Link Union Station

Draft Relocation Impact Report June 2024



The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.





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ACRONYMS

APN	Assessor's Parcel Number
Authority	California High-Speed Rail Authority
CFR	Code of Federal Regulations
EIS	environmental impact statement
FRA	Federal Railroad Administration
HSR	high-speed rail
LAUS	Los Angeles Union Station
Project	Link Union Station Project
Metro	Los Angeles County Metropolitan Transportation Authority
NEPA	National Environmental Policy Act
RIR	Relocation Impact Report
ROW	right-of-way
SCAG	Southern California Association of Governments
URA	Uniform Relocation Assistance and Real Properties Acquisition Policies
	Act of 1970
US-101	United States Highway 101



ES.0 Executive Summary

The Draft Relocation Impact Report (RIR) addresses the scope of potential displacement and relocation impacts of the Link Union Station (Link US) Project (Project or proposed action) within the City of Los Angeles, County of Los Angeles. The purpose of this study is to disclose information regarding anticipated displacements due to right-of-way (ROW) acquisitions that would result from the Build Alternative considered in the Draft EIS and identify applicable strategies that could be implemented during the relocation process.

This Draft RIR provides descriptions of displacement and replacement areas and information on the use of potentially impacted businesses identified by respective categories, as well as a preliminary discussion of anticipated relocation resources, and typical issues encountered during the relocation process.

The Draft RIR includes an analysis of the socioeconomic environment specific to the need for and availability and adequacy of relocation housing as outlined in the Federal Railroad Administration's (FRA) *Procedures for Considering Environmental Impacts* [*Federal Register* 64 (16): 28555, May 26, 1999] and Attachment 2 of United States Department of Transportation Order 5610.1C. This Draft RIR also complies with the relocation planning provisions set forth in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA), as amended, California Government Code, Chapter 16, Section 7260 et seq. Additional references to support the information provided include the Los Angeles County Metropolitan Transportation Authority's (Metro) *Property Acquisition Fact Sheet* (Metro 2019), and the Los Angeles City Planning's *List of Uses Permitted in Various Zones* (Los Angeles City Planning 2018).

The Build Alternative is not anticipated to require displacement of residential occupants but may require full or partial acquisition of several parcels and the subsequent demolition of up to 34,784 square feet of building space associated with Amay's Bakery and 122,050 square feet of building space associated with the Life Storage Self Storage facility. Displacement of a portion of the BNSF West Bank Yard may also occur from permanent loss of storage tracks at the facility.

Based on real estate market data, there appears to be adequate availability of suitable replacement sites. The relocations are not anticipated to be complex; however, some businesses may require advance relocation planning and special preparation of replacement sites prior to moves. Thus, it may take longer to vacate some of the properties. To minimize the potential for adverse effects resulting from displacement, Metro's Relocation Assistance Program includes advisory services and appropriate relocation payments.

With exception of BNSF, no contact was made with potential displacees during preparation of this report. Potential displacees would be surveyed during implementation of Metro's Relocation Assistance Program. The information that was gathered from business owners in surveys and interviews would be analyzed to identify the specific challenges facing the affected businesses and develop potential solutions for successful relocations.





Specific steps and assistance to minimize hardships on potential displacees would be developed further following owner and occupant interviews. These interviews would provide a greater understanding of specific challenges facing each displaced business, and the findings would be used during the development of relocation plans.

All eligible displacees would be entitled to benefits in accordance with the URA. Benefits and services would be provided to all eligible displacees without regard to race, color, religion, age, national origin, and disability as specified under Title VI of the Civil Rights Act of 1964. In accordance with the URA, relocation assistance payments and counseling services would also be provided to persons and businesses. As part of the relocation planning process, a General Information Notice (Appendix A) would be provided to all occupants that would be affected by the proposed action. Eligible displacees would also receive a Notice of Eligibility for Relocation Assistance (Appendix B) and an Information Brochure for Nonresidential Displacees (Appendix C).



1.0 Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro), as the owner of Los Angeles Union Station (LAUS), is proposing the infrastructure improvements associated with the Link Union Station (Link US) Project (Project or proposed action) to address existing capacity constraints at LAUS. For the purposes of the National Environmental Policy Act (NEPA), Metro is serving as the local Project sponsor and joint lead agency.

Pursuant to 23 United States Code (USC) Section 327 and a memorandum of understanding (MOU) between the Federal Railroad Administration (FRA) and the State of California, effective July 23, 2019, under a program known as NEPA Assignment, the California High-Speed Rail Authority (CHSRA) is responsible for the federal review and approval of environmental documents for projects on the high-speed rail (HSR) system and other passenger rail projects that directly connect to the HSR system, including the Link US Project. For the purposes of the environmental impact statement (EIS) being prepared, CHSRA is serving as the federal lead agency with NEPA responsibilities pursuant to the requirements of the NEPA Assignment MOU. CHSRA and Metro are preparing the EIS in compliance with NEPA (42 USC Section 4321 et seq.), the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 Code of Federal Regulations [CFR] Parts 1500–1508), FRA's Procedures for Considering Environmental Impacts (FRA's Environmental Procedures) (*Federal Register* [FR] 64(101), 28545-28556, May 26, 1999), 23 USC Section 139, and the NEPA Assignment MOU.^{1, 2}

Pursuant to the MOU requirements between FRA and the State of California, FRA's Environmental Procedures are being used to determine environmental effects of the No Action Alternative and the Build Alternative.

Below is an overview of the purpose and need, the Project study area, the No Action Alternative, and the major components associated with the on-site infrastructure improvements proposed at and within the vicinity of LAUS that are associated with the Build Alternative considered in the EIS.

² The CEQ issued new regulations, effective April 20, 2022, updating the NEPA implementing procedures at 40 CFR Parts 1500–1508. However, because this environmental document was initiated prior to the effective date, it is not subject to the new regulations and CHSRA is relying on the regulations as they existed on the date of the initial Notice of Intent, May 31, 2016. Therefore, all citations to CEQ regulations in this environmental document refer to the 1978 regulations and the 1986 amendment, 51 *Federal Register* 15618 (April 25, 1986).





¹ While this environmental document was being prepared, FRA adopted new NEPA compliance regulations (23 CFR 771). Those regulations only apply to actions initiated after November 28, 2018. See 23 CFR 771.109(a)(4). Because this environmental document was initiated prior to that date, it remains subject to FRA's Environmental Procedures rather than the Part 771 regulations.

1.1 Purpose

The purpose of the proposed action is to increase the regional and intercity rail service capacity of LAUS and to improve schedule reliability at LAUS through the implementation of a run-through tracks configuration and elimination of the current stub end tracks configuration while preserving current levels of freight rail operations, accommodating the planned HSR system in Southern California, increasing the passenger/pedestrian capacity and enhancing the safety of LAUS through the implementation of a new passenger concourse, meeting the multi-modal transportation demands at LAUS.

1.2 Need

The need for the proposed action is generated by the forecasted increase in regional population and employment; implementation of federal, state, and regional transportation plans (RTP) that provide for increased operational frequency for regional and intercity trains; and introduction of the planned HSR system in Southern California. Localized operational, safety, and accessibility upgrades in and around LAUS will be required to meet existing demand and future growth.

1.3 Project Location and Study Area

The Build Alternative consists of infrastructure improvements in Downtown Los Angeles in the vicinity of LAUS (Figure 1-1). LAUS is located at 800 Alameda Street in the City of Los Angeles, California. LAUS is bounded by United States Highway 101 (US-101) to the south, Alameda Street to the west, Cesar Chavez Avenue to the north, and Vignes Street to the east. The northern Project limit is at North Main Street (Mile Post 1.18) and the southern Project limit is in the vicinity of Control Point (CP) Olympic, south of Interstate 10 and Olympic Boulevard (Mile Post 142.70).

Figure 1-2 depicts the Project study area, which is generally used to characterize the affected environment, unless otherwise specified, and provide a geographic context for the existing and proposed infrastructure improvements at and within the vicinity of LAUS. The Project study area includes three main segments (Segment 1: Throat Segment, Segment 2: Concourse Segment, and Segment 3: Run-Through Segment). The existing conditions within each segment are summarized north to south below:

 Segment 1: Throat Segment – This segment, known as the LAUS throat, includes CP Chavez and the area north of the platforms at the LAUS rail yard, from North Main Street at the north to Cesar Chavez Avenue at the south. In the throat segment, all arriving and departing trains are required to traverse through a complex network of lead tracks, switches, and crossovers. Five lead tracks provide access into and out of the rail yard, except for one location near the Vignes Street Bridge, where it reduces to four lead tracks. Currently, special track work consisting of multiple turnouts and double-slip switches are used in the throat to direct trains into and out of the appropriate assigned terminal platform tracks. The Garden Tracks (stub-end tracks where private train cars are currently stored)





are also located just north of the platforms. Land uses in the vicinity of the throat segment are residential, industrial, and institutional.

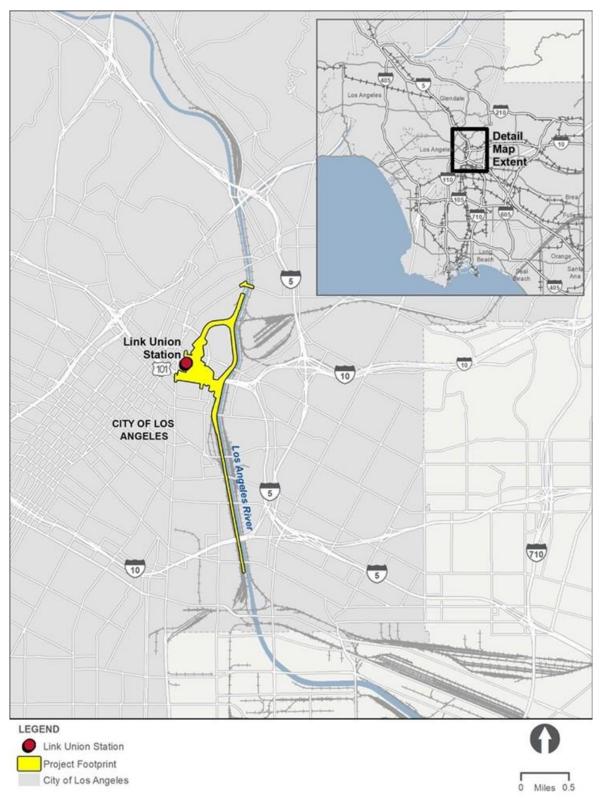
- Segment 2: Concourse Segment This segment is between Cesar Chavez Avenue and US-101 and includes LAUS, the rail yard, the East Portal Building, the baggage handling building with associated parking areas and access roads, the ticketing/waiting halls, and the 28-foot-wide pedestrian passageway with connecting ramps and stairways below the rail yard. Land uses in the vicinity of the concourse segment are residential, commercial, and public.
- Segment 3: Run-Through Segment This segment is south of LAUS and extends east to west from Alameda Street to the west bank of the Los Angeles River and north to south from Keller Yard to CP Olympic. This segment includes US-101, the Commercial Street/Ducommun Street corridor, Metro Red and Purple Lines Maintenance Yard (Division 20 Rail Yard), BNSF Railway (BNSF) West Bank Yard, Keller Yard, the main line tracks on the west bank of the Los Angeles River from Keller Yard to CP Olympic, and the Amtrak lead track connecting the main line tracks with Amtrak's Los Angeles Maintenance Facility in the vicinity of 8th Street. Land uses in the vicinity of the run-through segment are primarily industrial and manufacturing.

The Project study area has a dense street network ranging from major highways to local city streets. The roadways within the Project study area include the El Monte Busway, US-101, Bolero Lane, Leroy Street, Bloom Street, Cesar Chavez Avenue, Commercial Street, Ducommun Street, Jackson Street, East Temple Street, Banning Street, First Street, Alameda Street, Garey Street, Vignes Street, Main Street, Aliso Street, Avila Street, Bauchet Street, and Center Street.









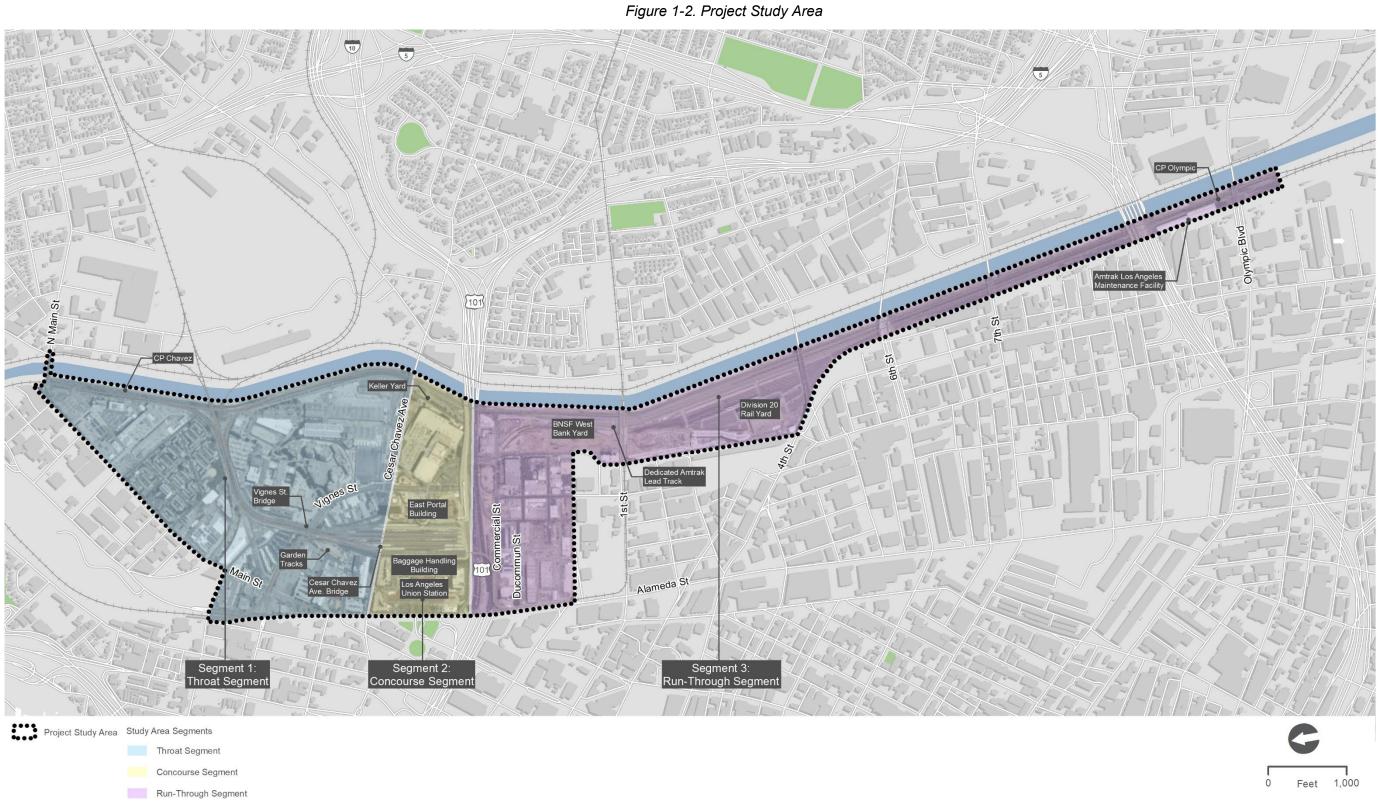




















1.4 **Project Alternatives**

The EIS includes an evaluation of the No Action Alternative and one build alternative (Build Alternative). The Build Alternative would include, but not be limited to, new lead tracks north of LAUS (Segment 1: Throat Segment), an elevated throat and rail yard with concourse-related improvements at LAUS (Segment 2: Concourse Segment), and 10 run-through tracks south of LAUS (Segment 3: Run-Through Segment).

1.4.1 No Action Alternative

NEPA (40 CFR 1502.14(d)) requires federal agencies to include an analysis of "the alternative of no action." For NEPA purposes, the No Action Alternative is the baseline against which the effects of implementing the Build Alternative is evaluated against to determine the extent of environmental and community effects. For the No Action Alternative, the baseline year is 2016, and the horizon year is 2040.

The No Action Alternative represents the future conditions that would occur if the proposed infrastructure improvements and the operational capacity enhancements at LAUS were not implemented. The No Action Alternative reflects the foreseeable effects of growth planned for the area in conjunction with other existing, planned, and reasonably foreseeable projects and infrastructure improvements in the Los Angeles area, as identified in planning documents prepared by Southern California Association of Governments (SCAG), Metro, and/or Metrolink, including the 2023 Federal Transportation Improvement Program (FTIP) (SCAG 2023), *Final 2008 Regional Comprehensive Plan* (SCAG 2008), and the 2020 RTP/Sustainable Communities Strategy (SCS): Connect SoCal (SCAG 2020).

Conditions in the Project study area would remain similar to the existing condition, as described below:

- Segment 1: Throat Segment Trains would continue to operate on five lead tracks that do not currently accommodate the planned HSR system. The tracks north of LAUS would remain at the current elevation, and the Vignes Street Bridge and Cesar Chavez Avenue Bridge would remain in place.
- Segment 2: Concourse Segment LAUS would not be transformed from a stub-end tracks station into a run-through tracks station, and the 28-foot-wide pedestrian passageway would be retained in its current configuration. No modifications to the existing passenger circulation routes or addition of vertical circulation elements (VCE; escalators and elevators) at LAUS would occur.
- Segment 3: Run-Through Segment Commercial Street would remain in its existing configuration, and implementation of active transportation improvements would likely be implemented along Center Street in concert with the *Connect US Action Plan* (Metro 2015). No modifications to the BNSF West Bank Yard would occur.





1.4.2 Build Alternative

The key components associated with the Build Alternative are summarized north to south below:

- Segment 1: Throat Segment (lead tracks and throat track reconstruction) The Build Alternative includes subgrade and structural improvements in Segment 1 of the Project study area (throat segment) to increase the elevation of the tracks leading to the rail yard. The Build Alternative includes the addition of one new lead track in the throat segment for a total of six lead tracks to facilitate enhanced operations for regional/intercity rail trains (Metrolink/Amtrak) and future operations for HSR trains within a shared track alignment. Regional/intercity and HSR trains would share the two western lead tracks in the throat segment. The existing railroad bridges in the throat segment at Vignes Street and Cesar Chavez Avenue would also be reconstructed. North of CP Chavez on the west bank of the Los Angeles River, the Build Alternative also includes safety improvements at the Main Street public at-grade railroad crossing (medians, restriping, signals, and pedestrian and vehicular gate systems) to facilitate future implementation of a quiet zone by the City of Los Angeles.
- Segment 2: Concourse Segment (elevated rail yard and expanded passageway) -The Build Alternative includes an elevated rail yard and expansion of the existing 28-foot-wide pedestrian passageway in Segment 2 of the Project study area (concourse segment). The rail yard would be elevated approximately 15 feet. New passenger platforms would be constructed on the elevated rail yard with associated VCEs (stairs, escalators, and elevators) to enhance safety elements and improve Americans with Disabilities Act (ADA) accessibility. Platform 1, serving the Gold Line, would be lengthened, and elevated to optimize east to west passenger circulation. The pedestrian passageway would be expanded at the current grade to a 140-foot width to accommodate a substantial increase in passenger capacity with new functionally modern passenger amenities while providing points of safety to meet applicable California Building Code (CBC) and National Fire Protection Association (NFPA) 130 Standards for Fixed Guideway Transit Systems. The expanded passageway and associated concourse improvements would facilitate enhanced passenger circulation and provide space for ancillary support functions (back-of-house uses, baggage handling, etc.), transit-serving retail, and office/commercial uses while creating an opportunity for an outdoor, community-oriented space with new plazas east and west of the elevated rail yard (East and West Plazas). Amtrak ticketing and baggage check-in services would be enhanced, and new baggage carousels would be constructed in a centralized location under the rail yard. A canopy would be constructed over the West Plaza up to 70 feet in height, and two design options are considered for canopies that would extend over the rail yard (Section 1.4.3).
- Segment 3: Run-Through Segment (10 run-through tracks) The Build Alternative includes 10 new run-through tracks south of LAUS in Segment 3 of the Project study area (run-through segment). The Build Alternative includes common rail infrastructure from LAUS to the west bank of the Los Angeles River (vicinity of First Street





Bridge) to support run-through tracks for both regional/intercity rail trains and future HSR trains. At the BNSF West Bank Yard, dedicated lead tracks for Amtrak trains and BNSF trains, in combination with implementation of common rail infrastructure would result in permanent loss of freight rail storage track capacity at the north end of BNSF West Bank Yard (5,500 track feet).

The Build Alternative would also require modifications to US-101 and local streets (including potential street closures and geometric modifications); improvements to railroad signal, positive train control (PTC), and communication systems; modifications to the Gold Line light rail platform and tracks; modifications to the main line tracks on the west bank of the Los Angeles River; modifications to the Amtrak lead track; addition of access roadways to the railroad right-of-way (ROW); land acquisitions; addition of utilities; utility relocations, replacements, and abandonments; and addition of drainage facilities/water quality improvements.

1.4.3 Rail Yard Canopy Design Options

Two design options for canopies over the elevated platforms in the rail yard are considered in conjunction with the concourse-related improvements as part of the Build Alternative.

- Rail Yard Canopy Design Option 1 (individual canopies) This design option would include replacing the existing historic butterfly canopies with individual canopies above each platform. New individual canopies would extend up to 25 feet above each platform and would be similar in form to the existing butterfly canopies but sized to fit the widened and lengthened platforms. Platform lengths would vary between 450 and 1,445 feet. Platforms would be up to 30 feet wide.
- Rail Yard Canopy Design Option 2 (grand canopy) This design option would include replacing the existing historic butterfly canopies with a large grand canopy that would extend up to 75 feet above the elevated rail yard platforms. The grand canopy would be up to 1,500 feet long and wide enough to provide cover over all elevated platforms in the rail yard.

1.5 Project Implementation Approach

The implementation of infrastructure improvements would generally occur in three main phases that are evaluated as scenario years in the EIS: the interim condition, the full build-out condition and the full build-out with HSR condition. The infrastructure improvements for each of these scenarios are described below.

1.5.1 Interim Condition

The interim condition is when the run-through track infrastructure south of LAUS and the associated signal modifications, property acquisitions, and civil/structural improvements to facilitate new run-through service would be implemented. The interim condition does not include





new lead tracks north of LAUS, or the elevated rail yard and new concourse-related improvements at LAUS. The interim condition aligns with a construction completion date as early as 2026.

A summary of the proposed activities associated with the interim condition is provided below.

- Acquire properties south of LAUS within the Project footprint;
- Relocate utilities north and south of LAUS;
- Acquire a portion of the BNSF West Bank Yard (majority north of First Street) and remove 5,500 feet of existing storage tracks at BNSF West Bank Yard;
- Construct special track work and modify signal/communication infrastructure north of LAUS;
- Construct a run-through track ramp on the southern extent of Platform 4 at LAUS;
- Construct a common viaduct/deck over US-101;
- Construct a common embankment from Vignes Street to Center Street south of LAUS;
- Construct common Center Street Bridge south of LAUS;
- Construct common embankment or new common bridge from Center Street to Amtrak Bridge south of LAUS;
- Construct common Amtrak Bridge south of LAUS;
- Construct Division 20 access road;
- Construct common rail embankment on the west bank of the Los Angeles River (from Amtrak Bridge to First Street Bridge);
- Construct new dedicated lead tracks for BNSF freight trains and Amtrak trains; and
- Construct two run-through tracks from Platform 4 at LAUS to the main line tracks along the west bank of the Los Angeles River.

Some embankments and/or bridges south of LAUS could be constructed in a phased manner.

1.5.2 Full Build-Out Condition

The full build-out condition is when new lead tracks and the elevated throat north of LAUS, along with the elevated rail yard and concourse-related improvements at LAUS would be implemented. The full build-out condition aligns with a construction completion date as early as 2031.

A summary of the proposed activities associated with the full build-out condition is provided below.

- Construct new compatible lead tracks and reconstruct throat north of LAUS;
- Construct new bridges over Vignes Street and Cesar Chavez Avenue north of LAUS;





- Construct elevated rail yard, concourse-related improvements, and East/West Plazas at LAUS; and
- Construct remaining run-through tracks for regional/intercity rail operations on previously constructed structures south of LAUS.

1.5.3 Full Build-Out with High-Speed Rail Condition

The full build-out with HSR condition is when HSR tracks and catenaries would be implemented through the Project limits to facilitate operation of the planned HSR system. CHSRA is responsible for construction and operation of the planned HSR system, and the EIS identifies where future HSR tracks, catenaries, and related operational infrastructure would be located throughout the Link US Project limits. Operation of HSR trains would occur on two of the lead tracks north of LAUS, Platforms 2 and 3 and associated Tracks 3 through 6 at LAUS, and common rail bridges and embankments south of LAUS. The full build-out with HSR condition corresponds to an HSR opening year consistent with CHSRA's 2022 Business Plan (as early as 2033).







2.0 Regulatory Setting

2.1 Federal Regulations

2.1.1 Americans with Disabilities Act (42 United States Code Sections 12101 – 12213)

The Americans with Disabilities Act prohibits discrimination for persons with disability and requires equal opportunity in employment, state and local government services, public accommodations, commercial facilities, and transportation.

2.1.2 Improving Access to Services for Persons with Limited English Proficiency (Executive Order 13166)

Executive Order 13166 requires each federal agency to ensure that recipients of federal financial assistance provide meaningful access to their programs and activities by Limited English Proficiency applicants and beneficiaries.

2.1.3 Uniform Relocation Assistance and Real Property Acquisition Policies Act OF 1970 (42 United States Code Section 61)

The URA ensures that persons displaced as a result of a federal action or by an undertaking involving federal funds are treated fairly, consistently, and equitably. This helps to ensure persons would not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

2.1.4 Federal Railroad Administration Environmental Procedures (64 Federal Register 28545)

The FRA's *Procedures for Considering Environmental Impacts* (*Federal Register* [FR] 64(101), 28545-28556, May 26, 1999) indicate that an EIS should include an analysis of socioeconomic environment specific to the need for and availability and adequacy of relocation housing and discuss the consideration of whether relocation problems can be properly handled as required by United States Department of Transportation Order 5610.1C.

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

In parallel with the federal URA, this act requires state and local governments to provide relocation assistance and benefits to displaced persons as a result of projects undertaken by state or local governments that do not involve federal funds. However, because the project will receive federal funding, the Uniform Act takes precedence.









3.0 Methodology

3.1 Basis of Findings

There are two types of data sources to consider when analyzing displacement effects: primary and secondary. A primary data source is information obtained directly from the potential displacee through surveys or public meetings and hearings. A secondary data source is information obtained from civic or community organizations, governmental agencies (e.g., housing authority, health department), schools, churches, nursing care programs, as well as census tract data, real estate statistics, periodicals, geographic information systems, and online sources.

Secondary data sources are the preferred method for analyzing displacement effects during the completion of the Draft RIR; therefore, no contact was made with owners or tenants during preparation of the Draft RIR. Secondary sources were used to prepare this report and are identified in Section 11.0. Completed acquisition documentation would be provided at the time of ROW acquisition.

3.2 Analysis Overview

Property displacements were identified through a review of the design files, which presented the relationship of the infrastructure improvements under the Build Alternative and the proposed infrastructure located on affected parcels. Specifically, the design files included the Project footprint and aerial imagery of current structure locations. Aerial imagery was evaluated to determine the extent of the potential property impact. Photos and field notes of properties were obtained during site visits. Parcel data was obtained from county tax assessor and online title company services (Nite Owl 2019), which provided parcel size, land use designations, and structure characteristics, such as address, value, and square footage. This information was used to (1) identify each parcel that falls within the Project footprint(s), (2) determine the need for full or partial acquisition of the affected parcel, and (3) count the number and characterize the types of structures potentially displaced. Based on property type, a search of potential replacement sites for businesses requiring relocation was conducted using online services (LoopNet) in the cities of Los Angeles, Glendale, Monterey Park, and Alhambra. This evaluation of parcel acquisitions and the structures affected was also recorded in a Microsoft Excel database. Online research and field investigations were performed to record additional information. All additional parcel information was added to the excel database to record the following data:

- Number of units associated with each acquired parcel;
- The number of businesses associated with each acquired parcel, including business names, addresses, type of business, and the estimated number of employees;
- The number and types of community facilities that would be displaced by each alternative; and
- Current vacancies for suitable replacement residences and businesses in the vicinity of projected displacements.





This detailed information enabled the analysis to identify the following data:

- The number of units and residents affected, and types of structures displaced;
- The number and type of commercial and industrial businesses that would be displaced; and
- The number and types of community facilities affected;

The availability of suitable replacement residences and business locations in the vicinity of displacements was evaluated in November 2020 using data from the United States Department of Housing and Urban Development and online real estate databases with current listings and residential and business vacancies (NiteOwl 2019; Appendix E)



4.0 Description of Displacement Area

The displacement area is defined as the portion of the Project study area that would be affected by project acquisitions that impact business operations or residential occupants. As previously mentioned, the displacement area is synonymous with the maximum extent of the Project footprint for the Build Alternative. Existing land uses within the Project study area consist of transportation infrastructure (LAUS, railroad tracks, US-101, and Interstate 10), commercial and industrial buildings, residential apartment buildings, and government buildings. While some legal nonconfirming general plan residential uses occur within the Project study area, the majority of existing land uses consist of LAUS-associated facilities, railroad tracks, and warehouse-style commercial and industrial buildings.

LAUS is located in Downtown Los Angeles and is the central business district of the city that also includes a diverse residential neighborhood of approximately 50,000 people. In addition to the historic LAUS building and ancillary infrastructure, land uses in the immediate surrounding area include the Mozaic Apartments. United States Postal Service Terminal Annex (post office annex). One Gateway Plaza (Metro headquarters), William Mead Homes, and the Metropolitan Water District headquarters. As described in the Link US Community Impact Assessment (Metro 2021) and depicted on Figure 4-1, the northern portion of the Project study area is within the Northern Industrial District, which is also referred to as the Mission Junction neighborhood. The southern portion of the Project study area, south of US-101, is located within the Arts District, which contains an industrial area transformed into an artist community. The Project study area is adjacent to the El Pueblo District, which includes Olvera Street, the Little Tokyo District, and the El Pueblo de Los Angeles Historical Monument. The western portion of the Project study area is adjacent to the Chinatown District, which is currently occupied by restaurants, shops, businesses, and residential neighborhoods. Along Commercial Street, businesses include a towing yard, gentlemen's club, cannabis dispensary, older warehouses and buildings, Metro bus yard, and various other commercial and institutional operations.









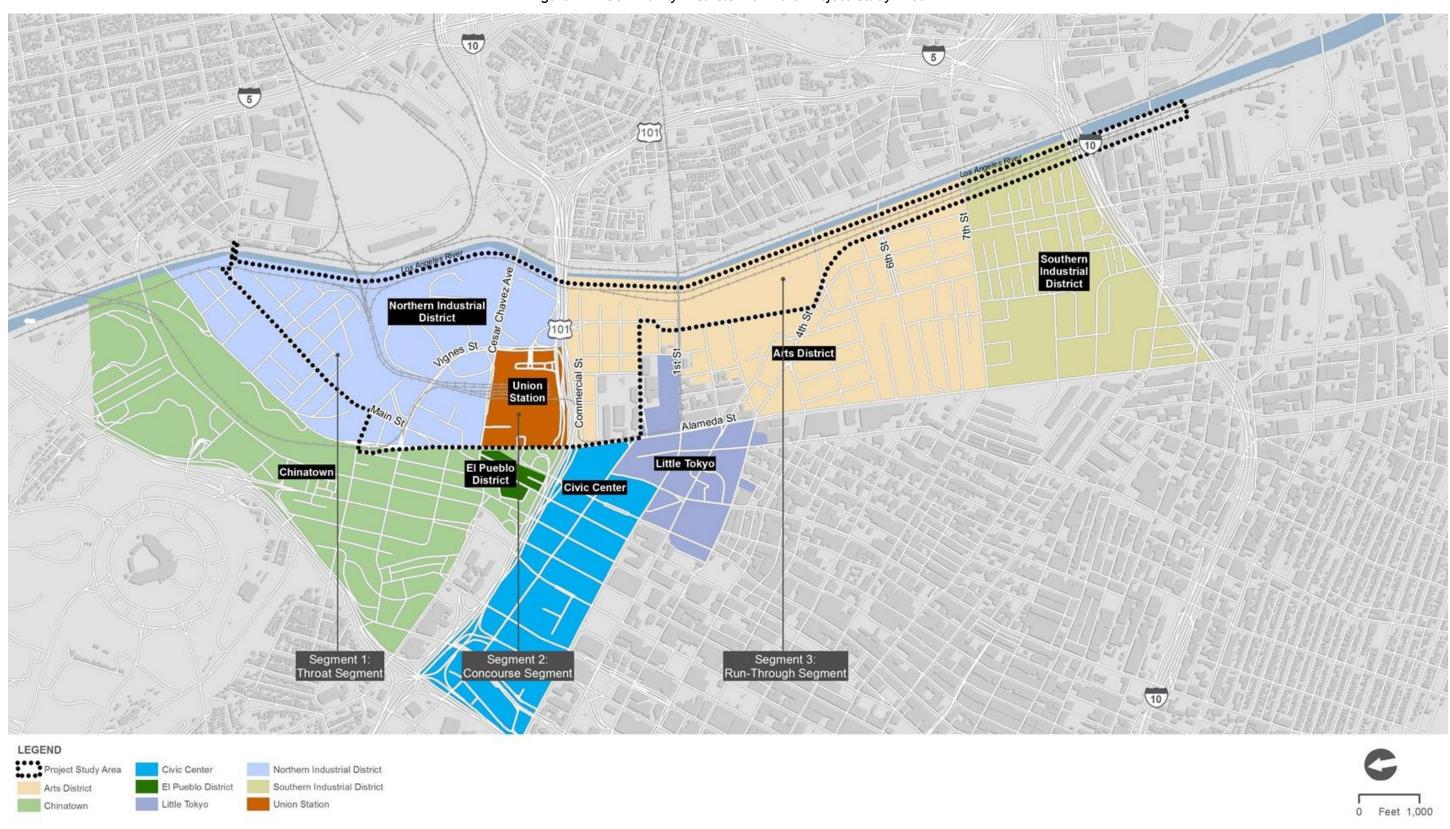


Figure 4-1. Community Districts within the Project Study Area









5.0 Displacement Impact Analysis

5.1 Estimated Displacement

In Segments 1 and 2 of the Project study area, no displacements are anticipated because improvements are primarily on Metro-owned property. Business displacements would occur south of LAUS in Segment 3.

5.1.1 Summary of Residential Displacements

The Build Alternative would not require permanent displacement or relocation of residential owners/tenants.

5.1.2 Summary of Nonresidential Displacements

Nonresidential displacements are grouped into five categories: commercial, industrial/manufacturing, government facilities, nonprofit organizations, and agricultural/farms.

- Commercial includes restaurants; retail stores; auto-related services; professional services, such as tax preparers, real estate services, banks, medical facilities, and gas stations; and similar businesses.
- Industrial includes warehouses, manufacturing operations, storage yards, and similar businesses. Government facilities includes uses by a local, regional, state, or federal agency.
- Nonprofit organizations include community or religious facilities.
- Agricultural/Farms includes land used for agricultural or farming uses.

Table 5-1 provides a summary of the nonresidential displacements for the Build Alternative. The information in Table 5-1 was gathered primarily from aerial maps and analysis prepared for the EIS. Appendix D provides a summary of affected businesses/facilities.

Table 5-1. Estimated Nonresidential Displacements			
Type of Nonresidential Use	Displacements		
Commercial businesses	1		
Industrial/manufacturing businesses	2		
Government facilities	0		
Nonprofit organizations	0		
Agricultural/farms	0		





Table 5-1. Estimated Nonresidential Displacements		
Type of Nonresidential Use	Displacements	
Total	3	

As shown in Table 5-1 up to three businesses would be displaced under the Build Alternative. No nonprofit organizations or agricultural/farms would be displaced by the Build Alternative.

Table 5-2 provides a summary of businesses and government facilities that would be displaced by the Build Alternative considered, based on the business type.

Table 5-2. Number of Business Displacements By Type			
Business Type	Displacements		
Construction	0		
Manufacturing	2		
Retail	0		
Government	0		
Nonprofit	0		
Service	1		
Agriculture	0		
Total	3		

Source: NiteOwl 2019

Estimates for the age of displaced businesses under the Build Alternative considered are summarized in Table 5-3.





Table 5-3. Age of Displaced Businesses		
Years	Displacements	
1-3	1	
4-7	0	
8-15	1	
Over 15	1	

Notes:

These are estimated ages for the businesses that may be impacted by the proposed action. The actual age of each business impacted would be addressed during the final RIR stage when additional information is disclosed during the time of the interviews.

Estimates for the number of employees at each business that may be displaced by the Build Alternative are summarized in Table 5-4.

Table 5-4. Size of Displaced Businesses			
Employees	Displacements		
1-20	1		
21-100	2		
101-500	0		
Over 500	0		

Notes:

The estimated number of employees for the businesses that may be impacted by the proposed action is not currently available. The exact number of employees for each business impacted would be addressed during the final RIR stage when additional information is disclosed during the time of the interviews.

Based on preliminary research obtained through publicly available information, one displaced business (Amay's Bakery & Noodle Company) is assumed to be minority owned. More detailed information would be obtained when interviews are conducted with the property owner.

5.1.3 Summary of Other Displacements

Another type of displacement that does not fit into the categories listed above is the moving of personal property from those leasing space in storage units. Full acquisition of storage facilities within the displacement area would require personal property to be moved elsewhere. Per state and federal statutes, persons affected by personal property moves would be eligible for moving expenses.





The moving of personal property has not been considered in the overall number of displacements, but there are 640 individual storage units identified within the displacement area east of Center Street for the Build Alternative (Life Storage facility).

The source data for this information was gathered from field research conducted in support of the EIS.

5.2 Agricultural Impacts

Implementation of the Build Alternative would not result in relocations that would affect agricultural areas.



6.0 Replacement Area

The replacement area is defined as the local area where displacees would likely secure replacement sites. Generally, if there are services and resources available in the immediate area, businesses prefer to relocate as close as possible to their existing location. The replacement area was determined by the availability of suitable business sites for displacees. The replacement area is the most similar to the displacement area in character and socioeconomic status. It has the highest likelihood of receiving displaced businesses because of the availability of replacement properties with similar average purchase prices as the displacement area.

The primary replacement area studied is Downtown Los Angeles. This area was selected because it is where the relocation impacts would occur. The cities of Los Angeles, Glendale, Monterey Park, Alhambra, Monterey Park and Vernon were selected as a secondary replacement areas. The secondary replacement area was selected because those cities encompass the larger area that may be suitable for the businesses. Relocating displacees within the communities in which they currently operate would reduce the hardship associated with relocation, such as commute times for employees and business support services. If relocation is not feasible within Downtown Los Angeles, relocation within the city increases the area that may have similar amenities, access, facilities, and demographics.

The BNSF West Bank Yard does not include any permanent business loss but requires the replacement of track storage. A potential replacement site for the lost storage tracks at the BNSF West Bank Yard has been identified in the City of Vernon.

However, as previously mentioned, an important step in planning the relocation of displacees is gathering accurate information from personal interviews. Based on personal interviews, information would be gathered that would assist in locating suitable replacement sites that meet the needs of each displacee. Metro's property acquisition process dictates that no occupants are to be contacted for relocation interviews at the Draft RIR stage. More detailed relocation planning would begin after the preferred alternative is identified, and that information is anticipated to be part of the Draft EIS.

