcels between Weidner Street and the SR-118 on/off-ramp at San Fernando Road would be acquired to accommodate a station platform. Table 4-1 provides a summary of the ROW requirements of Alternative 3.

Table 4-1: Alternative 3 Property Acquisitions

AIN	Address	Jurisdiction	Current Use/ Occupant	Full or Partial Acquisition	Intended Use
2241-027-003	6077 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Health & nutrition retail; Food mart; Commercial Manufacturing	FULL	TPSS Site
2638-039-020	14620 W. Parthenia St.	Los Angeles (Panorama City)	El Super parking lot	PARTIAL	TPSS Site
2644-030-016	14556 W. Plummer St.	Los Angeles (Panorama City)	General Commercial	FULL	TPSS Site
2644-025-901	9540 N. Van Nuys Blvd.	Los Angeles (Panorama City)	General Commercial; Low Medium II Residential	PARTIAL	TPSS Site
I-5 Freeway	Van Nuys Blvd. & Vena Ave.	Los Angeles (Arleta)	Public roadway	PARTIAL/ EASEMENT	TPSS Site
2645-021-905	14094 W. Van Nuys Blvd.	Los Angeles (Arleta)	Low Medium II Residential	FULL	TPSS Site
2619-017-036	13313 W. Van Nuys Blvd.	Los Angeles (Pacoima)	Neighborhood legal services; Community Commercial	FULL	Guideway
2619-017-012	13305 W. Van Nuys Blvd.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-011	13303 W. Van Nuys Blvd.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-010	Van Nuys Blvd. & Ilex Ave.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-009	13291 W. Van Nuys Blvd.	Los Angeles (Pacoima)	Restaurant; Community Commercial	FULL	Guideway

AIN	Address	Jurisdiction	Current Use/ Occupant	Full or Partial Acquisition	Intended Use
2619-017-008	13289 W. Van Nuys Blvd.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-007	13283 W. Van Nuys Blvd.	Los Angeles (Pacoima)	Veterinary hospital; Community Commercial	FULL	Guideway
2619-017-031	Van Nuys Blvd. & Ilex Ave.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-022	13326 W. Pinney St.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-023	13322 W. Pinney St.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-024	13301 Pinney St.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-025	13314 W. Pinney St.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-026	13277 Pinney St.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-037	10837 N. San Fernando Road	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-002	10825 N. San Fernando Road	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-035	Pinney St. & S. San Fernando Road	Los Angeles (Pacoima)	Community Commercial	FULL	TPSS Site
2619-002-026	11041 N. San Fernando Road	Los Angeles (Pacoima)	Food mart; Pentecostal church; Commercial Manufacturing	FULL	Station Platform
2619-002-032	11051 N. San Fernando Road	Los Angeles (Pacoima)	Billiards hall; Automotive parts; Commercial Manufacturing	FULL	Station Platform
2616-019-009	11333 N. San Fernando Road	Los Angeles (Pacoima)	Sand building materials; Limited Manufacturing	FULL	TPSS Site
2616-018-029	La Rue St. & San Fernando Road	Los Angeles (Mission Hills)	Limited Manufacturing	FULL	TPSS Site
2611-010-003	Hubbard St. & San Fernando Road	San Fernando	General Commercial	FULL	TPSS Site
2611-010-028	Hubbard St. & San Fernando Road	San Fernando	General Commercial	FULL	TPSS Site

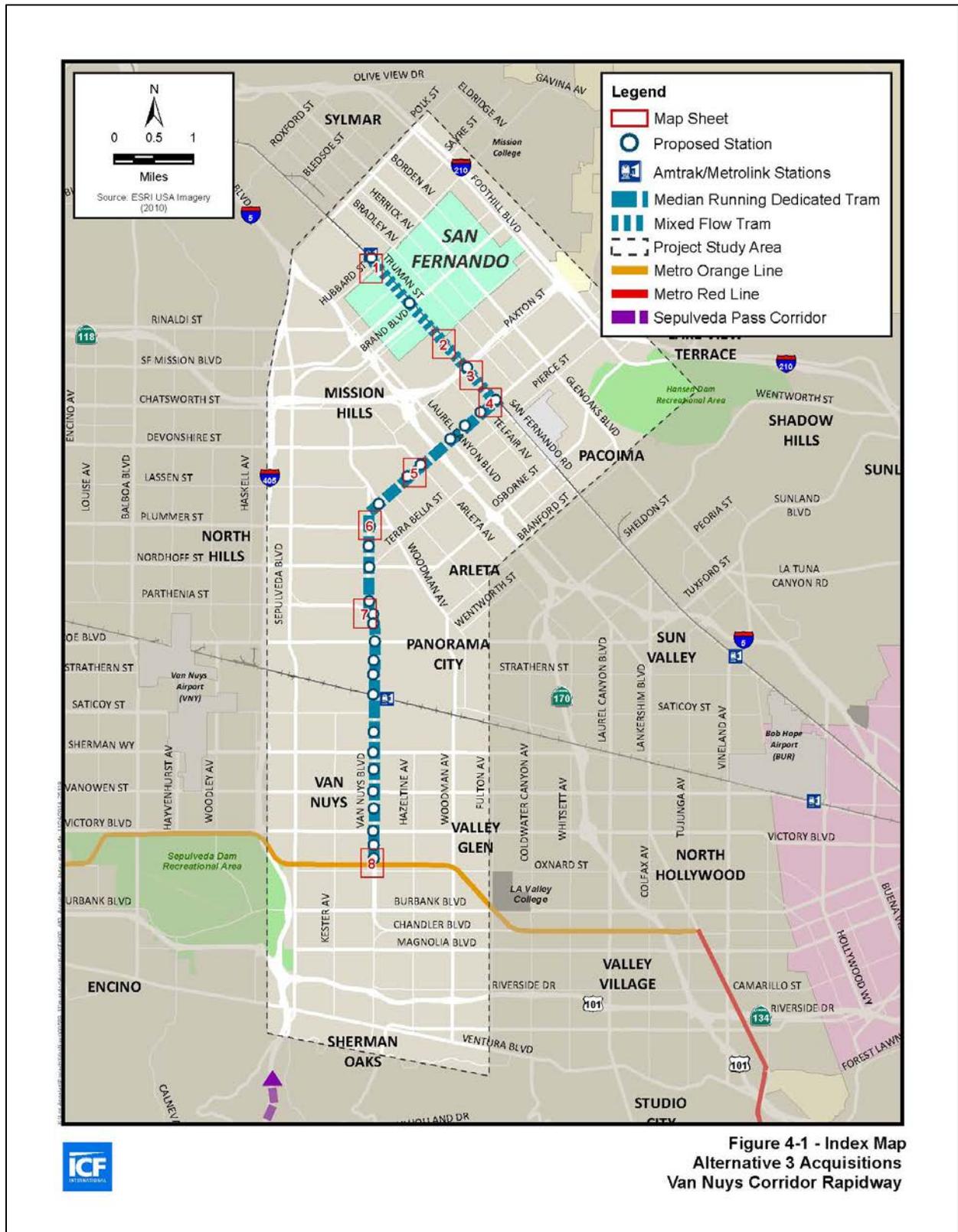
Source: KOA Corporation, 2014; ICF, 2014; City of Los Angeles, 2014.

No residential property would be acquired under Alternative 3 and all acquisitions that would be required consist of commercial properties. The Van Nuys corridor consists primarily of commercially zoned land that could accommodate displaced businesses. A review of online commercial real estate listings revealed that there were 8 industrial properties and 19 commercial properties for sale within 1.5 miles of the project corridor and an additional 105 industrial and 141 commercial spaces for lease as of December 2014.⁵ Thus, there appears to be sufficient available properties within the immediate study area to accommodate the displaced businesses. Where acquisition and relocation are unavoidable, Metro would follow the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended, and implemented pursuant to the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by the U.S. Department of Transportation (USDOT), dated February 3, 2005. Metro would apply acquisition and relocation policies to assure compliance with the Uniform Act and Amendments. All real property acquired by Metro would be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal made to each property owner, would be offered by Metro. Each homeowner, renter, business, or nonprofit organization displaced as a result of the project would be given advance written notice and would be informed of the eligibility requirements for relocation assistance and payments. Figure 4-1 provides the locations of the proposed ROW acquisitions under Alternative 3.

Because the study area and surrounding urban area are almost entirely built out and given the number of existing buildings for sale or lease in the immediate area, it is expected that most of the businesses that would be displaced due to Alternative 3 (including associated MSF – see discussion below in Section 4.2.7) would relocate to existing commercial buildings. Thus, it is not anticipated that construction of a substantial amount of new commercial development that could result in substantial adverse impacts to the environment would occur. Therefore, substantial adverse indirect effects related to displacement and relocation are not anticipated under Alternative 3.

⁵ LoopNet.com property search by map area. Available: <http://www.loopnet.com/>. Accessed: December, 9 2014.