6.1 Residential Replacement

As mentioned previously, the Build Alternative would not require the permanent displacement or relocation of residential owners/tenants. Therefore, no residential replacement resources would be needed.

6.2 Business Replacement

Table 6-1 summarizes the number of business sites that are available for rent, purchase, or development within the primary replacement area.





Table 6-1. Facility Availability			
Facility Type	Number of Facilities Available for Sale	Number of Facilities Available for Lease	
Industrial/manufacturing	334	60	
Office	248	52	
Total Per Property Type	582	112	
Overall Total	69	94	

Source: Appendix E

As summarized in Table 6-1, an adequate inventory of potential suitable replacement sites are available for lease or purchase in the immediate vicinity of the neighborhoods surrounding the Project study area. Listings for industrial/warehouse usage range from 2,000 square feet to 40,000 square feet, while listings for commercial use range from 5,000 square feet to 30,000 square feet (Appendix E).

Under the Build Alternative, one commercial property and two industrial properties would be displaced. The data obtained from CoStar shows there are adequate replacement sites within the suitable replacement area for displacement of Life Storage and Amay's Bakery & Noodle Company. Displacement of a portion of the BNSF West Bank Yard is being coordinated directly with BNSF and Malabar Yard in the City if Vernon is a potentially suitable replacement site.



7.0 Relocation Resources

7.1 **Project Assurances**

The URA established requirements for relocation assistance to be provided to persons displaced as a result of land acquisition for public projects. Metro's Relocation Assistance Program, to be described in full in a separate relocation plan, will meet or exceed the requirements of federal and state laws on relocation.

7.2 Adequate Resources

Available research indicates that adequate replacement properties are available for the following property types:

- Businesses
- Residential owners (not applicable)
- Residential tenants (not applicable)
- Mobile homes (not applicable)
- Nonprofit organizations (not applicable)
- Agricultural (not applicable)

Relocation resources are adequate in terms of availability, funding, staffing, and time. After final design has been completed, property acquisition and displacement can be finalized. The completion of the negotiations for the acquisition would need to be completed prior to the start of construction.









8.0 Relocation Resources and Relocation Plan

Adequate relocation resources exist within the primary replacement area, as well as within the secondary replacement area for potential displaced businesses and government facilities.

8.1 Comparable Replacement Areas

A search for replacement units for nonresidential occupants was conducted in the primary replacement areas where displacements may occur. The research identified multiple potential replacement sites within or in close proximity of the displacement area. A search was also conducted in the secondary replacement area, within a 5-mile radius of the displacement area. The replacement areas were found to be comparable in terms of amenities to the area where displacement is anticipated to take place. The replacement areas would offer the same types of amenities, such as public transportation and access to highways.

8.2 Replacement Housing Payments

As mentioned previously, the Build Alternative would not require the permanent displacement or relocation of residential owners/tenants.

8.3 Other Public Projects

Research of concurrent projects identified several projects near the Build Alternative that could create new housing. No projects that would cause additional displacements or removal of existing housing were identified during the preparation of this report. The Build Alternative would not require the permanent displacement or relocation of residential owners/tenants.

8.4 Last Resort Housing Program Payments

As mentioned previously, the Build Alternative would not require the permanent displacement or relocation of residential owners/tenants.

8.5 Construction of Replacement Dwellings under Last Resort Housing

As mentioned previously, the Build Alternative would not require the permanent displacement or relocation of residential owners/tenants. Therefore, construction of replacement dwellings under the Last Resort Housing Program is not anticipated.

8.6 Field Office

Depending upon the phasing of the relocation activities, a field office may be appropriate to effectively accommodate the needs of displacees.









9.0 Relocation Issues

9.1 **Potential Relocation Issues**

Table 9-1 provides a summary of the potential relocation issues affecting various categories of displacees. Each category of displacee is briefly discussed in the sections below.

Table 9-1. Potential Relocation Issue Categories		
Category	Yes	No
Elderly		Х
Low income (30 percent)		Х
Low income (poverty)		Х
Last resort housing construction		Х
Marginal business*	Х	
Lack of availability		Х
Minorities		Х
Overcrowded residence		Х
Handicapped*		Х
Minority business	Х	
Other	Х	

Notes:

*Special advisory assistance would be needed.

All benefits and services would be provided fairly and equitably to all displacees without regard to race, color, religion, age, national origin, and disability as specified under Title VI of the Civil Rights Act of 1964.

9.1.1 Elderly Residents

Implementation of the Build Alternative would not require the acquisition of residential units or the displacement of residential occupants. Therefore, no potential relocation issues associated with elderly residents is anticipated.





9.1.2 Low Income (30 percent and poverty) Residents

Implementation of the Build Alternative would not require the acquisition of residential units or the displacement of residential occupants. Therefore, no potential relocation issues associated with low-income residents are anticipated.

9.1.3 Last Resort Housing Construction

Implementation of the Build Alternative would not require the acquisition of residential units or the displacement of residential occupants. Therefore, no last resort housing construction would be required.

9.1.4 Marginal Businesses

Based on preliminary research, most of the businesses impacted by the Build Alternative would be considered marginal businesses. A marginal business does not have a present or future capacity to generate more than enough income to provide a minimal living. These smaller businesses often have fewer financial and human resources with which to facilitate relocation. Fewer resources may result in longer downtime and/or business disruption. To reduce hardship on marginal businesses, referrals to financial resources, in addition to relocation benefits and the use of advance payments, may be necessary.

9.1.5 Lack of Availability

As provided in Section 6.2, research indicates that suitable business replacement sites are in adequate supply; lack of available properties is not likely. However, market trends, as identified below, may contribute to challenges in the future, potentially compelling some of the businesses to relocate outside of the displacement area.

According to CBRE Q4 2017 Market view, the ongoing economic growth in Greater Los Angeles is impacting the demand for industrial/commercial/retail real estate (Appendix F). The industrial growth and industrial real estate market in Southern California is a leading indicator of the overall health and direction of the commercial real estate market in Downtown Los Angeles and Greater Los Angeles.

The industrial base growth within Southern California has played an important role in import volume growth historically because of the market's role in the supply chain and ability to serve multiple markets. This continued growth is contributing to an increase in rental rates and a decrease in vacancy rates for industrial properties within Downtown Los Angeles and the Greater Los Angeles area. In 2017, over 4.1 million square feet of newly completed industrial construction was delivered to the market. However, only 38 percent of new completions were still available at the end of 2017, as properties were pre-leased or leased upon completion.

This lag is due in part to the e-commerce boom spurred by consumers favoring the convenience of online shopping over brick-and-mortar stores. The Greater Los Angeles market has been the most active in commercial developments in Southern California since the 2007-2009 Great





Recession. Although there were no changes in properties under construction quarter after quarter, strong commercial sales and tenant demand have helped spur development over the last few years, resulting in an increase in rental rates and a decrease in vacancy rates for commercial properties. This trend in increasing rents and decreasing vacancy rates is also occurring for industrial properties within Downtown Los Angeles and Greater Los Angeles. In conclusion, while research indicates that there is an adequate supply of replacement sites, the nature of the competitive industrial and commercial markets in Downtown Los Angeles may make it difficult for displaced businesses to secure replacement sites within Downtown Los Angeles if the businesses are not able to afford rent increases.

9.1.6 Minority Residents

Implementation of the Build Alternative would not require the acquisition of residential units or the displacement of residential occupants. Therefore, no potential relocation issues associated with minority residents is anticipated.

9.1.7 Overcrowded Residence

Implementation of the Build Alternative would not require the acquisition of residential units or the displacement of residential occupants. Therefore, no potential relocation issues associated with overcrowded residences is anticipated.

9.1.8 Handicapped Residents

Implementation of the Build Alternative would not require the acquisition of residential units or the displacement of residential occupants. Therefore, no potential relocation issues associated with handicapped residents are anticipated.

9.1.9 Minority Business

Based on the information available and research conducted, it is anticipated that a portion of the businesses displaced are likely minority owned. Minority-owned businesses often experience relocation challenges because of their possible need to be located close to a specific customer base. Advanced payments may be necessary to facilitate the relocation of some minority-owned businesses.

9.1.10 Other – Employers

The following factors summarize potential difficulties that displaced businesses may encounter when finding replacement property.

Replacement site requirements. Displaced businesses most often have specific preferences for replacement site requirements. Location is the primary concern followed by price, proper zoning, lease or purchase terms, demographics (i.e., proximity to customer base), and potential loss of existing employees. When providing a list of replacement sites to displaced businesses,





one must be aware of zoning limitations, land use ordinances, and the possibility that a particular planning department may require variances or conditional use permits.

A potential replacement site for BNSF has been identified in the City of Vernon. The replacement site will accommodate a new storage location for the loss of storage tracks that would occur as a result of the Build Alternative in Segment 3.

Businesses handling the processing of food may be a challenge to relocate due to lack of compatibly zoned land that would allow for a food manufacturing plant. However, relocation assistance for the warehouse may be required if, during the interview process, it is determined that the associated warehouse would be affected by the relocation of the food manufacturing plant.

Industrial manufacturing facilities could present difficulties when relocating, as the types of items currently being utilized and stored at this facility are highly specialized and large (i.e., trailers, shipping containers, large manufacturing equipment, and machining equipment). These types of businesses require additional time to research and identify replacement sites that are property zoned and obtain the proper permits, as applicable. In addition, aboveground and underground tanks that may contain hazardous materials are located on this property. The handling of movable hazardous materials and other hazardous substances must be performed by hazardous material movers to ensure safety and regulatory compliance. Hazardous material movers would determine the measures needed to protect the public from the potential dangers posed by these materials.

It is anticipated that aboveground and underground tanks would need to be removed during the demolition process. State and federal environmental regulations and procedures would apply to the removal of underground tanks. According to Caltrans guidelines, underground tanks are considered to be realty and are purchased as part of the real estate. However, if the tanks are appraised as fixtures, they would be treated as personal property, and site preparation would be necessary for the reinstallation of the tanks.

For those businesses that require added time and resources, a notice of intent to acquire may be deemed appropriate to allow enough time to successfully relocate the businesses.

The Build Alternative will potentially affect different types of businesses with a variety of replacement requirements. Initial research indicates that affected nonresidential units are small businesses in terms of the number of employees. Therefore, affected businesses are anticipated to require cost-effective similar replacement sites near their existing customer bases. A key element in putting together a relatively smooth business relocation program is an initial interview with the displaced tenant/owner. This is when a relocation agent has the opportunity to find out detailed information about the business and identify the business owner's special needs. Effective communication and thorough follow-up with the displacee are essential to a successful relocation. Interview topics with the displaced tenant/owner would include:

Lease rates or purchase price. Researched market data indicates there is an adequate inventory of potential suitable replacement sites for lease or purchase. The relocation agent would assist displacee(s) to identify suitable replacement sites for lease or purchase. Local commercial





and industrial real estate brokers with expertise in the local real estate market also may assist in the search for suitable replacement sites.

Financial capacity of the businesses to accomplish the move. Relocation cost estimates should be made as early in the process as possible. The relocation agent would work with the displacee to determine whether the owner would need an advance relocation payment from the displacing agency. The relocation agent may provide the business owner with information on government and private loan resources, as well as planning resources.

Special services. Special services that may be needed to assist businesses to relocate include rezoning, reduced conditional use permit costs, advanced payments, construction of a replacement site, professional services to plan the move or obtain replacement site, business loans, and special consideration by the local agency.

As appropriate, the relocation agent may provide the displaced business with specialists to assist with the relocation process. Such specialists may include architects, space planners, or other appropriate contractors for such move-related tasks as disconnection/reconnection of trade fixtures and planning consultants to assist the displaced business in applying for variances, conditional use permits, and licenses that may be required by local, state, and federal agencies. Other issues requiring special services may include assistance with the negotiation of parking facilities, height clearances, availability and number of dock-high or ground level roll up doors, and capacity of utilities.

There are a variety of other considerations depending on the type of business that may be displaced by the Build Alternative. It is important to work with appropriate service providers to assess the complexity of the move, identify steps necessary to mitigate negative effects of the move, and assist displacees in locating such planners, designers, movers, and general contractors to provide mitigation services that are reasonable, necessary, eligible, and compensable under moving and related or reestablishment expenses.

As previously discussed, most businesses potentially impacted by the Build Alternative are specialized industrial/commercial businesses (e.g., noodle company, storage facility, and rail yard). The displaced business owner should be asked to explain their operation to guide the relocation agent in searching for replacement sites and in providing lists of qualified movers, contractors, and other professional services.

Identification and resolution of realty issues would be conducted under applicable regulations. The appropriate appraisal of fixtures and equipment enables the appraiser to identify those items that are considered improvements pertaining to the realty that are used by the business owner but that may or may not belong to the property owner and may be subject to relocation or acquisition, as appropriate. Items determined to be improvements pertaining to the realty are purchased from the business owner (with the property owner's consent), allowing the business owner to replace items at a replacement site. Movable personal property is relocated with the assistance of a moving payment which covers the cost to uninstall, move, and reinstall each item.





The relocation agent's timely access to the appropriate appraisal report would help ensure the successful and efficient relocation of nonresidential occupants.

Considering the types of anticipated nonresidential displacements, reconciling ownership of fixtures and equipment is anticipated to be a potential issue. The relocation agent would work with the acquisition agent, real estate appraiser, and fixtures and equipment appraiser to reconcile ownership of movable or attached personal property or trade fixtures, and obtain clear, written statements from both the owner of the real estate and the business tenant(s) as to who is the legal owner of each item of property. This would allow for 1) an accurate and uncontested sale of each party's eligible items to the agency; 2) an accurate move plan to re-install the tenant's or owner-occupant's property at the replacement site; or 3) the proper storage of the tenant's or owner-occupant's personal property for up to 12 months (subject to Metro approval).

9.1.11 Other – Employees

Job accessibility. Even if a business is relocated as planned, its employees may still encounter challenges with commuting or transportation to the replacement location. Some employees of marginal businesses rely on public transportation to go to and from their workplace. They may need to adjust their personal schedules and routines depending upon bus routes and schedules to reach the new location. Upon implementation of Metro's Relocation Assistance Program, these issues would be discovered and addressed, as appropriate.

Job viability. If a business is interrupted during construction, its employees may experience temporary layoffs, decide to go to a competitor, or pursue a different industry. If the business cannot relocate and must close due to implementation of the Build Alternative, the employees may experience job losses and may need to be trained in another industry. Upon implementation of Metro's Relocation Assistance Program, these issues would be discovered and addressed, as appropriate.

9.1.12 Special and/or Significant Relocation Issues

Various nonresidential relocation challenges are anticipated in connection with implementation of the Build Alternative. The size and scope of affect areas where large, branded, or specialty commercial, and industrial business operate. The Build Alternative could affect a food processing plant/warehouse, a storage facility, and a rail yard (Appendix D). These are the types of business land uses among the most difficult to relocate. Reasons for these difficulties range from lack of compatibly zoned replacement land available in a specific market area to specialized architecture required for businesses, such a food processing plant. Additional detail is provided in Section 9.1.10





10.0 Conclusion

This Draft RIR addresses the potential displacement scope associated with the Build Alternative. It is estimated that the Build Alternative would require displacement of up to three businesses (Life Storage, Amay's Bakery, and a portion of BNSF's West Bank Yard). No residential units would be permanently displaced under the Build Alternative.

The owners of displaced businesses would be interviewed by the relocation agent to ascertain the time required for their relocations and other appropriate relocation needs. The time in which the businesses could be relocated generally would depend on a number of factors specific to each business operation. The relocation assistance staff provided by the displacing agency and/or its consultant would work to provide the appropriate advisory services to displaced businesses in order to develop a successful moving plan that addresses and schedules long-lead items. The applicable regulations require adequate time to implement Metro's Relocation Assistance Program. The regulations require that each displacee be given at least 30 or 90 days written notice to vacate (Appendix G, Appendix H).

During the relocation planning process, Metro as the displacing agency and/or the appropriate consultant(s), would provide adequate relocation assistance staffing to meet each displacee's relocation needs. Metro's Relocation Assistance Program is deemed adequate to provide for necessary relocation resources and assistance. The Relocation Assistance Program would be implemented in accordance with the URA.









11.0 References

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Appendix A: Sample General Information Notice for Displacees











GENERAL INFORMATION NOTICE

DATE

BUSINESS NAME OWNER NAME ADDRESS CITY STATE ZIP

Subject: BUSINESS NAME ADDRESS METRO Parcel No. _____

Dear OWNER:

The Los Angeles County Metropolitan Transportation Authority ("METRO") made an offer to acquire the property you currently occupy at ADDRESS, CITY STATE ZIP for the construction of the Link US project ("Project"). As a result of this Project, you may be eligible for relocation advisory services and payments provided under both the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended ("URA"), and the California Relocation Assistance Law ("CRAL"). Therefore, you may be eligible for various relocation payments and assistance in finding a new place to operate your business pursuant to both State (of California) and Federal relocation assistance laws.

METRO has retained the services of [organization] to deliver this notice and answer any questions you may have about your potential relocation benefits.

If you are required to move for this project, you may be eligible for the following relocation benefits:

Summary of Relocation Assistance for Residential Occupants

If you are displaced from your home, you may be eligible for the following advisory and financial assistance:

Advisory Services: This includes referrals to comparable and suitable replacement homes, the inspection of replacement housing to ensure that it meets established standards, help in preparing claim forms for relocation payments and other assistance to minimize the impact of the move.

Payment for Moving Expenses: You may choose either a payment for Your Actual Reasonable Moving and Related Expenses, or a Fixed Moving Expense and Dislocation Allowance, or a combination of both, based on circumstances.

Replacement Housing Assistance: To enable you to rent, or if you prefer, buy a comparable

or suitable replacement home, you may be eligible for a payment for either Rental Assistance or Purchase Assistance.

Summary of Relocation Assistance for Business Occupants

MOVING EXPENSES: You may be eligible for pre-approved Reasonable Actual Moving cost expenses when moved by a professional mover, or receive a Fixed Moving payment for a self-move. Your relocation representative will further explain the various move options.

BUSINESSES, FARMS, AND NONPROFIT ORGANIZATIONS may be eligible for Relocation Advisory Assistance, Re-establishment cost reimbursement, Fixed Payment, In-Lieu of Payment for Actual Moving, and other related expenses. Your relocation representative will further explain these options.

Information for All Displaced Persons

RELOCATION PAYMENTS: No relocation payment can be made until the Authority has made a written offer to acquire the real property where a displaced occupant operates a business, farm, or nonprofit organization, and the displaced person has to move from the acquired property. Any persons who move into your space after you receive this notice may not be eligible for relocation benefits.

NONDISCRIMINATION: All services and/or benefits to be derived from any right-of-way activity will be administered without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act.

APPEALS: Both the state and federal relocation assistance laws provide that a person may appeal to METRO if the person believes that METRO has failed to properly determine the person's eligibility or the amount of payment authorized. You have the right to be represented by legal counsel, but it is not required. Further, if you believe a proper determination has not been made, you may seek judicial review.

PLEASE BE ADVISED THAT THIS IS <u>NOT</u> A NOTICE TO VACATE THE PREMISES

You are urged not to move or sign any agreement to purchase or lease a new replacement property before receiving formal notice of your eligibility for relocation assistance.

Please contact us before you make any moving plans.

You must continue to pay your monthly rent to your current landlord until otherwise notified in writing. Failure to pay rent and meet your monthly obligations may be cause for eviction.

You will not be required by METRO to move from the Property until you have been given **AT LEAST** 90-Days advance written notice, and relocation assistance has been provided to you in accordance with state and / or federal law.

If at any time you would like assistance, please contact the following METRO Relocation Representatives:

[name] [organization] [address] [phone] [e-mail]

Sincerely,

[name] [title] [department] Los Angeles County Metropolitan Transportation Authority

ACKNOWLEDGEMENT OF RECEIPT OF NOTICE

Signature

Date





Appendix B: Sample Notice of Eligibility for Relocation Assistance Nonresidential Tenant











Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012-2952

DATE

BUSINESS NAME OWNER NAME ADDRESS CITY STATE ZIP

NOTICE OF ELIGIBILITY BUSINESS, FARM OR NONPROFIT ORGANIZATION

Re: BUSINESS NAME, ADDRESS METRO Parcel #____

Dear OWNER, et al:

On ION DATE, the Los Angeles County Metropolitan Transportation Authority (METRO) made an offer to purchase the property which you occupy at ADDRESS, CITY STATE ZIP for the construction of the Purple Line (Westside) Subway Extension Project – Section 2.

To carry out the project, it will be necessary for you to move. You will be provided a 90 day written notice of the date by which you will be required to move.

As the eligible occupant of the property, you are protected under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, As Amended (URA) and may be entitled to certain benefits under the METRO's Relocation Assistance Program. These benefits are outlined below. *It is vitally important that you understand the conditions described below which must be met before any payments can be made.*

As the occupant of the property, you are entitled to:

1. RELOCATION ADVISORY ASSISTANCE:

METRO will help you find a replacement location to conduct your business, farm or nonprofit operation. Information on and maps of available properties, typical real estate purchase and rental costs, and the services offered by other agencies in the area are also available. If you would like assistance, contact METRO's relocation consultant.

2. MOVING AND RELATED EXPENSES:

Business, farms and nonprofit organizations may be paid on the basis of actual reasonable moving and related costs and reestablishment expenses as METRO determines to be

reasonable and necessary or, under certain circumstances, a fixed payment. The following moving expenses may be considered by METRO:

- A. Transportation of personal property limited to 50 miles or less. Distances beyond 50 miles are not eligible, unless METRO determines that relocation beyond 50 miles is justified.
- B. Packing, crating, unpacking, and uncrating of the personal property.
- C. Disconnecting, dismantling, removing, reassembling, and reinstalling relocated machinery, equipment, and other personal property, and certain substitute personal property. This includes connection to utilities available nearby. It also includes modifications to the personal property necessary to adapt it to the replacement site, including those mandated by Federal, State or local law, code or ordinance or the utilities at the replacement site, and modifications necessary to adapt the utilities at the replacement site to the personal property.
- D. Connection to available utilities from the right-of-way to improvements at the replacement site.
- E. Professional services performed prior to the purchase or lease of a replacement site to determine its suitability for the displaced person's business operation including, but not limited to, soil testing, feasibility and marketing studies (excluding any fees or commissions directly related to the purchase or lease of such a site). At METRO's discretion, a reasonable hourly rate may be established.
- F. Storage of personal property for a period not to exceed 12 months, unless METRO determines that a longer period is necessary.
- G. Insurance for the replacement value of personal property in connection with the move and necessary storage.
- H. Any license, permit, or certification required for your operation at the replacement location. However, the payment shall be based on the remaining useful life of existing license(s), permit(s) or certification(s) of your business.
- I. The replacement value of property lost, stolen, or damaged in the process of moving (not through the fault or negligence of your own, your agent, or your employee) where insurance covering such loss, theft, or damage is not reasonably available
- J. Professional services as METRO determines to be actual, reasonable and necessary for (i) planning the move of the personal property, (ii) moving the personal property, and (iii) installing relocated personal property at the replacement location
- K. Relettering signs and replacing stationery on hand at the time of displacement that is made obsolete as a result of the move
- L. Actual direct loss of tangible personal property incurred as a result of moving or discontinuing the business or farm operation. The payment shall consist of the lesser of:
 - (1) The fair market value in place of the item, as is for continued use, less the proceeds from its sale; or
 - (2) The estimated cost of moving the item as is, but not including any allowance for storage or for reconnecting a piece of equipment, if the equipment is in storage or not being used at the acquired site. In calculating payment under section the reasonable cost incurred to sell shall be added to the determination of loss.
- M. Purchase of substitute personal property. If an item of personal property which is used as part of your operation is not moved but is promptly replaced with a substitute item that

performs a comparable function at the replacement site, you will be entitled to payment for the lesser of:

- 1.) The cost of the substitute item, including installation costs at the replacement site, less any proceeds from the sale or trade-in of the replaced items.
- 2.) The estimated cost of moving and reinstalling the replaced item, based on the lowest acceptable bid or estimate obtained by METRO, but with no allowance for storage.
- N. Searching for a replacement location. You are entitled to reimbursement for actual expenses, not to exceed \$2,500, as METRO determines to be reasonable, which are incurred in searching for a replacement location including:
 - 1.) Transportation
 - 2.) Meals and lodging away from home
 - 3.) Time spent searching, based on reasonable salary or earnings
 - 4.) Fees paid to a real estate agent or broker to locate a replacement site, exclusive of any fees or commissions related to the purchase of such site
 - 5) Time spent negotiating the purchase of a replacement site based on reasonable salary or earnings
 - 6) Time spent in obtaining permits and attending zoning hearings
- O. High bulk/low Value will allow a payment for personal property that is worth less than the cost to move it to the replacement property as determined by METRO. The moving payment shall not exceed the amount which you would receive if the property were sold at the site.
- P. Other moving and related expenses as METRO determine to be reasonable and necessary.
- CAUTION: In order to qualify for reimbursement of the above-described expenses, you MUST:
 - A. Provide METRO with a certified list or inventory of the items to be moved at least thirty (30) days in advance of the start of your move;
 - B. Notify METRO at least fifteen (15) days in advance of the date of the start of your move or disposition of your personal property;
 - C. Permit METRO to monitor the move; and
 - D. Permit METRO to make reasonable and timely inspections of the personal property at both the displacement and replacement sites.

Failure to comply with any of the above four (4) requirements may result in your losing part or all of your benefits.

You should also be aware that you are not entitled to payment, under the relocation regulations, for:

- The cost of moving any structure or other real property improvement in which you reserved ownership;
- Interest on a loan to cover moving expenses;
- Loss of goodwill;

- Loss of profits:
- Loss of trained employees:
- Personal injury: or
- Costs for storage of personal property on real property owned or leased by the displaced person.

You may move either by commercial mover or take full responsibility for all or part of the move. If you elect a "self-move", you must first obtain at least two (2) acceptable bids or estimates for your move.

-AND-

3. **REESTABLISHMENT EXPENSES:**

In addition to the payments available above, a small business, farm or nonprofit organization may be eligible to receive a payment, not to exceed \$25,000, for the expenses actually incurred in relocating and reestablishing at a replacement site.

Reestablishment expenses must be reasonable and necessary as determined by METRO. They include, but are not limited to, the following:

- A. Repairs or improvements to the replacement real property as required by Federal, State or local law, code or ordinance
- B. Modifications to the replacement property to accommodate the business operation or make replacement structures suitable for conducting the business.
- C. Construction and installation costs for exterior signing to advertise the business
- D. Redecoration or replacement of soiled or worn surfaces at the replacement site, such as paint, paneling or carpeting
- E. Advertisement of replacement location
- F. Provisions of utilities from right-of-way to improvements on the replacement site.
- G. Licenses, fees and permits when not paid as part of moving expenses.
- H. Feasibility surveys, soil testing and marketing studies.
- I. Professional services in connection with the purchase or lease of a replacement site.
- J. Impact fees or one-time assessments for anticipated heavy usage
- K. Estimated increased costs of operation during the first two years at the replacement site for such items as:
 - 1.) Lease or rental charges
 - 2.) Personal or real property taxes
 - 3.) Insurance premiums
 - 4.) Utility charges, excluding impact fees
- L. Other items that METRO considers essential to the reestablishment of the business.

You should be aware that you are not entitled to payment under reestablishment regulations for any of the following:

- Purchase of capital assets, such as office furniture, filing cabinets, machinery or trade fixtures
- Purchase of manufacturing material, production supplies, product inventory or other items used in the normal course of the business operation
- Interior or exterior refurbishment at the replacement site which are purely aesthetic in purpose except as paid in "d" above
- Interest on money borrowed to make the move or purchase the replacement property
- Part-time or home-based business which does not contribute materially to the household income

-OR-

4. FIXED PAYMENT IN LIEU OF PAYMENT FOR ACTUAL AND RELATED EXPENSES AND REESTABLISHMENT EXPENSES:

In lieu of a payment for actual moving and related expenses and reestablishment expenses, you may elect to receive an amount equal to your business' recent average annual net earnings in an amount not less than \$1,000 or more than \$40,000. A displaced business is eligible for the payment if METRO determines that:

- A. The business owns or rents personal property which must be moved in connection with such displacement and for which an expense would be incurred in such move; and the business vacates or relocates from its displacement site
- B. The business cannot be relocated without a substantial loss of its existing patronage (clientele or net earnings). A business is assumed to meet this test unless METRO determines that it will not suffer a substantial loss of its existing patronage.
- C. The business is not part of a commercial enterprise having more than three other entities which are not being acquired by METRO, and which are under the same ownership and engaged in the same or similar business activities.
- D. The business is not operated at a displacement dwelling solely for the purpose of renting such dwelling to others.
- E. The business is not operated at the displacement site solely for the purpose of renting the site to others.
- F. The business contributed materially to the income of the displaced person during the two taxable years prior to displacement.

You will have 18 months from the date you vacate the property which you currently occupy to submit claims for reimbursement of eligible relocation expenses.

If you lease or rent from the METRO, failure to pay necessary rental payments to METRO may reduce the relocation payment which you will receive.

Moving and related payments are not considered as income for the purposes of personal income tax laws. Relocation payments are normally made within sixty (60) days of the date that a completed claim is received by METRO.

METRO provides you with the right to appeal this determination and have your case reviewed or reconsidered in accordance with METRO's appeals procedures. If you still believe a proper determination has not been made by METRO's appeals process, you may seek judicial review. Complete details on the appeals process are available from your relocation agent.

It is important that you understand the matters explained above which relate to your relocation assistance program eligibility. If at any time you would like assistance, please contact the following METRO Relocation Consultant:

[name]
[organization]
[address]
[phone]
[e-mail]

Sincerely,

[name] [title] [department] Los Angeles County Metropolitan Transportation Authority

ACKNOWLEDGMENT

I was contacted by DRA, Inc. the Relocation Consultant for METRO. I have had the available relocation services and entitlements explained to me. I have been advised that METRO's Relocation Agent will be available to assist me if any questions arise or as assistance is needed. I have received a copy of the Notice of Eligibility for Relocation Benefits for Business, Farm or Non Profit Organization dated August 4, 2016.

OWNER NAME
BUSINESS
ADDRESS CITY STATE ZIP
METO Parcel #

Date

Appendix C: Sample Information Brochure for Nonresidential Displacees











INTRODUCTION

This booklet describes the relocation payments and other relocation assistance which the Los Angeles County Metropolitan Transportation Authority (METRO) provides under the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act) to businesses and non-profit organizations which may be required to move from real property, or move personal property from real property as a result of an METRO transit project.

If you are notified that you will be displaced, METRO's relocation advisor **[organization]** will contact you personally. The advisor will answer your specific questions and provide additional information you may need. It is important that you do not move before you learn what you must do to receive the relocation payments and other assistance to which you are entitled.

Pursuant to Public Law 105-117, non-residential displaces must certify that they are lawfully present in the United States if a Sole Proprietorship or Partnership, or must certify that the corporation is established pursuant to State Law and is authorized to conduct business in the United States.

This booklet may not answer all of your questions. If you have more questions about your relocation, contact DRA. Please refer to the bottom of this brochure for the name and telephone number of the person to contact. Ask questions before you move. Afterwards, it may be too late.

SUMMARY OF RELOCATION ASSISTANCE

As an eligible displaced person, you will be offered the following advisory and financial assistance by DRA on behalf of METRO:

Advisory Services This includes referrals to suitable replacement locations, help in preparing claim forms for relocation payments, and other assistance to minimize the impact of the move.

Payment for Moving and Reestablishment Expenses Payments for moving, reestablishment, and related expenses fall into two general categories:

- **Payment for your actual reasonable moving and related expenses**. If you choose this payment, you may also be eligible for a **Payment for**



Reestablishment Expenses up to \$25,000.

OR

- Certain persons are eligible to choose a **Fixed Payment** as an alternative to the payments for moving and reestablishment expenses.

GENERAL QUESTIONS

How Will I know if I am Eligible for Relocation Assistance?

You should receive a written notice explaining your eligibility for relocation assistance. You should not move before receiving that notice. If you do, you may not receive relocation assistance.

How Will the METRO Know How Much Help I Need?

You will be contacted at an early date and personally interviewed by your relocation advisor to determine your relocation needs and preferences for a replacement location and other services. The relocation advisor will ask about such matters as your space requirements. It is to your advantage to provide the information so that DRA can assist you in moving with a minimum of hardship. The information you give will be kept in confidence.

How Soon Will I Have to Move?

Every reasonable effort will be made to provide you with sufficient time to find and reestablish your business in a suitable replacement location. If possible, a mutually agreeable date for the move will be worked out. You will be given enough time to make plans for moving. Unless there is a health or safety emergency, you will not be required to move without at least 90 days advance written notice. It is important, however, that you keep in close contact with DRA so that you are aware of the time schedule for carrying out the project and the approximate date by which you will need to move.

How Will I Find a Replacement Location?

DRA will provide you with information on currently available replacement locations.

While DRA will assist you in obtaining a suitable replacement location, you should take an active role in finding and relocating to a location of your choice.



No one knows your needs better than you. You will want a facility that provides sufficient space for your planned activities. You will also want to assure that there are no zoning or other requirements which will unduly restrict your planned operations.

DRA will explain the kinds of moving and reestablishment costs that are eligible for repayment and which are not eligible. That will enable you to carry out your move in the most advantageous manner.

What Other Assistance Will be Available to Help Me?

In addition to help in finding a suitable replacement location, other assistance, as necessary, will be provided by the METRO. This includes information on Federal, State and local programs that may be of help in reestablishing a business. For example, the Small Business Administration (SBA) provides managerial and technical assistance to some businesses. The METRO will assist you in applying for help available from government agencies.

I Have a Replacement Location and Want to Move. What Should I Do?

Before you make any arrangements to move, notify DRA in writing, of your intention to move. This should be done at least 30 days before the date you begin your move. DRA will discuss the move with you and advise you of the relocation payment(s) for which you may be eligible, the requirements to be met, and how to obtain payment.

I Own This Property. Will I Be Paid For It Before I Have to Move?

If you reach a negotiated agreement to sell your property to the METRO, you will not be required to move before you receive the agreed purchase price. If the property is acquired through an eminent domain proceeding, you cannot be required to move before the estimated fair market value of the property has been deposited with the court. (You should be able to withdraw this amount immediately, less any amounts necessary to pay off any liens on the property and to resolve any special ownership problems. Withdrawal of your share of the money will not affect your right to seek additional compensation for your property.)

What Is a Payment for Actual Reasonable Moving and Related Expenses?

If you choose a Payment for Actual Reasonable Moving and Related Expenses, you may include in your claim the reasonable and necessary costs for:

- Transportation of personal property from your present location to the replacement



location up to a distance of 50 miles

- Packing, crating, uncrating, and unpacking the personal property
 - Disconnecting, dismantling, removing, reassembling, and installing relocated and "substitute" machinery, equipment and other personal property. This includes connection to utilities available nearby. It also includes modifications to the personal property that are necessary to adapt it to the replacement structure, the replacement site, or the utilities at the replacement site and modifications necessary to adapt the utilities at the replacement site to the personal property.

Actual Reasonable Moving and Related Expenses, continued

- Storage of personal property not to exceed 12 months (at the discretion of the METRO)
- Insurance for the replacement value of your property during the move and necessary storage
- Any license, permit, or certification which you are required to pay at the replacement location. However, cost must be reasonable and necessary for reestablishment at the replacement location and the payment may be based on the remaining useful life of the existing license, permit, or certification.
- The replacement value of property lost, stolen, or damaged in the process of moving (not through your fault or negligence) where insurance covering such loss, theft, or damage is not reasonably available
- Professional services necessary for (1) planning the move of the personal property, (2) moving the personal property, or (3) installing relocated or "substitute" personal property at the replacement location.
- Relettering signs and replacing stationery on hand when you move that are made obsolete as a result of the move.
- The reasonable cost incurred in attempting to sell an item that is not to be moved
- The actual direct loss of tangible personal property. This payment provides compensation for personal property that is neither moved nor promptly replaced at the replacement location. Payment is limited to the **lesser** of:



(1) The estimated cost of moving and reinstalling the personal property,

or

(2) The market value of the property for its continued use at the old location, less any proceeds from its sale.

To be eligible, you must make a good faith effort to sell the property, unless METRO determines that such effort is not necessary.

- Purchase and installation of "substitute" personal property. This payment is made with an item of personal property is not moved but is promptly replaced with a substitute item that performs a comparable function at the replacement site. Payment is limited to the **lesser** of:

Actual Reasonable Moving and Related Expenses, continued

(1) The estimated cost of moving and reinstalling the item,

or

(2) The actual cost of the substitute item delivered and installed at the replacement location, less any proceeds from the sale or trade-in of the replaced item.

It is important that you discuss your plans with DRA before you proceed.

- Searching for a replacement location. This payment may not exceed \$2,500 and covers costs for your transportation expenses, time spent searching for a replacement location, reasonable fees paid to a real estate agent or broker to find a replacement location (not fees related to the purchase of the site), and meals and lodging away from home, if required.
- Expenses for providing utilities from the right-of-way to the building.
- Impact fees or one-time assessments for anticipated heavy utility usage.

DRA will explain all eligible moving and related costs, as well as those that are not eligible. You must be able to account for all costs that you incur, so keep all your receipts. DRA will inform you of the documentation needed to support your claim.

You may minimize the amount of documentation needed to support your claim if you elect to "self-move" your personal property. Payment for a self-move is based on the amount of an acceptable low bid or estimate obtained by DRA. If you self-move, you may move



your personal property using your own employees and equipment or a commercial mover.

You may elect to pay your moving costs yourself and be repaid by the METRO or, if you prefer, you may have the METRO pay the mover. In either case, select your mover with care. DRA can help you select a reliable and reputable mover.

Also, keep DRA informed about your moving plans. You must provide DRA with reasonable advance written notice of the date of the start of your move or disposition of your personal property and a list of the items you plan to move. In addition, you must permit DRA to make reasonable and timely inspections of the personal property at the old and new locations and to monitor the move.

When a payment for "actual direct loss of personal property" or "substitute personal property" is made for an item, the estimated cost of moving the item will be based on the lowest acceptable bid or estimate obtained by DRA. If not sold or traded in, you must transfer ownership of the item to the METRO in order to receive the payment.

What is a Payment for Reestablishment Expenses?

If you choose to receive a payment for your actual moving and related expenses, you may also be eligible to receive a payment for **Reestablishment Expenses**, not to exceed \$25,000. Such expenses include the reasonable and necessary cost of:

- Repairs or improvements to the replacement real property as required by Federal, State or local low, code or ordinance.
- Modifications to the replacement property to accommodate the business operation or make a replacement structure suitable for conducting your business.
- Construction and installation costs for exterior signs to advertise your business
- Redecoration or replacement of soiled or worn surfaces at the replacement site, such as paint, paneling, or carpeting.
- Advertisement of the replacement location
 - Estimated increased costs of operation during the first 2 years at the replacement site for such items as lease or rental charges, personal or real property taxes, insurance premiums, and utility charges (excluding impact fees).



What Costs are Ineligible?

The cost of moving any structure or other real property improvement in which you reserved ownership; or

Interest on a loan to cover moving expenses; or

Loss of goodwill; or

Loss of profits; or

Loss of trained employees; or

Personal injury; or

Costs for storage of personal property on real property owned or leased by the displaced person.

Purchase of capital assets, such as office furniture, filing cabinets, machines or trade fixtures.

Purchase of manufacturing material, production supplies, product inventory or other items used in the normal course of the business operation.

Interior or exterior refurbishments at the replacement site which are purely aesthetic in purpose.

Interest on money borrowed to make the move or purchase the replacement property.

Payment to a part time home based business which does not contribute materially to the household income.