Figure 4-1: Build Alternative 3 – Low-Floor LRT/Tram Alternative Acquisitions



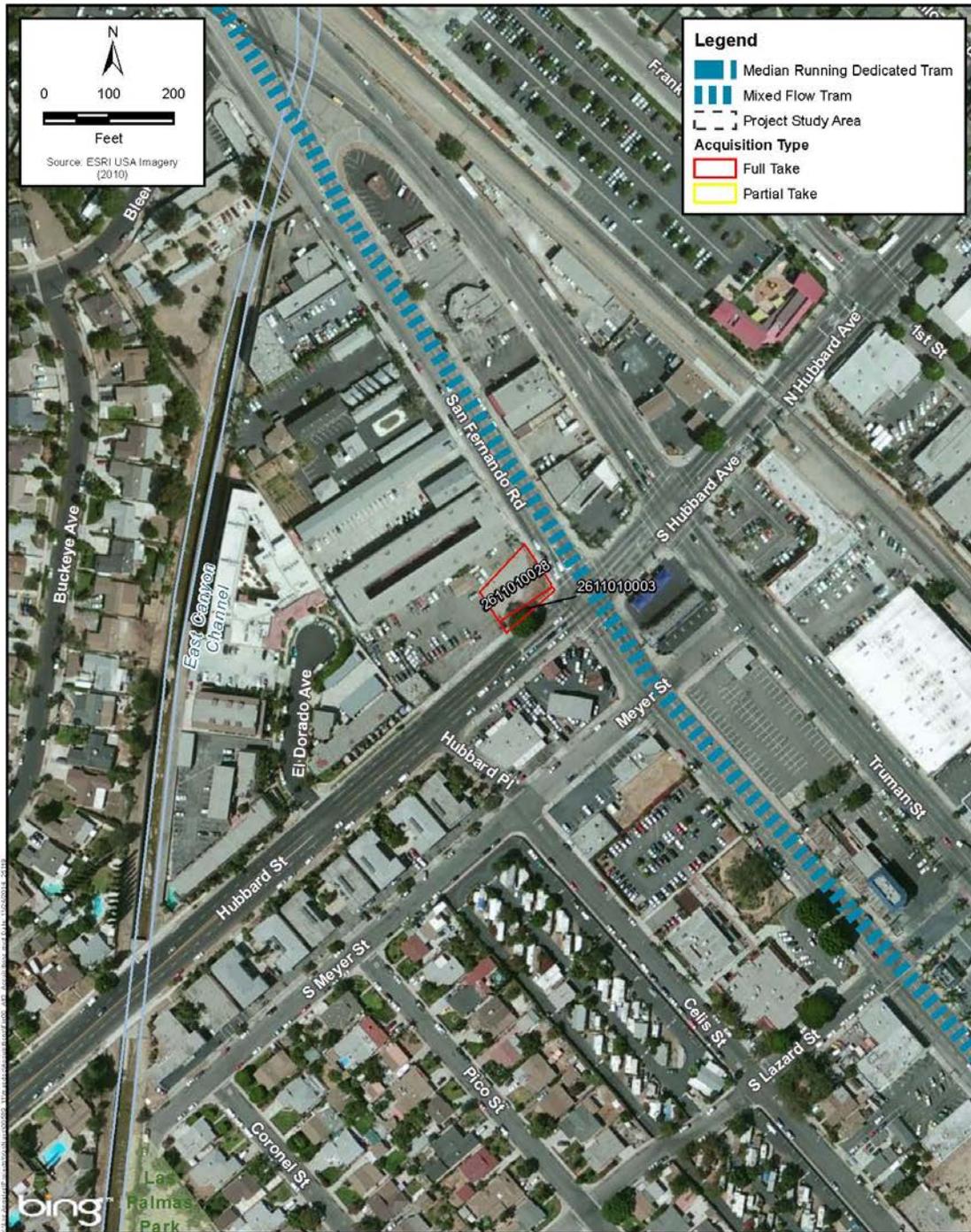


Figure 4-1 - Sheet 1
Alternative 3 Acquisitions
Van Nuys Corridor Rapidway









Figure 4-1 - Sheet 4
Alternative 3 Acquisitions
Van Nuys Corridor Rapidway



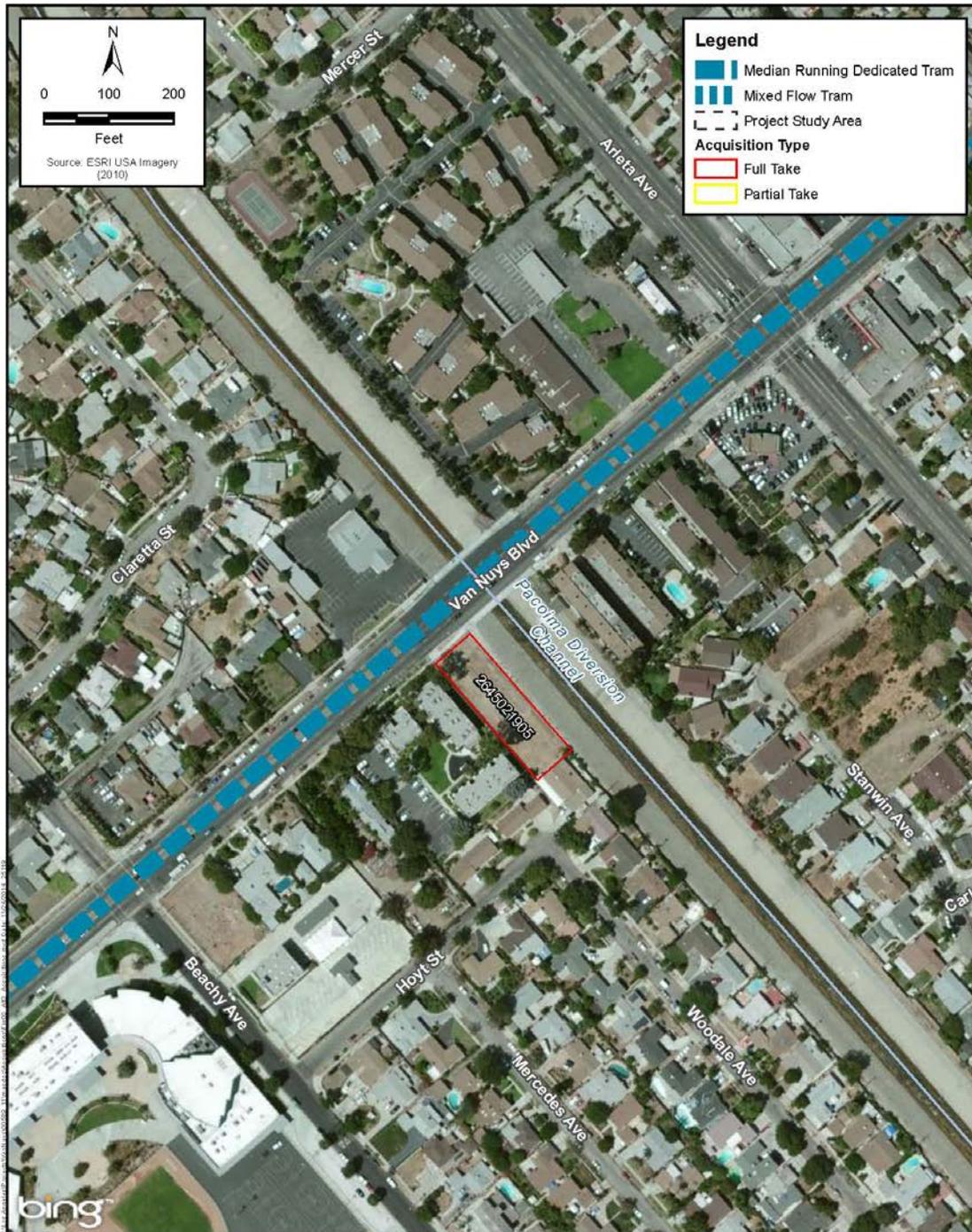


Figure 4-1 - Sheet 5
Alternative 3 Acquisitions
Van Nuys Corridor Rapidway



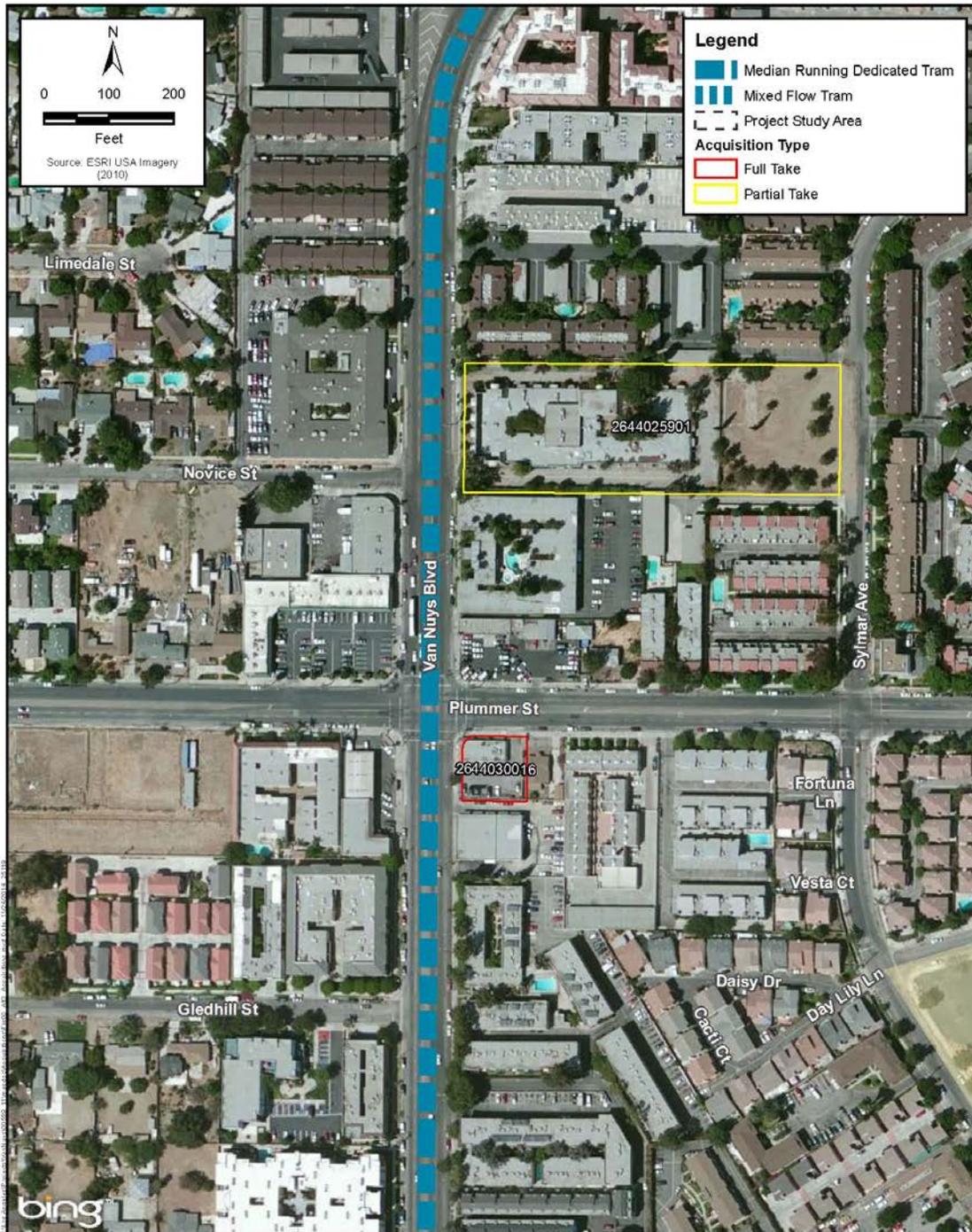


Figure 4-1 - Sheet 6
Alternative 3 Acquisitions
Van Nuys Corridor Rapidway





Figure 4-1 - Sheet 7
Alternative 3 Acquisitions
Van Nuys Corridor Rapidway



4.2.6 Build Alternative 4 – Light Rail Transit Alternative

Alternative 4 would require the full or partial acquisition of approximately 55 parcels along the corridor (please note that the property acquisitions required to construct the MSF and the connection to the MSF are discussed separately under Section 4.2.7 below). Of these 55 acquisitions, 44 would be full takes and 11 would be partial takes. Similar to Alternative 3, TPSS facilities would be dispersed along the project alignment and would require 13 property acquisitions of which 12 would be full takes and one would require a part-take of a grocery store parking lot. The remaining 42 property acquisitions would be required to accommodate the project guideway and station platforms. Twenty-one such acquisitions, including 10 acquisitions in the City of San Fernando, would be located near the Alternative 4 terminus and would be required due to the partial relocation of Metrolink tracks to accommodate the Alternative 4 guideway and station platform at the Sylmar/San Fernando Metrolink Station. Within the City of San Fernando, land uses abut the existing Metrolink ROW, which is relatively narrow between Jessie Street and the Sylmar/San Fernando Metrolink Station. Additional space would be required to fully accommodate both the Metrolink and Alternative 4 tracks/guideway. As such, small partial acquisitions of seven properties and three full takes would be required in this location. As with Alternative 3, the 16 parcels, consisting of commercial property, would be fully acquired to accommodate the LRT guideway at the southwest corner of San Fernando Road and Van Nuys Boulevard to provide the necessary curve to transition the alignment to San Fernando Road. Two station platforms, the Roscoe Station and the Sherman Way Station, would require the acquisition of several commercial properties. Table 4-2 provides a summary of ROW acquisitions required for Alternative 4. Figure 4-2 provides the locations of the proposed ROW acquisitions under Alternative 4.

Table 4-2: Alternative 4 Property Acquisitions

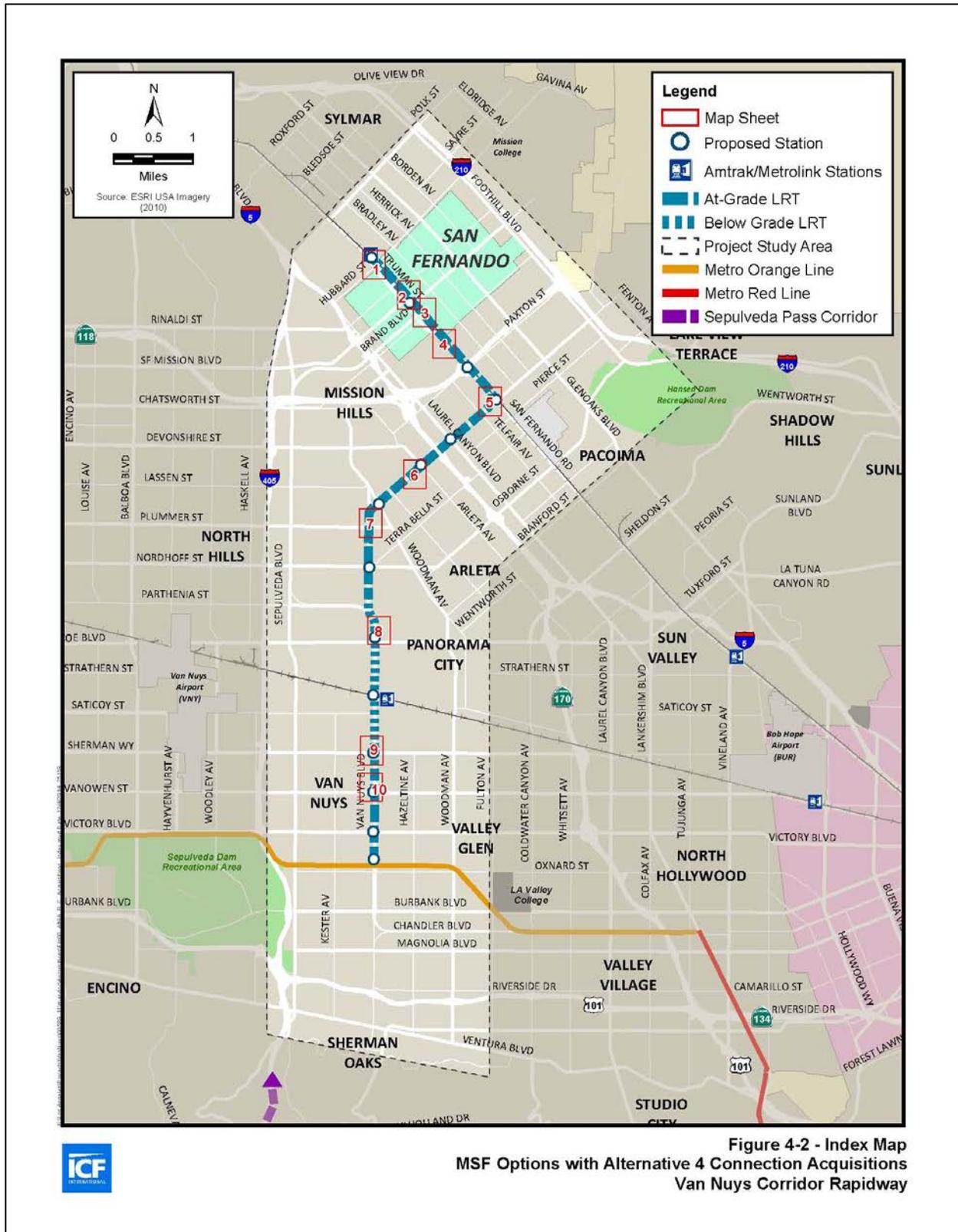
AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2219-025-027	14526 Hartland St.	Los Angeles (Van Nuys)	Residential	PARTIAL	TPSS Site
2219-025-003	N/A	Los Angeles (Van Nuys)	Residential	FULL	TPSS Site
2219-025-026	N/A	Los Angeles (Van Nuys)	Residential	FULL	TPSS Site
2219-026-027	6853 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	General Commercial	PARTIAL	Guideway
2218-024-009	7219 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	General Commercial	FULL	Guideway
2215-001-912	Keswick St. & Van Nuys Blvd.	Los Angeles (Van Nuys)	Public Facilities	PARTIAL	Guideway
2215-001-907	7724 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Van Nuys Metrolink Station; General Commercial	FULL	Guideway
2638-022-061	8350 N. Van Nuys Blvd.	Los Angeles (Panorama City)	Community Commercial	FULL	Guideway
2638-038-017	14525 Roscoe Blvd.	Los Angeles (Panorama City)	Community Commercial	FULL	TPSS Site/Guideway