What is a Fixed Payment?

Certain businesses and nonprofit organizations are eligible to obtain a **Fixed Payment** instead of a payment for actual reasonable moving and related expenses or a payment for reestablishment expenses. The Fixed Payment to a business is based on the average annual net earnings of the business operation; the Fixed Payment to a nonprofit organization is based on average annual expenses and revenue. A Fixed Payment will not be less than \$1,000 or more than \$40,000.

To qualify for a Fixed Payment a displaced business or nonprofit organization must:



- (1) Own or rent personal property which must be moved from the displacement site
- (2) Be unable to relocate without a substantial loss of existing patronage (measured in terms of clientele or net earnings)
- (3) Not be a part of a commercial enterprise having more than three other entitles under the same ownership, engaged in the same or similar business activities that are not being acquired by METRO. (Also, certain rental businesses are excluded.)

Ordinarily, to be eligible for the minimum Fixed Payment, your business must have had average annual gross receipts of at least \$5,000 or had average annual net earnings of at least \$1,000, or contributed 1/3 of the your business's average gross income for the two tax years prior to displacement. The METRO, however, may use other criteria if it determines that the calculation would cause an inequity or hardship.

DRA will inform you as to your eligibility for this payment and the documentation you must submit to support your claim.

Remember, when you elect to take this payment, you are not entitled to reimbursement for any other moving expenses.

Must I File a Claim to Obtain a Relocation Payment?

Yes. You must file a claim for each relocation payment. DRA will provide you with the required claim form, help you to complete it, and explain the type of documentation, if any, that you must submit in order to receive the payment.

If you must pay any relocation expenses before you move (e.g., a security deposit when you lease a new location), discuss your needs with your relocation advisor. You may be able to obtain an advance payment.

If you are a tenant, you must file your claim within 18 months after the date you move. If you are displaced from property that you own, you must file within 18 months after the later of the date you move, or the date you receive the final acquisition payment. However, it is to your advantage to file as soon as possible after you move. The sooner you submit your claim, the sooner it can be processed and paid. If you are unable to file your claim within 18 months, ask the METRO to extend this period.

You will be paid promptly after you file an acceptable claim. If there is any question regarding your right to a relocation payment or the amount of the payment, you will be notified in writing of the problem and the action you must take to resolve the matter.



Will I Have to Pay Rent to the METRO Before I Move?

If the METRO acquires your property, you will be required to pay a fair rent to the METRO for the period between the acquisition of your property and the date that you move. Such rent will not exceed the market rent for comparable properties in the area.

Do I Have to Pay Federal Income Taxes on My Relocation Payments?

No. Section 216 of the Uniform Act states that you need not report relocation payments as part of your gross income for Federal Tax purposes. For information on State income taxes, you should check with the California Franchise Tax Board or with your personal tax advisor.

If I Don't Receive the Required Assistance, Can I Appeal?

Yes. If you disagree with METRO's decision as to your right to relocation assistance or the amount of a relocation payment, you may appeal the decision to the METRO. Your relocation advisor will inform you of the appeal procedures. At a minimum, you will have 60 days to file your appeal with the METRO after you receive written notification of the METRO's determination of your claim. Your appeal must be in writing. If you need help, your relocation advisor will assist you in preparing your appeal.

You can expect a fair decision on any appeal. However, if you are not satisfied with the final administrative decision on your appeal, you may seek review of the matter by the courts.

I have More Questions. Who Will Answer Them?

If you have further questions after reading this brochure, contact the METRO's relocation advisors **[organization]** and discuss your concerns with a representative.

[name] [organization] [Address] [Phone] [Email]

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Appendix D: Summary of Businesses/Facilities Potentially Requiring Relocation





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Parcel							
Identification Number	APN	Property Owner	Type of Acquisition	What is Being Affected (Based on Potential ROW Requirements)			
Industrial/Manufacturing							
20	5173-019-011	Victory Investment Group, LLC	Full	Occupant: Amay's Bakery & Noodle Company, Inc. Business Type: Cookie and Noodle Bakery Description of Potential Business Impact: This parcel contains a large industrial building of 20,984 square feet, which houses Amay's Bakery & Noodle Company, Inc. The parcel contains perimeter fencing, a parking lot, loading docks, an office, a food manufacturing plant, and a warehouse. Displacement and relocation of the business may be necessary.			
21	5173-003-002	Amay's Bakery & Noodle Company, Inc.	To be Determined	Occupant: Amay's Bakery & Noodle Company, Inc. Business Type: Storage Facility for Cookie and Noodle Bakery Description of Potential Business Impact: This parcel is not affected directly, but relocation assistance for warehouse may be appropriate in the event of consequential displacement in connection with the business displaced on APN 5173-019-011.			
34	5173-021-813 5173-021-811 5173-022-808 5173-023-805 5163-017-806	BNSF	Partial	Occupant: BNSF Business Type: Private Freight Railroad Storage Yard Description of Potential Business Impact: This portion of BNSF West Bank Yard that would be affected is comprised of five parcels located on the west bank of the Los Angeles River. This site contains multiple storage tracks, main line tracks, and a small building. The common rail infrastructure associated with the Build Alternative would result in the permanent loss of storage track capacity (approximately 5,000 feet of track storage) at the BNSF West Bank Yard north of First Street.			



Parcel Identification Number	APN	Property Owner	Type of Acquisition	What is Being Affected (Based on Potential ROW Requirements)
Commercial	•			
17	5173-019-006	Sovran Acquisition Limited Partnership	Full	Occupants: Life Storage and multiple sub-tenants Business Type: Self Storage Facility Description of Potential Business Impact: This is a self-storage facility containing approximately 640 units. The displacement and relocation of the business may be necessary (one business and sub-tenants' personal property).

Notes:

APN=assessor's parcel number; Metro=Los Angeles County Metropolitan Transportation Authority; ROW=right-of-way



Appendix E: LoopNet Listings Data





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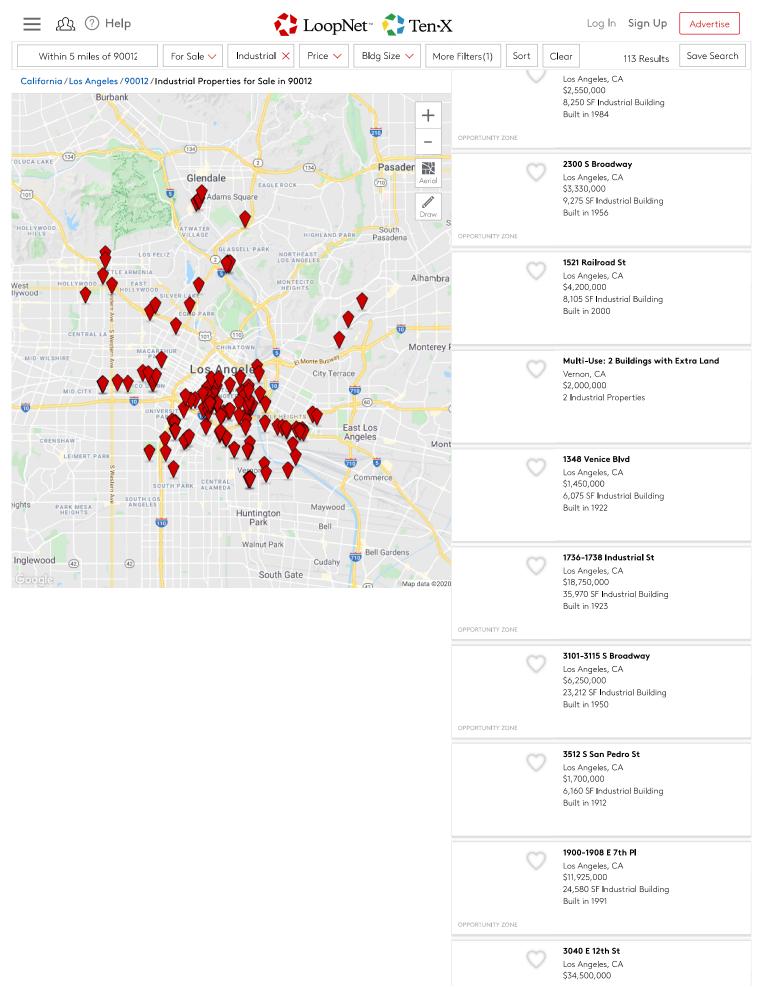




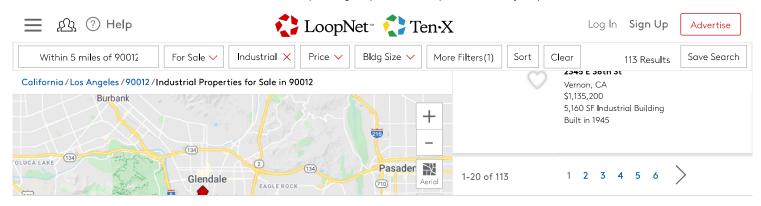
11/19/2020 90012 (Los Angeles) Industrial Properties for Sale | LoopNet.com LoopNet 🛛 🌄 Ten•X £ይኒ ? Help Log In Sign Up Advertise Industrial 🗙 Price 🗸 Bldg Size 🗸 Within 5 miles of 90012 For Sale 🗸 More Filters(1) Sort Save Search Clear 113 Results California / Los Angeles / 90012 / Industrial Properties for Sale in 90012 Burbank Your search did not match any properties, but here are some nearby. +Displaying listings near 90012, Los Angeles, CA. 210 (134) 1427 Elwood St \mathbb{R} (114) Pasader Prime DTLA M3 Zoned Industrial Building Glendale Aerial Los Angeles, CA EAGLEROCK \$2,250,000 dams Square 4,840 SF Industrial Building Draw Built in 1970 HOLLYWO South OPPORTUNITY ZONE HIGHLAND PARK Pasadena LASSEL PARK LOS FELIZ NORTHEAST 5641 W Sunset Blvd Los Angeles, CA Alhambra MONTECITO \$9,475,000 West llywood 16,000 SF Retail Building Built in 1927 OPPORTUNITY ZONE CENTRAL NAT Monterey F 5 MID WILSHIRE Et Monte Busy 1149-1149 S Boyle Ave **Class A Industrial/Office Condominium** City Terrace Los Angeles, CA 910 \$3,500,000 (60) 1 Unit Available T 9,704 SF Unit East Los Angeles CRENSHAV Mont 4210 S Broadway LEIMERT PARK 5 Los Angeles, CA Commerce \$1,650,000 6,350 SF Industrial Building SOUTH LOS Built in 1929 sights Maywood PARK MESA Huntington 110 Park Bell OPPORTUNITY ZONE Walnut Park Bell Gardens 601 N Larchmont Blvd Inglewood Cudahy Prime Larchmont Commercial Property South Gate Los Angeles, CA Map data ©2020 \$4,550,000 3,846 SF Industrial Building 113 Industrial Properties for Sale within 5 mile radius of LAUS Built in 1917 619 Kohler St **Refrigeration - Freezer Warehouse** Los Angeles, CA \$2,000,000 22,396 SF Industrial Building Built in 1964 OPPORTUNITY ZONE 1615 Santee St Los Angeles, CA \$1,875,000 5,200 SF Industrial Building Built in 1966 **OPPORTUNITY ZONE** Washington & Arapahoe Los Angeles, CA \$5,200,000 **3** Industrial Properties 1864–1872 W Washington Blvd Commercial Manufacturing Facility

Los Angeles, CA

90012 (Los Angeles) Industrial Properties for Sale | LoopNet.com



90012 (Los Angeles) Industrial Properties for Sale | LoopNet.com



Industrial Properties for Sale in 90012 (Los Angeles)

Showing 113 Industrial Property listings currently available for sale in **90012** - Los Angeles.

LoopNet has over 15x the visitors of the nearest competitor, making it the most trafficked commercial real estate marketplace online. With approximately 800 new listings added daily, check back often to be amongst the first to discover new investment opportunities as they become available. View hi-res photos, 3D tours, floor plans, and researched content only available here.

If you are a broker or building owner with a 90012 Industrial Property listing to advertise, LoopNet has more searchers and generates more leads than any other commercial real estate website.

CITIES

Los Angeles Industrial Properties Long Beach Industrial Properties Vernon Industrial Properties Gardena Industrial Properties Commerce Industrial Properties Fullerton Industrial Properties Anaheim Industrial Properties

ZIP CODES

90021 Industrial Properties 90058 Industrial Properties 90023 Industrial Properties 90011 Industrial Properties 90040 Industrial Properties 90723 Industrial Properties 91605 Industrial Properties 90248 Industrial Properties

NEIGHBORHOODS

Fashion District - Los Angeles Warehouse District - Los Angeles West Adams - Los Angeles South Whittier - Santa Fe Springs Arts District - Los Angeles Crenshaw - Los Angeles West Compton - Compton Willowbrook - Los Angeles Vernon-Main - Los Angeles Harvard Heights - Los Angeles Compton Industrial Properties Carson Industrial Properties Wilmington Industrial Properties Burbank Industrial Properties Pomona Industrial Properties East Los Angeles Industrial Properties City Of Industry Industrial Properties North Hollywood Industrial Properties Sun Valley Industrial Properties Santa Fe Springs Industrial Properties Rancho Dominguez Industrial Properties El Monte Industrial Properties Garden Grove Industrial Properties Inglewood Industrial Properties

91733 Industrial Properties 90015 Industrial Properties 91502 Industrial Properties 91204 Industrial Properties 90249 Industrial Properties 90302 Industrial Properties 90250 Industrial Properties 90061 Industrial Properties 90280 Industrial Properties

Chandler Park - Burbank Tropico - Glendale Mid-City - Los Angeles Canndu/Avalon Gardens - Los Angeles Los Neitos - Santa Fe Springs Mountain View - El Monte Park Mesa Heights - Los Angeles Florence-Graham - Los Angeles Downtown Compton - Compton South Central LA - Los Angeles

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Montebello Industrial Properties

Van Nuys Industrial Properties

Glendale Industrial Properties

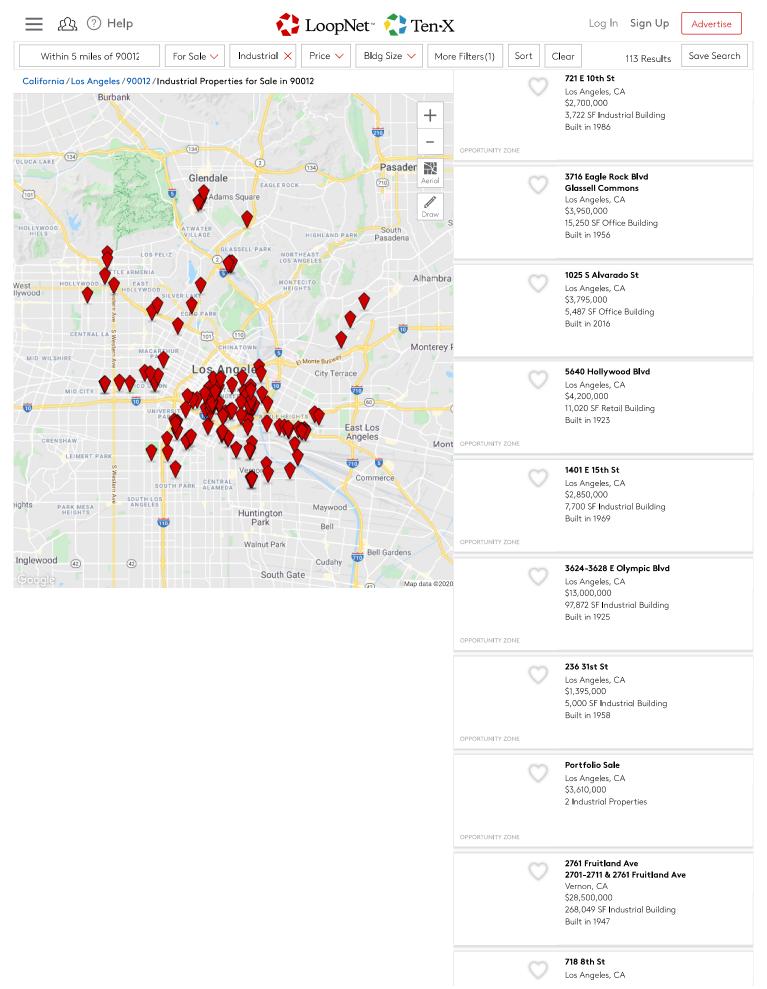
Placentia Industrial Properties

Paramount Industrial Properties

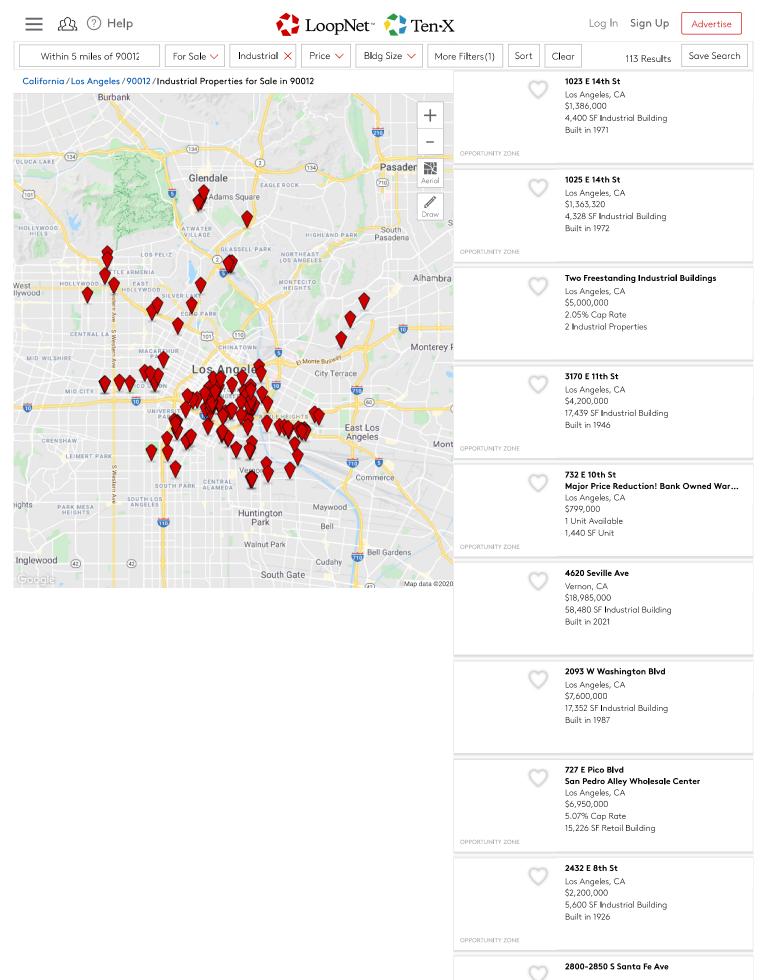
Huntington Park Industrial Properties

Santa Clarita Industrial Properties

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California / Los Angeles / 90012	2/Industrial Properties for Sale in 90012	1 2 3 4 5 6	>

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CITIES

Norwalk Industrial Properties Irwindale Industrial Properties Downey Industrial Properties Lake Balboa Industrial Properties Westchester Industrial Properties Pacoima Industrial Properties

Burbank

ZIP CODES

90037 Industrial Properties 90001 Industrial Properties 90006 Industrial Properties 90220 Industrial Properties 91746 Industrial Properties 90245 Industrial Properties 90304 Industrial Properties 90301 Industrial Properties 90043 Industrial Properties

NEIGHBORHOODS

Vermont Harbor - Los Angeles Vega - Burbank Pacific-Edison - Glendale Little Lake City - Santa Fe Springs Bassett - La Puente Downtown Santa Monica - Santa Monica Pico - Santa Monica Downtown Culver City - Culver City Jefferson - Culver City Harbor Gateway North - Gardena South El Monte Industrial Properties Azusa Industrial Properties Hawthorne Industrial Properties Pico Rivera Industrial Properties Hacienda Heights Industrial Properties Cerritos Industrial Properties Buena Park Industrial Properties Orange Industrial Properties Culver City Industrial Properties Lynwood Industrial Properties Alhambra Industrial Properties Canoga Park Industrial Properties Sylmar Industrial Properties

Whittier Industrial Properties

La Habra Industrial Properties

Bellflower Industrial Properties

Bell Gardens Industrial Properties

Brea Industrial Properties

Harbor City Industrial Properties

90222 Industrial Properties 90262 Industrial Properties 90706 Industrial Properties 90255 Industrial Properties 90201 Industrial Properties 90038 Industrial Properties 90004 Industrial Properties 91505 Industrial Properties

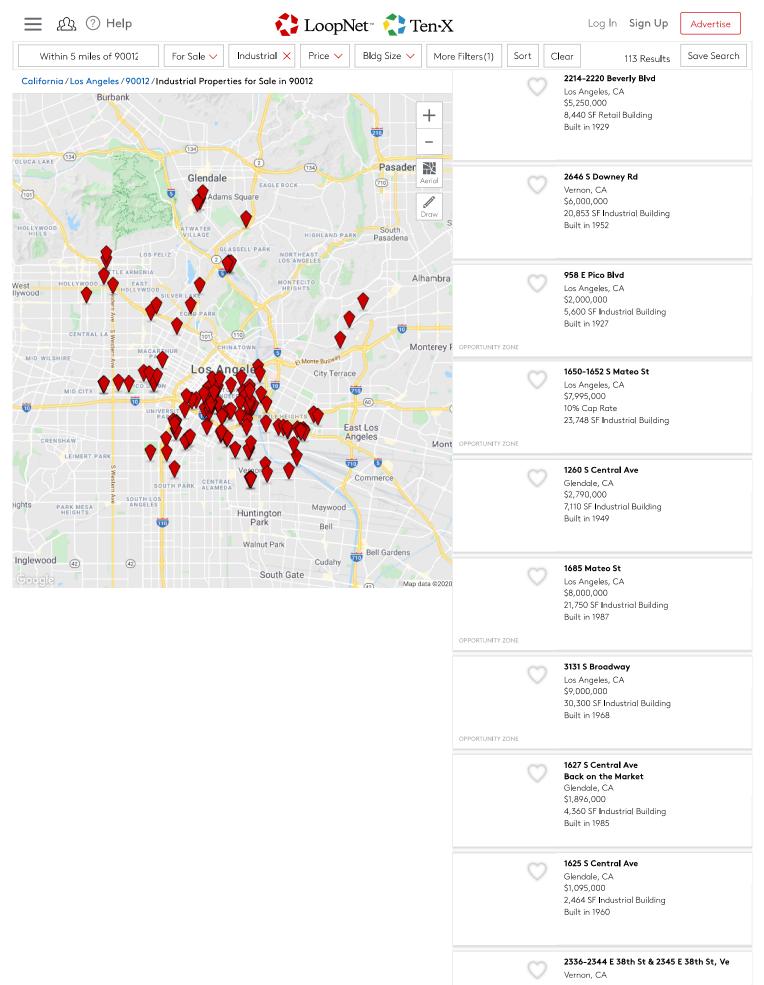
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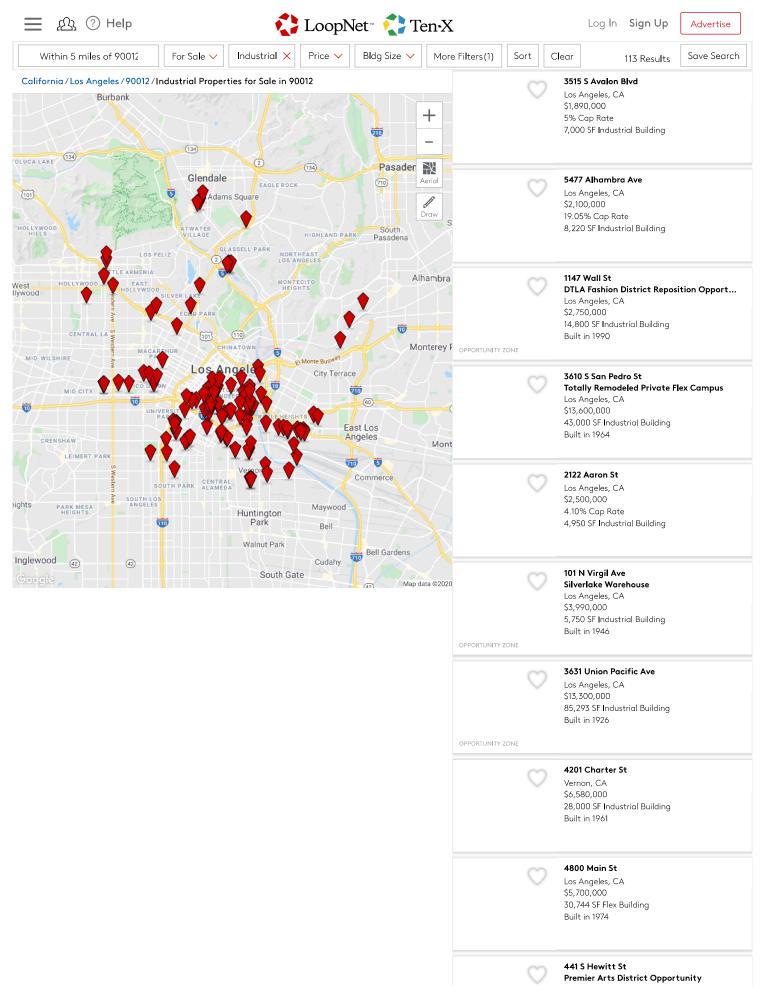
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Within 5 miles of 90012	For Sale Industrial × Price Bldg Size More Filters(1) Sort Clear	113 Results	Save Search
California/Los Angeles/90012	2/Industrial Properties for Sale in 90012	1 2 3 4 5 6	>

Industrial Properties for Sale in 90012 (Los Angeles)

Showing 113 Industrial Property listings currently available for sale in 90012 - Los Angeles.

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CITIES

Hollywood Industrial Properties West Hills Industrial Properties Northridge Industrial Properties San Fernando Industrial Properties Signal Hill Industrial Properties La Puente Industrial Properties Yorba Linda Industrial Properties

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ZIP CODES

91504 Industrial Properties 90026 Industrial Properties 90039 Industrial Properties 91201 Industrial Properties 91103 Industrial Properties 90221 Industrial Properties 90640 Industrial Properties 91776 Industrial Properties

NEIGHBORHOODS

Northwest Pasadena - Pasadena Whittier City - Whittier Southeast Pasadena - Pasadena Southeast Los Angeles - Los Angeles San Gabriel Valley - Pomona Long Beach/Ports - Long Beach South Los Angeles - Bellflower South Bay - Torrance Downtown Los Angeles - Los Angeles Central OC West of I-5 - Santa Ana Stanton Industrial Properties Lakewood Industrial Properties Winnetka Industrial Properties Tarzana Industrial Properties Encino Industrial Properties Reseda Industrial Properties Maywood Industrial Properties Newhall Industrial Properties Torrance Industrial Properties La Mirada Industrial Properties Rowland Heights Industrial Properties West Covina Industrial Properties Baldwin Park Industrial Properties Monrovia Industrial Properties **Duarte Industrial Properties**

West Hollywood Industrial Properties

Valley Village Industrial Properties

Pasadena Industrial Properties

North Hills Industrial Properties

San Pedro Industrial Properties

Diamond Bar Industrial Properties

90045 Industrial Properties 90404 Industrial Properties 90232 Industrial Properties 90018 Industrial Properties 90019 Industrial Properties 90044 Industrial Properties 90003 Industrial Properties 90014 Industrial Properties

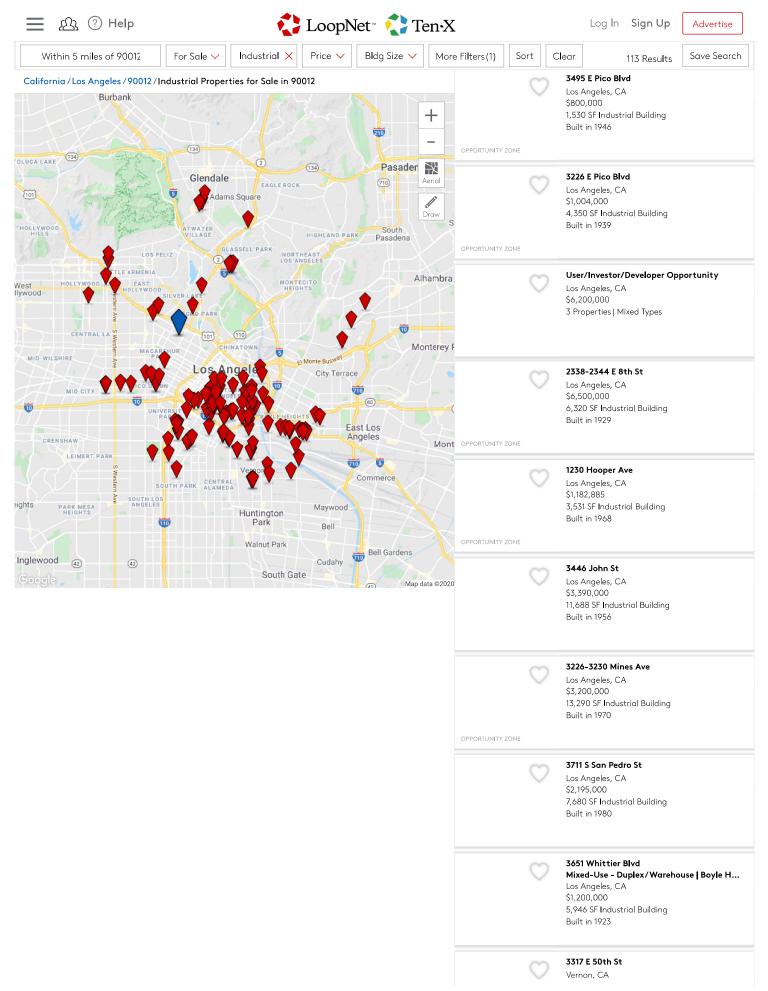
North San Fernando Valley - Sylmar West San Fernando Valley - Chatsworth Koreatown - Los Angeles Antelope Valley - Lancaster Mid-Wilshire - Los Angeles Central San Fernando VIy - Encino Greater Culver City - Los Angeles Northeast Los Angeles - Los Angeles Westlake - Los Angeles

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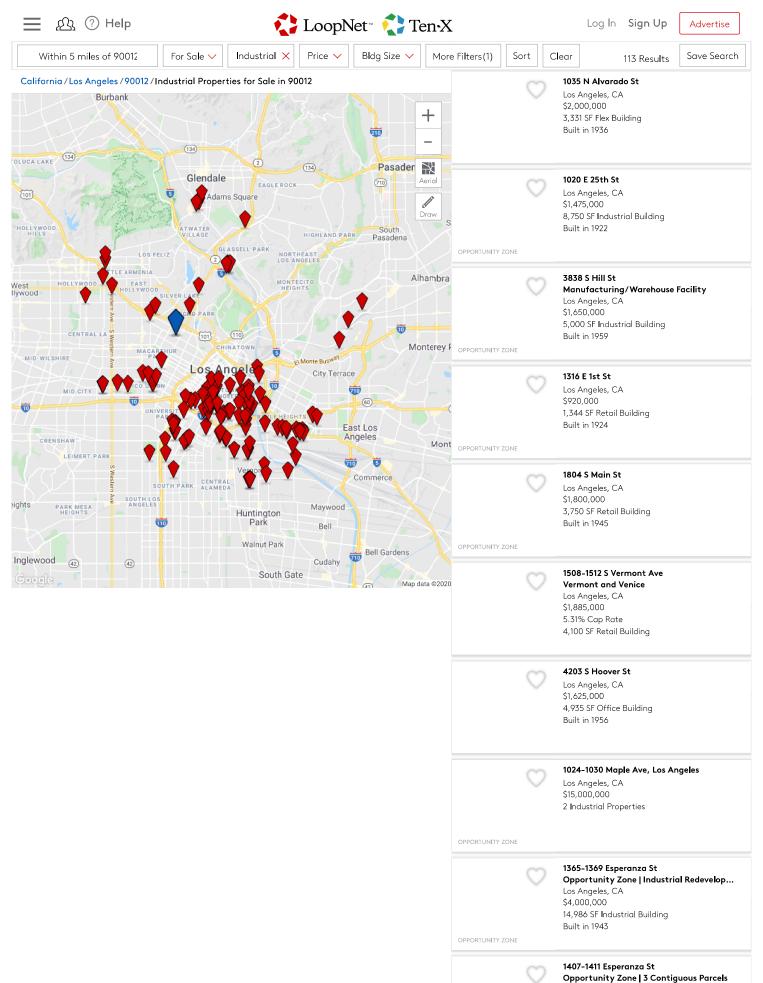
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Within 5 miles of 90012	For Sale Industrial × Price Bldg Size More Filters(1) Sort Clear	113 Results	Save Search
California / Los Angeles / 90012	2/Industrial Properties for Sale in 90012 61–80 of 113	1 2 3 4 5 6	>

Industrial Properties for Sale in 90012 (Los Angeles)

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CITIES

Walnut Industrial Properties Arcadia Industrial Properties San Dimas Industrial Properties Glendora Industrial Properties Santa Monica Industrial Properties El Segundo Industrial Properties Venice Industrial Properties

Burbank

ZIP CODES

90033 Industrial Properties 90063 Industrial Properties 91401 Industrial Properties 91506 Industrial Properties 91803 Industrial Properties

NEIGHBORHOODS

East Hollywood - Los Angeles

Monterey Park Industrial Properties Sherman Oaks Industrial Properties Studio City Industrial Properties Granada Hills Industrial Properties Panorama City Industrial Properties San Gabriel Industrial Properties Covina Industrial Properties La Verne Industrial Properties Fountain Valley Industrial Properties Cypress Industrial Properties Woodland Hills Industrial Properties Playa Del Rey Industrial Properties Playa Vista Industrial Properties

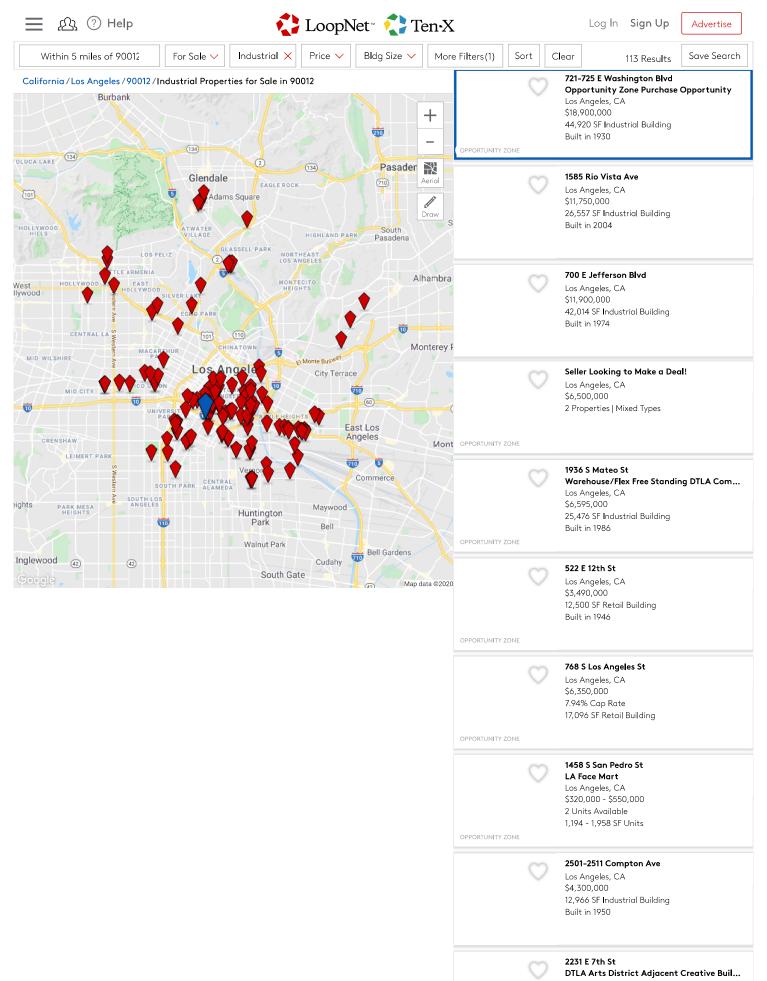
90260 Industrial Properties 90601 Industrial Properties 91732 Industrial Properties 91107 Industrial Properties Cudahy Industrial Properties Bell Industrial Properties Altadena Industrial Properties Lake View Terrace Industrial Properties Redondo Beach Industrial Properties Huntington Beach Industrial Properties Artesia Industrial Properties

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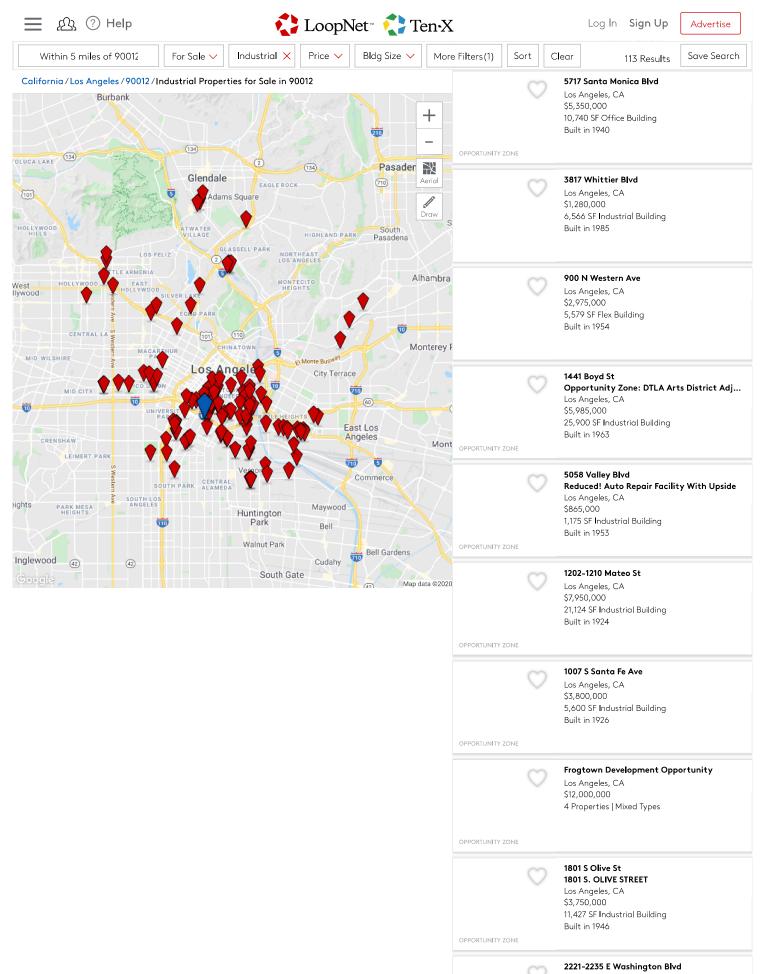
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CITIES

Los Angeles Industrial Properties Long Beach Industrial Properties Vernon Industrial Properties Gardena Industrial Properties **Commerce Industrial Properties Fullerton Industrial Properties** Anaheim Industrial Properties

Burbank

ZIP CODES

90021 Industrial Properties 90058 Industrial Properties 90023 Industrial Properties 90011 Industrial Properties 90040 Industrial Properties 90016 Industrial Properties 90723 Industrial Properties 91605 Industrial Properties 90248 Industrial Properties 90007 Industrial Properties

NEIGHBORHOODS

Fashion District - Los Angeles Warehouse District - Los Angeles West Adams - Los Angeles South Whittier - Santa Fe Springs Arts District - Los Angeles Crenshaw - Los Angeles West Compton - Compton Willowbrook - Los Angeles Vernon-Main - Los Angeles Harvard Heights - Los Angeles

Compton Industrial Properties Carson Industrial Properties Wilmington Industrial Properties Burbank Industrial Properties Pomona Industrial Properties East Los Angeles Industrial Properties City Of Industry Industrial Properties

North Hollywood Industrial Properties Sun Valley Industrial Properties Santa Fe Springs Industrial Properties Rancho Dominguez Industrial Properties El Monte Industrial Properties Garden Grove Industrial Properties Inglewood Industrial Properties

Montebello Industrial Properties Van Nuys Industrial Properties Glendale Industrial Properties Santa Clarita Industrial Properties Placentia Industrial Properties Paramount Industrial Properties Huntington Park Industrial Properties

91733 Industrial Properties 90015 Industrial Properties 91502 Industrial Properties 91204 Industrial Properties 90249 Industrial Properties 90302 Industrial Properties 91352 Industrial Properties 90250 Industrial Properties 90061 Industrial Properties 90280 Industrial Properties

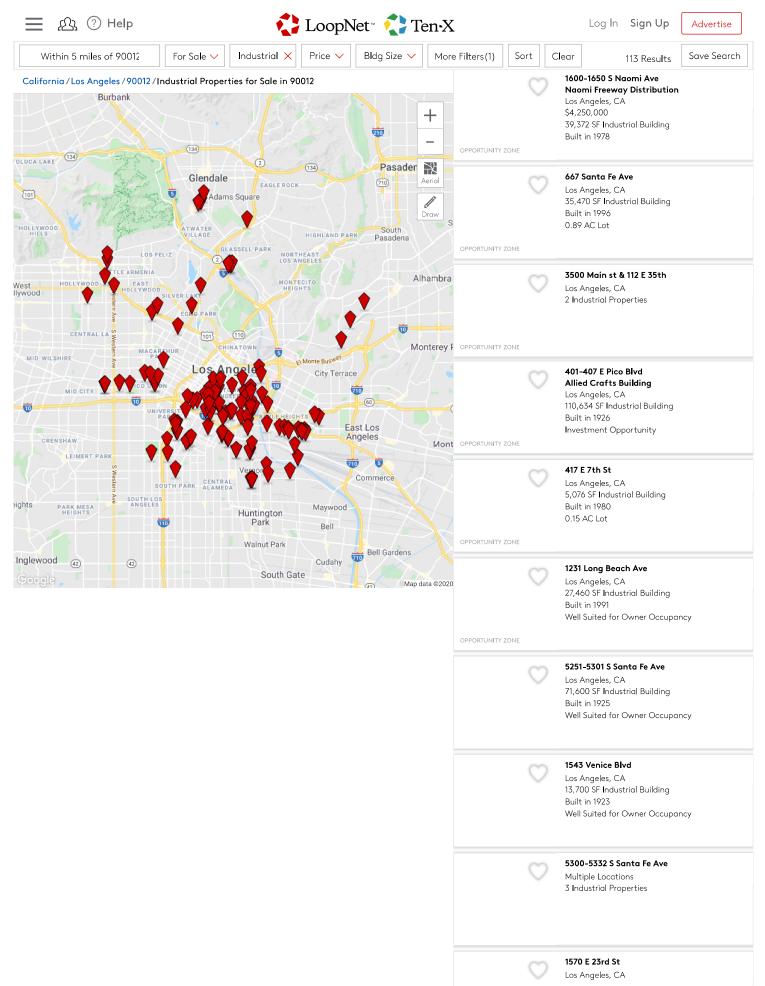
Chandler Park - Burbank Tropico - Glendale Mid-City - Los Angeles Canndu/Avalon Gardens - Los Angeles Los Neitos - Santa Fe Springs Mountain View - El Monte Park Mesa Heights - Los Angeles Florence-Graham - Los Angeles Downtown Compton - Compton South Central LA - Los Angeles

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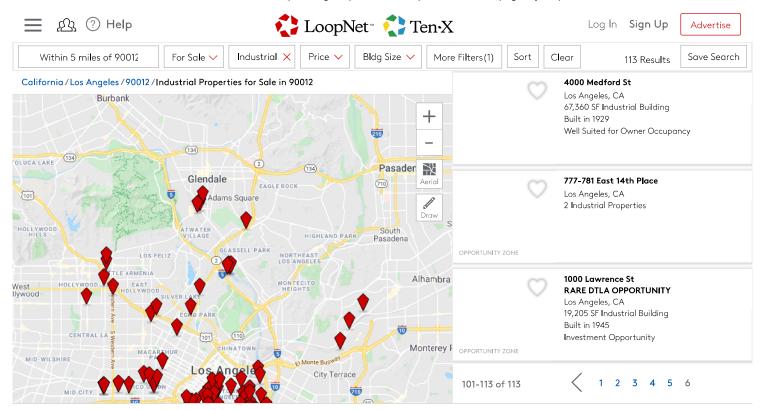
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CITIES

Los Angeles Industrial Properties Long Beach Industrial Properties Vernon Industrial Properties Gardena Industrial Properties Commerce Industrial Properties Fullerton Industrial Properties Anaheim Industrial Properties

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90021 Industrial Properties 90058 Industrial Properties 90023 Industrial Properties 90010 Industrial Properties 90016 Industrial Properties 90723 Industrial Properties 91605 Industrial Properties 90248 Industrial Properties 90007 Industrial Properties

NEIGHBORHOODS

Fashion District - Los Angeles Warehouse District - Los Angeles West Adams - Los Angeles South Whittier - Santa Fe Springs Arts District - Los Angeles Compton Industrial Properties Carson Industrial Properties Wilmington Industrial Properties Burbank Industrial Properties Pomona Industrial Properties East Los Angeles Industrial Properties City Of Industry Industrial Properties North Hollywood Industrial Properties Sun Valley Industrial Properties Santa Fe Springs Industrial Properties Rancho Dominguez Industrial Properties El Monte Industrial Properties Garden Grove Industrial Properties Inglewood Industrial Properties Montebello Industrial Properties Van Nuys Industrial Properties Glendale Industrial Properties Santa Clarita Industrial Properties Placentia Industrial Properties Paramount Industrial Properties Huntington Park Industrial Properties

91733 Industrial Properties 90015 Industrial Properties 91502 Industrial Properties 91204 Industrial Properties 90249 Industrial Properties 90302 Industrial Properties 90250 Industrial Properties 90061 Industrial Properties 90280 Industrial Properties

Crenshaw - Los Angeles West Compton - Compton Willowbrook - Los Angeles Vernon-Main - Los Angeles Harvard Heights - Los Angeles

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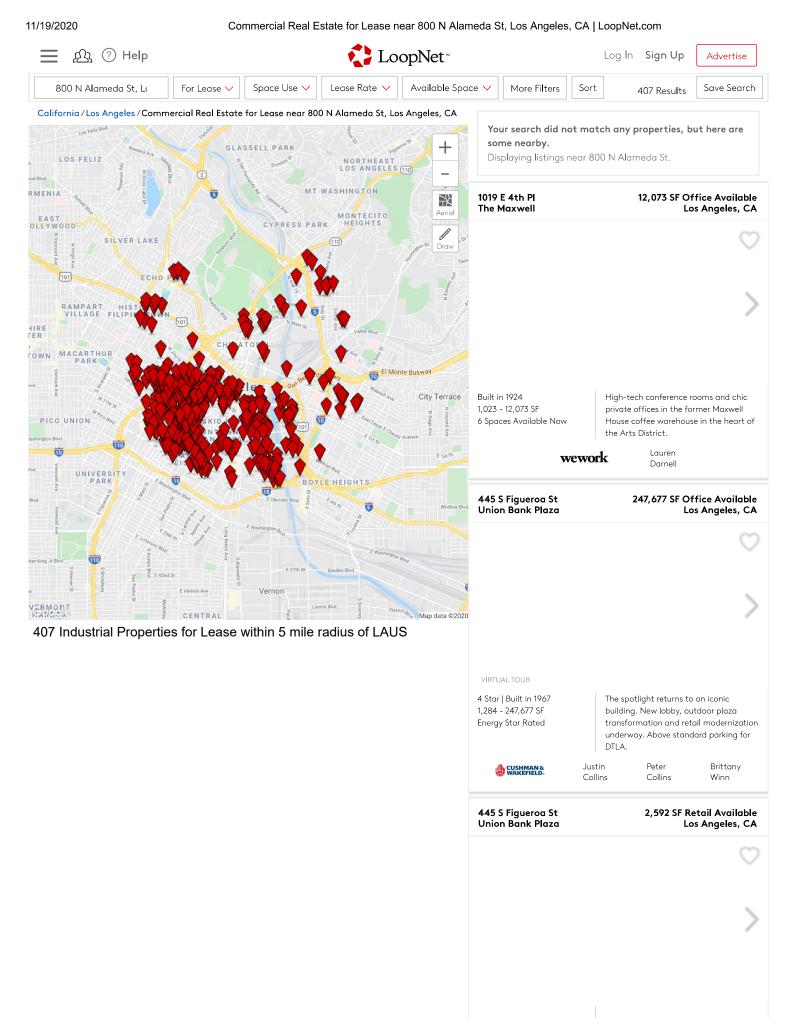
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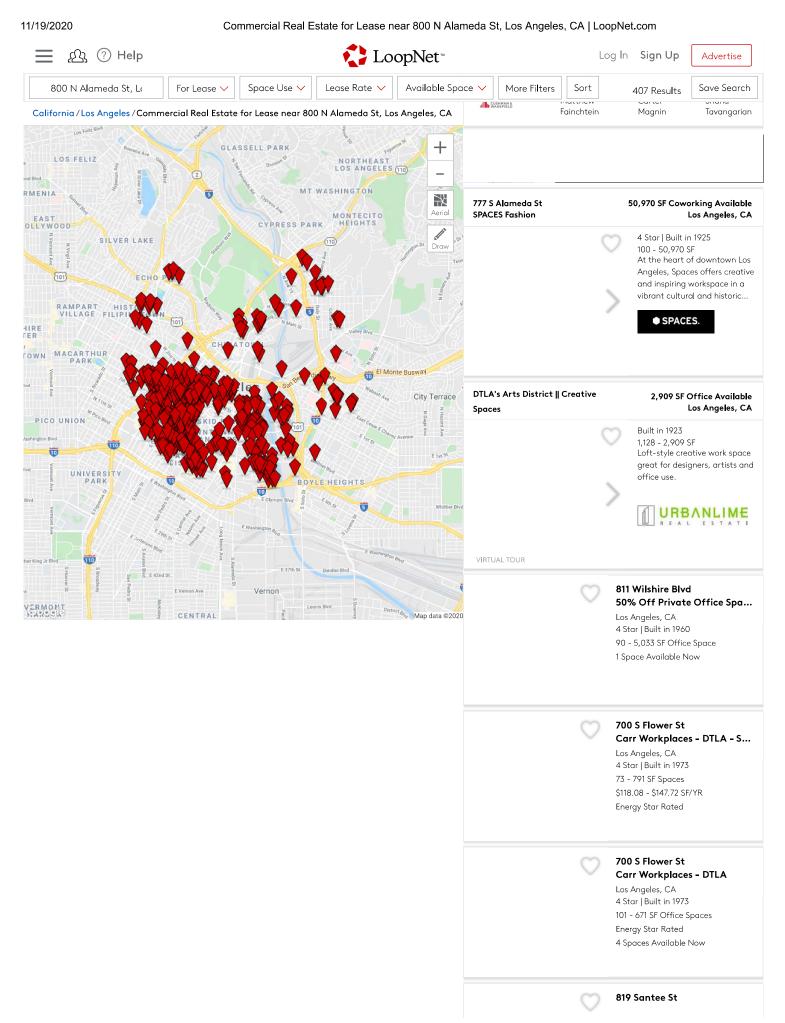
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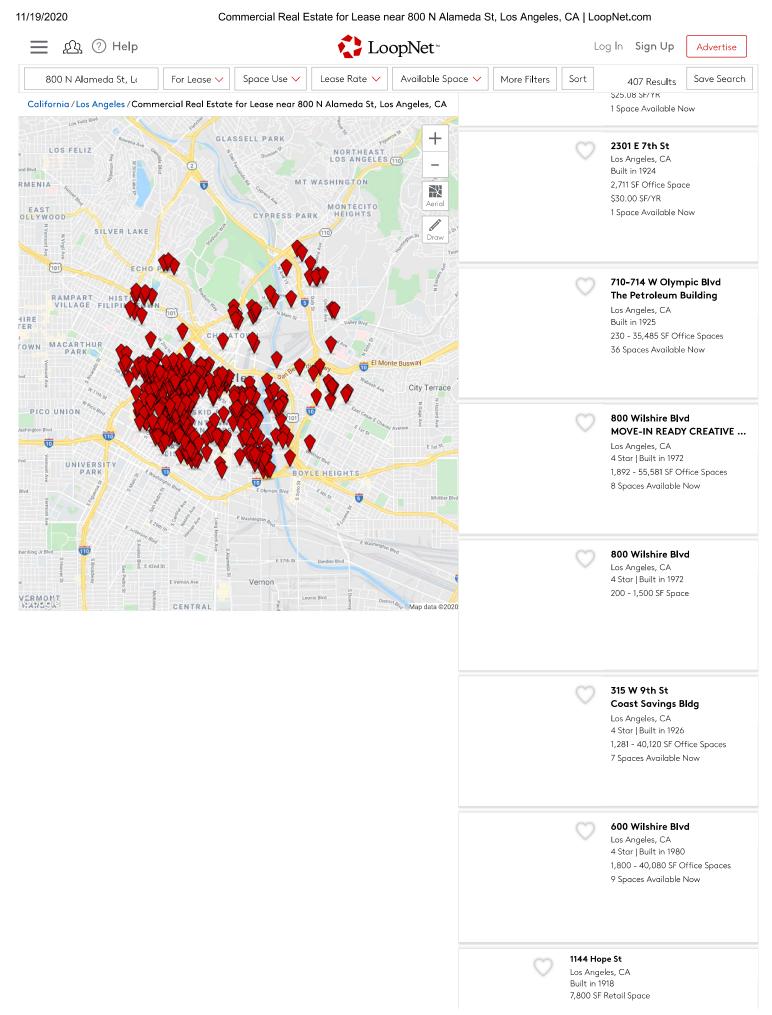
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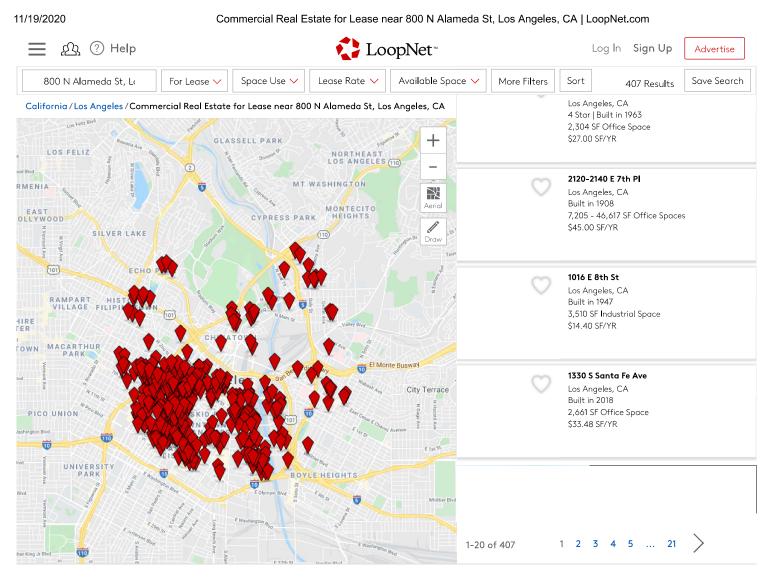


HOLLYWOO ATWATER South Pasadena HIGHLAND PARK NORTHEAST RMENIA Alhambra West Ilywood MONTECIT CEN INAT Monterey F 5 MID-WILSHIRE EX Monte Busw City Terrace 710 (60) 10 East Los Angeles CRENSHAW Mont LEIMERT PARK 710 G Commerce SOUTH LOS eights Maywood PARK MESA HEIGHTS Huntington Park τī Bell Walnut Park Bell Gardens 710 Inglewood (42) (42) Cudahy South Gate Map data ©2020 (12)









Commercial Real Estate for Lease near 800 N Alameda St, Los Angeles, CA

Showing 407 Commercial Real Estate properties and spaces currently available for lease near 800 N Alameda St, Los Angeles, CA.

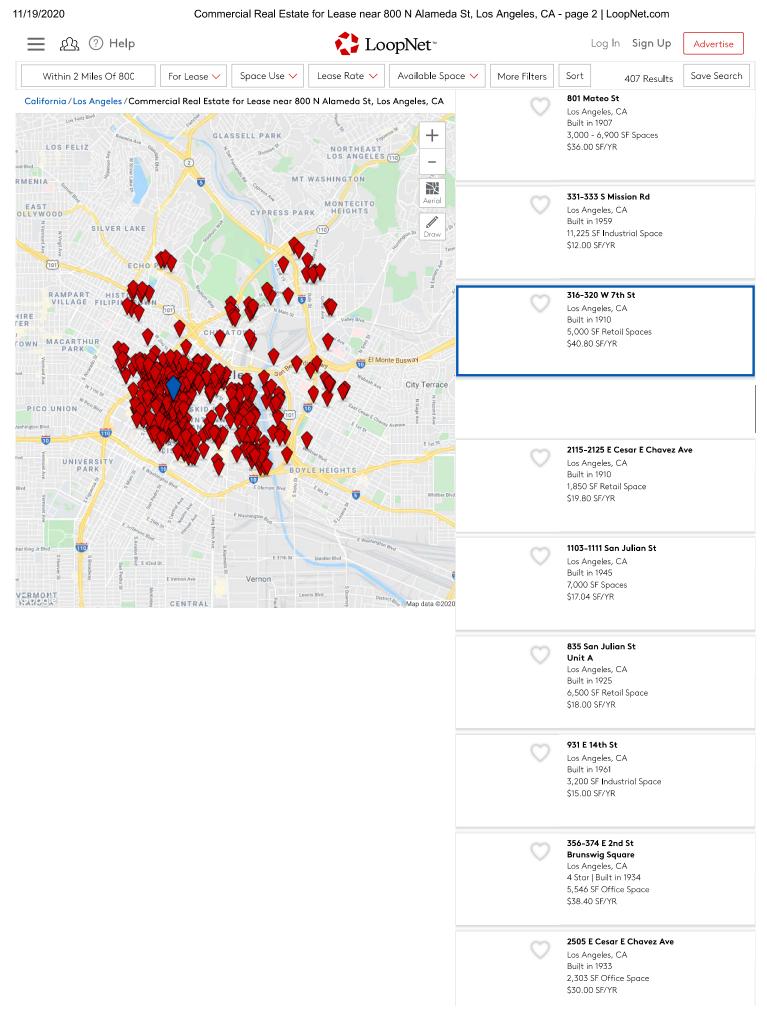
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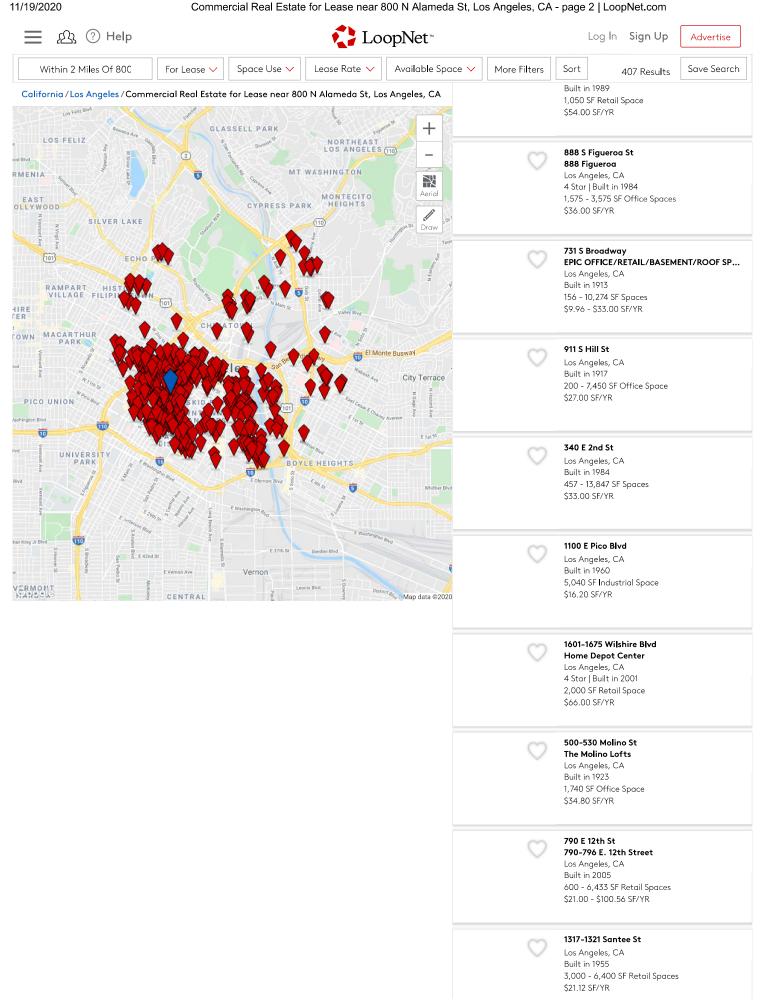
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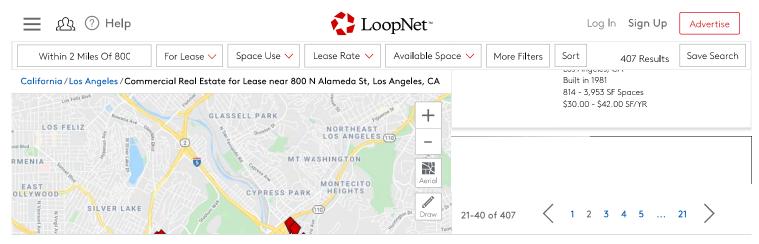
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Commercial Real Estate for Lease near 800 N Alameda St, Los Angeles, CA - page 2 | LoopNet.com



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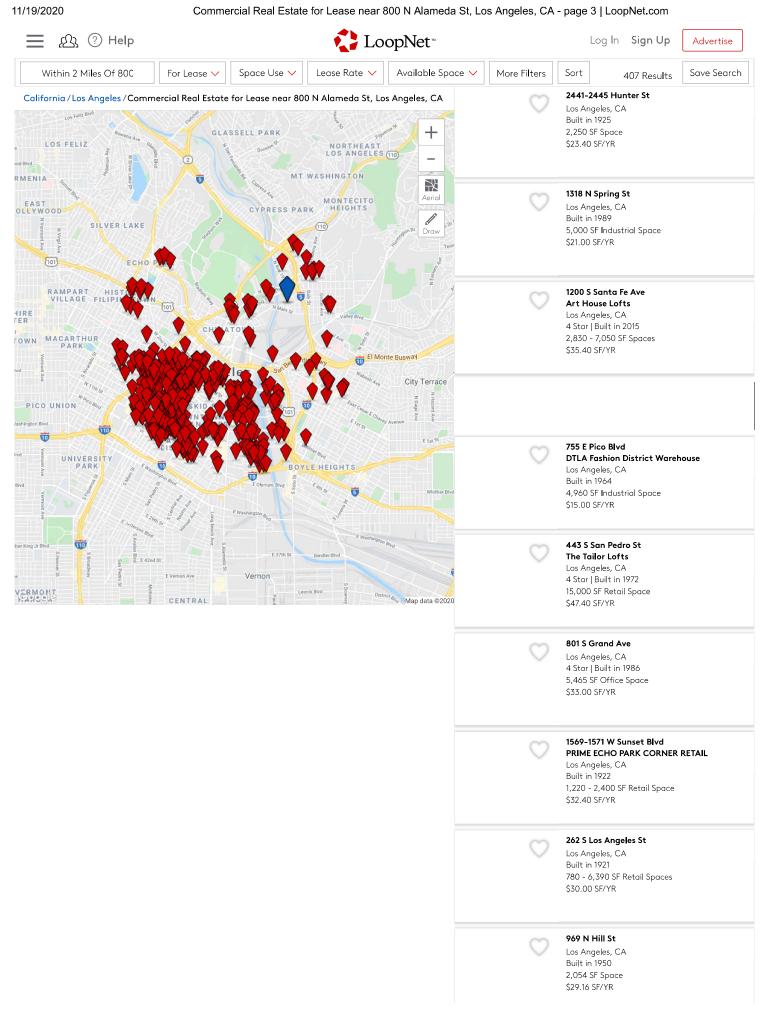
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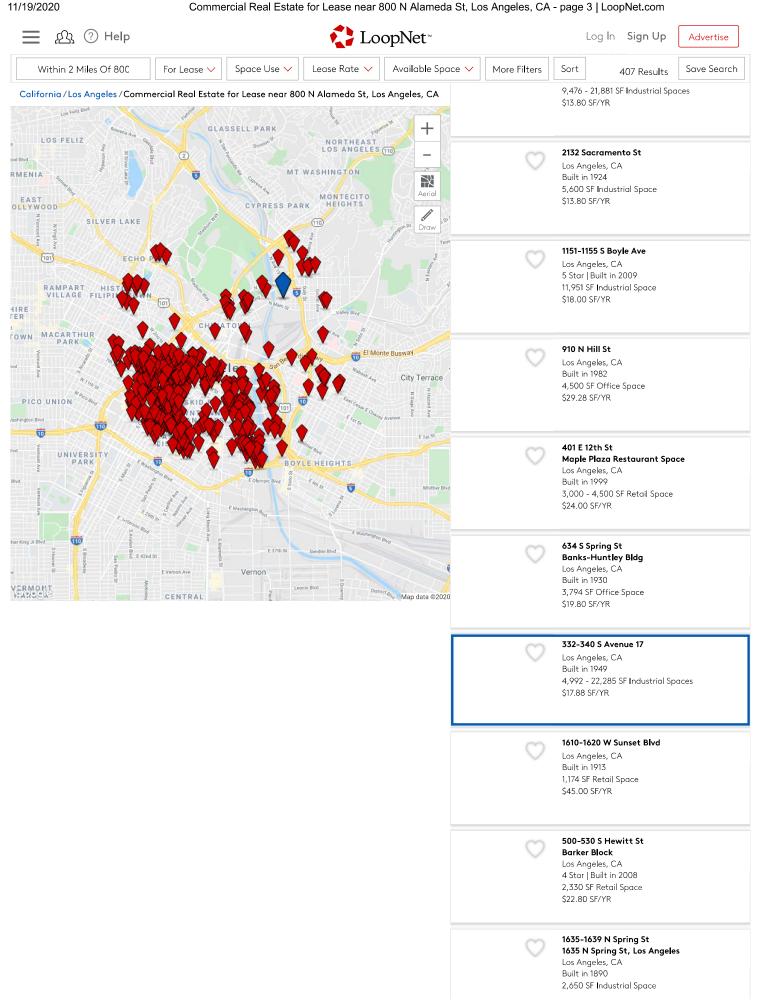
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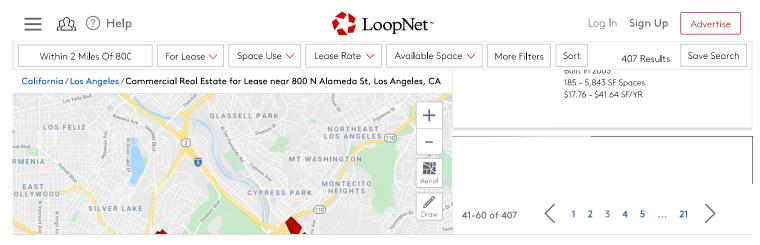


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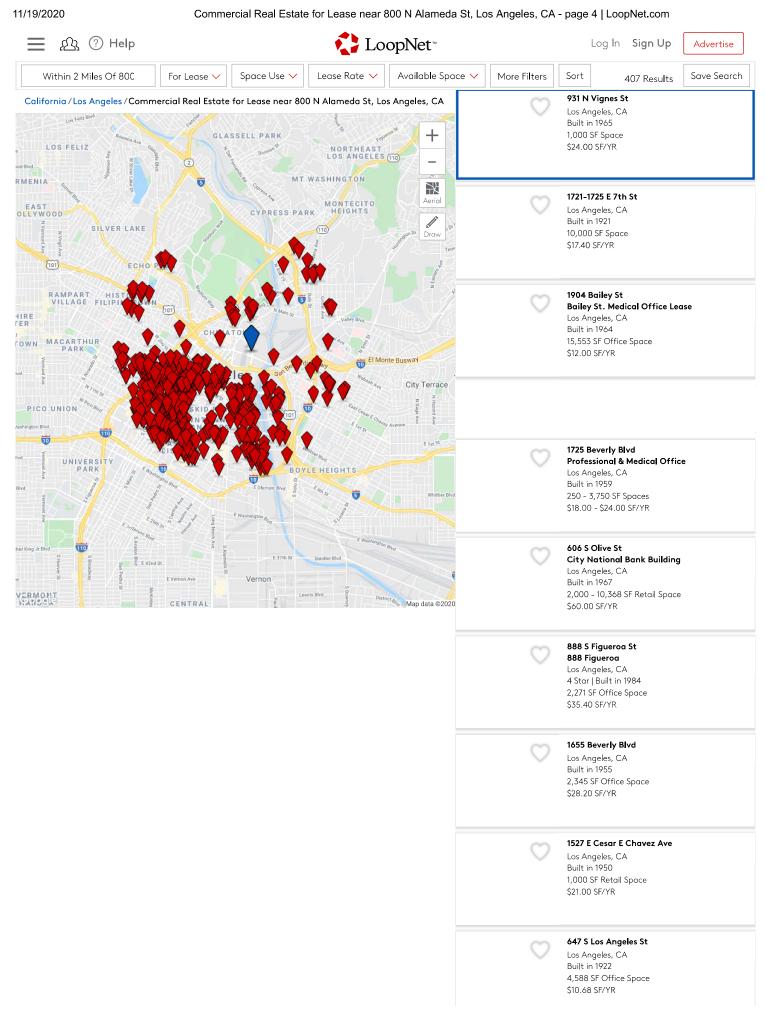
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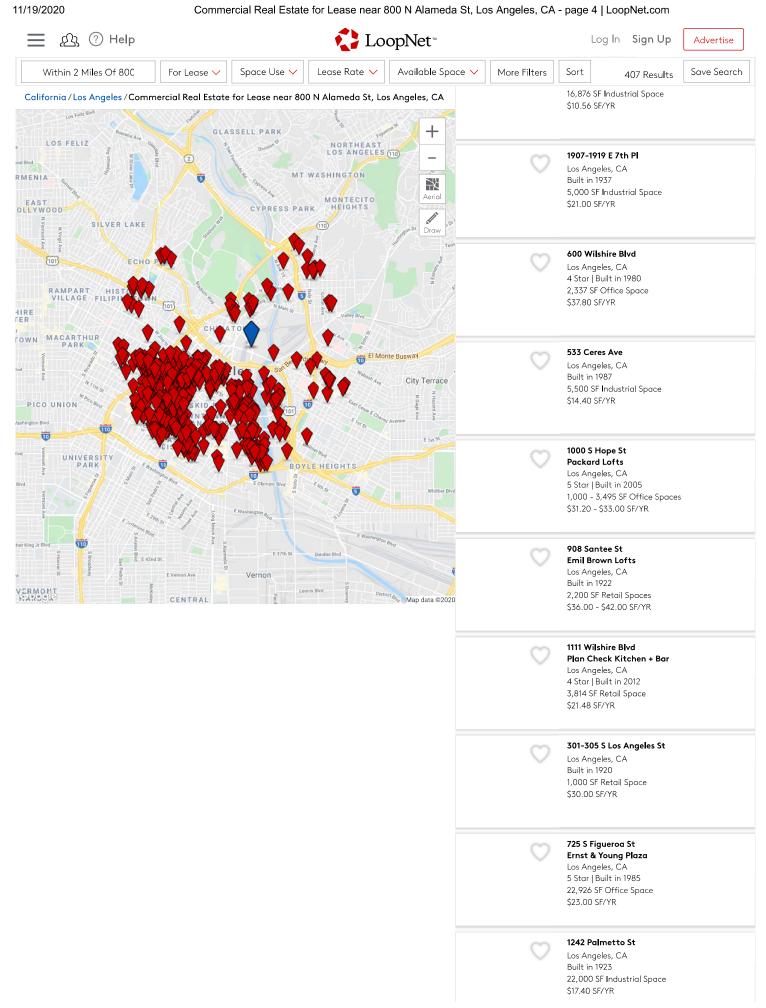
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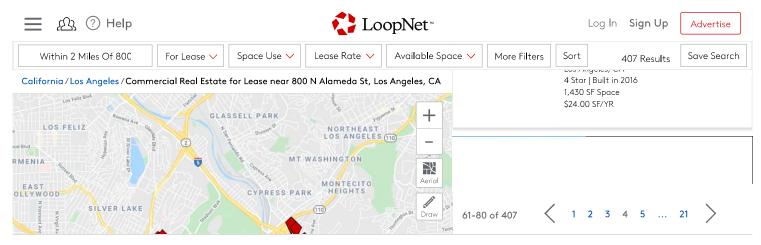


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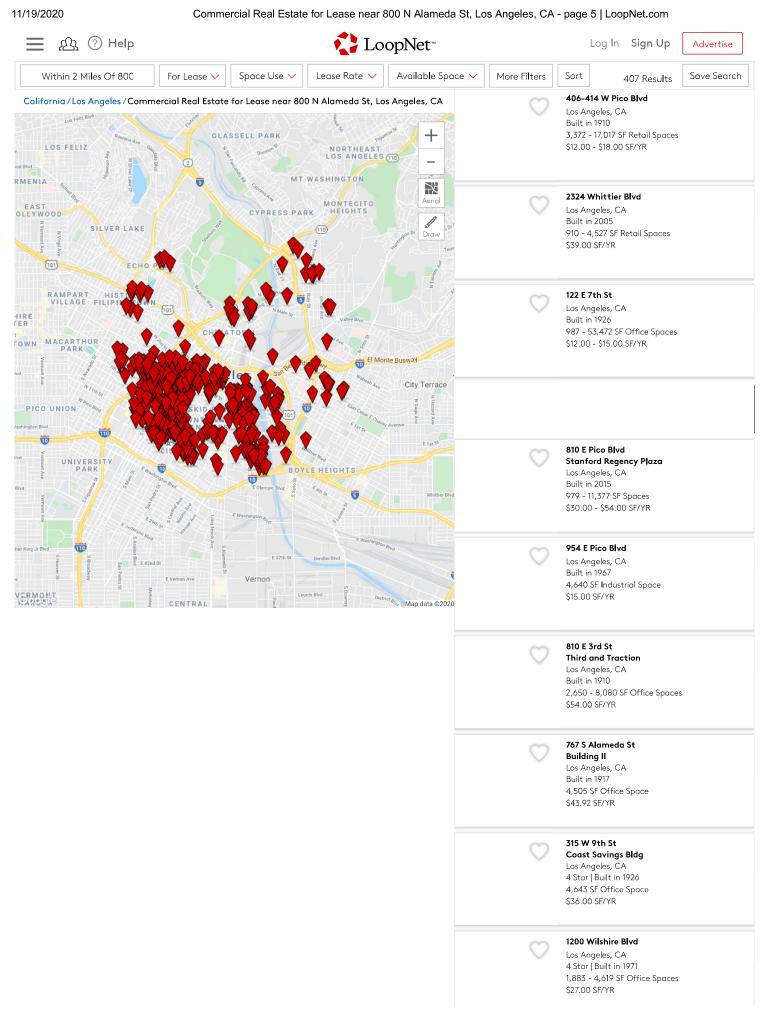
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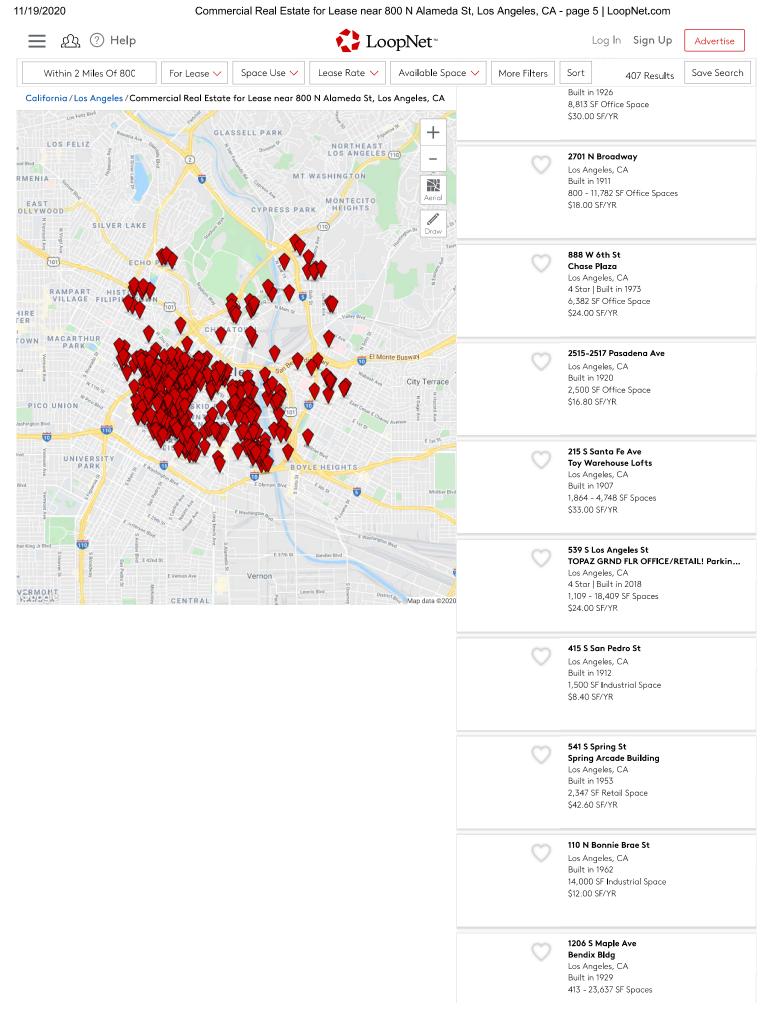
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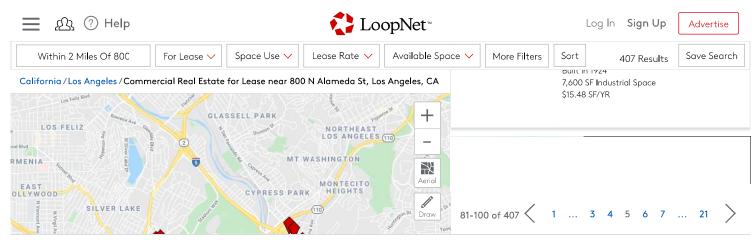