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
		City)			
2644-030-016	14556 W. Plummer St.	Los Angeles (Panorama City)	General Commercial	FULL	TPSS Site
2644-025-901	9540 N. Van Nuys Blvd.	Los Angeles (Panorama City)	General Commercial; Low Medium II Residential	PARTIAL	TPSS Site
2645-021-905	14094 W. Van Nuys Blvd.	Los Angeles (Arleta)	Low Medium II Residential	FULL	TPSS Site
2619-017-036	13313 W. Van Nuys Blvd.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-012	13305 W. Van Nuys Blvd.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-011	13303 W. Van Nuys Blvd.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-010	Van Nuys Blvd. & Ilex Ave.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-009	13291 W. Van Nuys Blvd.	Los Angeles (Pacoima)	Restaurant; Community Commercial	FULL	Guideway
2619-017-008	13289 W. Van Nuys Blvd.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-007	13283 W. Van Nuys Blvd.	Los Angeles (Pacoima)	Veterinary hospital; Community Commercial	FULL	Guideway
2619-017-031	Van Nuys Blvd. & Ilex Ave.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-022	13326 W. Pinney St.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-023	13322 W. Pinney St.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-024	13301 Pinney St.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-025	13314 W. Pinney St.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-026	13277 Pinney St.	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-037	10837 N. San Fernando Road	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2619-017-002	10825 N. San Fernando Road	Los Angeles (Pacoima)	Community Commercial	FULL	TPSS Site
2619-017-035	Pinney St. & S. San Fernando Road	Los Angeles (Pacoima)	Community Commercial	FULL	Guideway
2620-002-021	10726 Ilex Ave.	Los Angeles	Low Residential	FULL	TPSS Site

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
		(Pacoima)			
2616-019-009	11333 N. San Fernando Road	Los Angeles (Pacoima)	Limited Manufacturing	FULL	TPSS Site
2616-018-029	La Rue St. & San Fernando Road	Los Angeles (Mission Hills)	Limited Manufacturing	FULL	TPSS Site
2519-018-900	130 N Brand Blvd.	San Fernando	School	PARTIAL	Guideway/ Metrolink Track Realignment
2522-015-901	130 N Brand Blvd	San Fernando	Vacant	FULL	Guideway/ Metrolink Track Realignment
2519-001-902	910 1st St.	San Fernando	Government Facility/Police Station	PARTIAL	Guideway/ Metrolink Track Realignment
2519-001-903	N/A	San Fernando	Parking Lot	PARTIAL	Guideway/ Metrolink Track Realignment
2520-018-012	55 N Maclay Ave.	San Fernando	Commercial Retail	FULL	Guideway/ Metrolink Track Realignment
2520-018-009	N/A	San Fernando	Industrial	PARTIAL	Guideway/ Metrolink Track Realignment
2520-018-005	1318 1st St.	San Fernando	Warehouse	FULL	Guideway/ Metrolink Track Realignment
2520-018-002	1404 1st St.	San Fernando	Light Industrial	PARTIAL	Guideway/ Metrolink Track Realignment
2520-018-004	1414 1st St.	San Fernando	Light Industrial	PARTIAL	Guideway/ Metrolink Track Realignment

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2520-018-006	1416 1st St.	San Fernando	Parking Lot	PARTIAL	Guideway/ Metrolink Track Realignment
2611-010-003	Hubbard St. & San Fernando Road	San Fernando	General Commercial	FULL	TPSS Site
2611-010-028	Hubbard Ave. & San Fernando Road	San Fernando	General Commercial	FULL	TPSS Site
2612-001-011	Truman Ave. & Meyer St.	San Fernando	General Commercial	FULL	Guideway
2611-009-036	Hubbard Ave. & Truman Ave.	San Fernando	General Commercial	FULL	Guideway
2611-009-032	Hubbard Ave. & Truman Ave.	San Fernando	ARCO ampm	FULL	Guideway
2611-009-012	12172 N. Truman Ave.	Los Angeles (Sylmar)	Limited Manufacturing	FULL	Guideway
2611-009-013	12200 N. Truman Ave.	Los Angeles (Sylmar)	Limited Manufacturing	FULL	Guideway
2611-009-015	12162 N. San Fernando Road	Los Angeles (Sylmar)	Highway Oriented Commercial	FULL	Guideway
2611-009-016	Hubbard St. & San Fernando Road	Los Angeles (Sylmar)	Highway Oriented Commercial	FULL	Guideway
2611-009-017	12166 N. San Fernando Road	Los Angeles (Sylmar)	Highway Oriented Commercial	FULL	Guideway
2611-009-030	12182 N. San Fernando Road	Los Angeles (Sylmar)	Highway Oriented Commercial	FULL	Guideway
2611-009-022	12196 N. San Fernando Road	Los Angeles (Sylmar)	Highway Oriented Commercial	FULL	Guideway
2611-009-023	12200 N. San Fernando Road	Los Angeles (Sylmar)	Highway Oriented Commercial	FULL	Guideway
2611-009-024	12214 N. San Fernando Road	Los Angeles (Sylmar)	Highway Oriented Commercial	FULL	Guideway
Source: KOA Corporation, 2014; ICF, 2014; City of Los Angeles, 2014.					

Figure 4-2: Build Alternative 4 – LRT Alternative Acquisitions



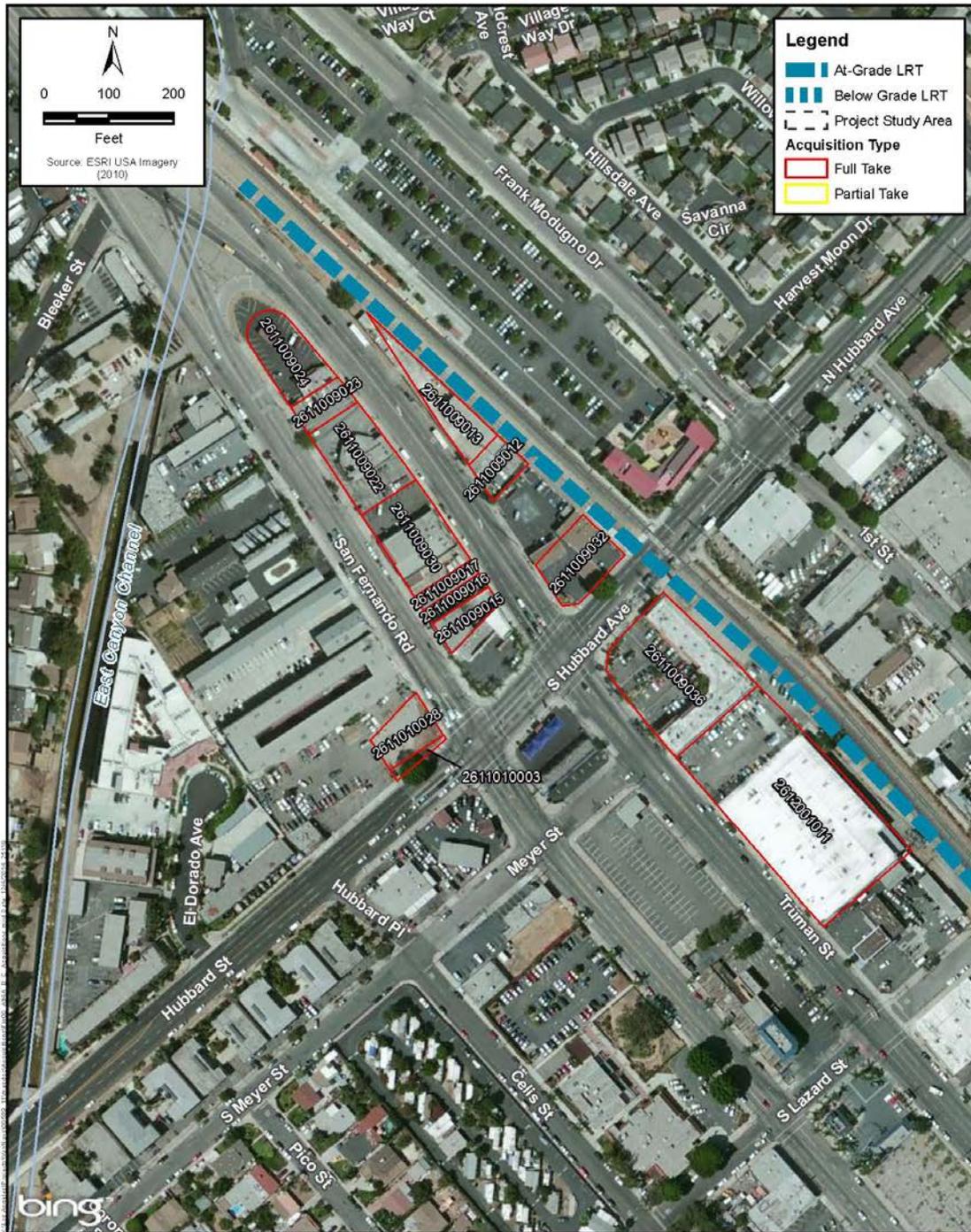


Figure 4-2 - Sheet 1
MSF Options with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway





Figure 4-2 - Sheet 2
MSF Options with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway





Figure 4-2 - Sheet 3
MSF Options with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway





Figure 4-2 - Sheet 4
MSF Options with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway





Figure 4-2 - Sheet 5
MSF Options with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway





Figure 4-2 - Sheet 6
MSF Options with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway





Figure 4-2 - Sheet 7
MSF Options with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway



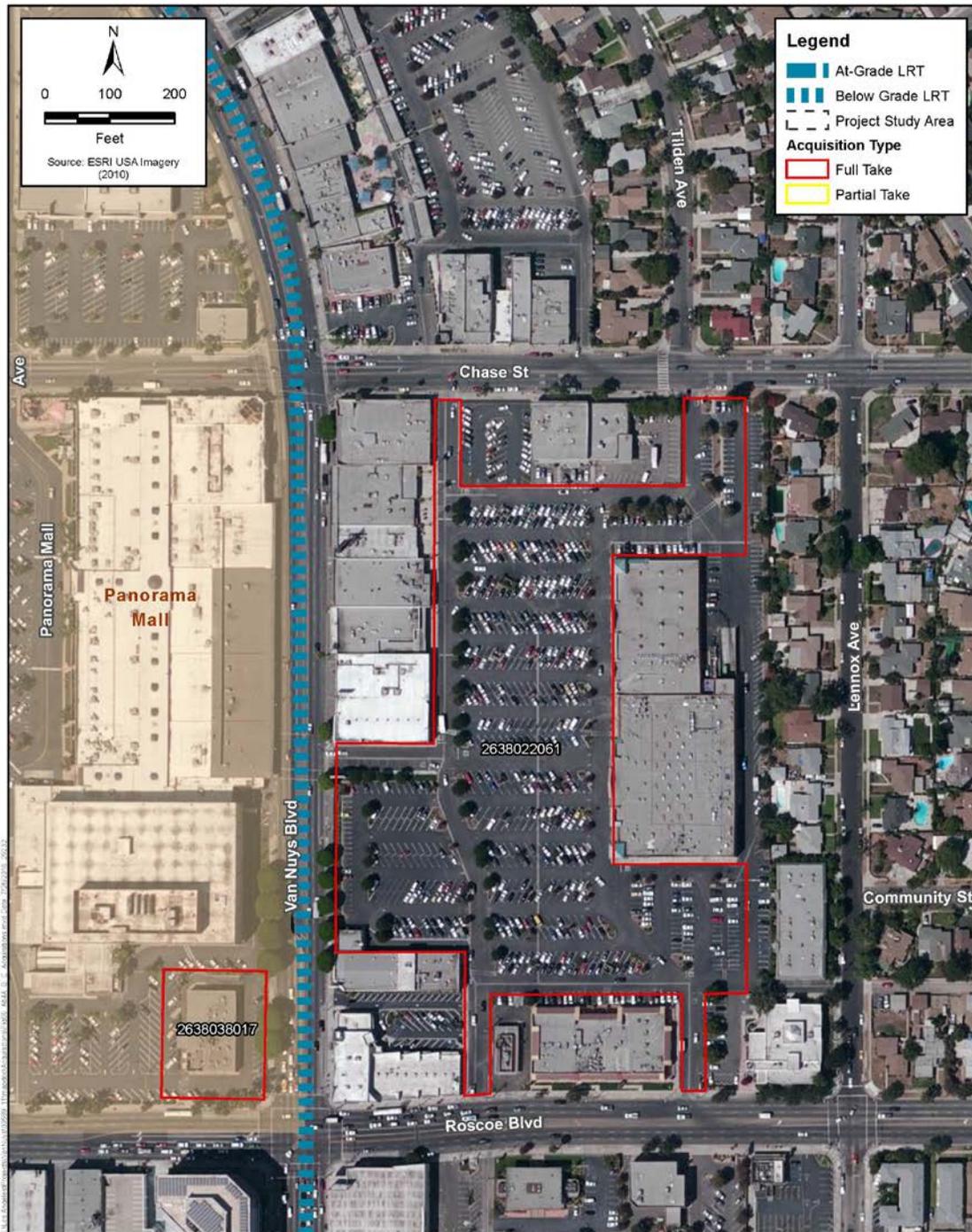


Figure 4-2 - Sheet 8
VMF Options with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway



Figure 4-2 - Sheet 9
MSF Options with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway





Figure 4-2 - Sheet 10
MSF Options with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway



Three parcels along Hartland Street that would be acquired to accommodate a TPSS facility. They are zoned and designated for residential use, and appear to be vacant lots; therefore, no displacement or relocation of residents would be required under Alternative 4. All other acquisitions associated with Alternative 4 consist of commercial and/or light industrial land uses.

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

Because the study area and surrounding urban area are almost entirely built out and given the number of existing buildings for sale or lease in the immediate area, it is expected that most of the businesses that would be displaced due to Alternative 4 (including associated MSF – see discussion below in Section 4.2.7) would relocate to existing buildings. Thus, it is not anticipated that construction of a substantial amount of new commercial or industrial development that could result in substantial adverse impacts to the environment would occur. Therefore, substantial adverse indirect effects related to displacement and relocation are not anticipated under Alternative 4.

4.2.7 Maintenance and Storage Facility

In addition to ROW acquisitions required to construct the track and support facilities associated with Alternatives 3 and 4, a number of parcels would be acquired to accommodate the MSF. The MSF site would measure approximately 25 to 30 acres in order to provide enough space for storage of the maximum number of train vehicles, and associated operational needs such as staff offices, dispatcher workstations, employee break rooms, operator areas, collision/body repair areas, paint booths, and wheel truing machines. Due to the space needs for the MSF, acquisition of between 37 and 58 parcels, depending on the MSF site selected, would be required. A breakdown of the right-of-way acquisition requirements of the three options being considered is presented below.

In addition to the ROW required to construct the Alternative 4 guideway and support facilities, additional ROW would be required to connect to one of the three alternative MSF sites. Alternative 3 would also require one additional acquisition to connect to MSF Option A. The ROW required for the MSF connections is discussed following each MSF Option discussion below.

4.2.7.1 MSF Option A – Van Nuys Boulevard/ Metro Orange Line

MSF Option A would fully acquire 58 parcels between Calvert Street to the north, Oxnard Street to the south, and Kester Avenue to the west. A majority of the property that would be acquired consists of light manufacturing and commercial property most of which contains businesses oriented toward automobile repair and supplies and other general commercial retail uses. Three would also be fully acquired and though they are zoned for residential use, they are developed with a single parking lot serving an adjacent warehouse business. However, one parcel (2241-024-014) zoned for industrial use appears to include approximately four housing units. Accordingly, residential displacement would result under MSF Option A. Table 4-3 provides a summary of the ROW acquisitions required for MSF Option A. Figure 4-3 above provides the locations of all the properties to be acquired under the MSF Option A.

Table 4-3: MSF Option A Right-of-Way Acquisitions

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2241-024-016	14854 W. Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-024-014	Calvert St. & Kester Ave.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-024-015	Bessemer St. & Kester Ave.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-024-019	14832 W. Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-024-018	14843 W. Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-024-010	14828 W. Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-024-012	14831 W. Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-024-017	Bessemer St. & Kester Ave.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-024-007	14818 W. Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-024-005	14808 W. Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-024-006	14815 W. Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-024-004	14804 W. Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-024-002	14769 W. Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-024-001	14762 W. Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-024-003	14769 W. Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-023-012	14760 W. Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-023-013	14759 W. Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-023-011	14754 W. Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-023-014	14753 W. Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-023-009	14748 W. Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-023-010	14751 W. Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2241-023-008	14742 W. Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-023-007	14747 W. Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-023-005	14740 W. Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-023-006	14741 W. Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-023-004	14732 W. Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-023-003	14737 W. Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-023-017	14725 W. Bessemer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-023-016	14728 W. Calvert St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-022-027	14658 W. Calvert St.	Los Angeles (Van Nuys)	Medium Residential	FULL	Maintenance and Storage Facility
2241-022-012	14654 W. Calvert St.	Los Angeles (Van Nuys)	Medium Residential	FULL	Maintenance and Storage Facility
2241-022-011	14648 W. Calvert St.	Los Angeles (Van Nuys)	Medium Residential	FULL	Maintenance and Storage Facility
2241-022-028	Bessemer St. & Cedros Ave.	Los Angeles (Van Nuys)	Commercial Manufacturing	FULL	Maintenance and Storage Facility
2241-025-015	6030 N. Kester Ave.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-014	14843 W. Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-013	14833 W. Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-012	14829 W. Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-011	14823 W. Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-010	14821 W. Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-009	14811 W. Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-008	14761 W. Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-007	14755 W. Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-006	14753 W. Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2241-025-002	14745 W. Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-001	14715 W. Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-021	6020 N. Kester Ave.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-027	6016 N. Kester Ave.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-028	6000 N. Kester Ave.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-020	14862 W. Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-019	14837 W. Oxnard St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-018	14830 W. Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-017	14821 W. Oxnard St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-016	14810 W. Aetna St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-025	14757 W. Oxnard St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-025-024	14715 W. Oxnard St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2241-026-004	14661 W. Aetna St.	Los Angeles (Van Nuys)	Commercial Manufacturing	FULL	Maintenance and Storage Facility
2241-026-003	14637 W. Aetna St.	Los Angeles (Van Nuys)	Commercial Manufacturing	FULL	Maintenance and Storage Facility
2241-026-002	14633 W. Aetna St.	Los Angeles (Van Nuys)	Commercial Manufacturing	FULL	Maintenance and Storage Facility
Source: KOA Corporation, 2014; ICF, 2014; City of Los Angeles, 2014.					

Due to the large number of business displacements, which are predominantly industrial/manufacturing businesses, there may not be enough available real estate in the immediate vicinity of the businesses' existing locations to accommodate all of the displaced businesses. The larger industrial facilities, in particular, may have difficulty finding comparable properties near their existing locations. However, within the larger surrounding urban area, it is anticipated that there would be enough available properties to accommodate most, if not all, of the displaced businesses.

Metro would apply acquisition and relocation policies to assure compliance with the Uniform Act and Amendments. All real property acquired by Metro would be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal made to each property owner, would be offered by Metro. Each homeowner, renter, business, or nonprofit organization

displaced as a result of the project would be given advance written notice and would be informed of the eligibility requirements for relocation assistance and payments.

As discussed above, it is expected that most of the businesses that would be displaced due to MSF Option A would relocate to existing buildings. Thus, it's not anticipated that construction of a substantial amount of new development would be required that could result in substantial adverse impacts to the environment would occur. Therefore, substantial adverse indirect effects related to displacement and relocation are not anticipated under MSF Option A.

MSF Option A Connection

MSF Option A would require two additional full acquisitions under Alternative 4 where Van Nuys crosses the Orange Line Busway in order to provide the necessary curve to transition the Alternative 4 guideway onto the Orange Line Busway ROW. Alternative 3 would similarly require parcel 2241-027-003 to connect to the MSF Option A. Because the MSF Option A site would be located at the southern terminus of Alternative 4, as opposed to the areas surrounding the Van Nuys Metrolink Station under MSF Options B and C, a key difference in MSF Option A that should be noted is the Van Nuys Metrolink station platform would only require partial acquisition of parcel 2215-001-912 at Keswick Street as opposed to the a full acquisition under MSF Options B and C. Figure 4-3 provides this detail in addition to the MSF Option A ROW requirements and its connections to Alternatives 3 and 4.

Table 4-4 provides a summary of the ROW required for the MSF Option A connection.

Table 4-4: Alternative 4 MSF Option A Right-of-Way Acquisitions for Access

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

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

Figure 4-3: MSF Option A Acquisitions

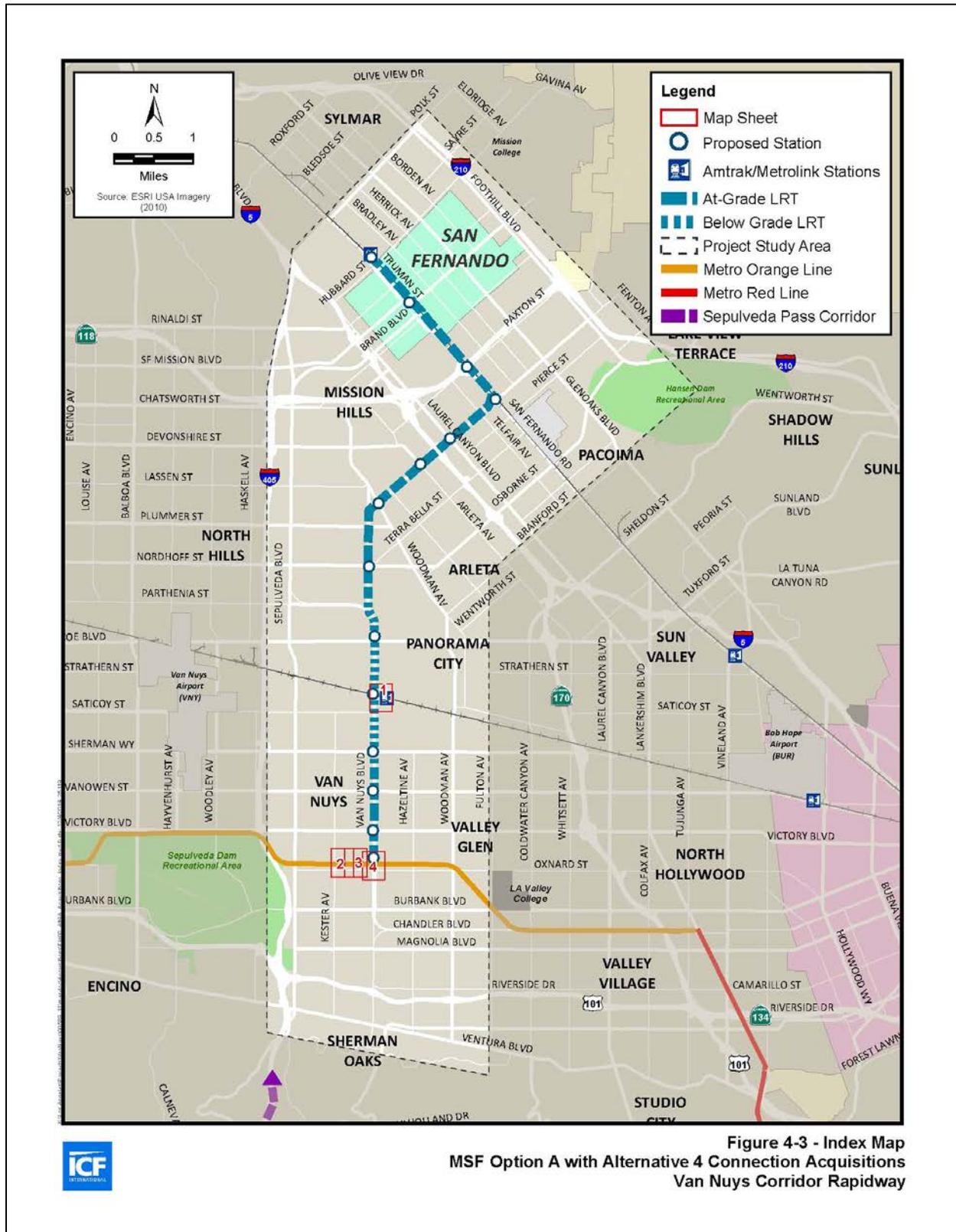


Figure 4-3 - Index Map
MSF Option A with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway



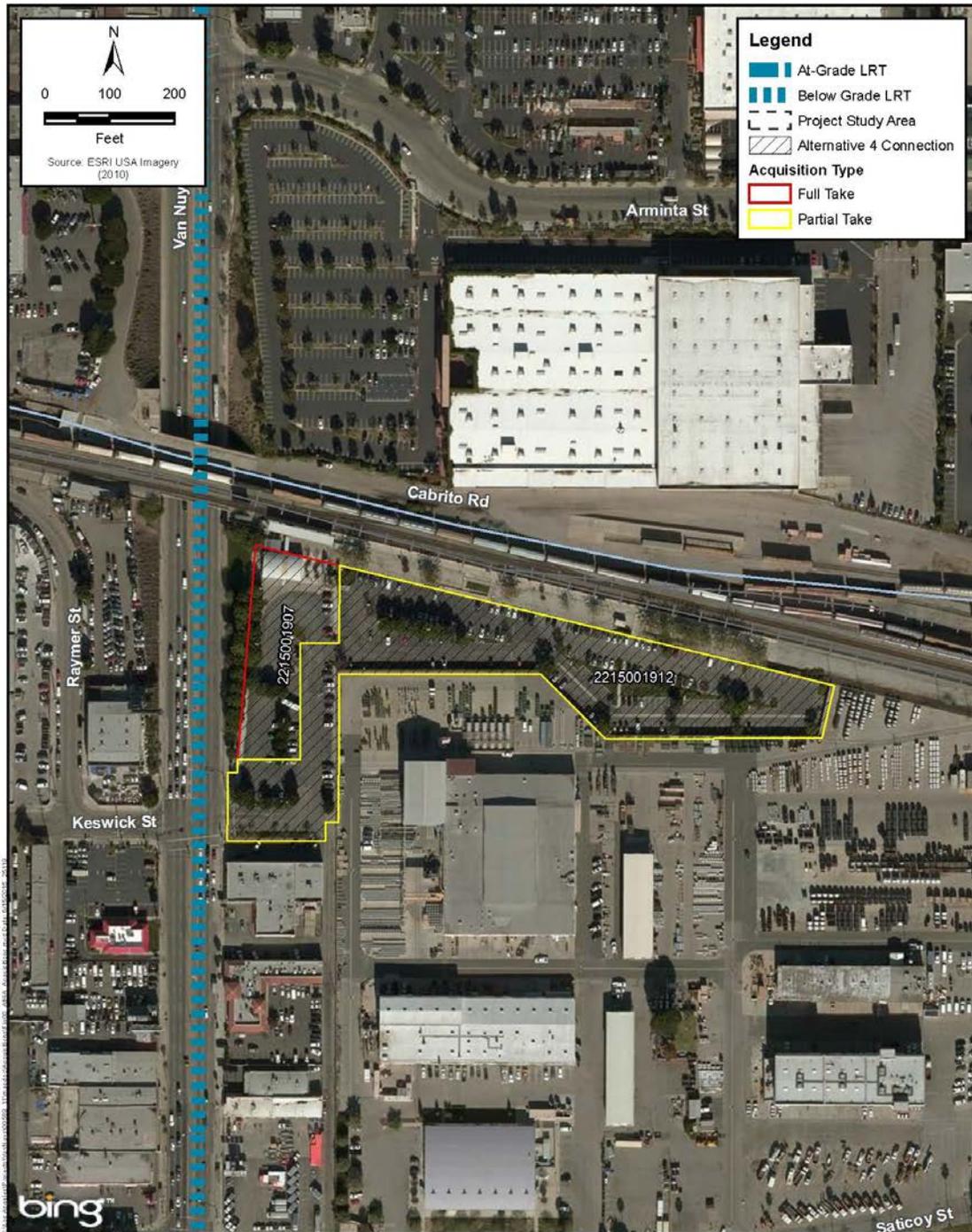


Figure 4-3 - Sheet 1
MSF Option A with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway