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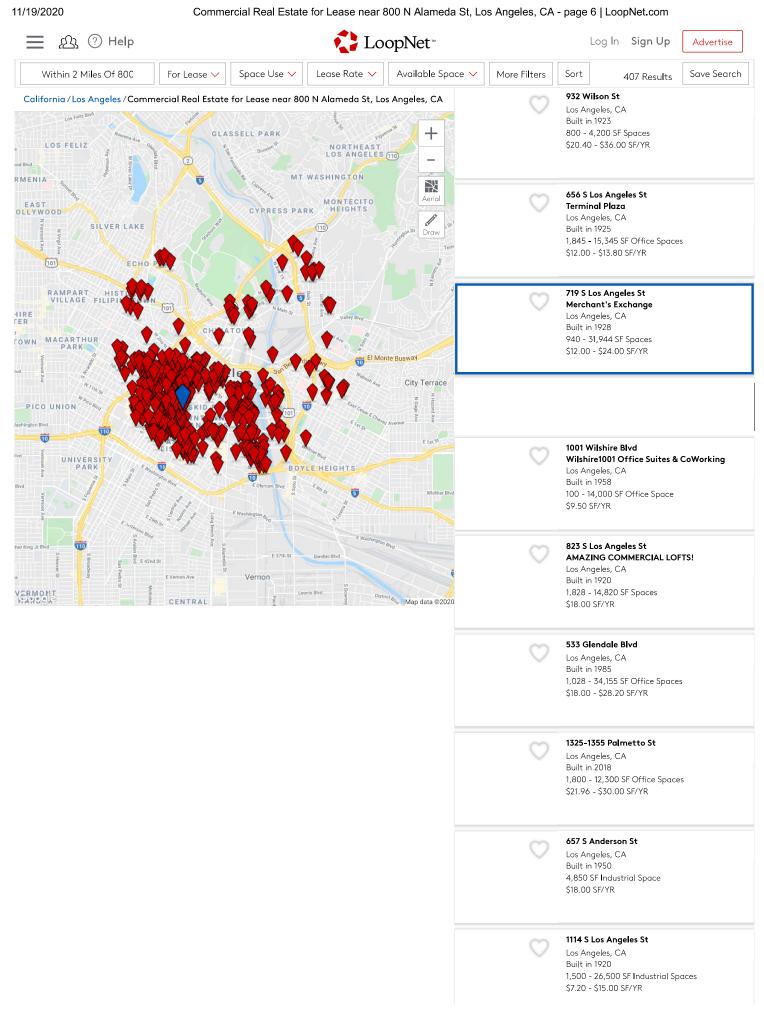
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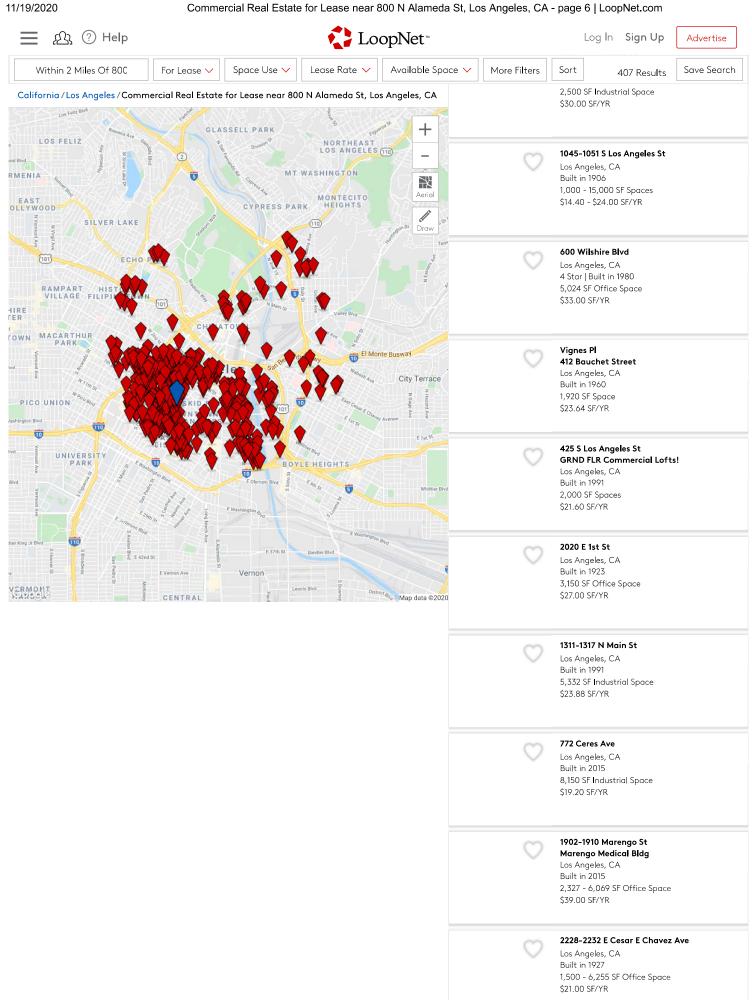
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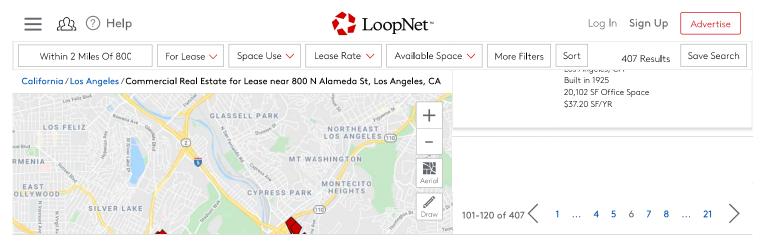


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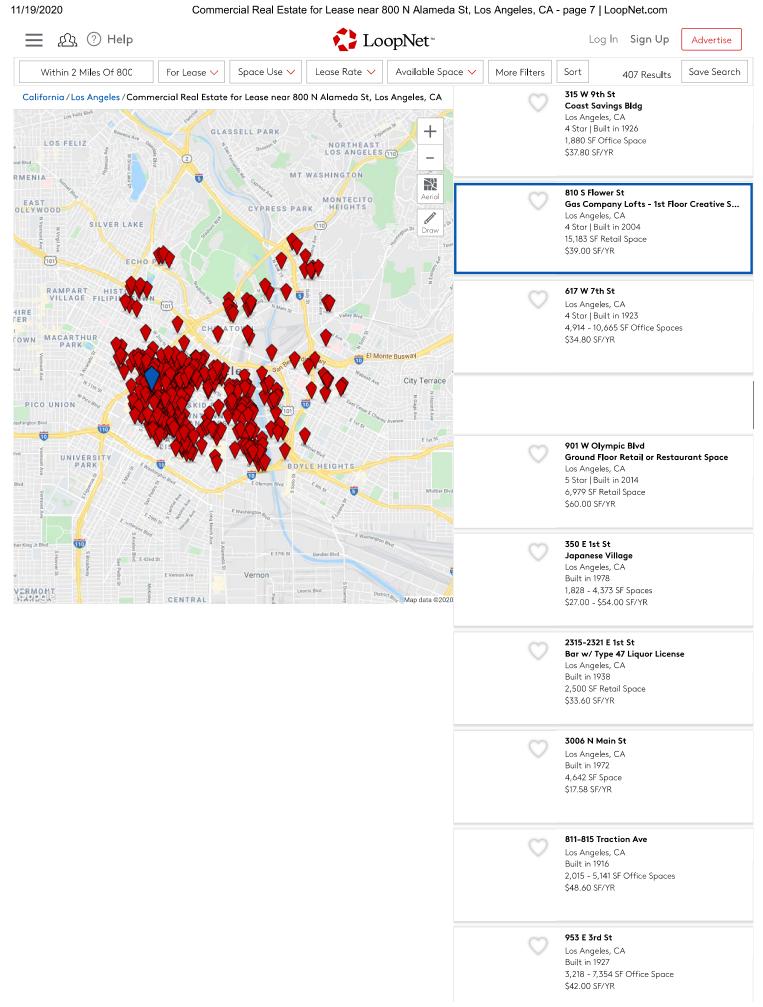
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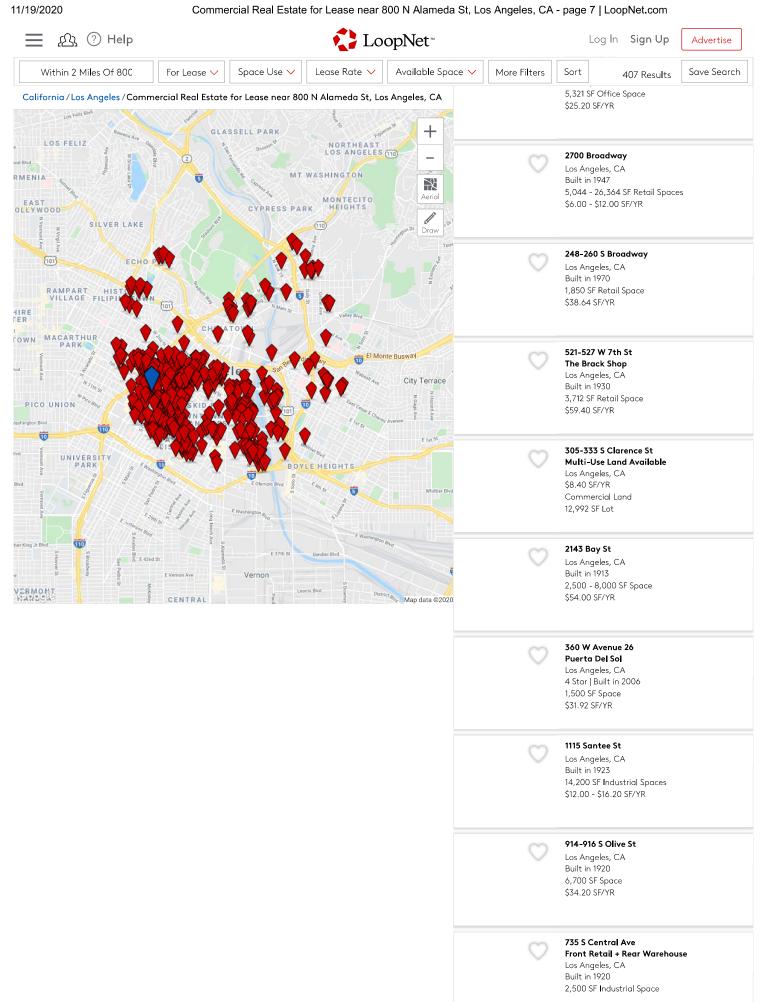
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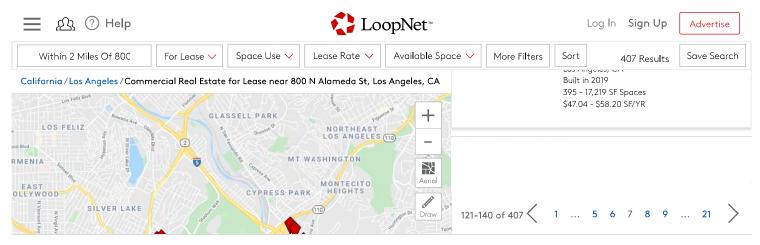


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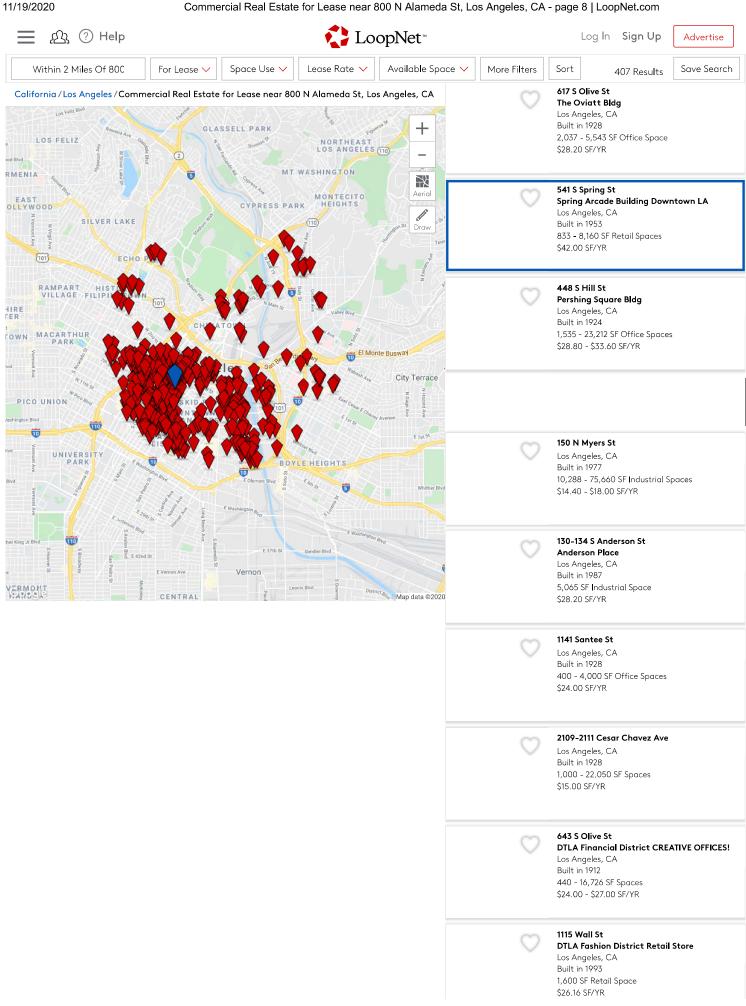
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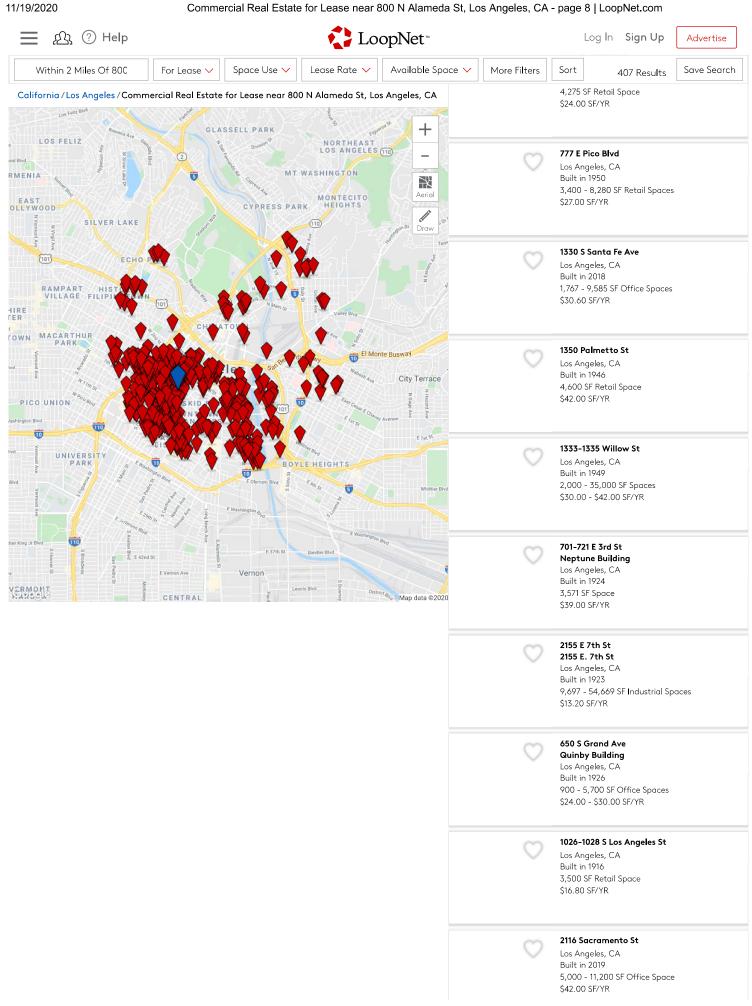
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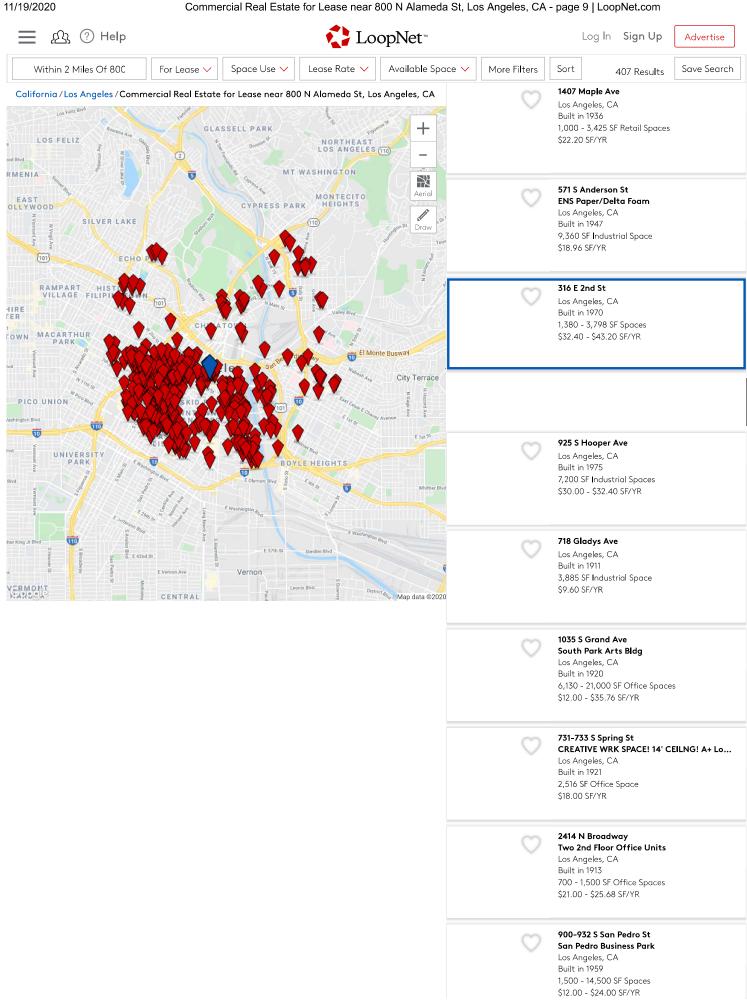
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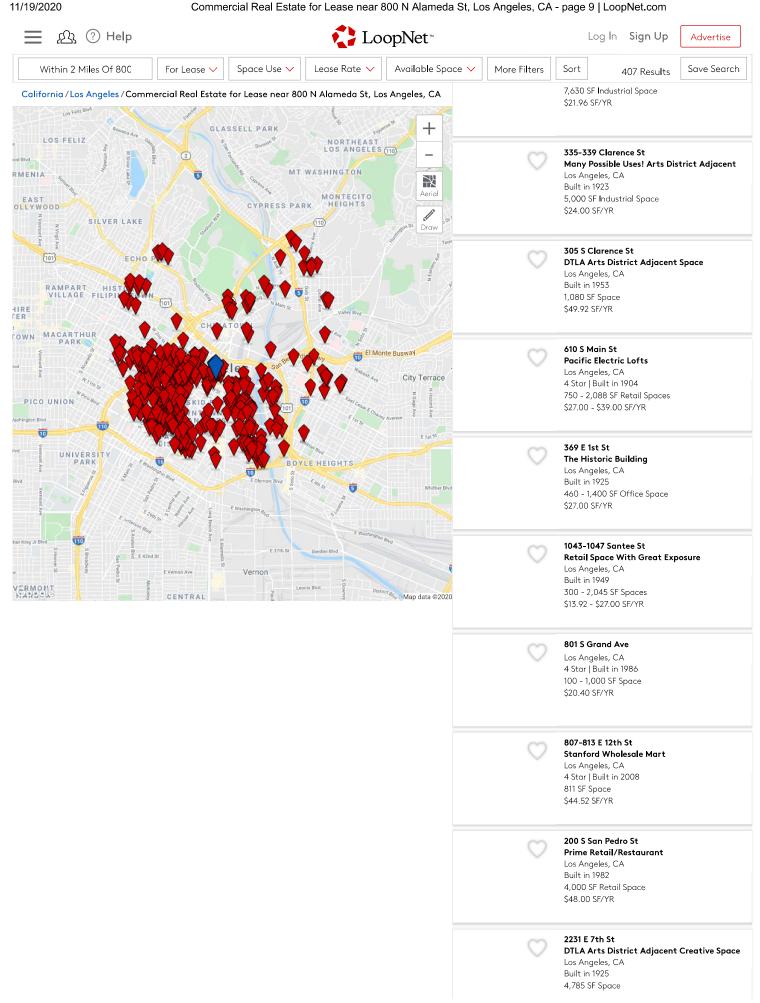
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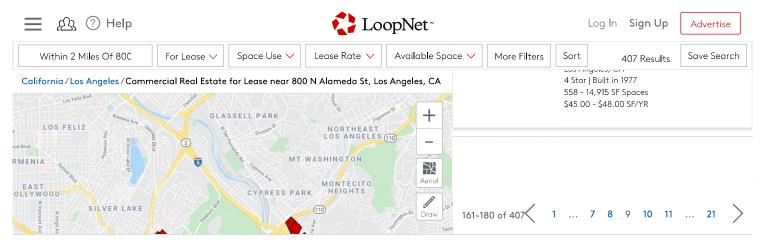


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Commercial Real Estate for Lease near 800 N Alameda St, Los Angeles, CA - page 9 | LoopNet.com



Commercial Real Estate for Lease near 800 N Alameda St, Los Angeles, CA

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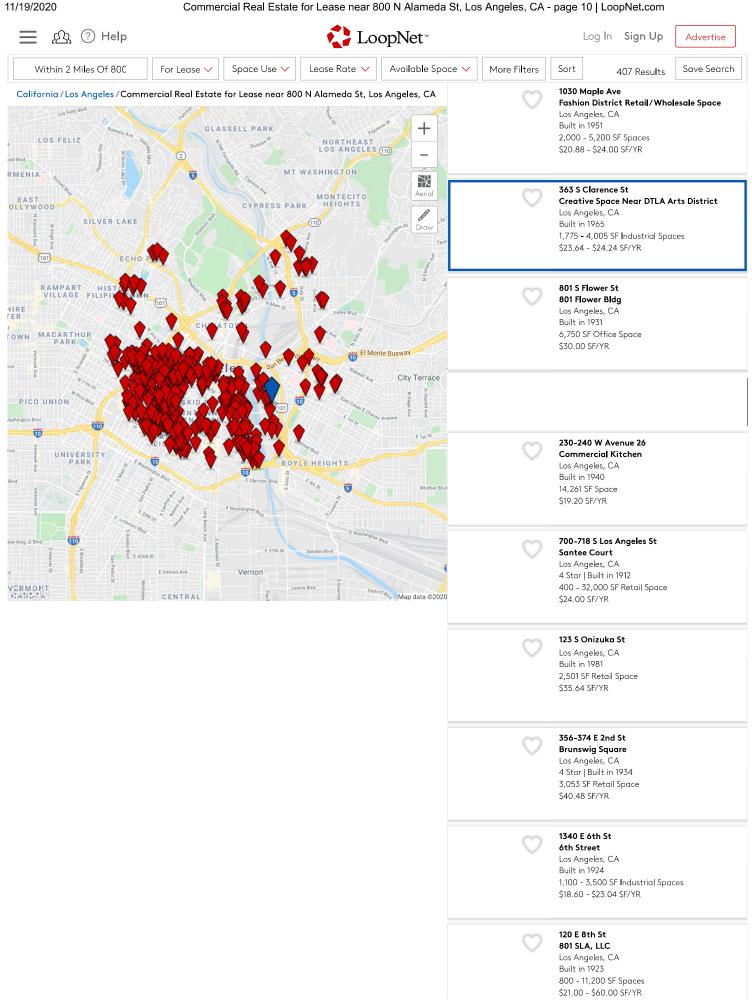
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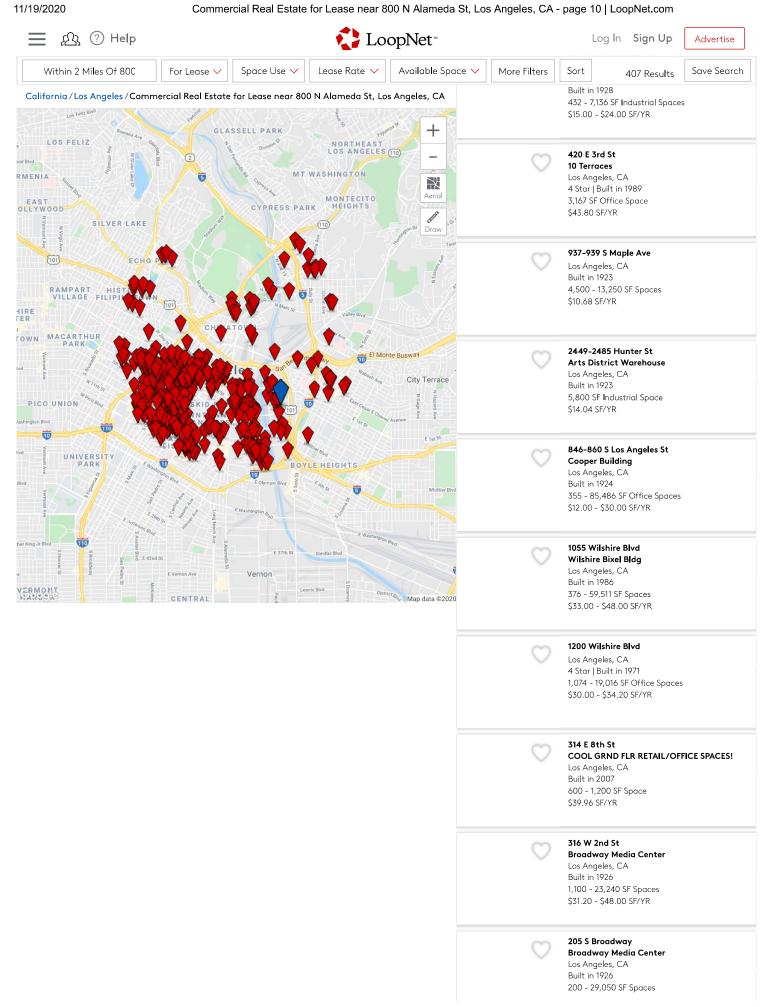
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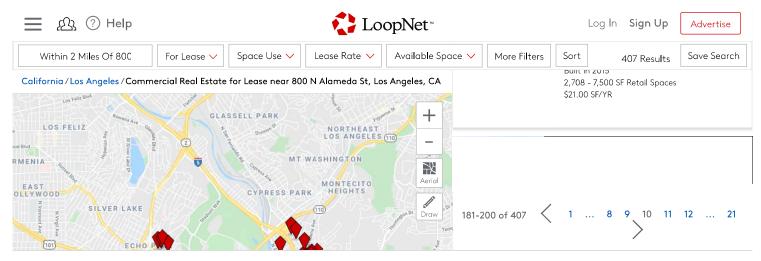


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Commercial Real Estate for Lease near 800 N Alameda St, Los Angeles, CA

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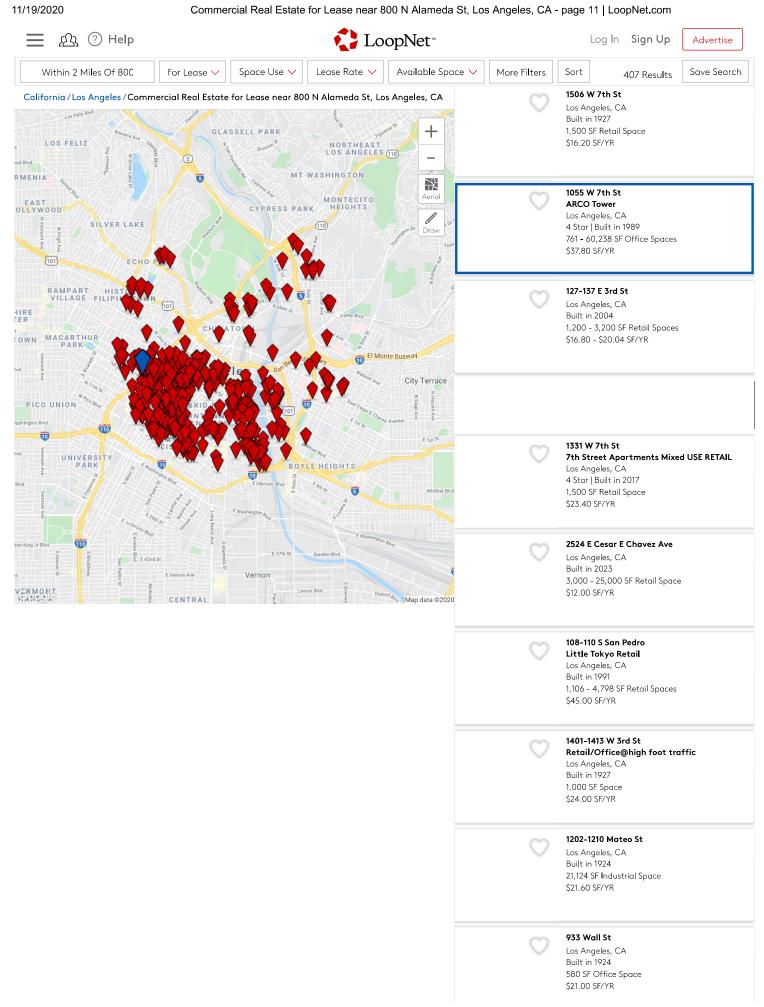
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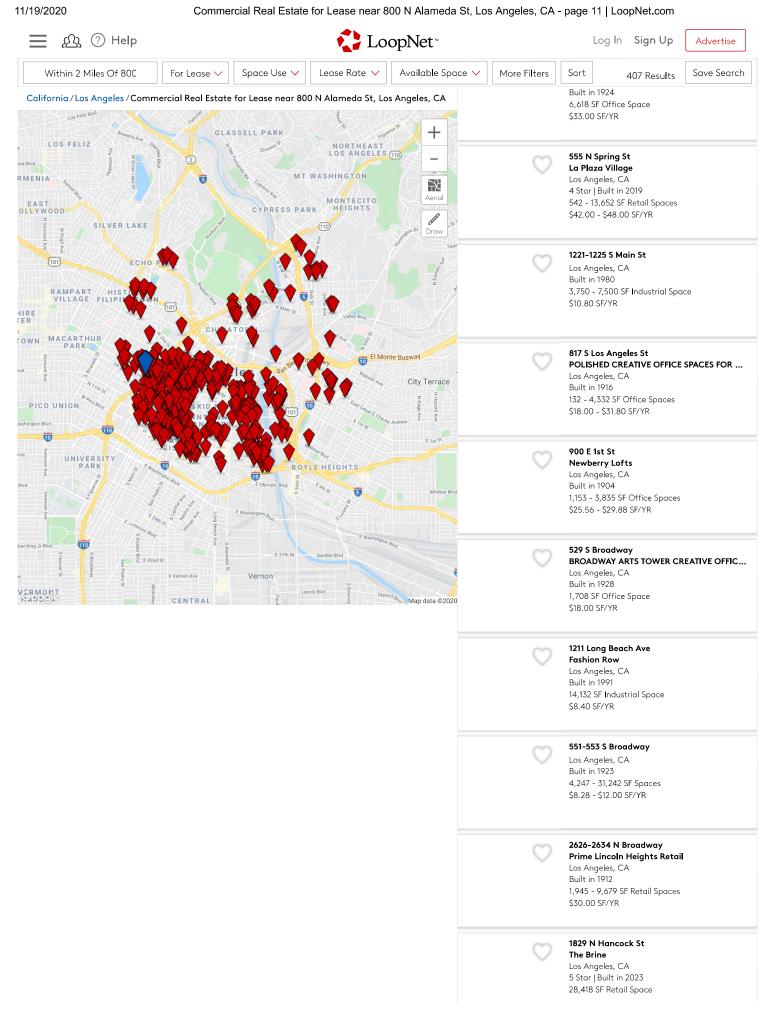
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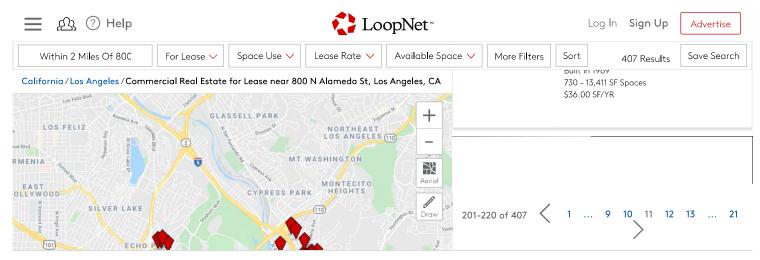
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Commercial Real Estate for Lease near 800 N Alameda St, Los Angeles, CA

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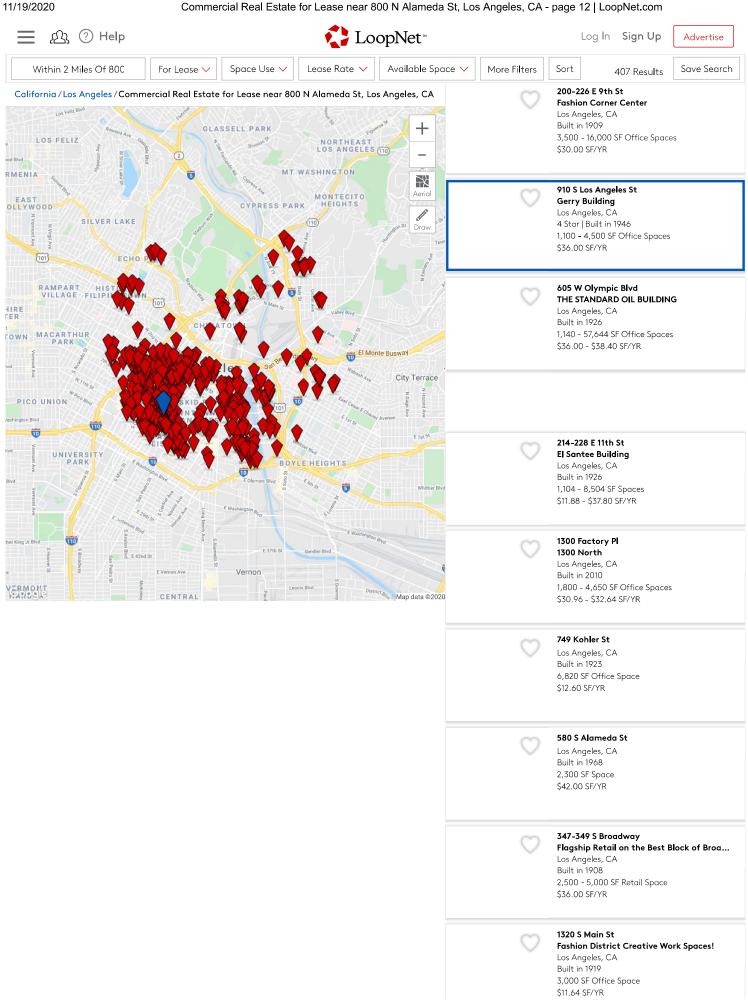
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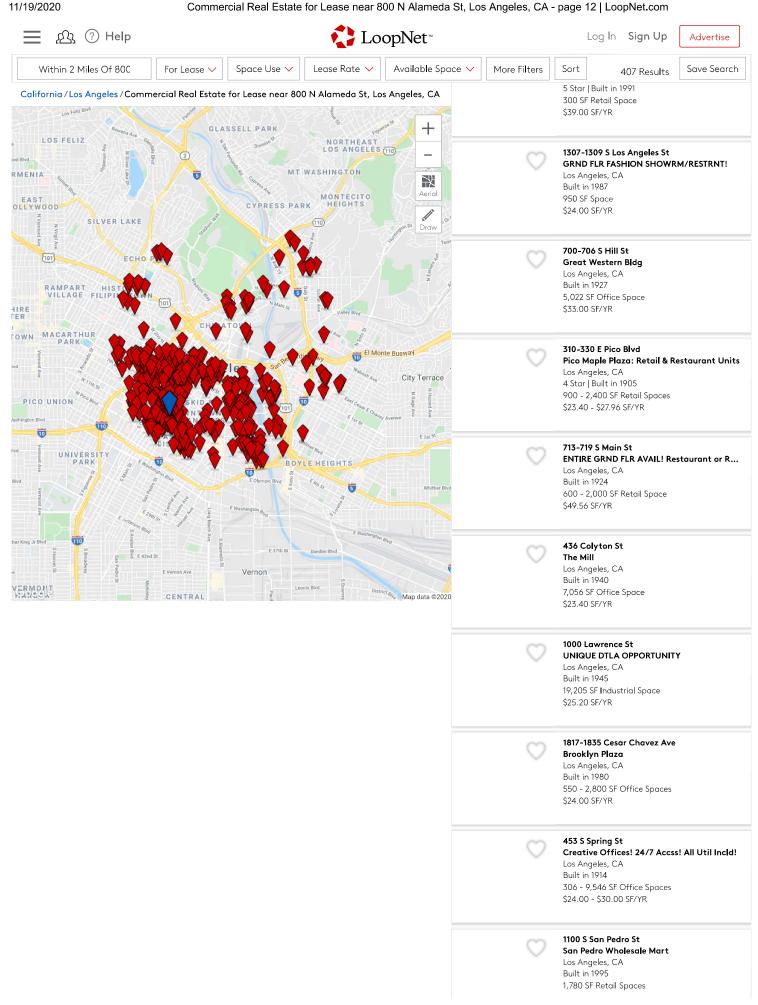
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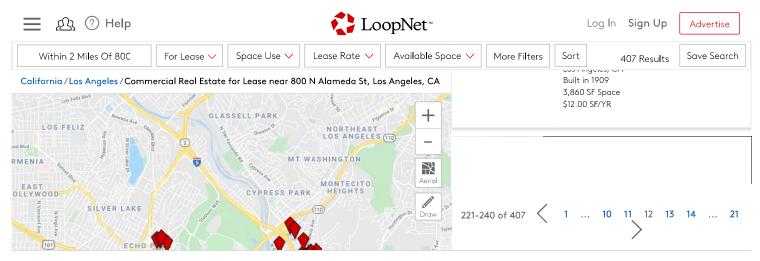
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Commercial Real Estate for Lease near 800 N Alameda St, Los Angeles, CA - page 12 | LoopNet.com