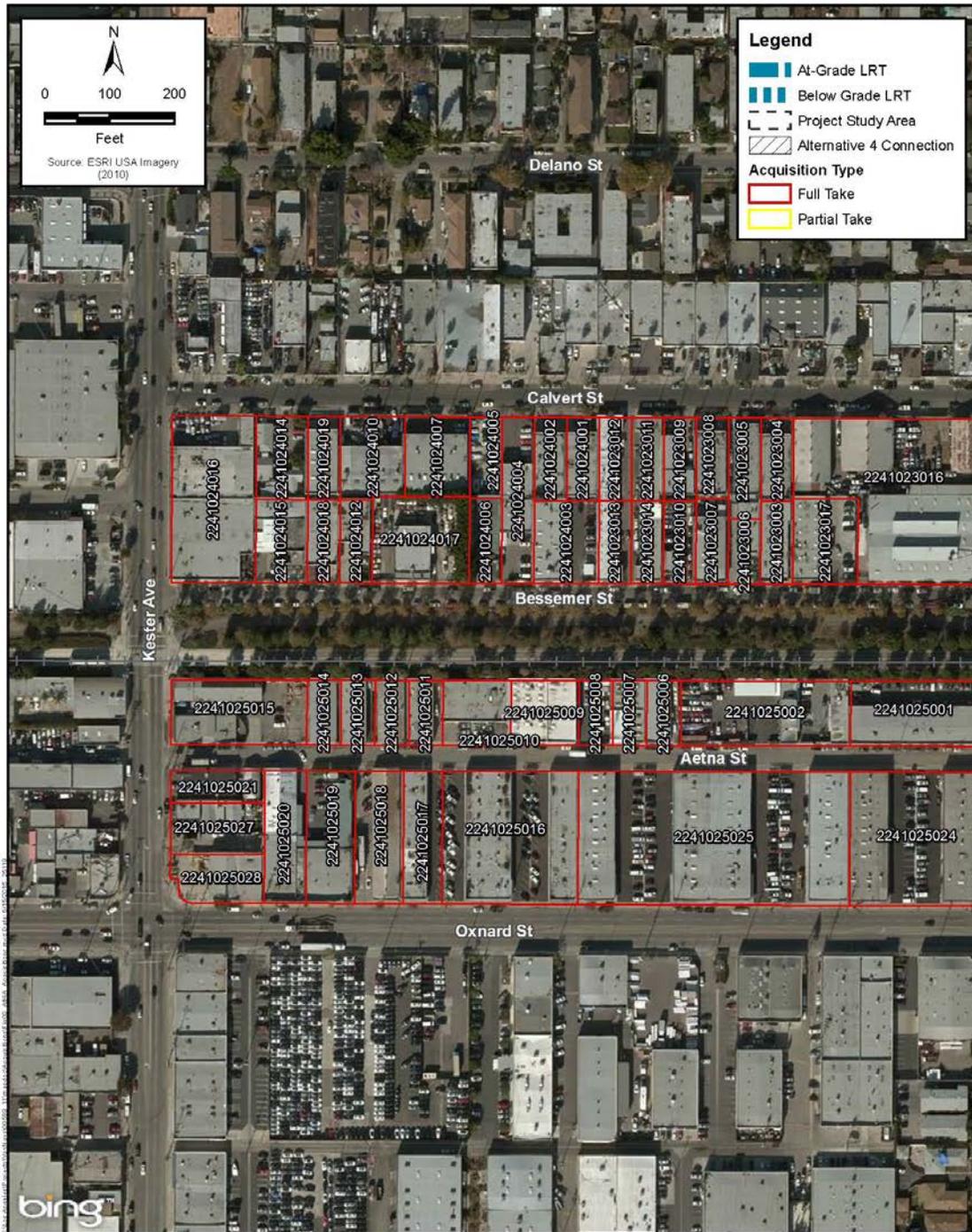


Figure 4-3 - Sheet 2
MSF Option A with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway



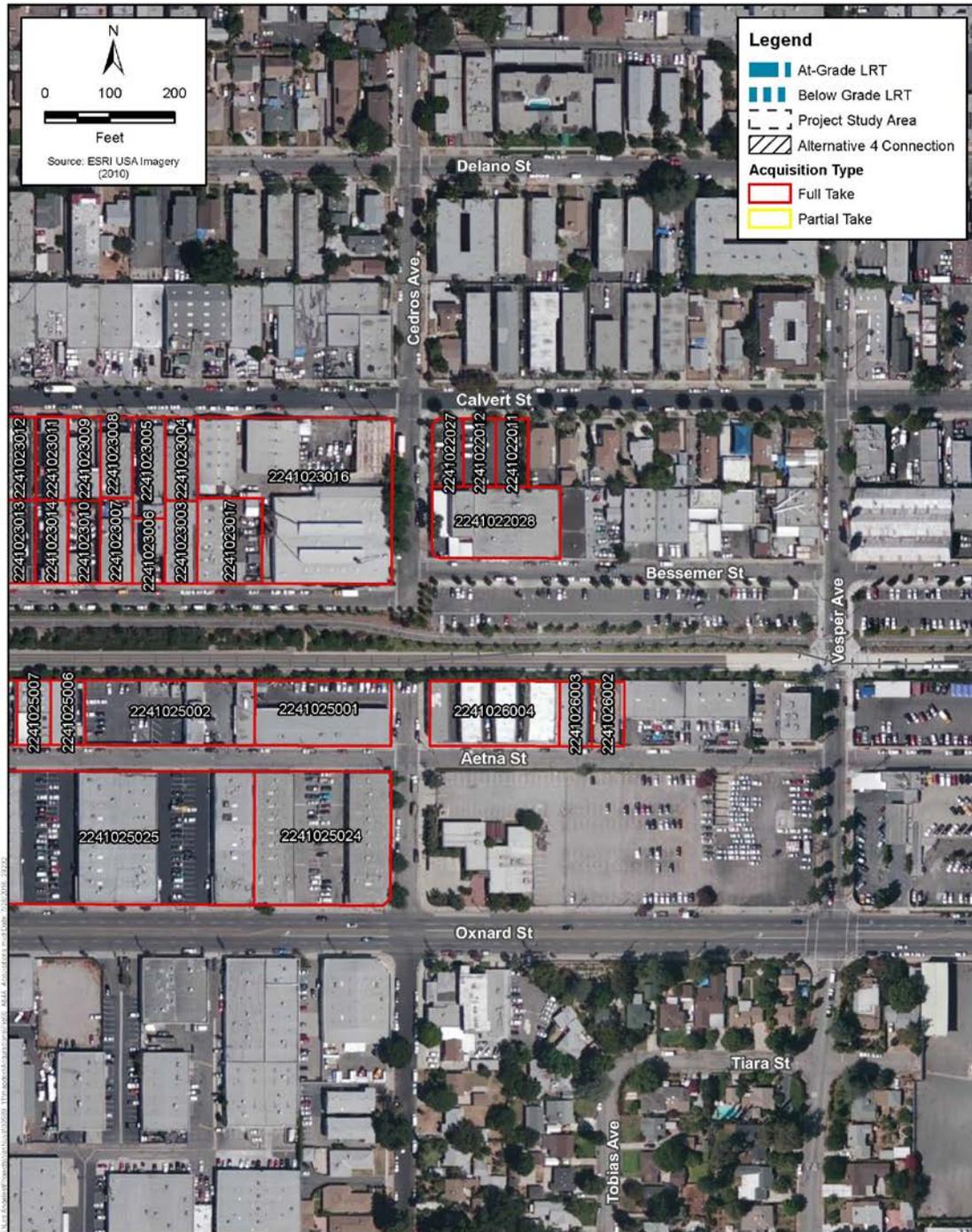


Figure 4-3 - Sheet 3
MSF Option A with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway



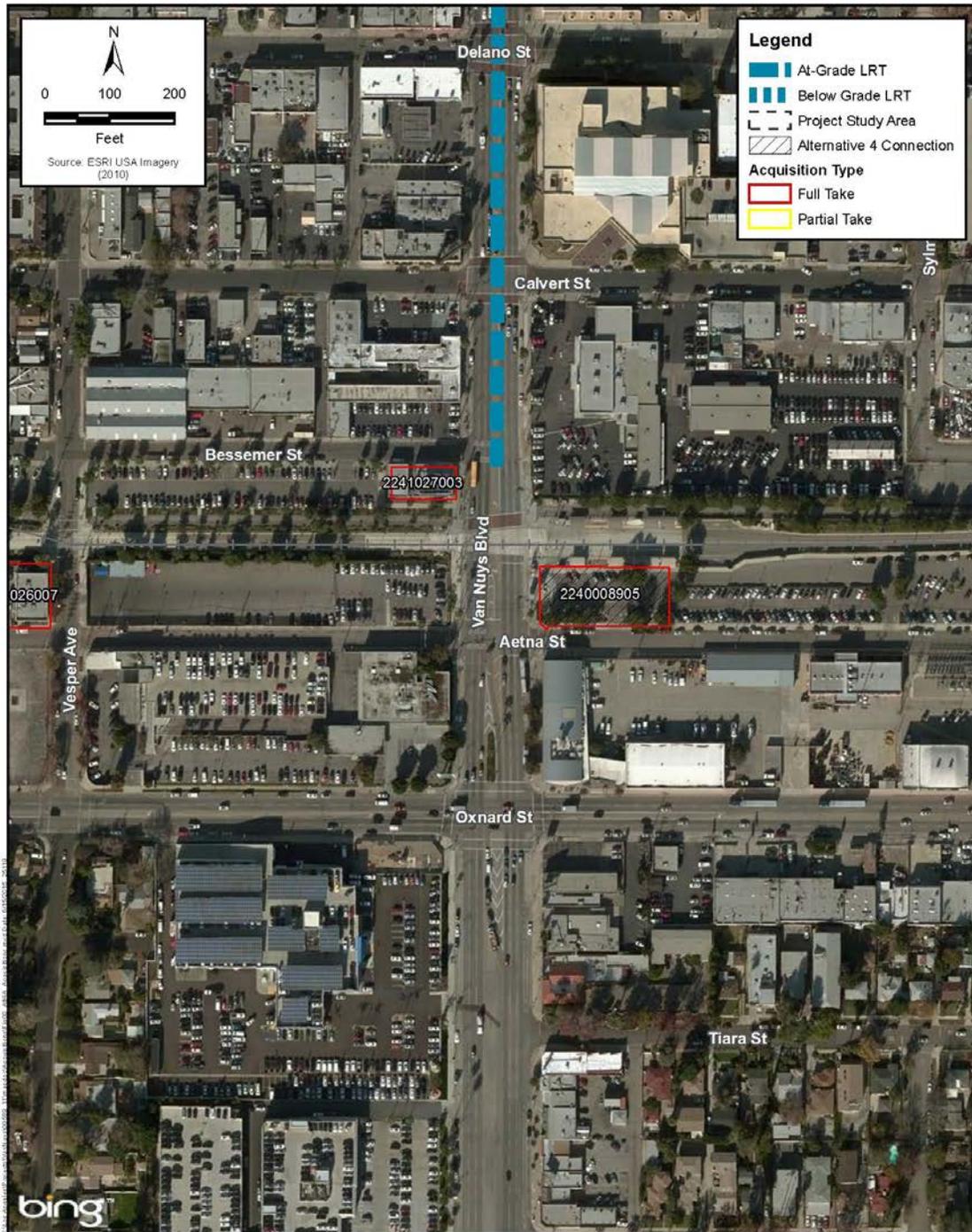


Figure 4-3 - Sheet 4
MSF Option A with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway



4.2.7.2 MSF Option B – Van Nuys Boulevard/Keswick Street

MSF Option B would require 37 full takes along Keswick Street and Raymer Street. A majority of the property that would be acquired consists of light manufacturing and commercial property, most of which contains businesses oriented toward automobile repair and supplies or raw materials supply and manufacturing. Table 4-5 provides details for the properties that would be acquired under the MSF Option B and associated connection under Alternative 4. Figure 4-4 above provides the locations of all the properties to be acquired under the MSF Option B.