Commercial Real Estate for Lease near 800 N Alameda St, Los Angeles, CA

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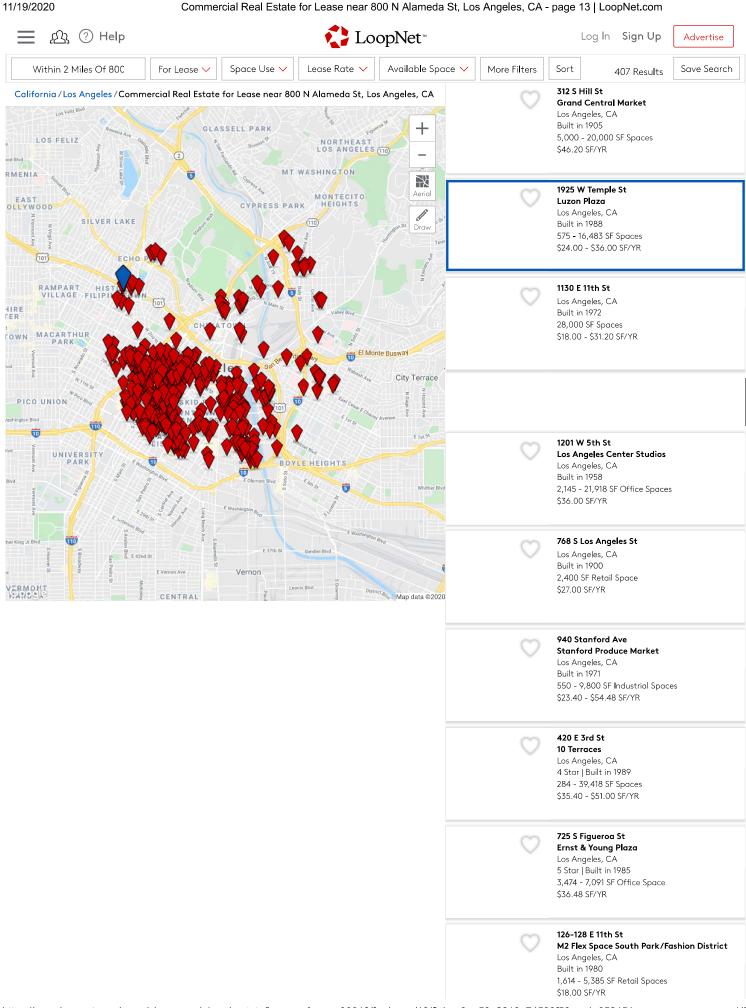
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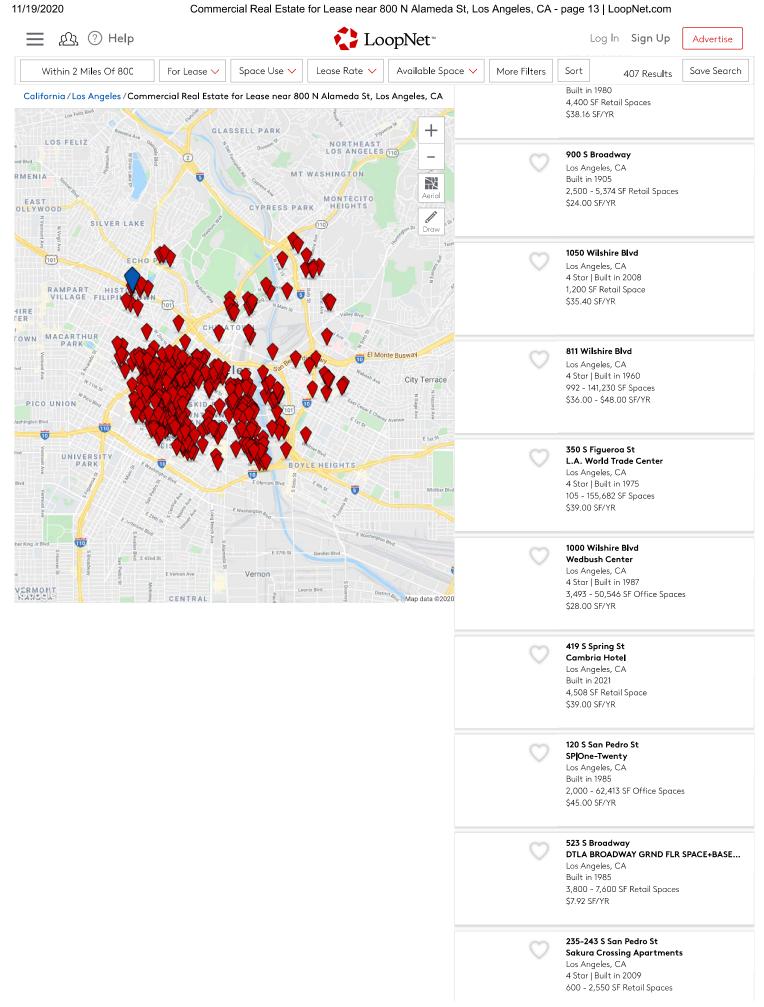
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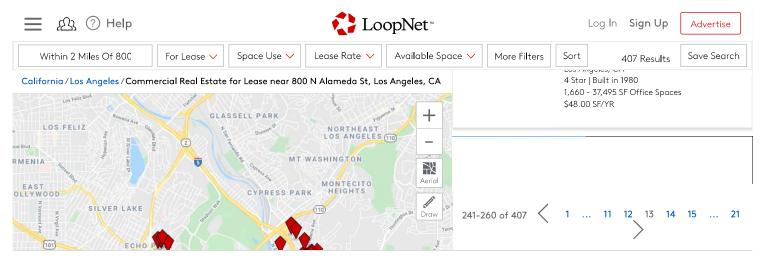
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Commercial Real Estate for Lease near 800 N Alameda St, Los Angeles, CA - page 13 | LoopNet.com



Commercial Real Estate for Lease near 800 N Alameda St, Los Angeles, CA

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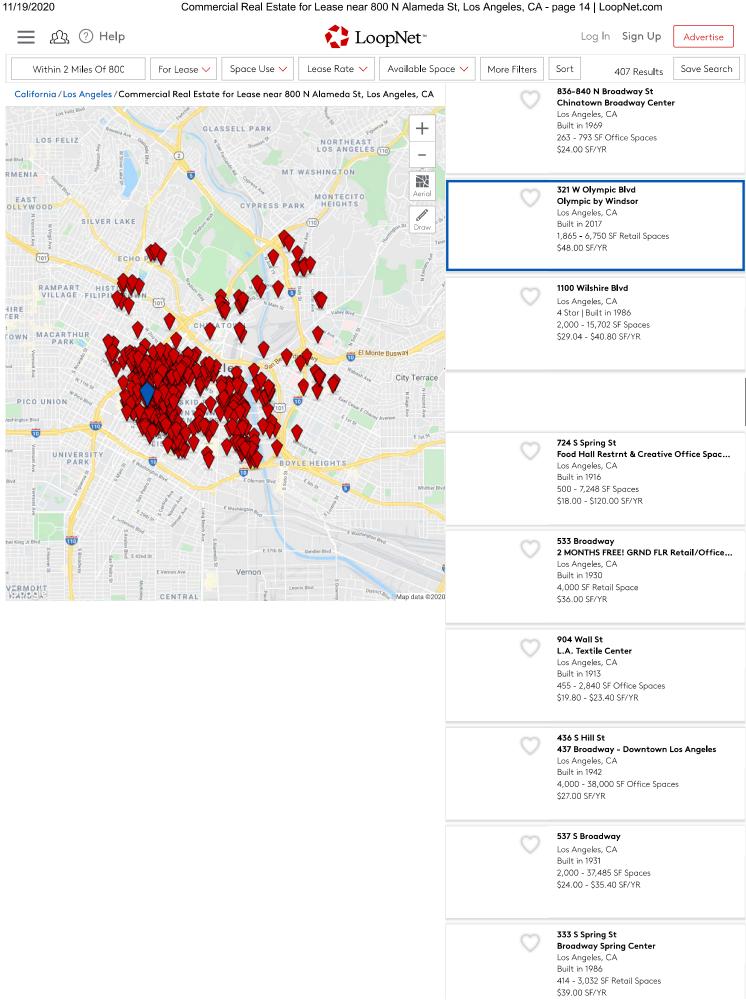
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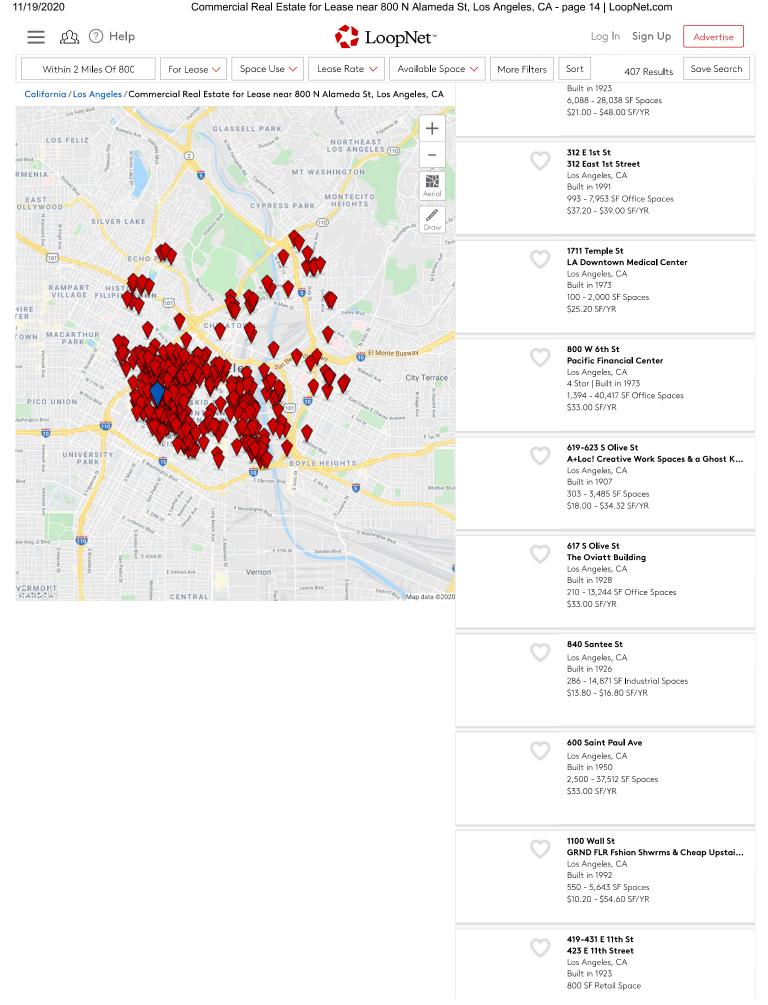


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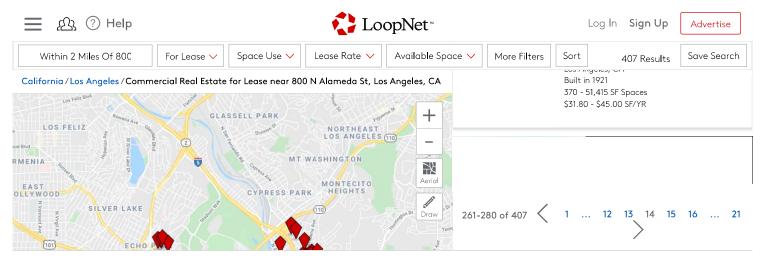
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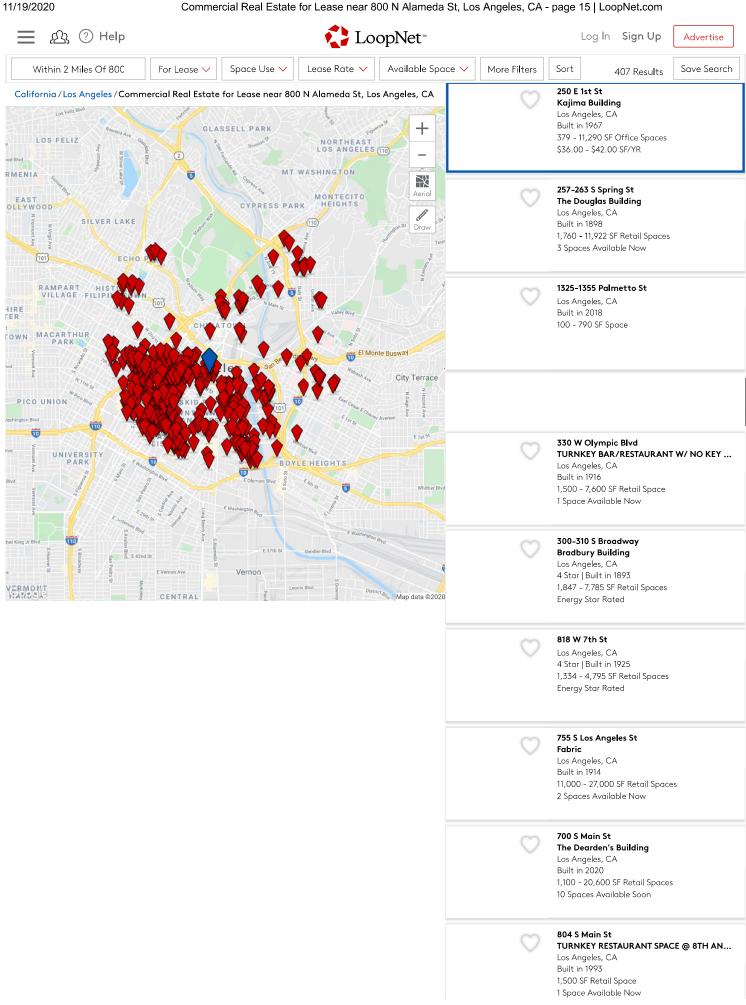
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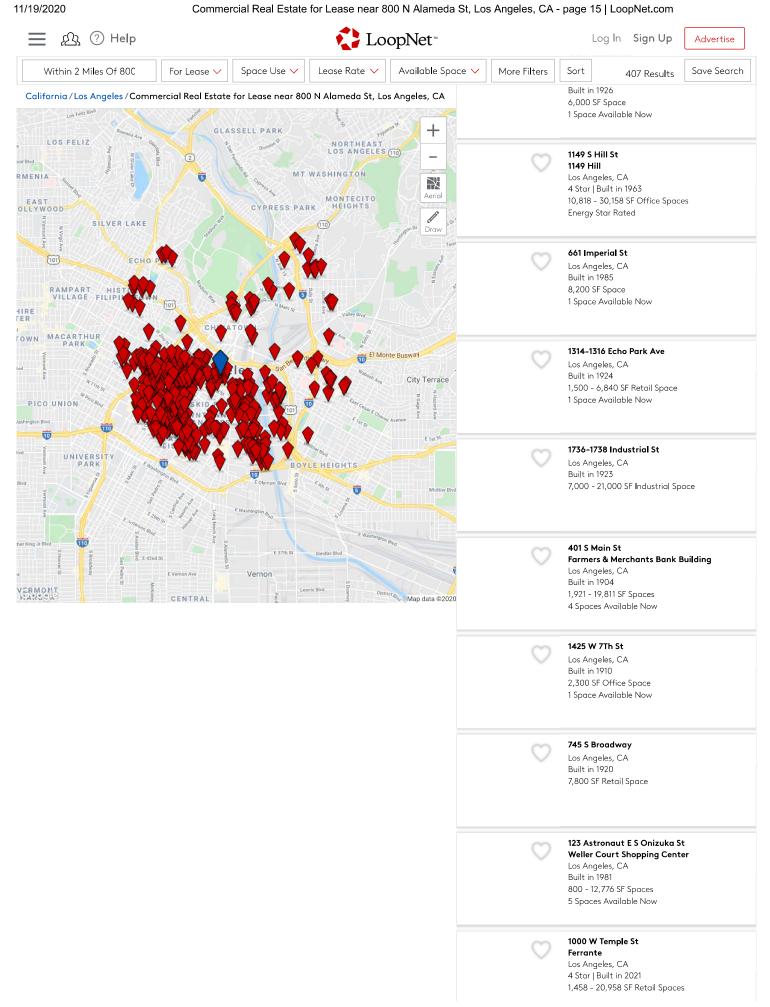
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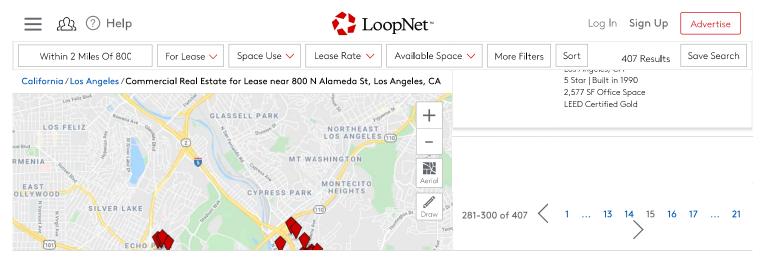
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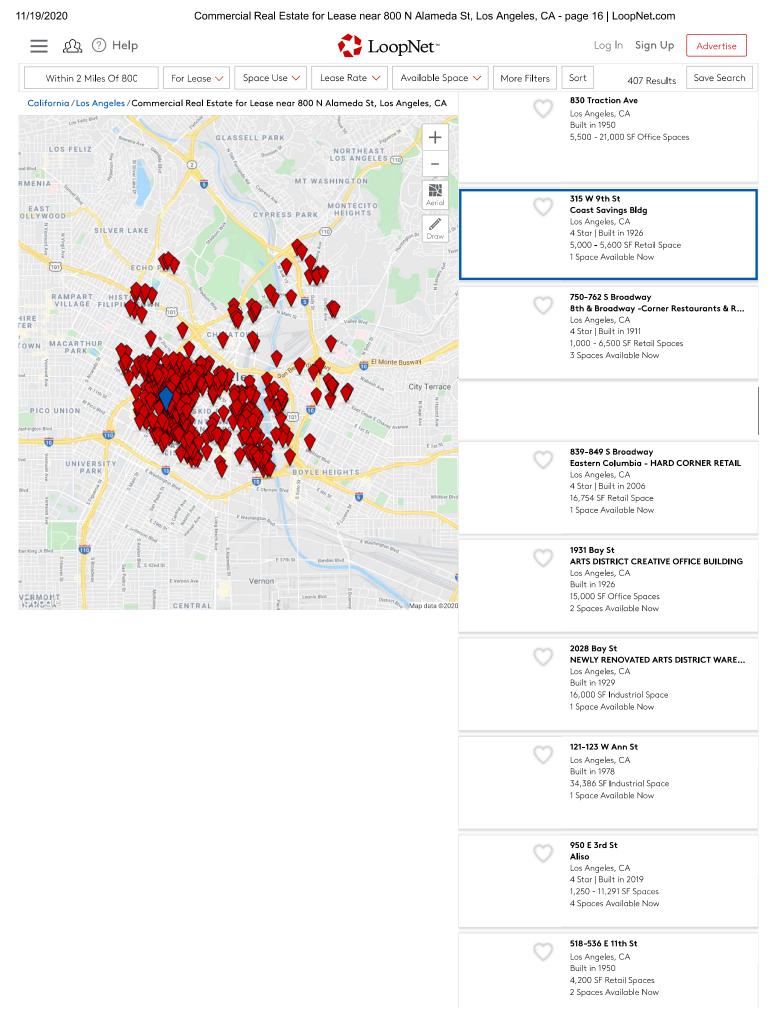
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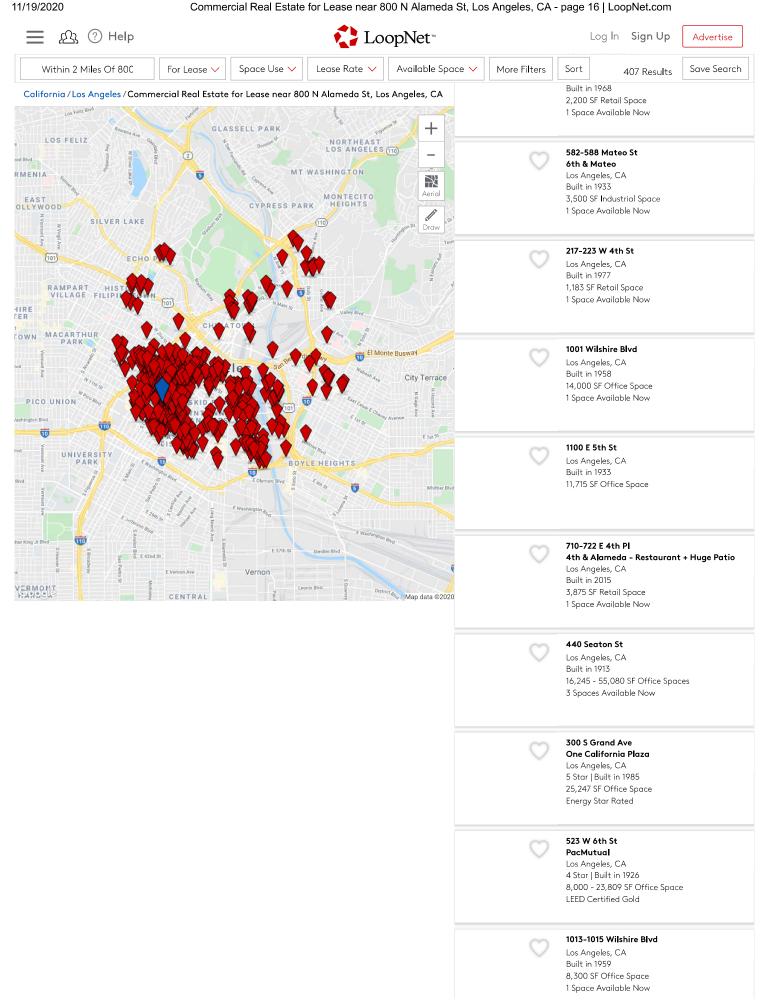


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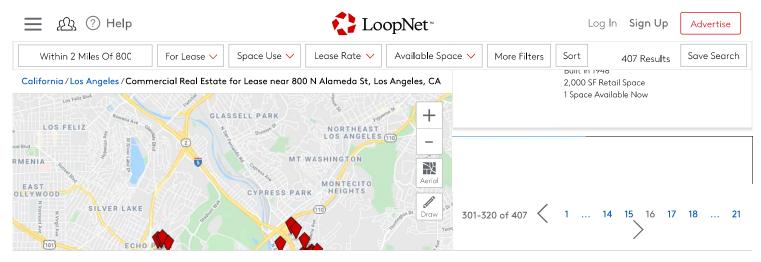
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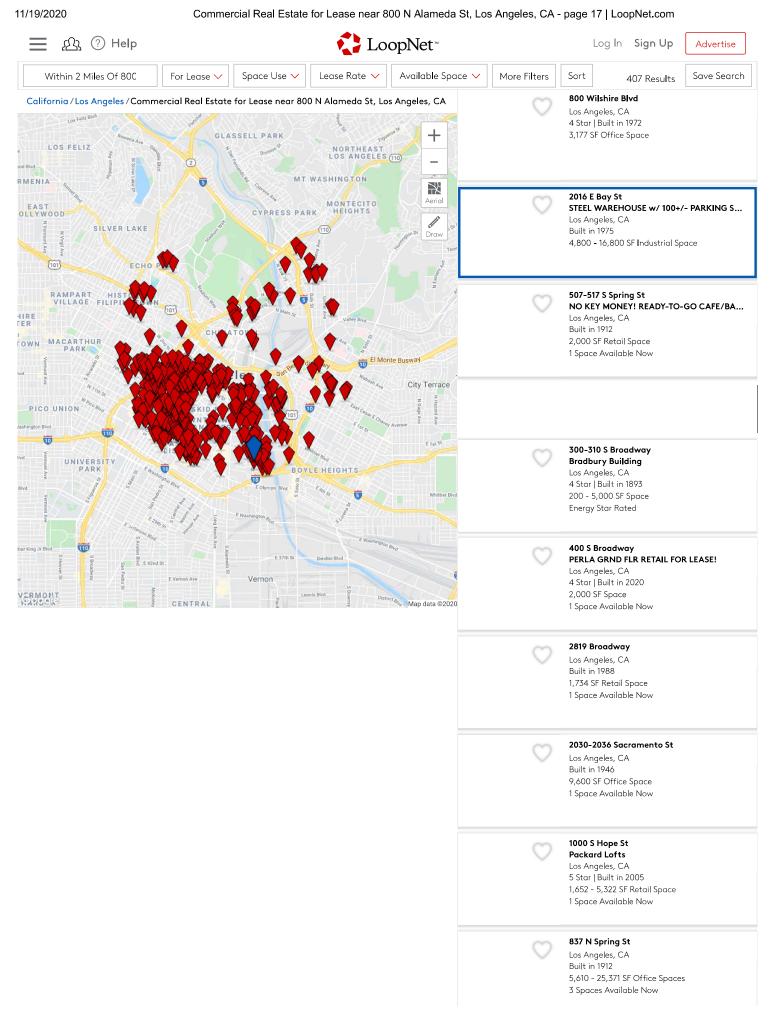
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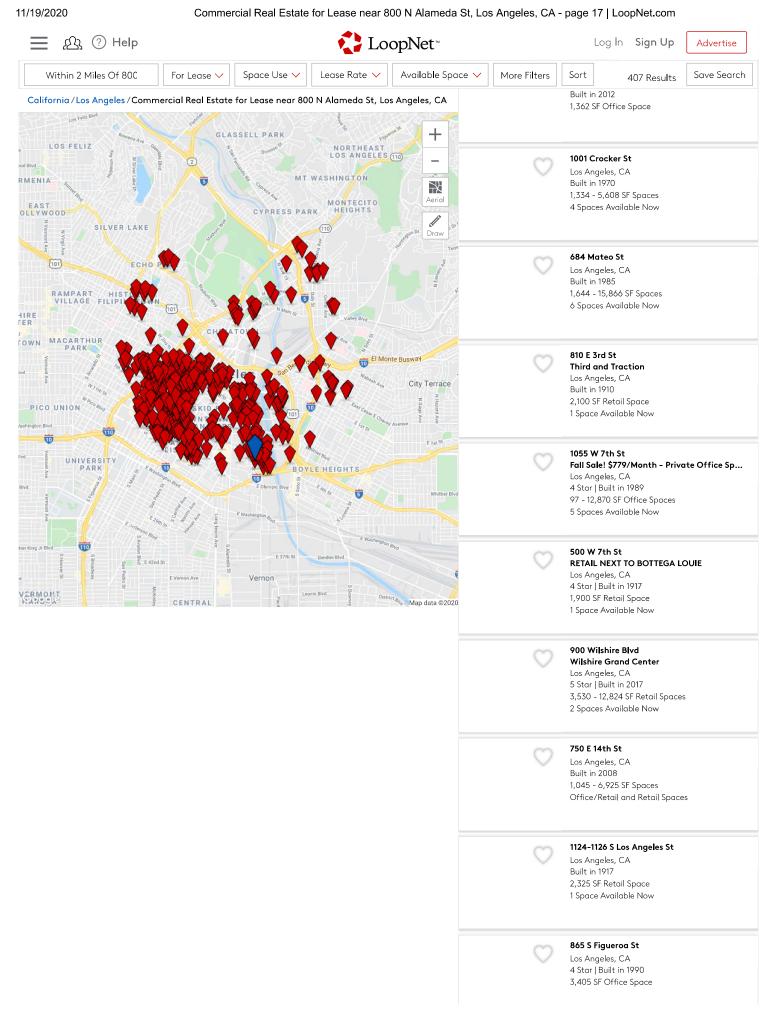
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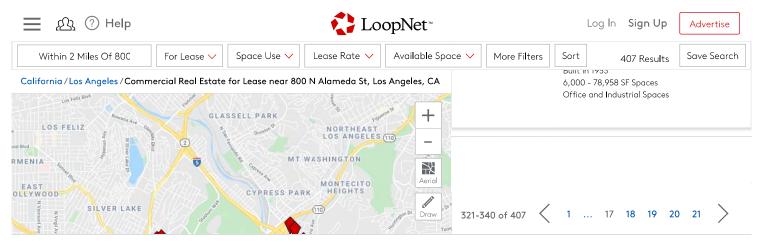
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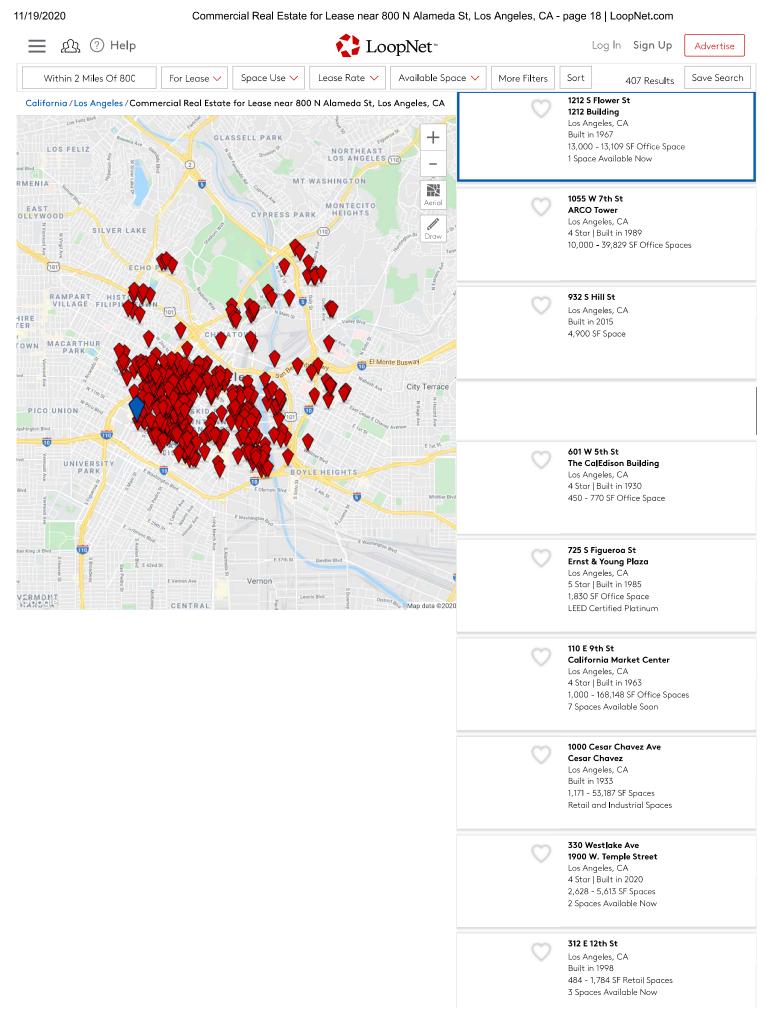
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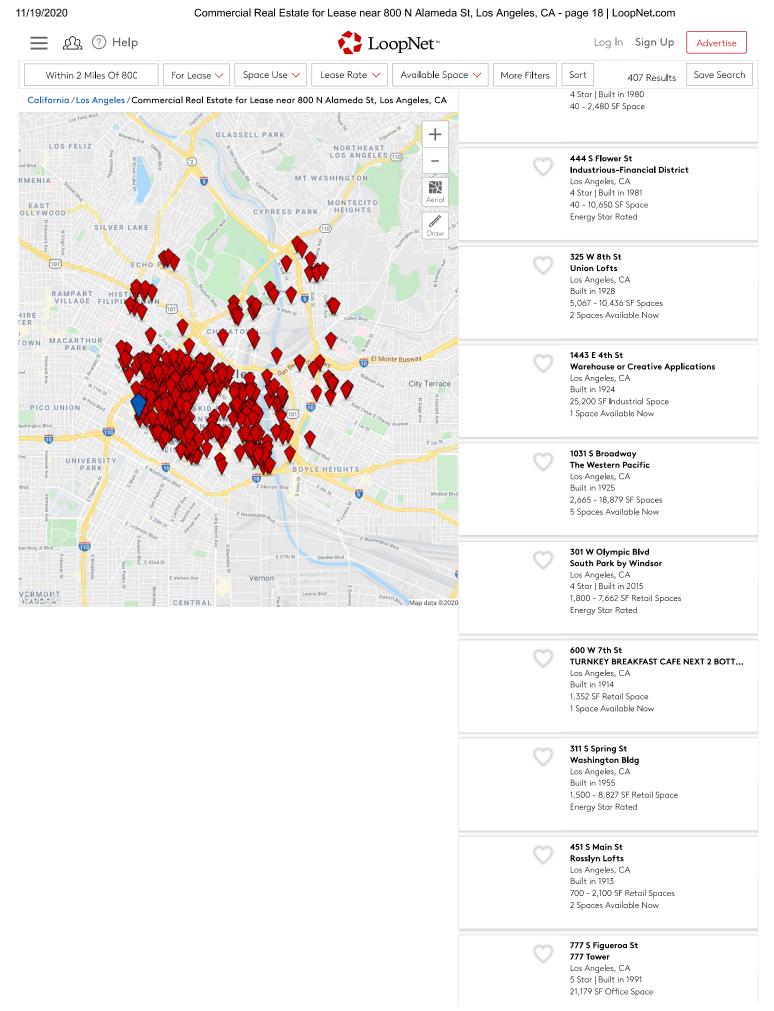
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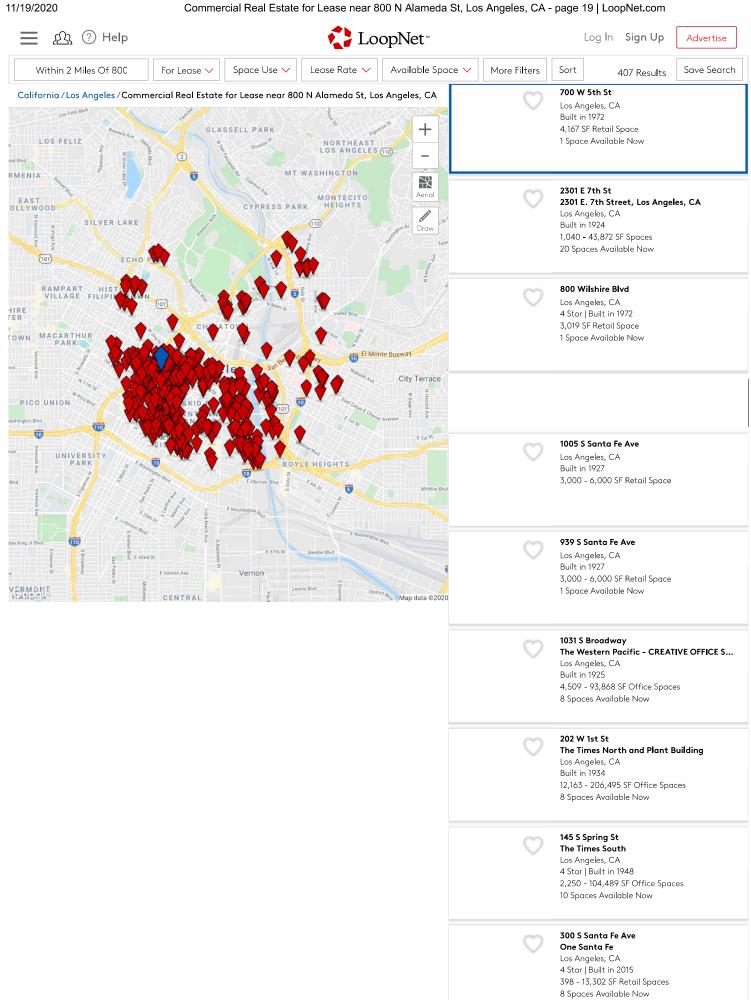
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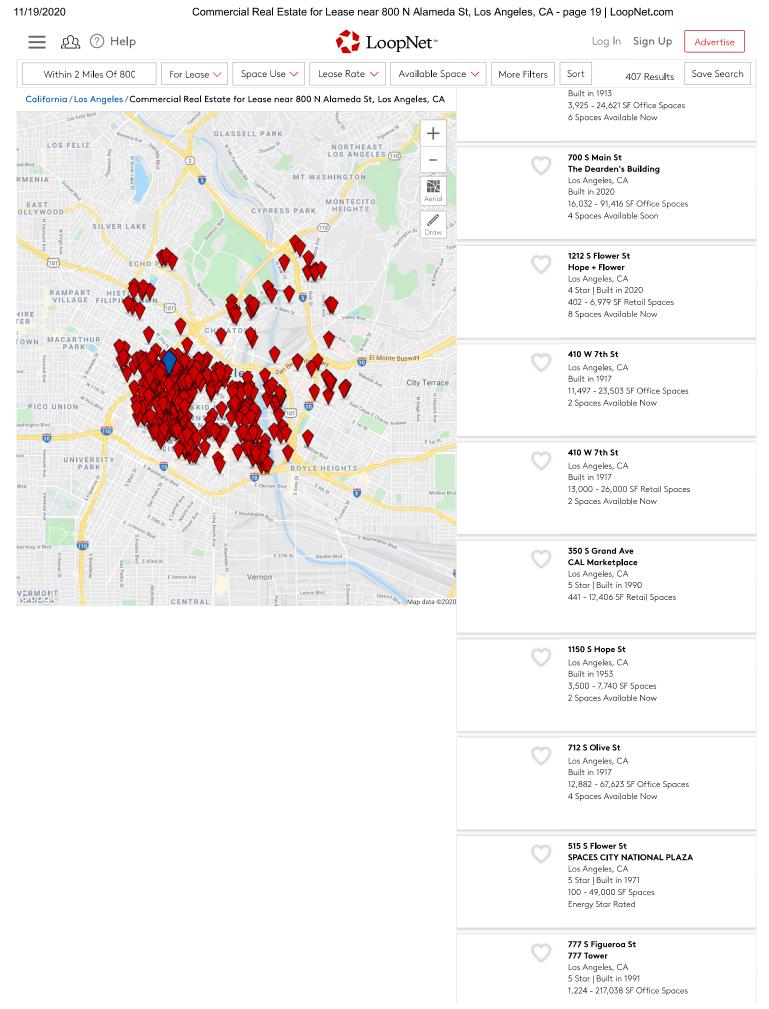
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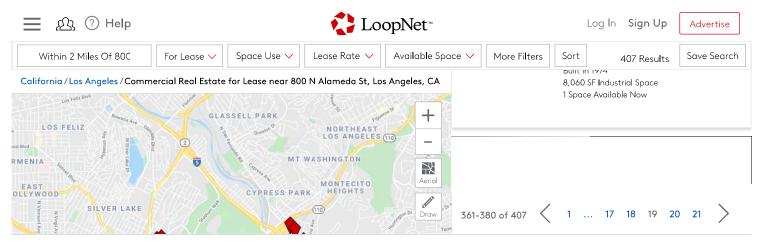


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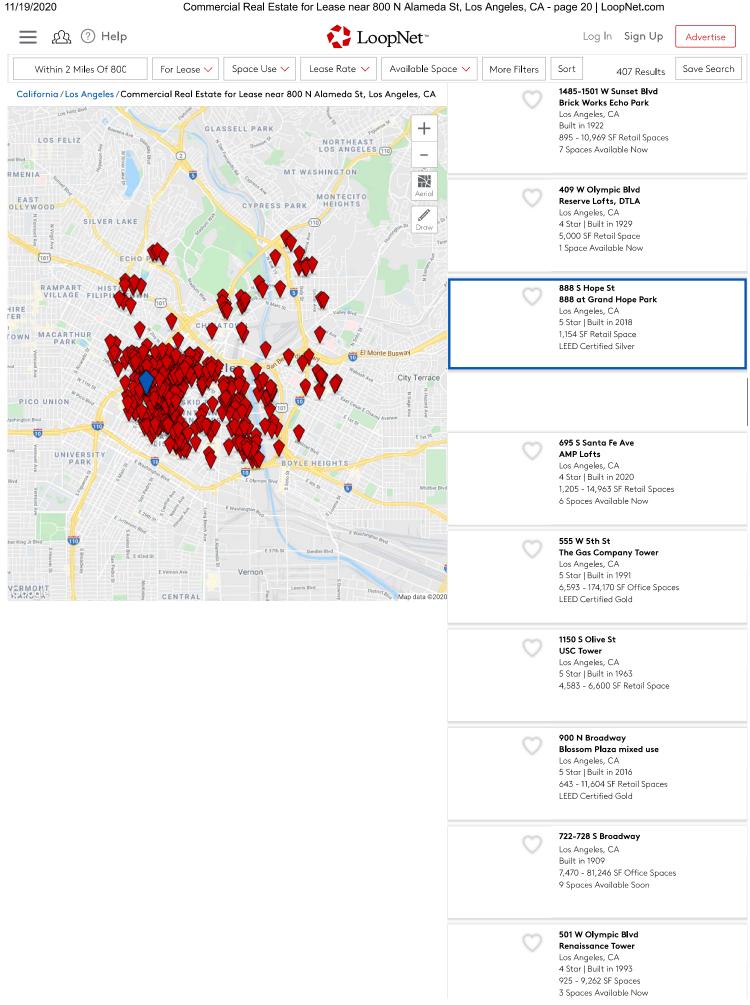
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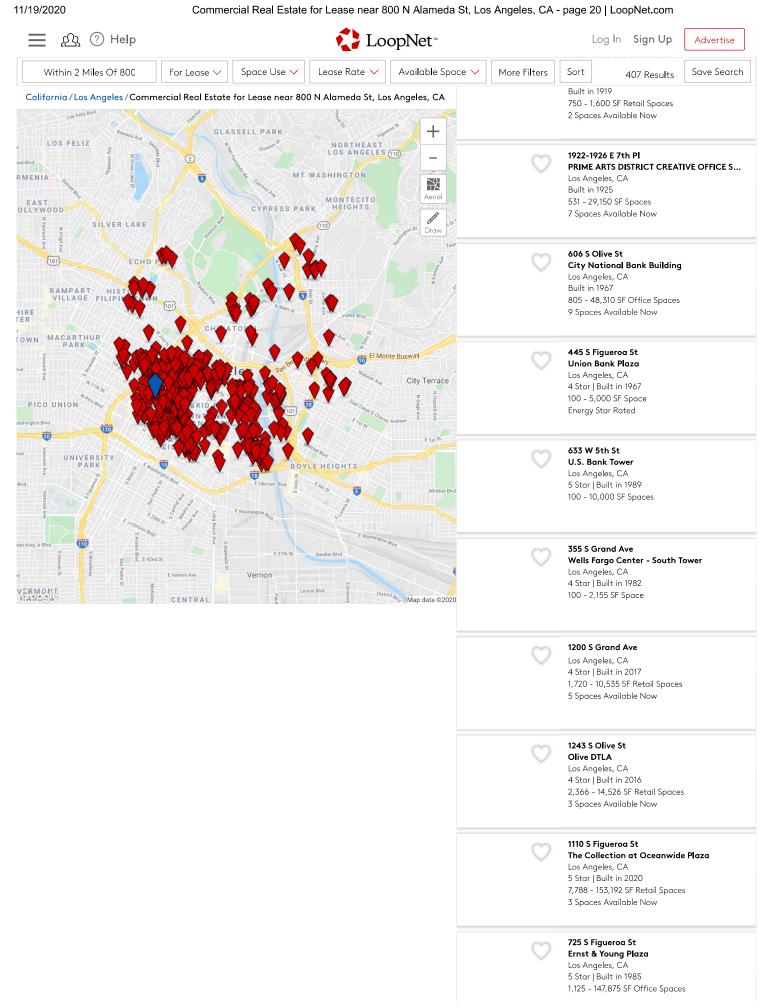
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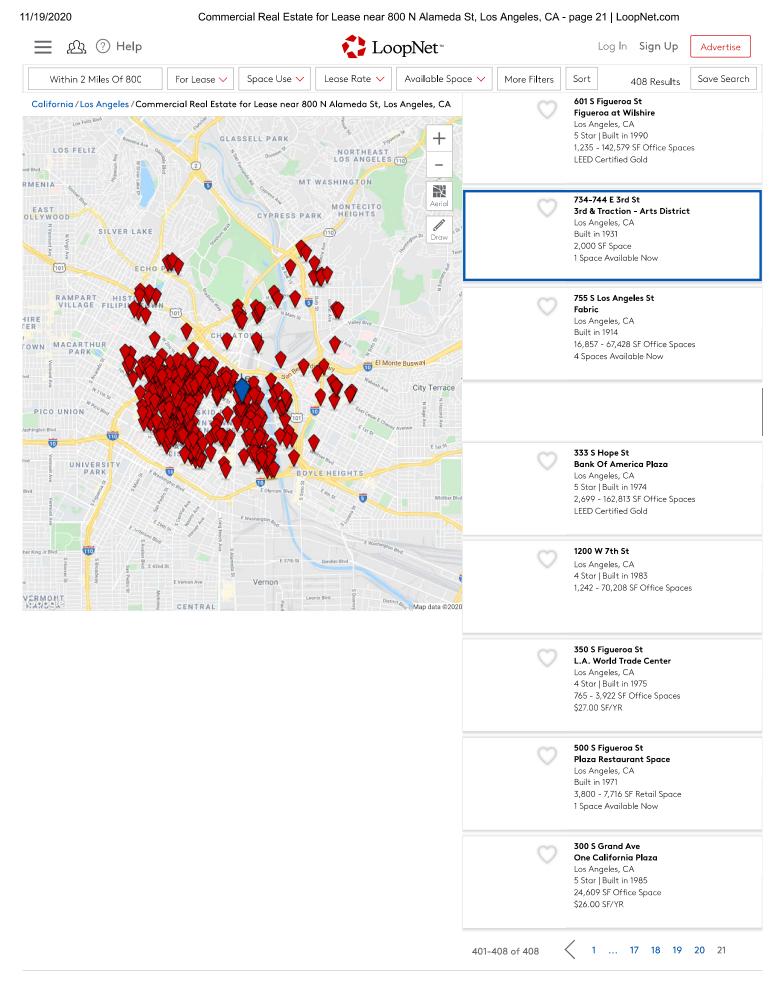
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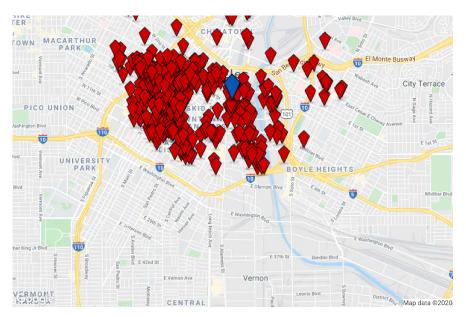
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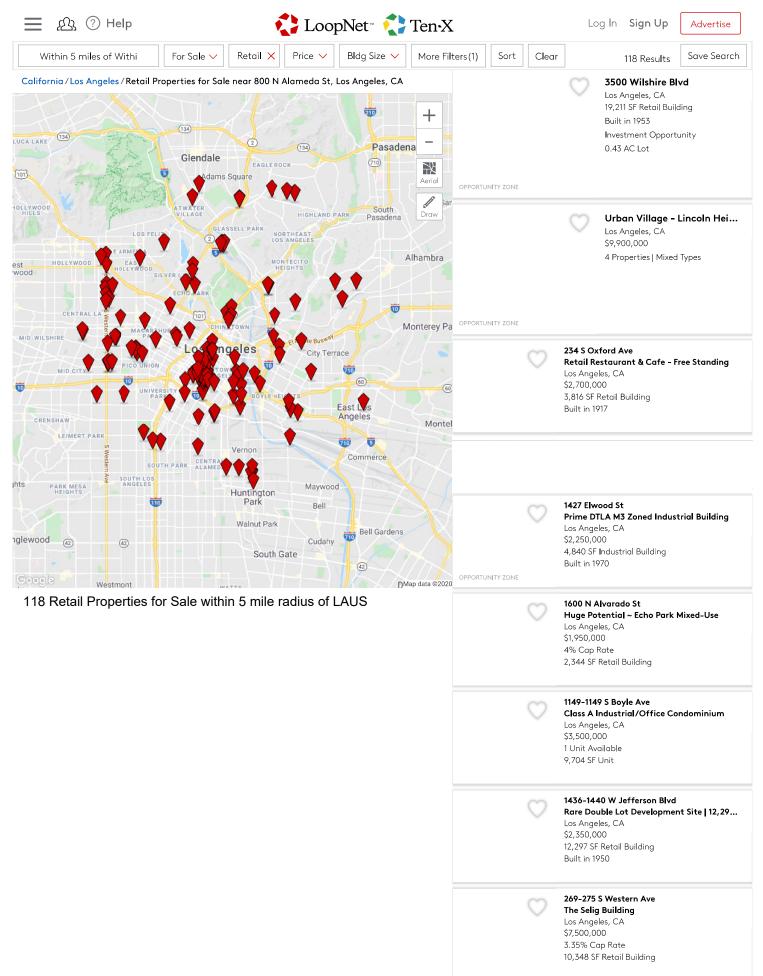
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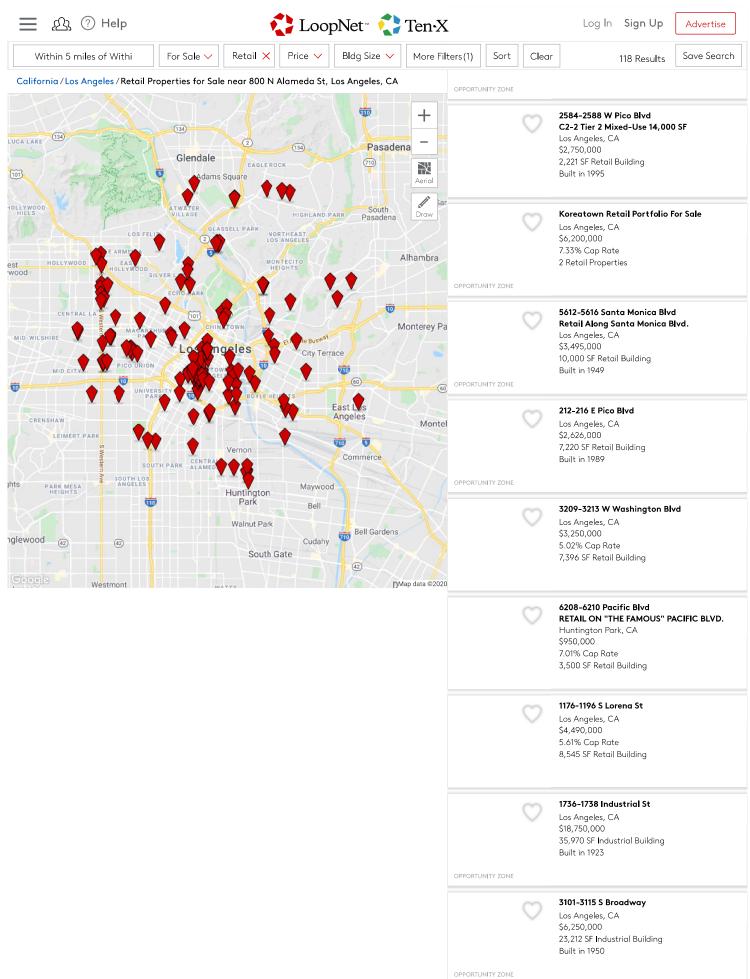




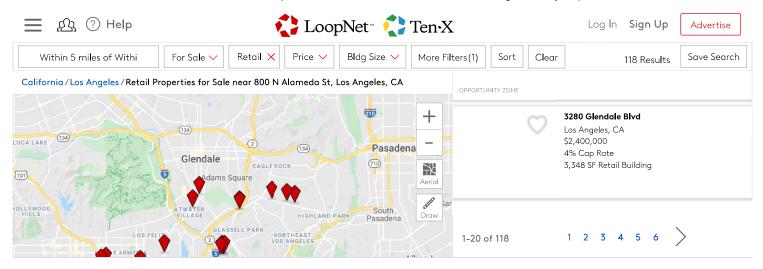
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Retail Properties for Sale near 800 N Alameda St, Los Angeles, CA

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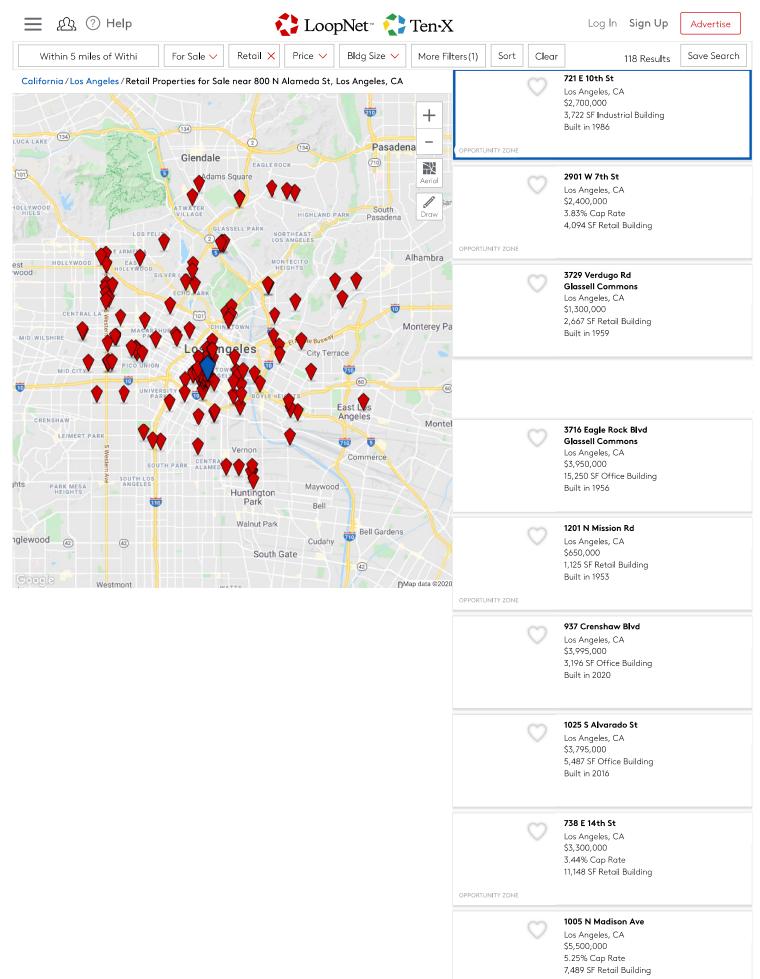
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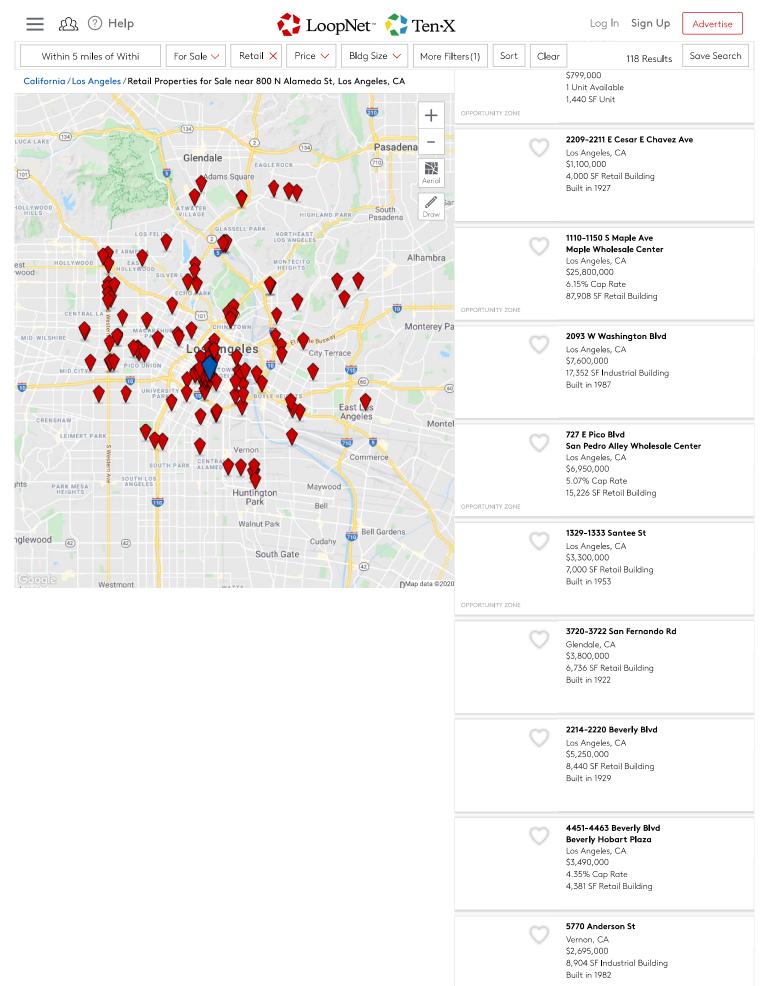
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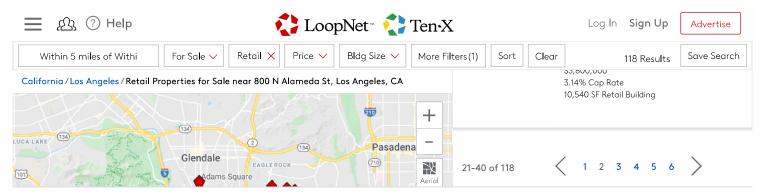
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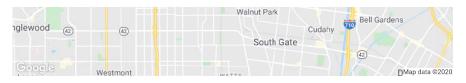
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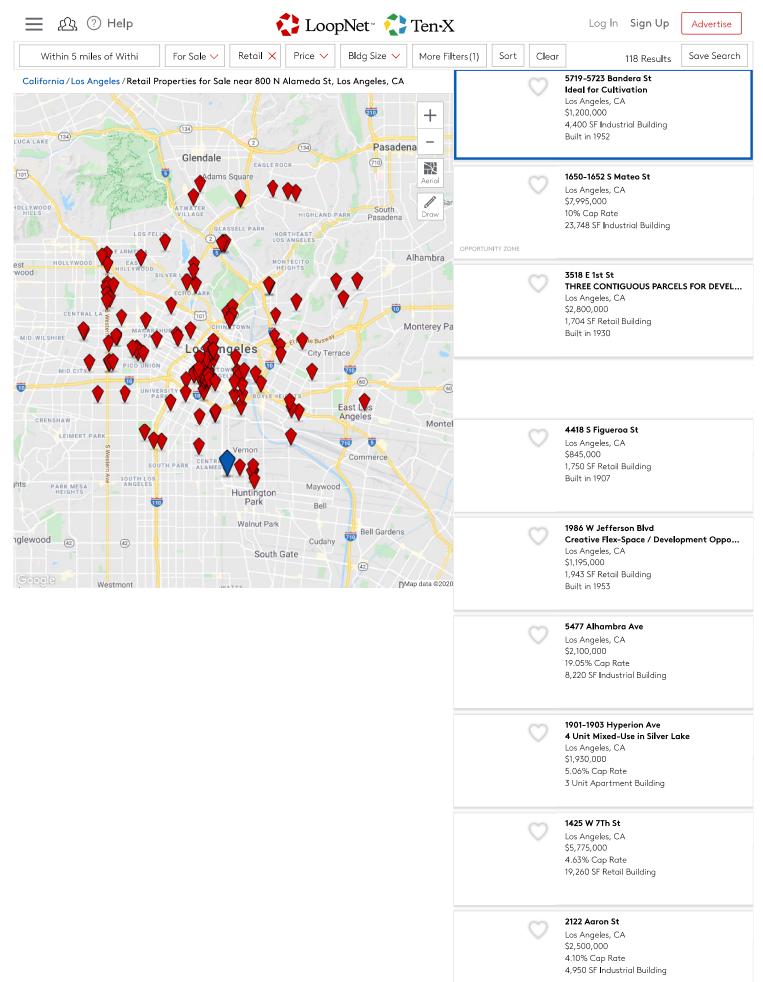
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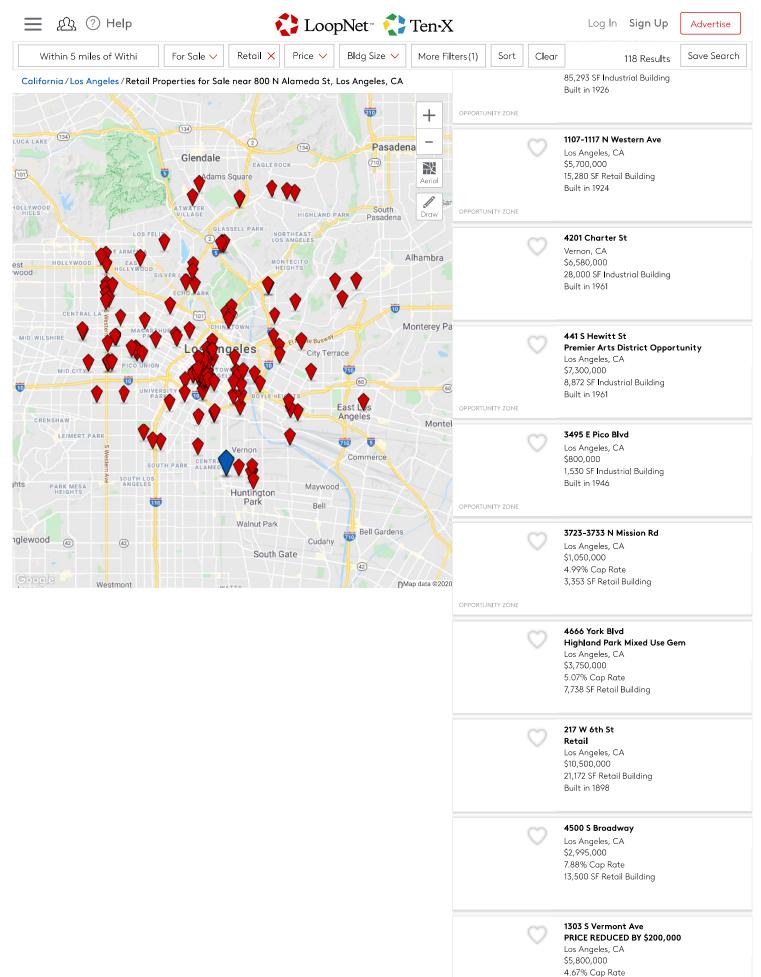




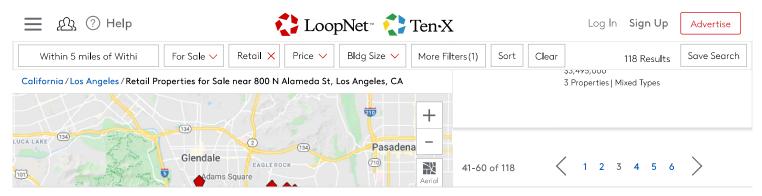
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Retail Properties for Sale near 800 N Alameda St, Los Angeles, CA

Showing 118 Retail Space listings currently available for sale near 800 N Alameda St, Los Angeles, CA.

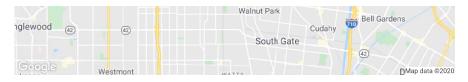
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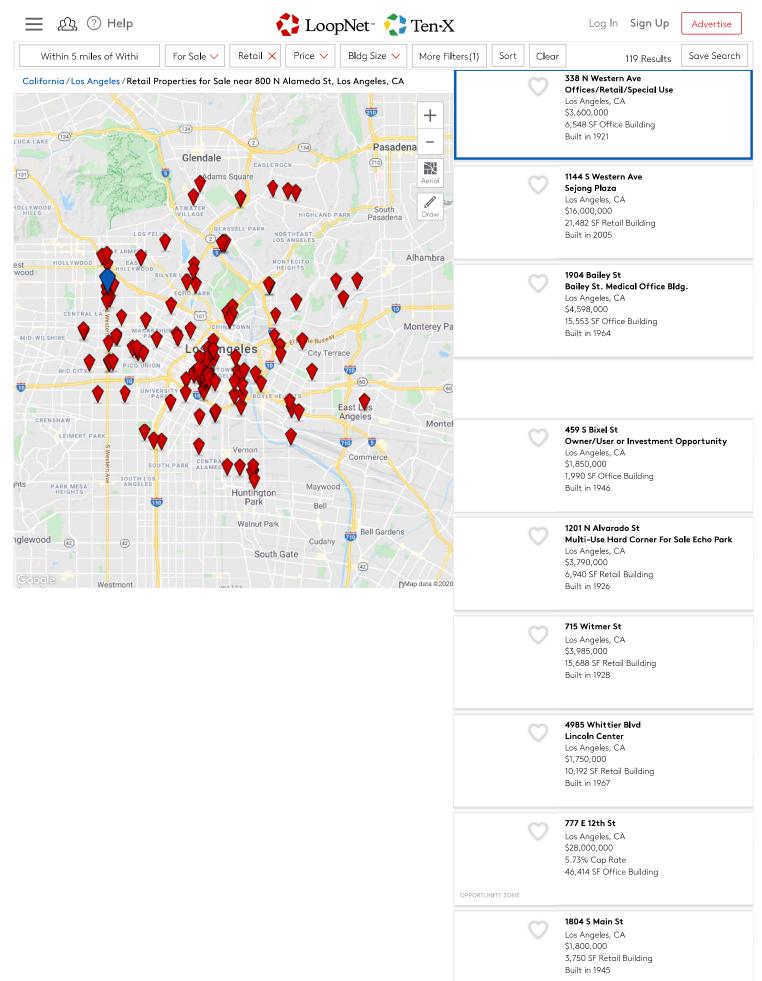
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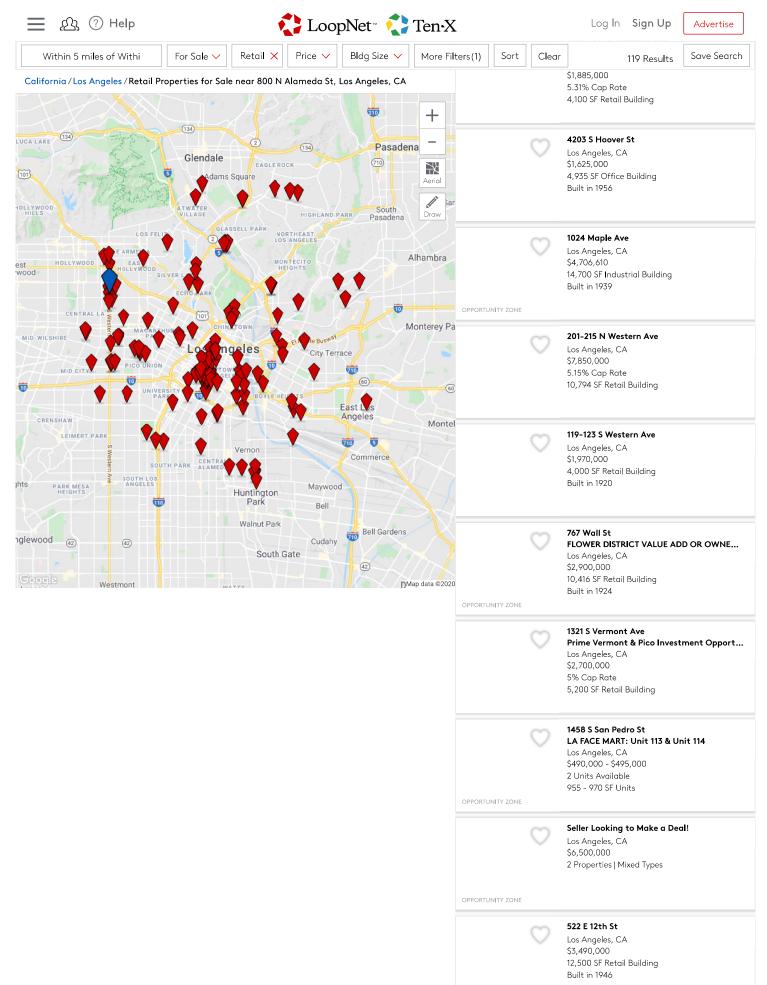




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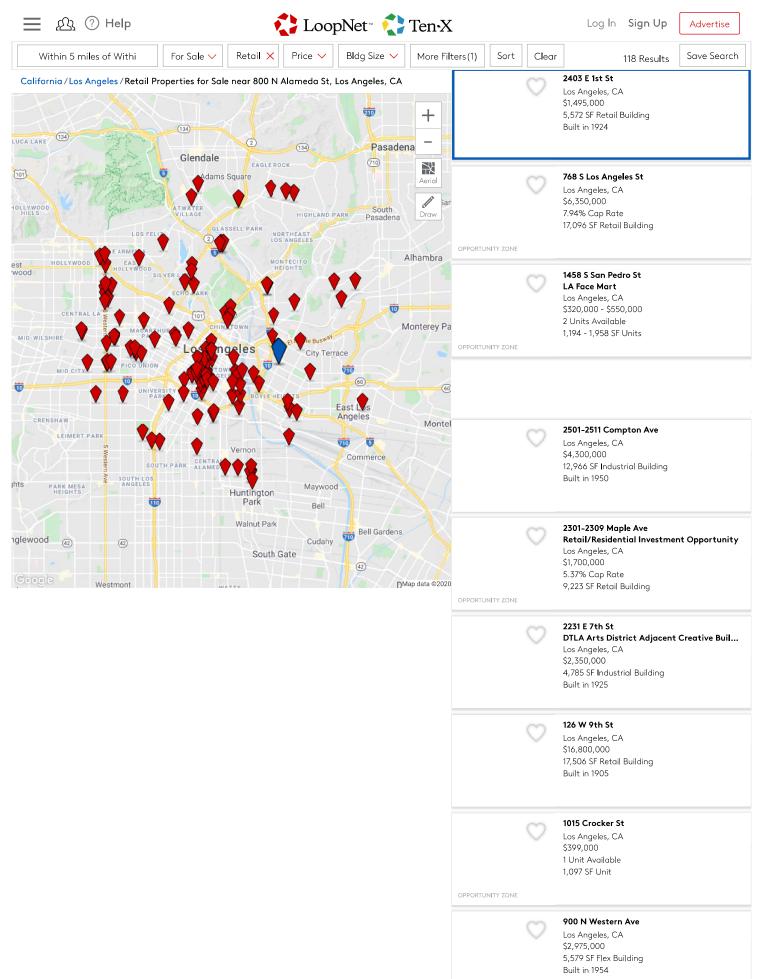


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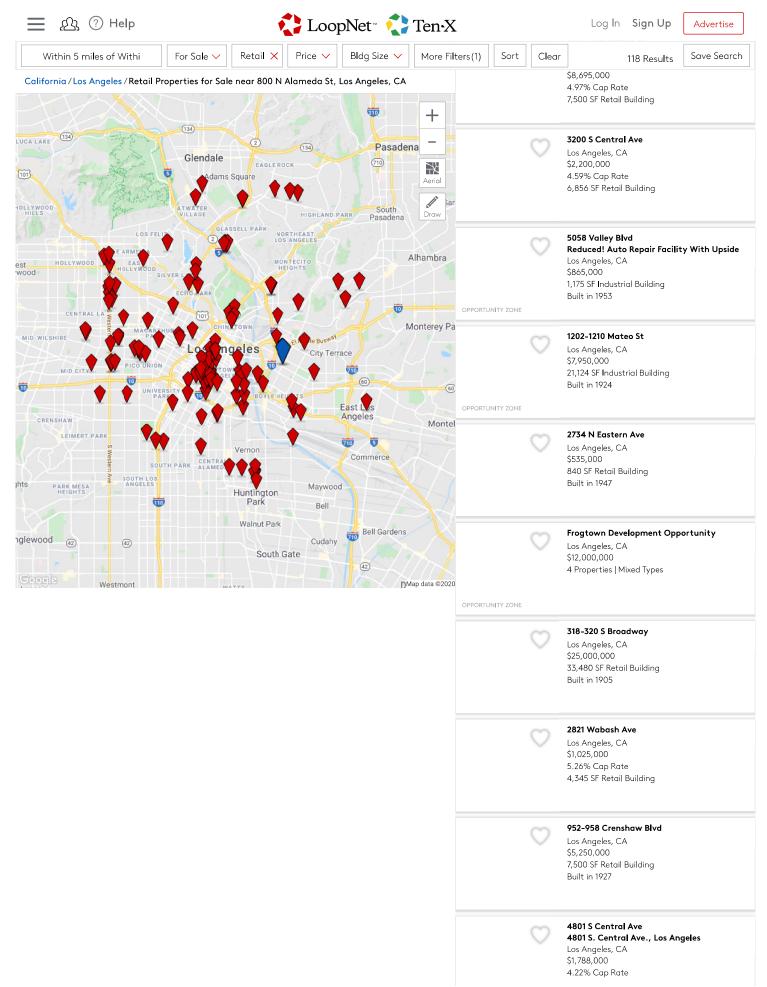
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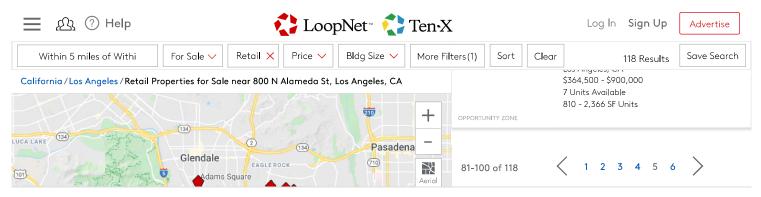
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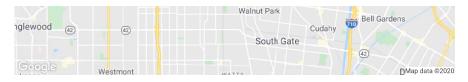
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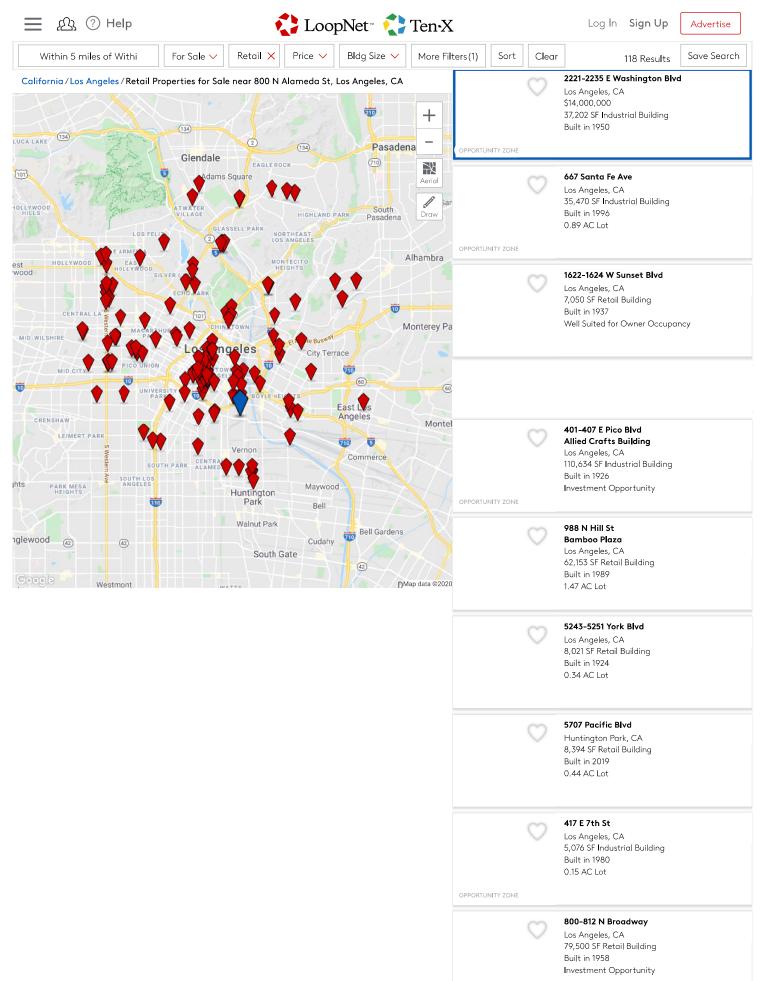
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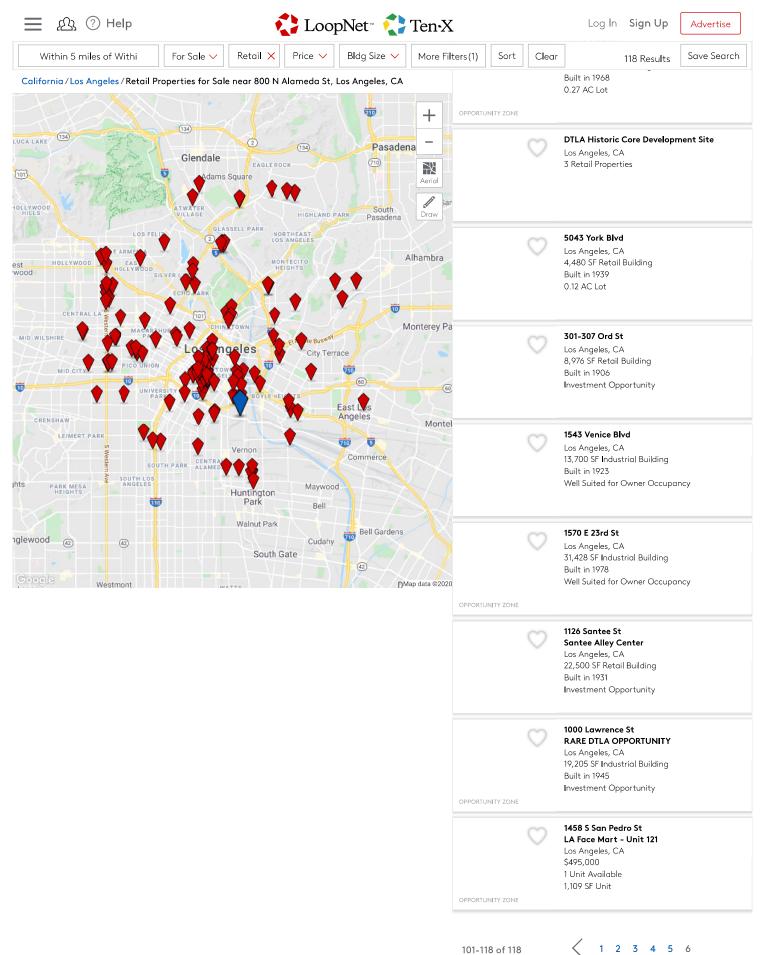