Table 4-5: MSF Option B Right-of-Way Acquisitions

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2210-025-013	14768 W. Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-025-048	14746 W. Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-025-045	14742 W. Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-025-018	14747 W. Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-025-017	14751 W. Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-025-019	14763 W. Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-025-049	14745 W. Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-025-016	14743 W. Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-025-015	14737 W. Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-025-036	Keswick St. & Lull St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-025-044	14718 W. Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-025-010	14715 W. Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2210-025-008	14660 W. Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-025-007	14650 W. Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-025-009	14663 W. Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-025-034	Tobias Ave. & Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-025-035	Tobias Ave. & Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-025-005	14635 W. Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-030-017	14626 W. Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-030-018	14614 W. Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-030-019	14604 W. Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-030-028	14558 W. Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-030-029	14544 W. Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-030-030	14532 W. Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-030-031	14520 W. Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-030-024	14629 W. Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-030-016	Tobias Ave. & Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-030-014	Tobias Ave. & Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2210-030-013	Tobias Ave. & Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-030-009	Tobias Ave. & Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-030-010	Keswick St. & Raymer St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-030-011	14545 W. Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-030-008	14533 W. Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-030-007	14523 W. Keswick St.	Los Angeles (Van Nuys)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-031-021	14524 W. Keswick St.	Los Angeles (Van Nuys)	Limited Manufacturing	FULL	Maintenance and Storage Facility
2210-031-012	7639 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	General Commercial	FULL	Maintenance and Storage Facility
2210-031-001	7627 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	General Commercial	FULL	Maintenance and Storage Facility
Source: KOA Corporation, 2014; ICF, 2014; City of Los Angeles, 2014.					

While acquisitions would generally be fewer than that proposed under Option A, there may not be enough available real estate in the immediate vicinity of the businesses’ existing locations to accommodate all of the displaced businesses. The larger industrial facilities, in particular, may have difficulty finding comparable properties near their existing locations. However, within the larger surrounding urban area, it is anticipated that there would be enough available properties to accommodate most, if not all, of the displaced businesses.

Metro would apply acquisition and relocation policies to assure compliance with the Uniform Act.

Similar to MSF Option A, it is expected that most of the businesses that would be displaced under MSF Option B would relocate to existing buildings. Thus, it’s not anticipated that a substantial amount of new development would be required that could result in substantial adverse impacts to the environment would occur. Therefore, substantial adverse indirect effects related to displacement and relocation are not anticipated under MSF Option B.

MSF Option B Connection

In order to connect Alternative 4 to the MSF Option B site, the Alternative 4 guideway would curve east off of Van Nuys Boulevard through a row of commercial buildings requiring 11 full takes. This is required to provide a perpendicular crossing of Van Nuys Boulevard to access the MSF Option B site.

In addition, partial acquisition and 6 permanent underground easements would be required where tunnel portions of the alignment would not be within public road ROW. No displacements would be required as a result of these underground easements. Table 4-6 provides a summary of the ROW required for the MSF Option B connection. Figure 4-4 provides the locations of the proposed ROW acquisitions associated with the MSF Option B and its connection to Alternative 4.

Table 4-6: Alternative 4 MSF Option B Right-of-Way Acquisitions for Access

AIN	Address	Jurisdiction	Current Use/Occupant	Displacement Type	Intended Use
2215-026-048	Valerio St. & Van Nuys Blvd.	Los Angeles (Van Nuys)	Restaurant; Parking lot; General commercial	FULL	Alignment
2215-026-003	Valerio St. & Van Nuys Blvd.	Los Angeles (Van Nuys)	General Commercial	FULL	Alignment
2215-026-002	7456 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Top produce market; General Commercial	FULL	Alignment
2215-026-001	7500 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Howard Industries; General Commercial	FULL	Alignment
2215-001-008	7554 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Glidden Professional Paint Center; General Commercial	FULL	Alignment
2215-001-007	7564 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Parking lot; General Commercial	FULL	Alignment
2215-028-012	7610 N. Van Nuys Blvd	Los Angeles (Van Nuys)	U-Haul of Van Nuys; General Commercial	FULL	Alignment
2215-028-014	7616 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Auto paint and body supplies; General Commercial	FULL	Alignment
2215-028-020	7622 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	General Commercial	FULL	Alignment
2215-028-023	Saticoy St. & Van Nuys Blvd.	Los Angeles (Van Nuys)	Guatemalteca Bakery; General Commercial	FULL	Alignment
2215-028-018	7658 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Today's Furniture; General Commercial	FULL	Alignment
2212-001-900	Raymer St. & Van Nuys Blvd.	Los Angeles (Van Nuys)	Public Facilities	PARTIAL – UNDERGROUND EASEMENT	Alignment

AIN	Address	Jurisdiction	Current Use/Occupant	Displacement Type	Intended Use
2212-001-900	Raymer St. & Van Nuys Blvd.	Los Angeles (Van Nuys)	Public Facilities	PARTIAL – UNDERGROUND EASEMENT	Alignment
2212-001-807	7766 N. Van Nuys Blvd.	Los Angeles (Panorama City)	Light Manufacturing	PARTIAL – UNDERGROUND EASEMENT	Alignment
2212-001-805	Raymer St. & Hazeltine Ave.	Los Angeles (Panorama City)	Light Manufacturing	PARTIAL – UNDERGROUND EASEMENT	Alignment
2212-001-015	14400 W. Arminta St.	Los Angeles (Panorama City)	Living Spaces – Van Nuys; Light Manufacturing	PARTIAL – UNDERGROUND EASEMENT	Alignment
2212-001-014	Arminta St. & Van Nuys Blvd.	Los Angeles (Panorama City)	Parking lot; Light Manufacturing	PARTIAL – UNDERGROUND EASEMENT	Alignment
Source: KOA Corporation, 2014; ICF, 2014; City of Los Angeles, 2014.					

Figure 4-4: MSF Option B Acquisitions

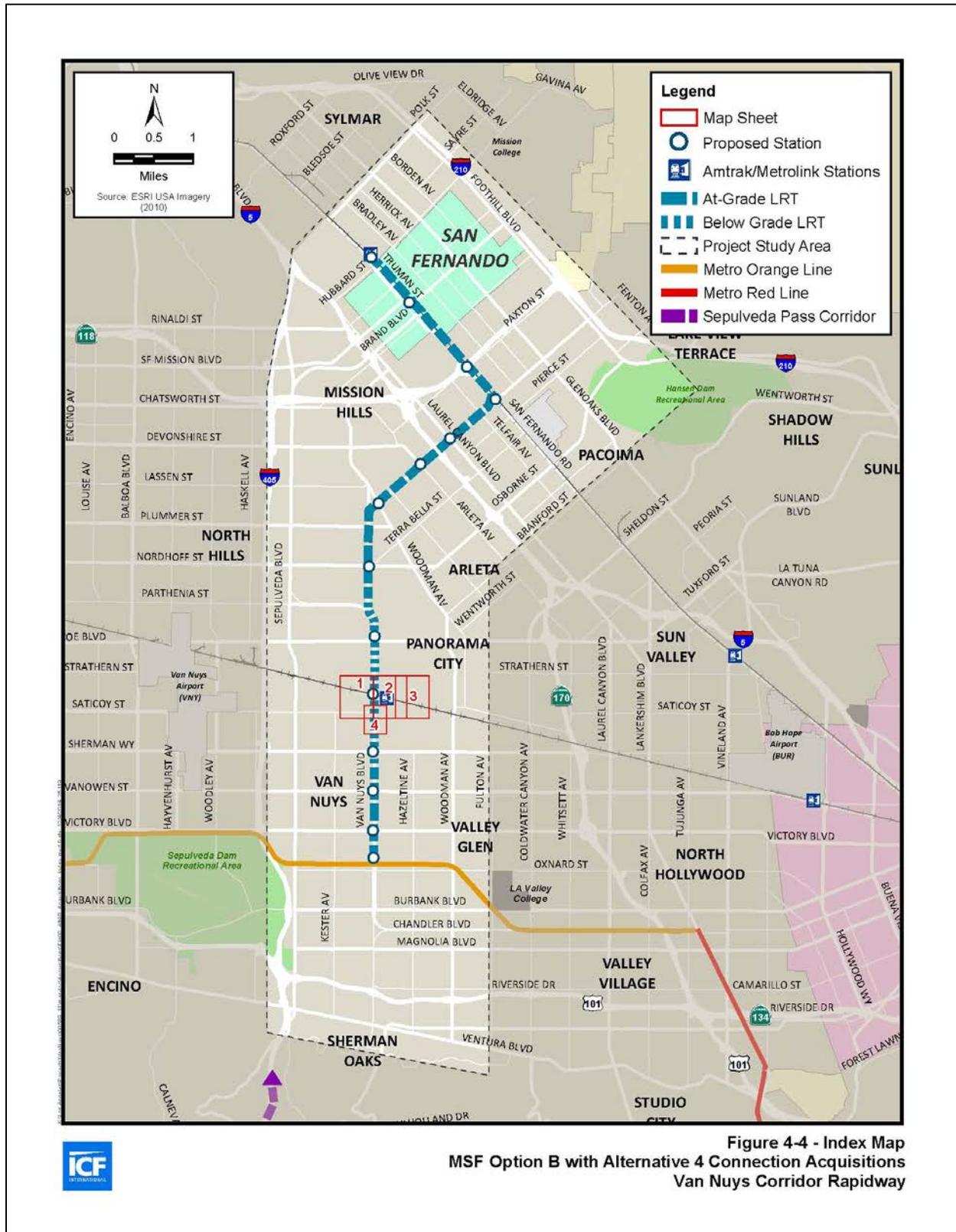


Figure 4-4 - Index Map
MSF Option B with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway

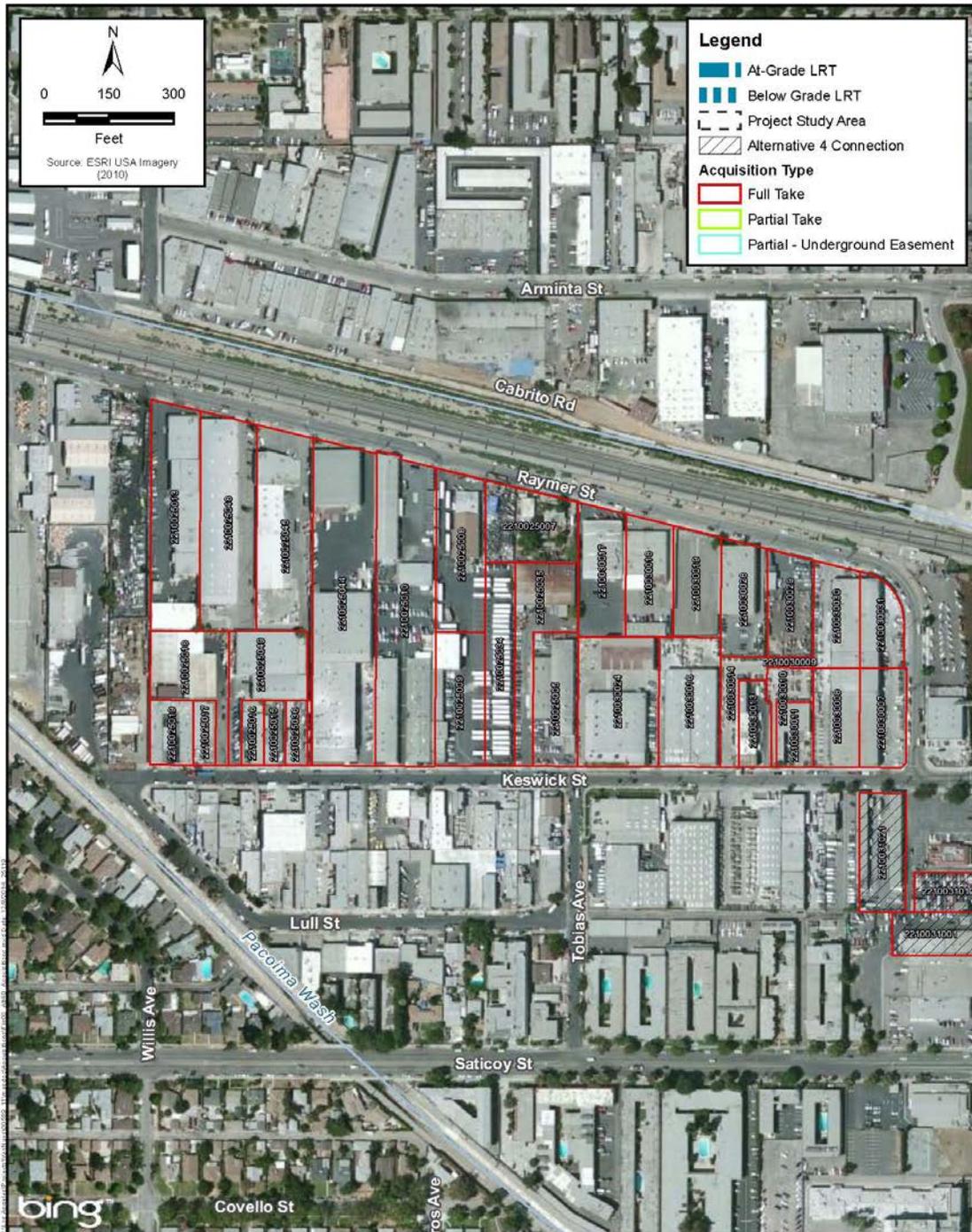


Figure 4-4 - Sheet 1
MSF Option B with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway







Figure 4-4 - Sheet 4
 MSF Option B with Alternative 4 Connection Acquisitions
 Van Nuys Corridor Rapidway



4.2.7.3 MSF Option C – Van Nuys Boulevard/Arminta Street

MSF Option C would fully acquire 42 parcels along Arminta Street and Cabrito Road. As with Option B, a majority of the property that would be acquired consists of light manufacturing and commercial property oriented toward automobile repair and raw materials supply and manufacturing. Table 4-8 provides a summary of the ROW acquisitions required for MSF Option C. Similar to Option A, Metro would apply acquisition and relocation policies to assure compliance with the Uniform Relocation Act and Amendments. Table 4-7 provides details for the properties that would be acquired under the MSF Option C. Figure 4-5 provides the locations of all properties to be acquired under MSF Option C.

Table 4-7: MSF Option C Right-of-Way Acquisitions

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2210-021-009	14757 W. Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	FULL	Maintenance and Storage Facility
2210-021-010	14751 W. Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	FULL	Maintenance and Storage Facility
2210-021-030	14749 W. Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	FULL	Maintenance and Storage Facility
2210-021-039	14745 W. Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	FULL	Maintenance and Storage Facility
2210-021-040	14737 W. Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	FULL	Maintenance and Storage Facility
2210-021-012	14729 W. Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	FULL	Maintenance and Storage Facility
2210-021-013	14717 W. Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	FULL	Maintenance and Storage Facility
2210-021-014	14711 W. Arminta	Los Angeles (Panorama City)	Limited Manufacturing	FULL	Maintenance and Storage Facility
2210-022-001	14647 W. Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	FULL	Maintenance and Storage Facility
2210-022-047	14649 W. Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	FULL	Maintenance and Storage Facility
2210-022-054	14633 W. Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	FULL	Maintenance and Storage Facility
2210-022-035	14621 W. Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	FULL	Maintenance and Storage Facility
2210-022-049	Arminta St. & Van Nuys Blvd.	Los Angeles (Panorama City)	Limited Manufacturing	FULL	Maintenance and Storage Facility
2210-022-048	14617 W. Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	FULL	Maintenance and Storage Facility
2210-022-030	14605 W. Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	FULL	Maintenance and Storage Facility
2210-022-005	14601 W. Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	FULL	Maintenance and Storage Facility

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2210-022-042	14547 W. Arminta St.	Los Angeles (Panorama City)	Limited Manufacturing	FULL	Maintenance and Storage Facility
2210-022-043	14535 W. Arminta St.	Los Angeles (Panorama City)	Regional Commercial	FULL	Maintenance and Storage Facility
2210-022-059	7901 N. Van Nuys Blvd.	Los Angeles (Panorama City)	Regional Commercial	PARTIAL	Maintenance and Storage Facility
2210-022-058	7881 N. Van Nuys Blvd.	Los Angeles (Panorama City)	Regional Commercial	FULL	Maintenance and Storage Facility
2210-022-034	14525 W. Arminta St.	Los Angeles (Panorama City)	Regional Commercial	FULL	Maintenance and Storage Facility
2210-022-038	14521 W. Arminta St.	Los Angeles (Panorama City)	Regional Commercial	FULL	Maintenance and Storage Facility
2210-022-009	14519 W. Arminta St.	Los Angeles (Panorama City)	Regional Commercial	FULL	Maintenance and Storage Facility
2210-022-010	14515 W. Arminta St.	Los Angeles (Panorama City)	Regional Commercial	FULL	Maintenance and Storage Facility
2210-022-011	7855 N. Van Nuys Blvd.	Los Angeles (Panorama City)	Regional Commercial	FULL	Maintenance and Storage Facility
2210-021-020	14762 W. Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-021-026	14752 W. Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-021-038	14746 W. Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-021-019	14740 W. Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-021-024	13736 W. Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-021-028	14734 W. Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-021-018	14730 W. Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-021-017	14720 W. Arminta St.	Los Angeles (Panorama City)	Regional Commercial	FULL	Maintenance and Storage Facility
2210-021-023	14718 W. Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-021-022	14716 W. Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-021-016	14712 W. Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-021-021	14708 W. Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	FULL	Maintenance and Storage Facility

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2210-021-015	14700 W. Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-023-002	14614 W. Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-023-003	14600 W. Arminta St.	Los Angeles (Panorama City)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-023-018	14539 W. Cabrito Road	Los Angeles (Panorama City)	Light Manufacturing	FULL	Maintenance and Storage Facility
2210-023-015	Arminta St. & Van Nuys Blvd.	Los Angeles (Panorama City)	Light Manufacturing	FULL	Maintenance and Storage Facility

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

While acquisitions would generally be fewer than that proposed under Option A, there may not be enough available real estate in the immediate vicinity of the businesses’ existing locations to accommodate all of the displaced businesses. The larger industrial facilities, in particular, may have difficulty finding comparable properties near their existing locations. However, within the larger surrounding urban area, it is anticipated that there would be enough available properties to accommodate most, if not all, of the displaced businesses.

Metro would apply acquisition and relocation policies to assure compliance with the Uniform Act.

Similar to MSF Option A, it is expected that most of the businesses that would be displaced under MSF Option C would relocate to existing buildings. Thus, it’s not anticipated that a substantial amount of new development would be required that could result in substantial adverse impacts to the environment would occur. Therefore, substantial adverse indirect effects related to displacement and relocation are not anticipated under MSF Option C.

MSF Option C Connection

The MSF Option C connection for Alternative 4 would be similar to that of the MSF Option B connection requiring the full acquisition of the same 11 commercial properties. The primary difference would be 2 additional underground easements as the tunnel portion of the alignment would be extended below these two private properties. Table 4-8 provides a summary of the ROW required for the MSF Option C connection. Figure 4-5 provides the locations of the proposed ROW acquisitions associated with the MSF Option C and its connection to Alternative 4.

Table 4-8: Alternative 4 MSF Option C Right-of-Way Acquisitions for Access

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2212-028-035	Arminta St. & Van Nuys Blvd.	Los Angeles (Panorama City)	7-Eleven; Citibank; Light Manufacturing	PARTIAL – UNDERGROUND EASEMENT	Alignment
2212-028-033	7864 N. Van Nuys Blvd.	Los Angeles (Panorama City)	Dentist office; Light Manufacturing	PARTIAL – UNDERGROUND EASEMENT	Alignment
2215-026-048	Valerio St. & Van Nuys Blvd.	Los Angeles (Van Nuys)	Restaurant; Parking lot; General commercial	FULL	Alignment
2215-026-003	Valerio St. & Van Nuys Blvd.	Los Angeles (Van Nuys)	General Commercial	FULL	Alignment
2215-026-002	7456 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Top produce market; General Commercial	FULL	Alignment
2215-026-001	7500 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Howard Industries; General Commercial	FULL	Alignment
2215-001-008	7554 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Glidden Professional Paint Center; General Commercial	FULL	Alignment
2215-001-007	7564 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Parking lot; General Commercial	FULL	Alignment
2215-028-012	7610 N. Van Nuys Blvd	Los Angeles (Van Nuys)	U-Haul of Van Nuys; General Commercial	FULL	Alignment
2215-028-014	7616 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Auto paint and body supplies; General Commercial	FULL	Alignment
2215-028-020	7622 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	General Commercial	FULL	Alignment
2215-028-023	Saticoy St. & Van Nuys Blvd.	Los Angeles (Van Nuys)	Guatemalteca Bakery; General Commercial	FULL	Alignment
2215-028-018	7658 N. Van Nuys Blvd.	Los Angeles (Van Nuys)	Today's Furniture; General Commercial	FULL	Alignment
2212-001-900	Raymer St. & Van Nuys Blvd.	Los Angeles (Van Nuys)	Public Facilities	PARTIAL – UNDERGROUND EASEMENT	Alignment

AIN	Address	Jurisdiction	Current Use/ Occupant	Displacement Type	Intended Use
2212-001-900	Raymer St. & Van Nuys Blvd.	Los Angeles (Van Nuys)	Public Facilities	PARTIAL – UNDERGROUND EASEMENT	Alignment
2212-001-807	7766 N. Van Nuys Blvd.	Los Angeles (Panorama City)	Light Manufacturing	PARTIAL – UNDERGROUND EASEMENT	Alignment
2212-001-805	Raymer St. & Hazeltine Ave.	Los Angeles (Panorama City)	Light Manufacturing	PARTIAL – UNDERGROUND EASEMENT	Alignment
2212-001-015	14400 W. Arminta St.	Los Angeles (Panorama City)	Living Spaces – Van Nuys; Light Manufacturing	PARTIAL – UNDERGROUND EASEMENT	Alignment
2212-001-014	Arminta St. & Van Nuys Blvd.	Los Angeles (Panorama City)	Parking lot; Light Manufacturing	PARTIAL – UNDERGROUND EASEMENT	Alignment
Source: KOA Corporation, 2014; ICF, 2014; City of Los Angeles, 2014.					

Figure 4-5: MSF Option C Acquisitions

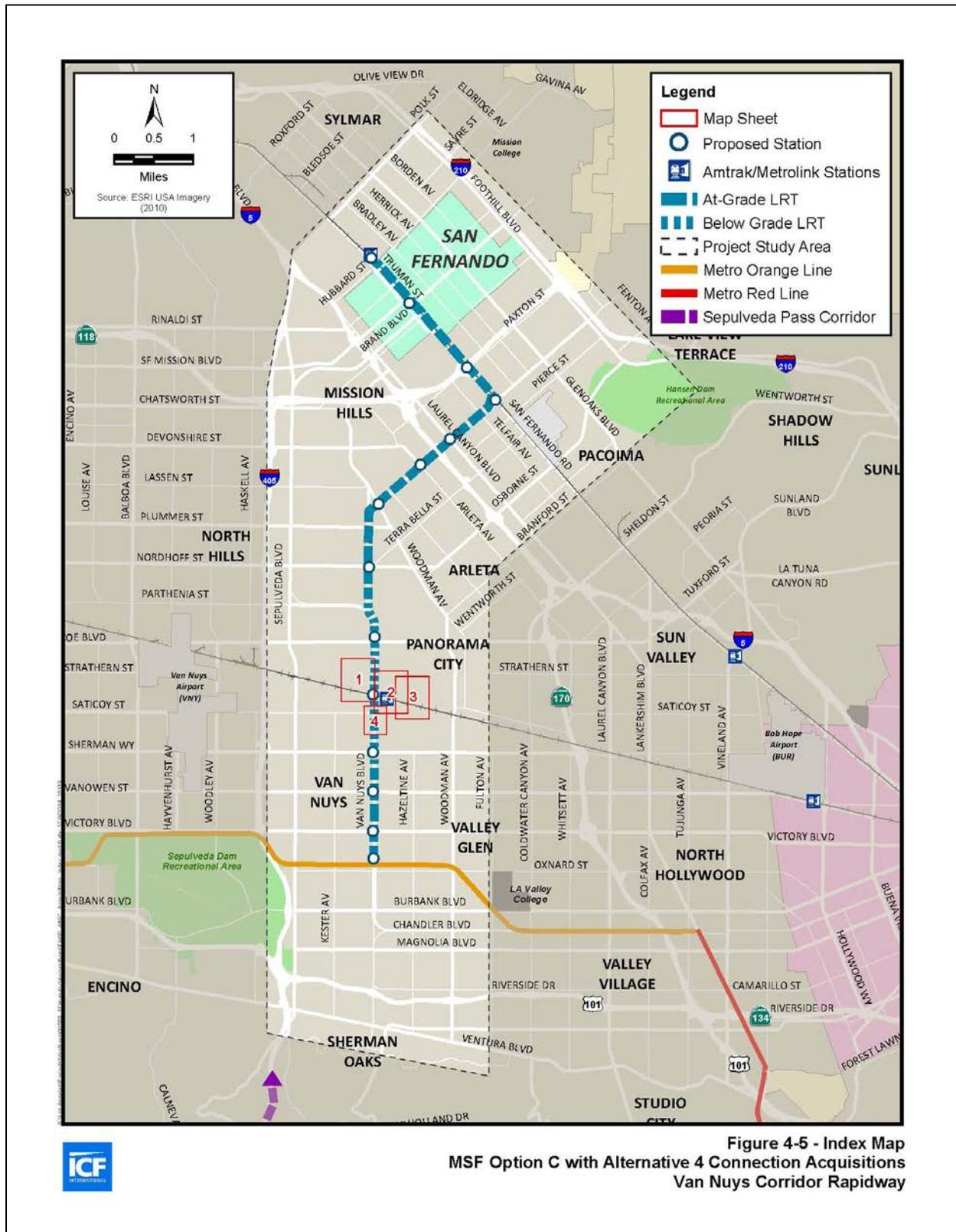
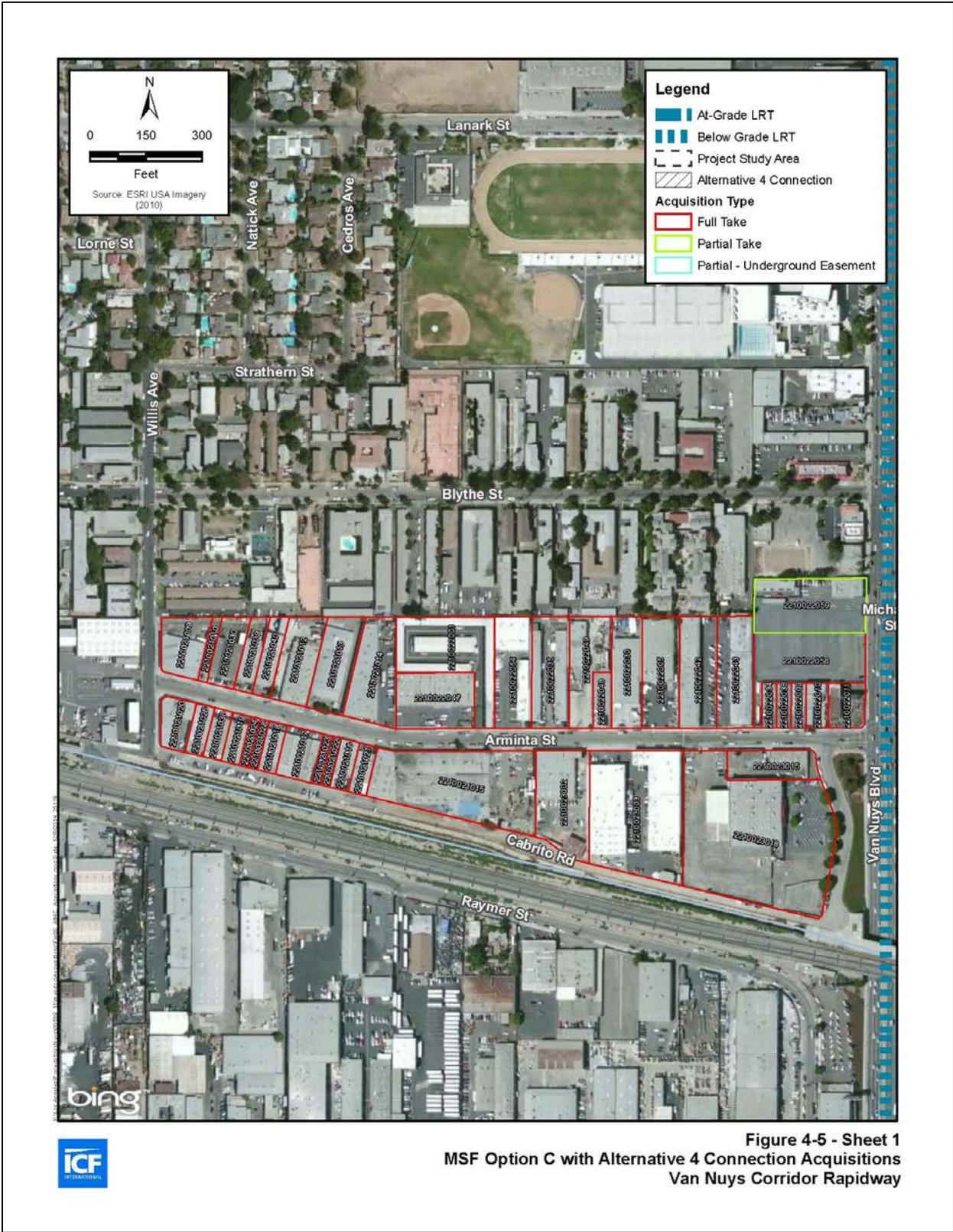


Figure 4-5 - Index Map
MSF Option C with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway



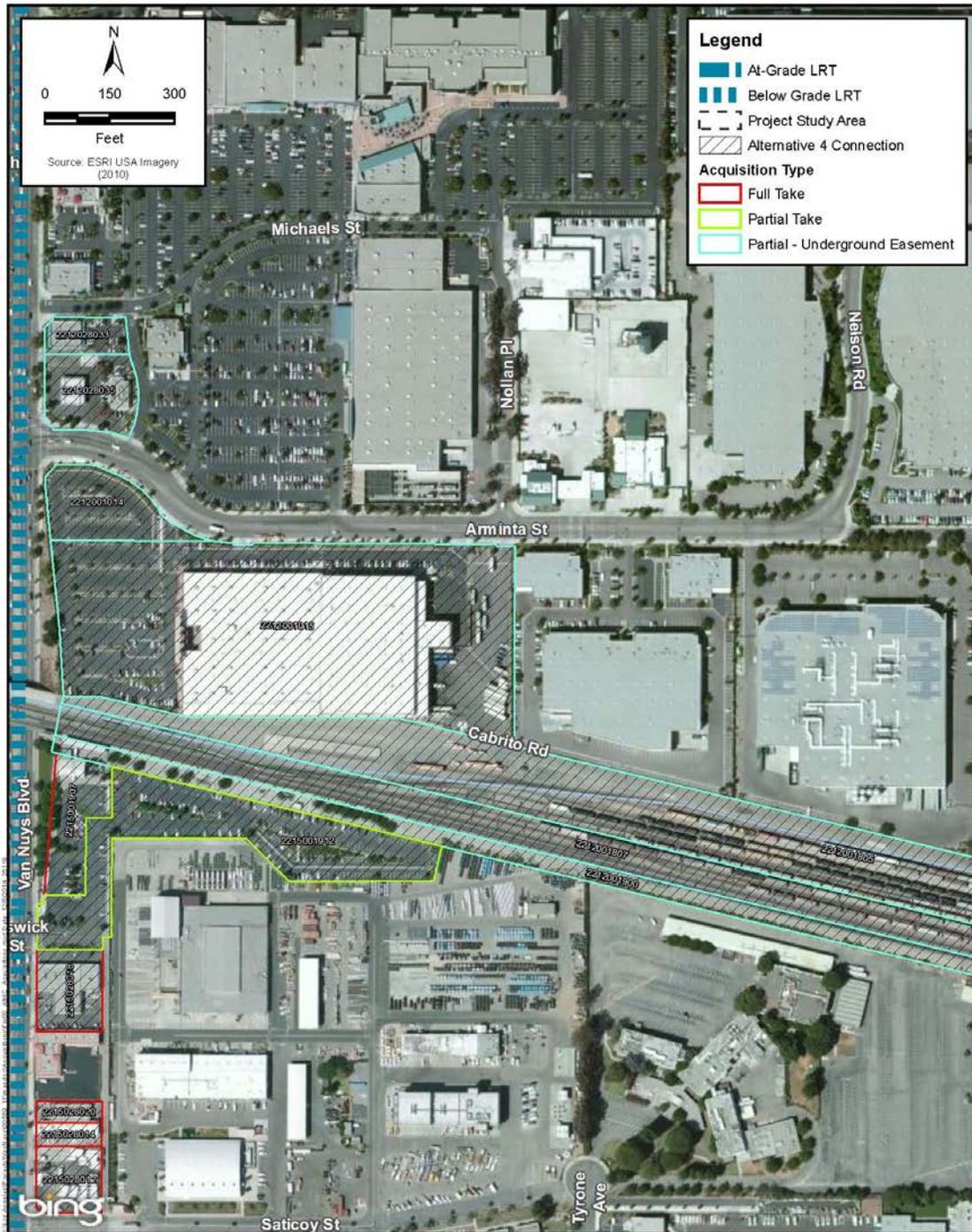


Figure 4-5 - Sheet 2
MSF Option C with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway







Figure 4-5 - Sheet 4
MSF Option C with Alternative 4 Connection Acquisitions
Van Nuys Corridor Rapidway



4.3 Summary of Acquisitions

The acquisitions for each alternative and MSF Options are summarized below in Table 4-9.

Table 4-9: Summary of Acquisitions by Alternative

Alternative and MSF Options		Affected Parcels			
		FT	PT	PUE	Total
No Build Alternative		0	0	0	0
TSM Alternative		0	0	0	0
Alternative 1		0	0	0	0
Alternative 2		0	0	0	0
Alternative 3	MSF Option A	84	3	0	87
	MSF Option B	62	3	0	65
	MSF Option C	66	4	0	70
Alternative 4	MSF Option A	106	11	0	117
	MSF Option B	93	11	6	110
	MSF Option C	97	12	8	117
Note: FT = Full Take, PT = Partial Take, PUE = Permanent Underground Easement Source: KOA Corporation.					

4.4 Cumulative Impacts

The study area for the cumulative impacts discussion would encompass the local communities that surround the proposed project alignment because it’s likely that most of the businesses or residents that would be displaced by the project would relocate to properties within this study area. As described above, Alternatives 3 and 4 would result in between 65 and 120 acquisitions of commercial and industrial property within the study area, depending on the alternative and MSF Option selected. In addition, MSF Option A would result in the acquisition and displacement of one parcel that appears to include four housing units potentially requiring relocation of four families. Metro would follow the provisions of the Uniform Act and would pay fair market value for properties that are acquired and would provide relocation assistance to displaced businesses and residents.

Based on the cumulative projects list, which consists primarily of mixed-use and residential housing developments in residentially zoned areas, there do not appear to be any projects that would result in substantial displacement of businesses or residences. These projects would include environmental impacts typical to housing construction. While Alternatives 3 and 4 would displace a large number of businesses, and under MSF Option A would also include four residences, it is anticipated that a majority of displaced businesses and residents could be relocated within the study area or in surrounding communities. In addition, it is not anticipated that relocated businesses or residences displaced by the project would require additional construction of a substantial amount of commercial

and industrial development or new housing that would result in substantial adverse indirect impacts. As a consequence, the proposed and related projects are not expected to result in substantial adverse cumulative real estate and acquisitions impacts.

5.1 Mitigation Measures

Metro would provide relocation assistance and compensation for all displaced businesses as required by both the Uniform Act and the California Code. The details of these laws regarding relocation assistance and compensation for property acquisitions are described in Sections 3.1 and 3.2. Where acquisitions and relocations are unavoidable, Metro would follow the provisions of both the Uniform Act and the California Code, where applicable. All real property acquired by Metro would be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal would be made to each property owner. Each business and residential unit 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. It is anticipated that where relocation would be required, it would result in the relocation of most of the jobs that would be potentially displaced. Therefore, there would be no net loss of jobs overall. This would result in no adverse impacts related to job loss. No additional measures beyond what is required by law are proposed.

Chapter 6

Impacts Remaining After Mitigation

Upon implementation of relocation assistance and compensation under the Uniform Act, no adverse effects would result under Alternatives 3 and 4.

As described in Chapter 2, Section 2.3, the CEQA Guidelines do not have specific thresholds for displacement impacts on employment. However, given the character of the project study area and the nature of the project, it is anticipated that the proposed project could impact businesses. Therefore, a similar threshold for employment displacement will be utilized in this analysis as for population and housing.

7.1 Alternatives

7.1.1 No-Build Alternative

As described in the preceding discussion, no new infrastructure would be built within the study area under the No-Build Alternative. Accordingly, no displacement of businesses would result and therefore, no significant impacts related to acquisitions and displacement would occur.

7.1.2 TSM Alternative

As described in the preceding discussion, the TSM Alternative would improve existing transit infrastructure and would not require any property acquisitions. Therefore, no significant impacts related to acquisitions and displacement would occur.

7.1.3 Build Alternative 1 – Curb-Running Bus Rapid Transit Alternative

As described in the preceding discussion, Alternative 1 would not require acquisition of any property within the study area because this Alternative would be constructed entirely within existing transportation ROW. Therefore, no impacts associated with acquisitions of property would occur under Alternative 1.

7.1.4 Build Alternative 2 – Median-Running BRT Alternative

As described in the preceding discussion, Alternative 2 would not require acquisition of any property within the study area because this Alternative would be constructed entirely within existing transportation ROW. Therefore, no impacts associated with acquisitions of property would occur under Alternative 2.

7.1.5 Build Alternative 3 – Low-Floor LRT/Tram Alternative

Alternative 3 would require acquisition and displacement of 25 commercial properties as well as partial acquisition of 3 parcels. No residents would be displaced under this Alternative. These acquisition and displacement impacts combined with any of the MSF Options would result in a maximum of 87 acquisitions and displacements including three residential properties under the MSF Option A. Although a substantial number of businesses would be displaced this impact would not be considered significant as it is anticipated that a majority of the displaced businesses can be relocated

within the study area or the surrounding communities. In addition, the displaced businesses would be compensated under the Uniform Act. With mitigation, impacts would be less-than-significant.

7.1.6 Build Alternative 4 – Light Rail Transit Alternative

Alternative 4 would result in the full acquisition of 56 parcels a majority of which are zoned for commercial use. While the number of business displacements under Alternative 4 would be greater than that of Alternative 3, it is anticipated that a majority of these businesses could be relocated within the study area or its surroundings. Combined with the MSF Options, Alternative 4 would result in a maximum of 120 acquisitions and displacements including three residential properties under the MSF Option A. Although a substantial number of businesses would be displaced, this impact would not be considered significant as it is anticipated that a majority of the displaced businesses can be relocated within the study area or surrounding communities. All displaced businesses would be compensated under the Uniform Act. Accordingly, with mitigation, impacts would be less-than-significant.

Chapter 8 References

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- _____. 2002a. *City of Los Angeles General Plan Transportation Element, Highways and Freeways, North Valley Subarea, Map A2*. June. Available: <<http://cityplanning.lacity.org/cwd/gnlpln/transelt/TEMaps/A2NVly.gif>>. Accessed: February 12, 2013.
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