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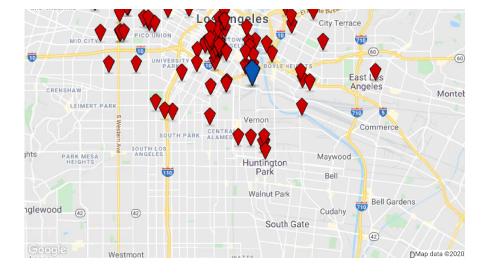
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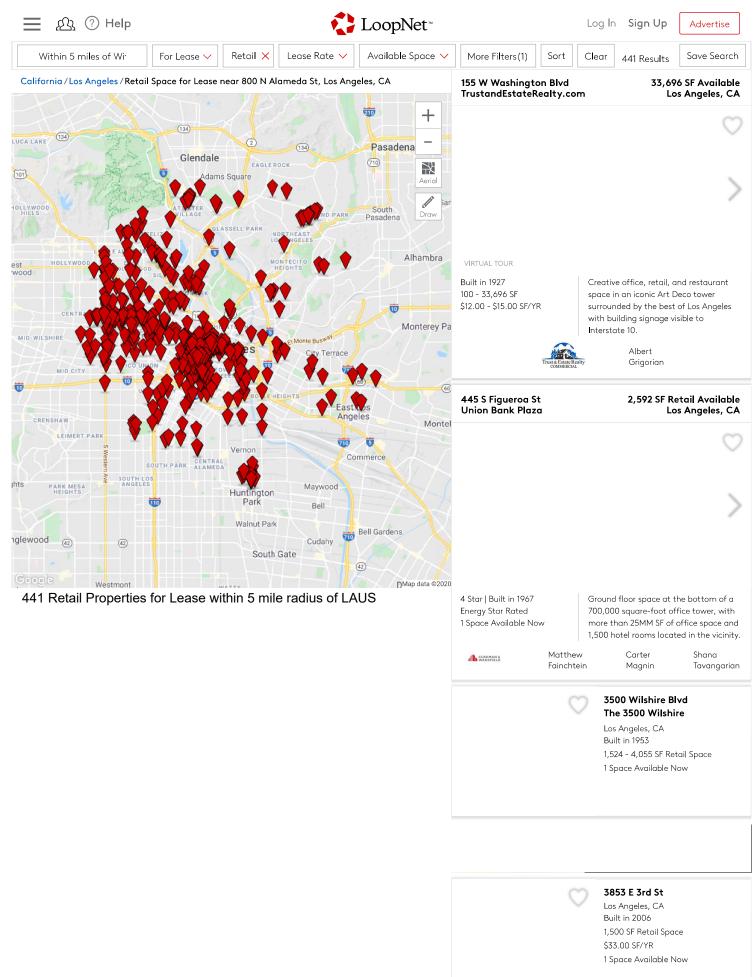
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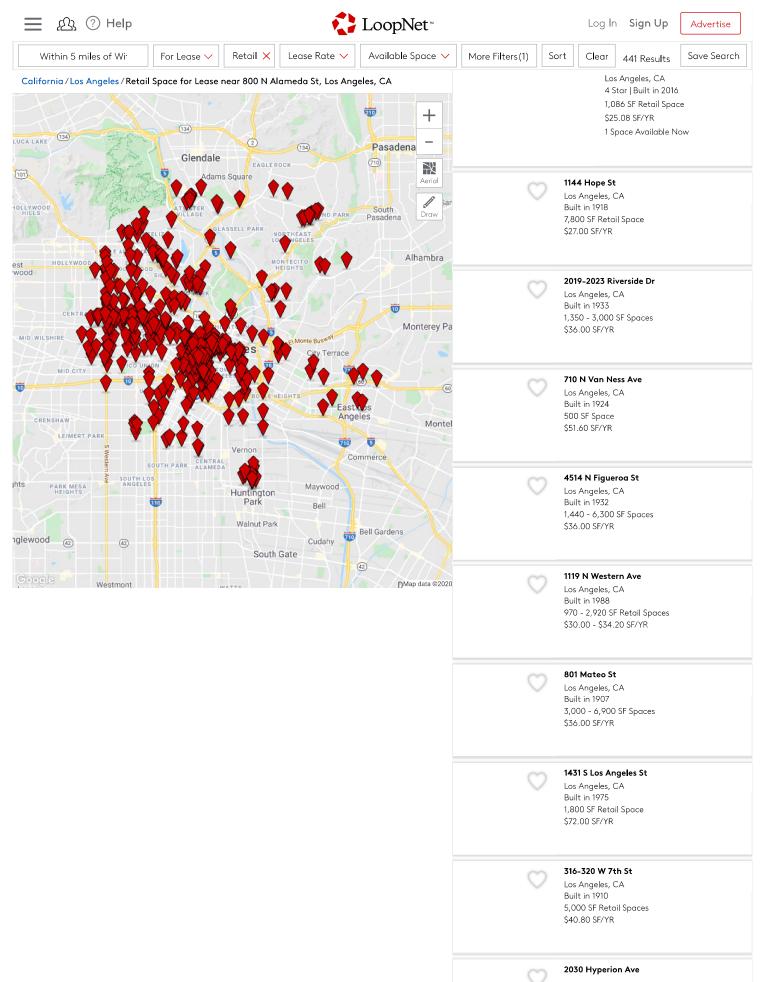
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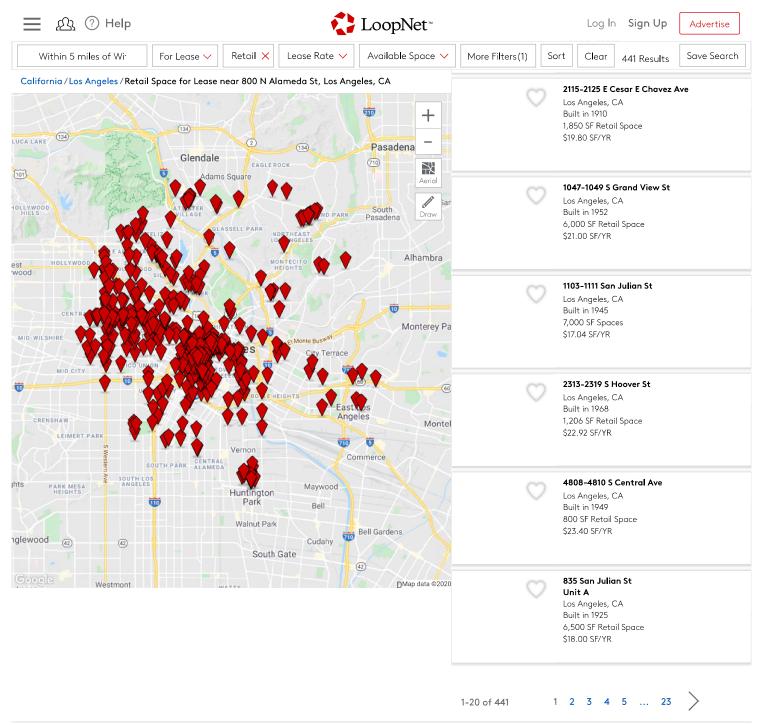
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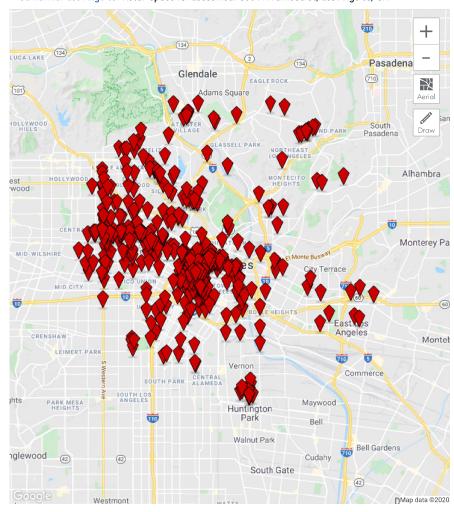
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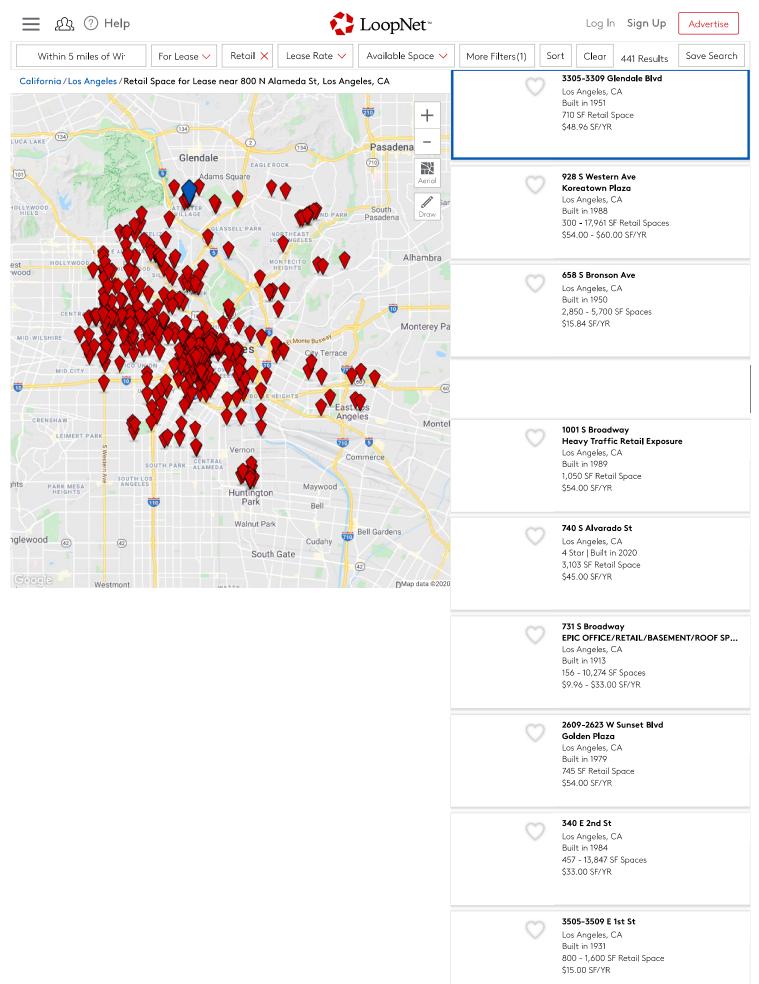
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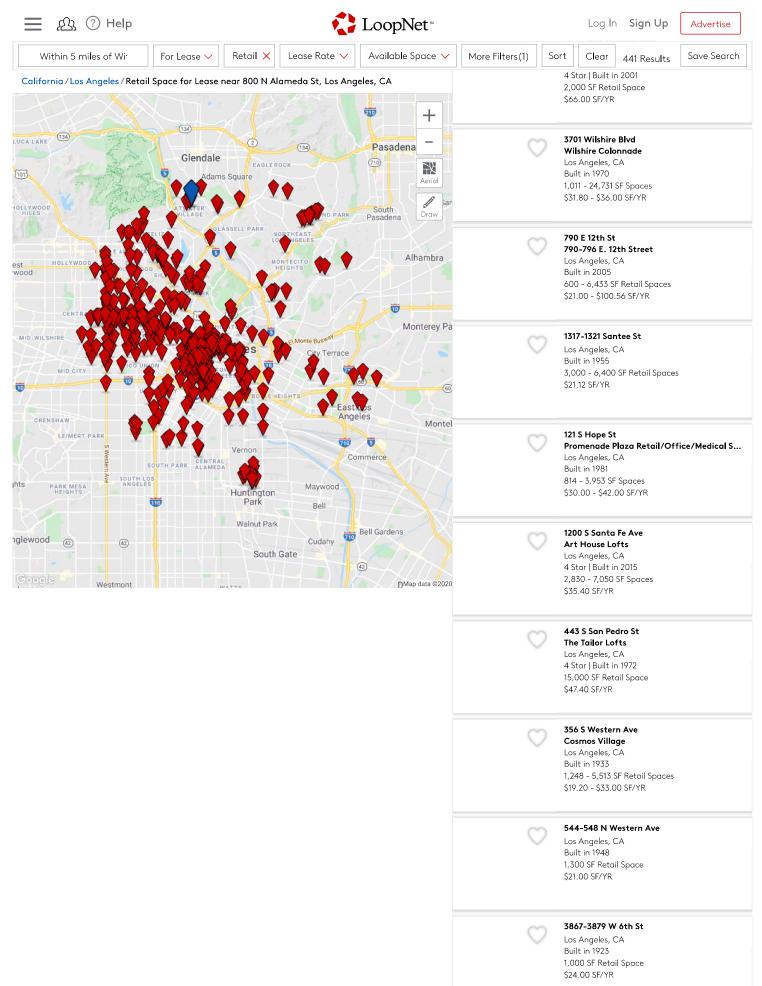




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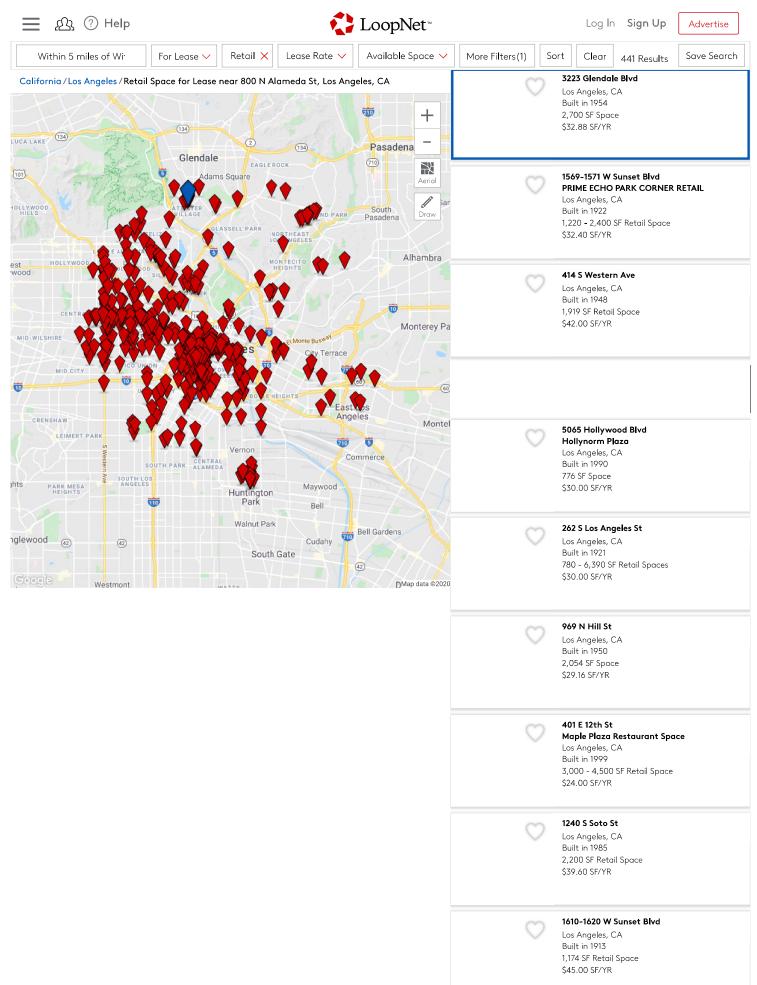
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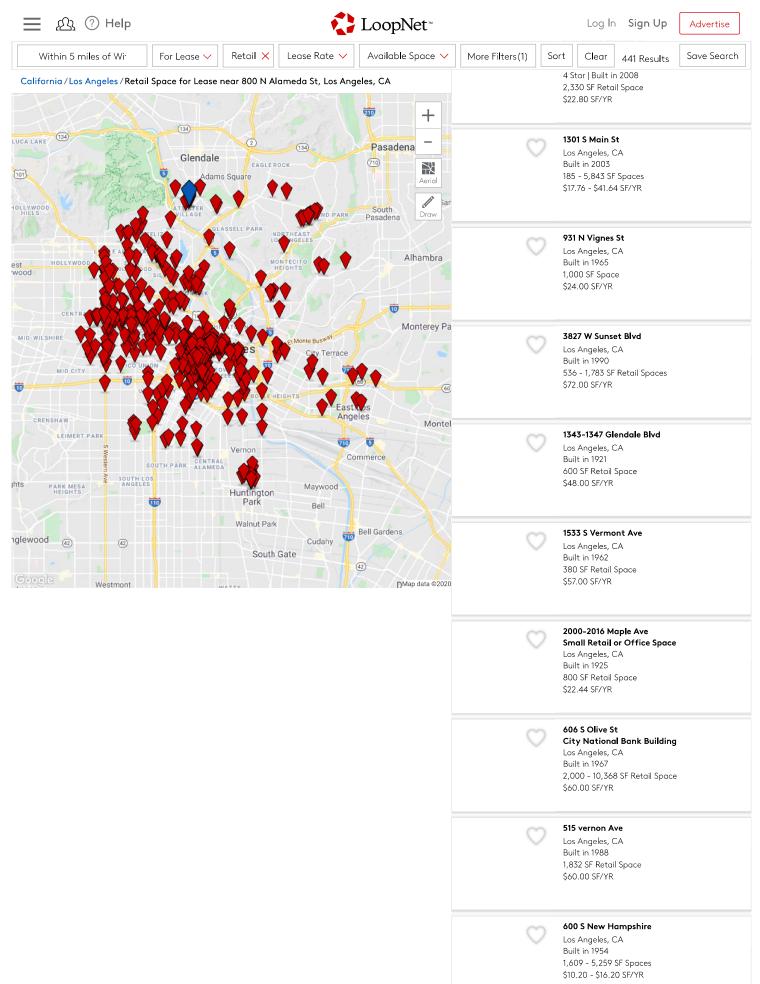




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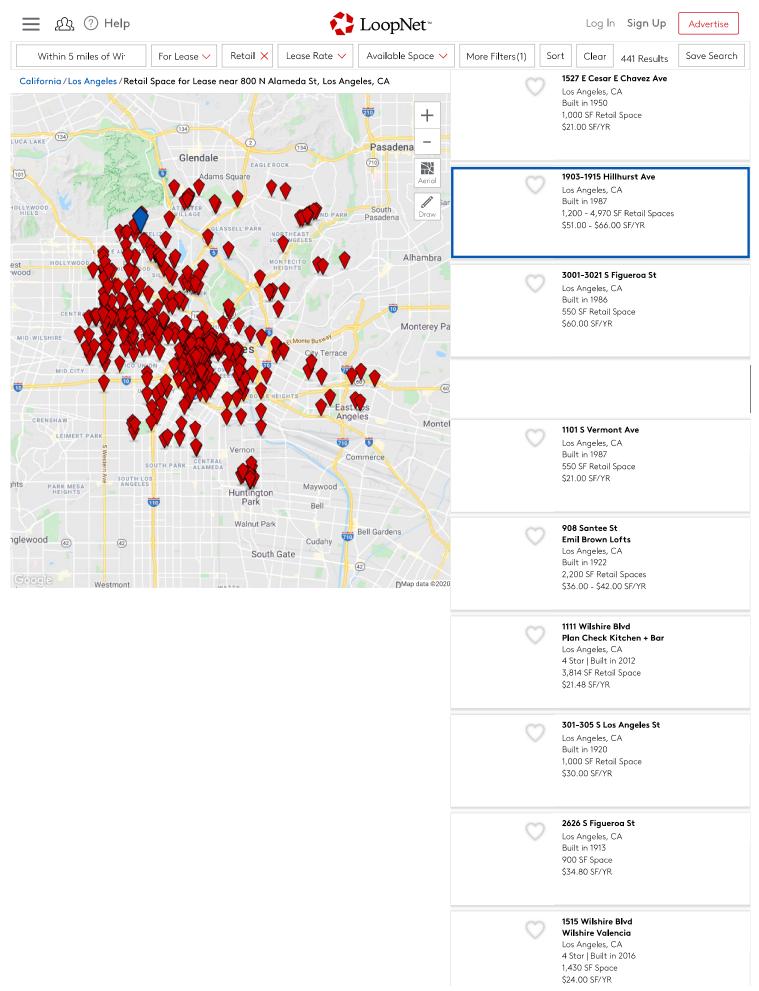
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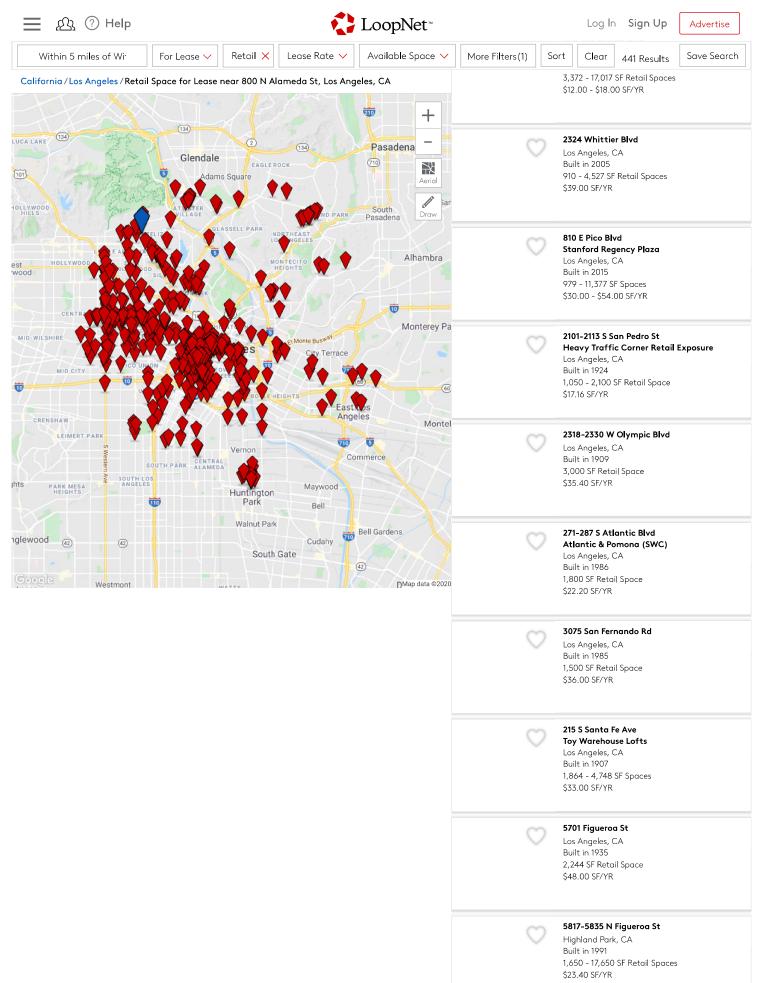




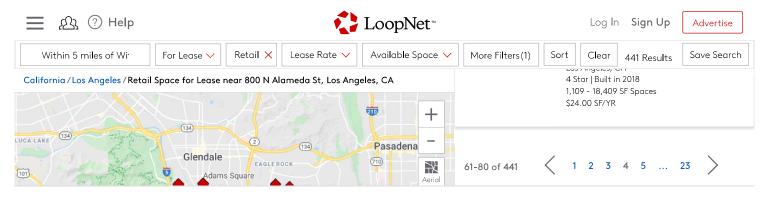
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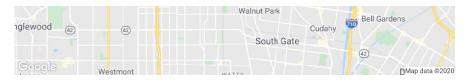
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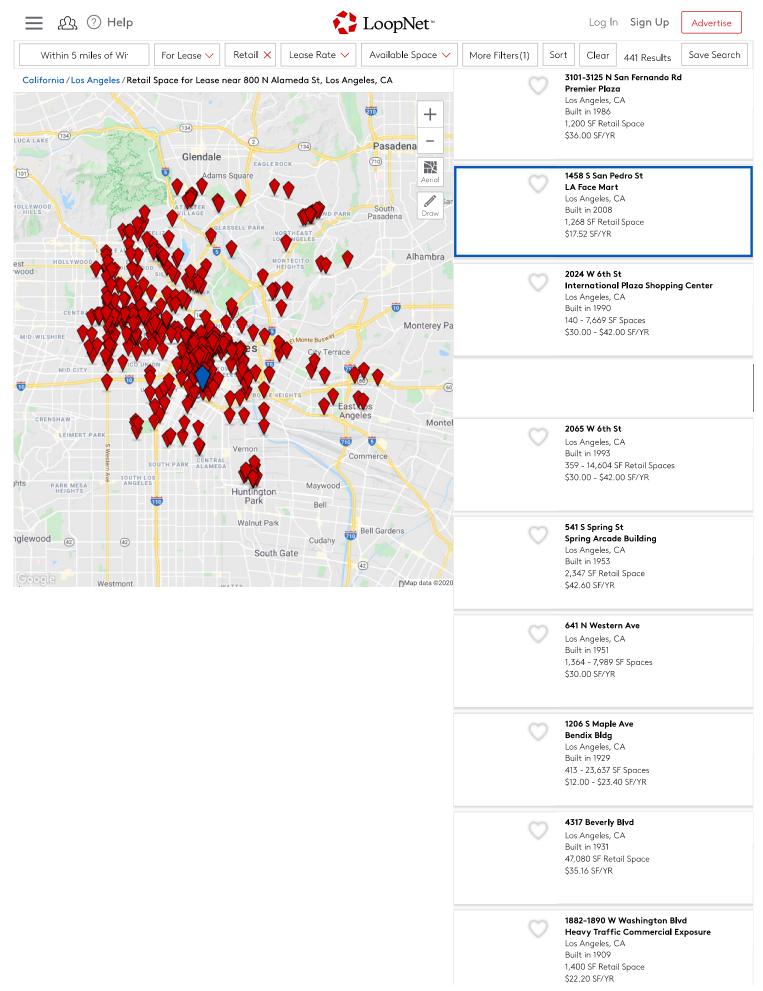
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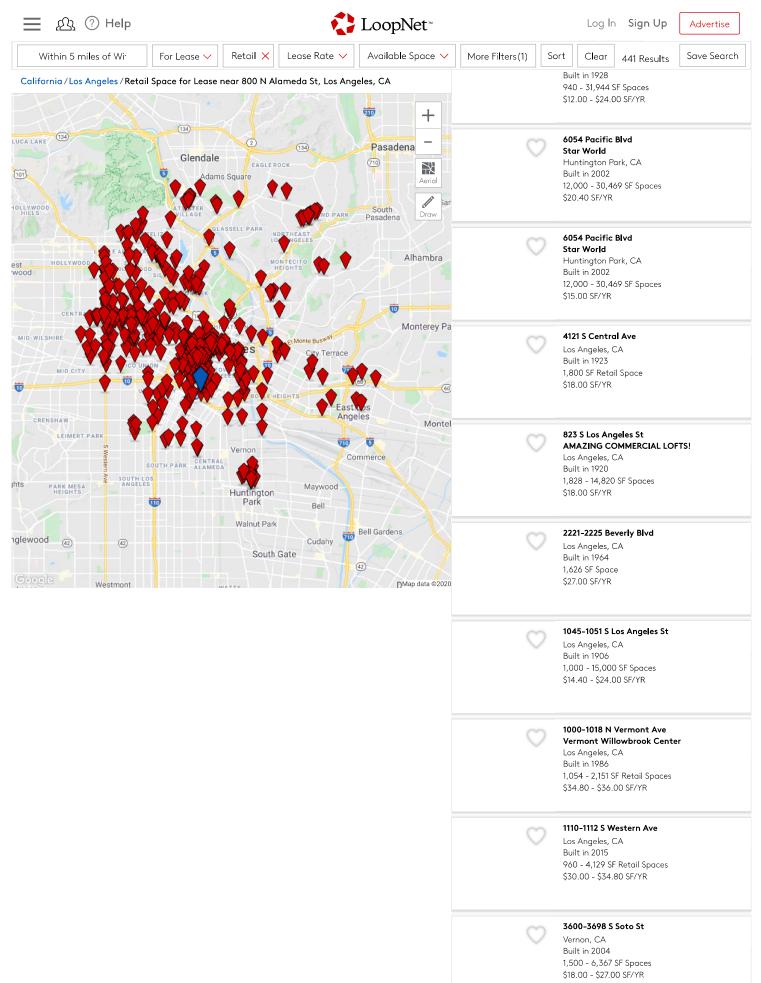




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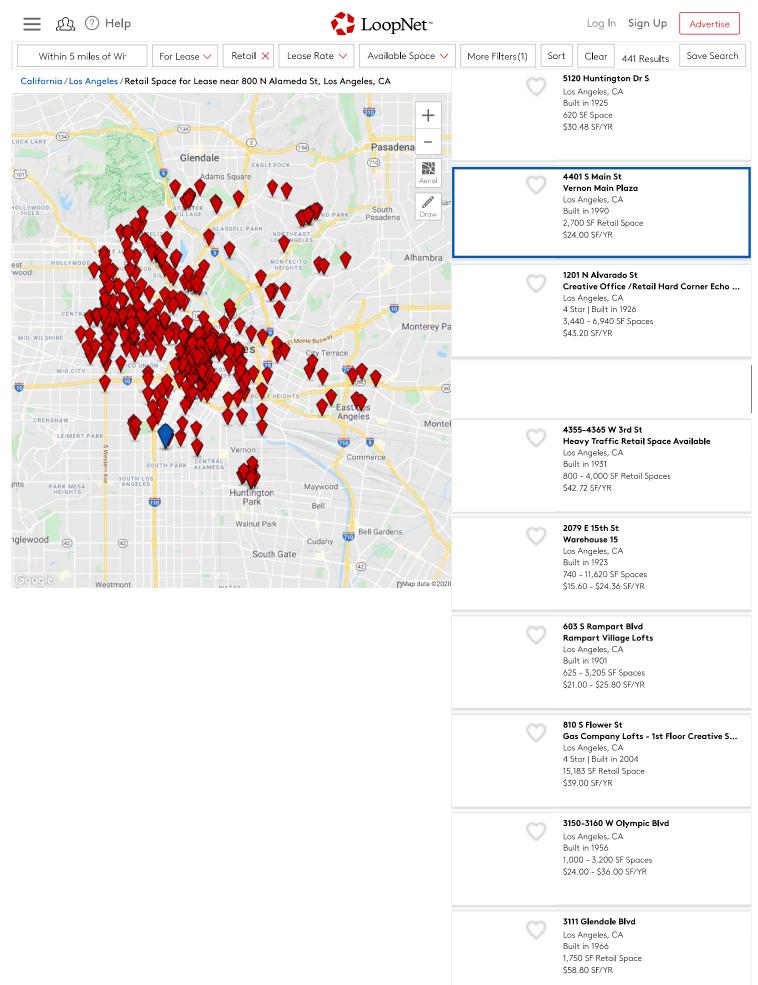
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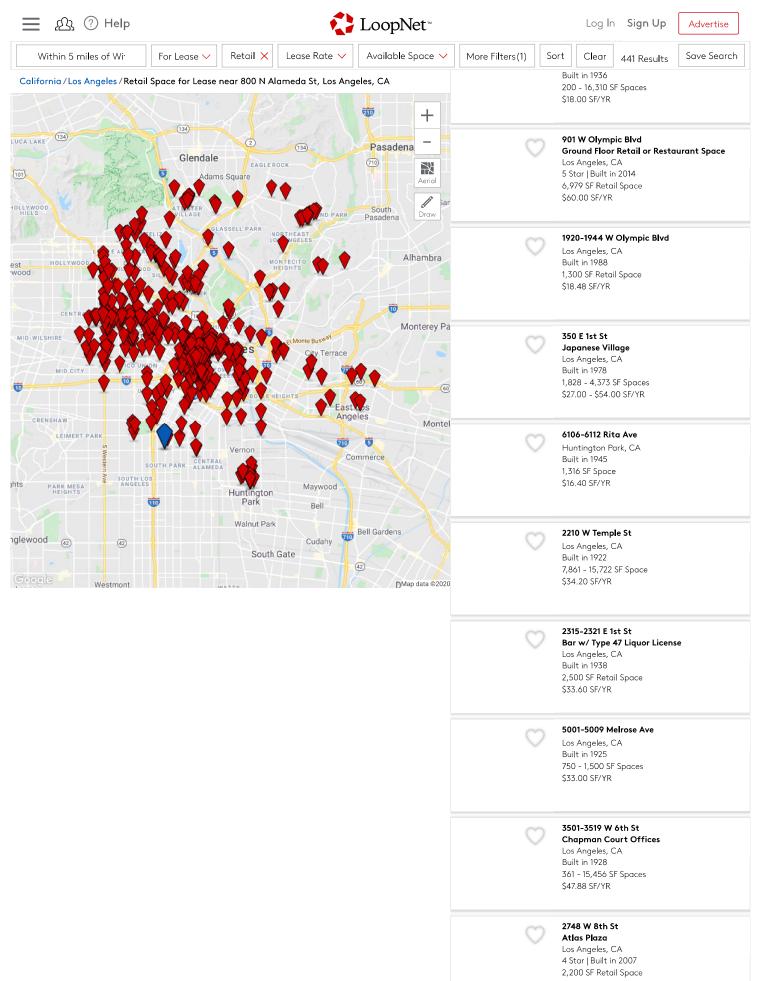




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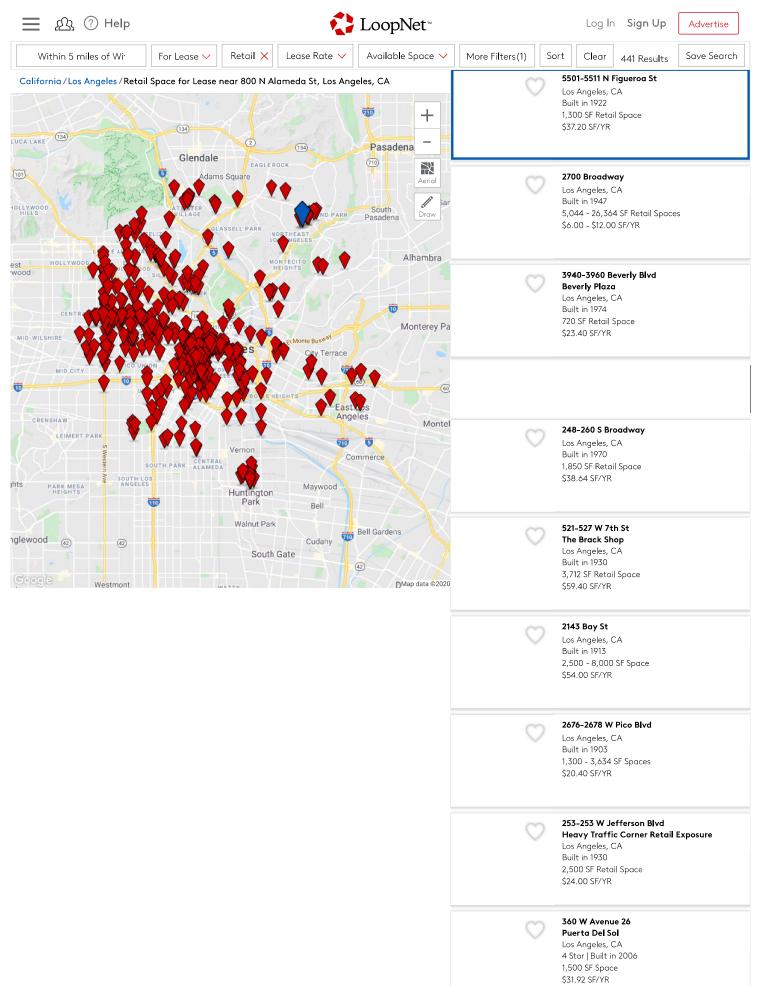
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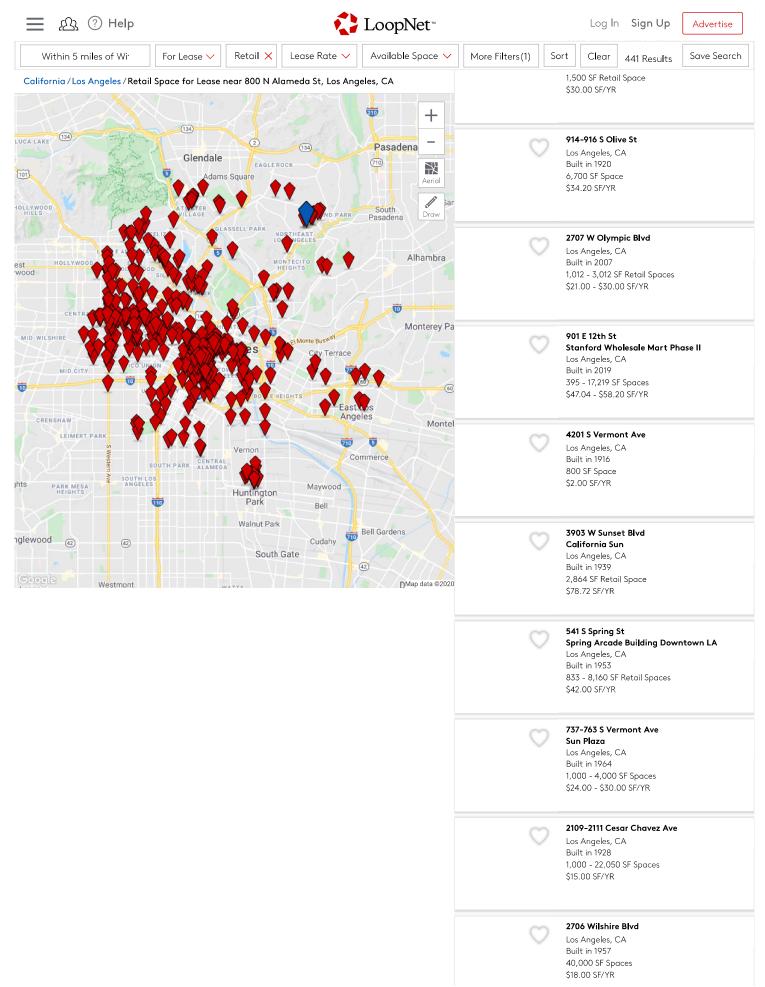




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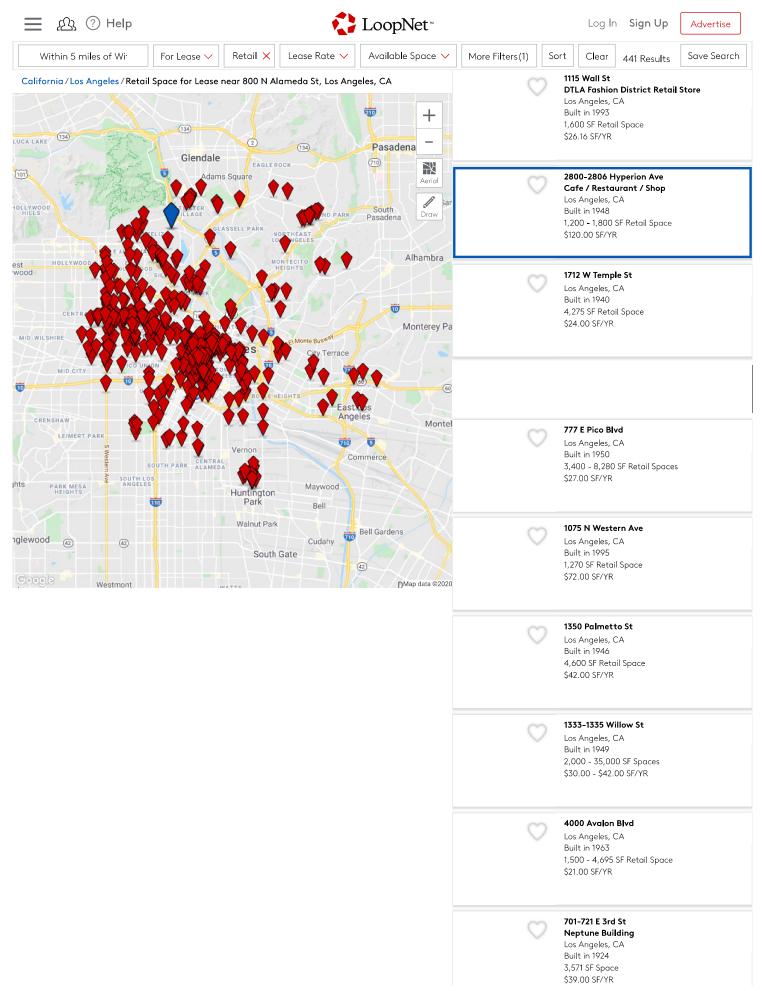
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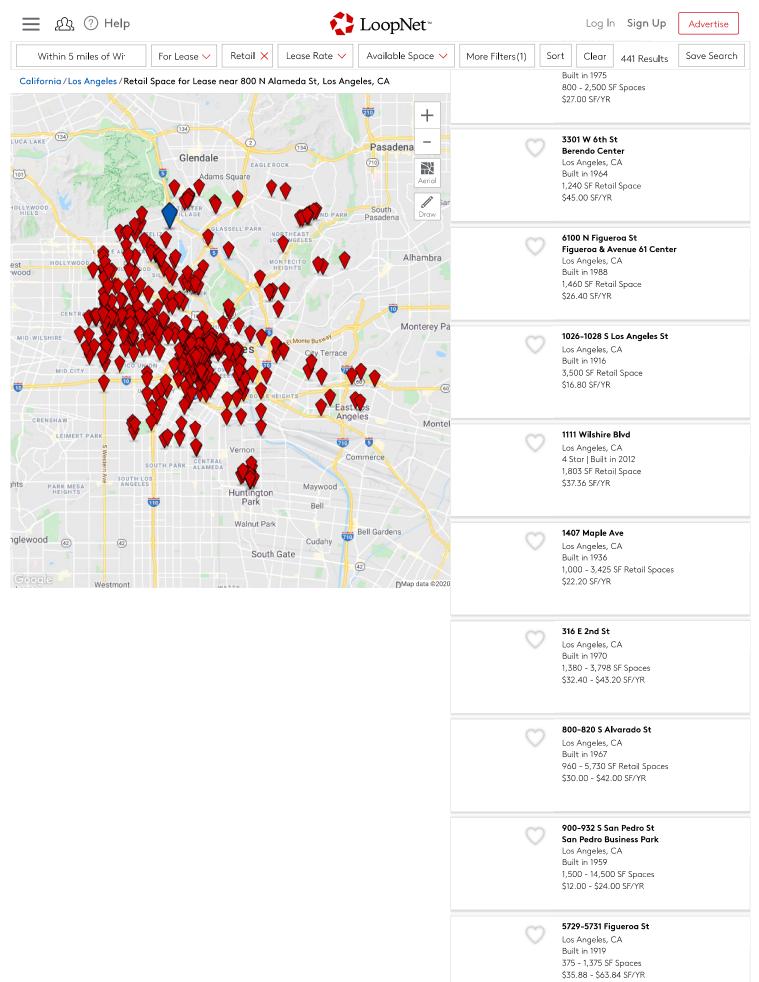




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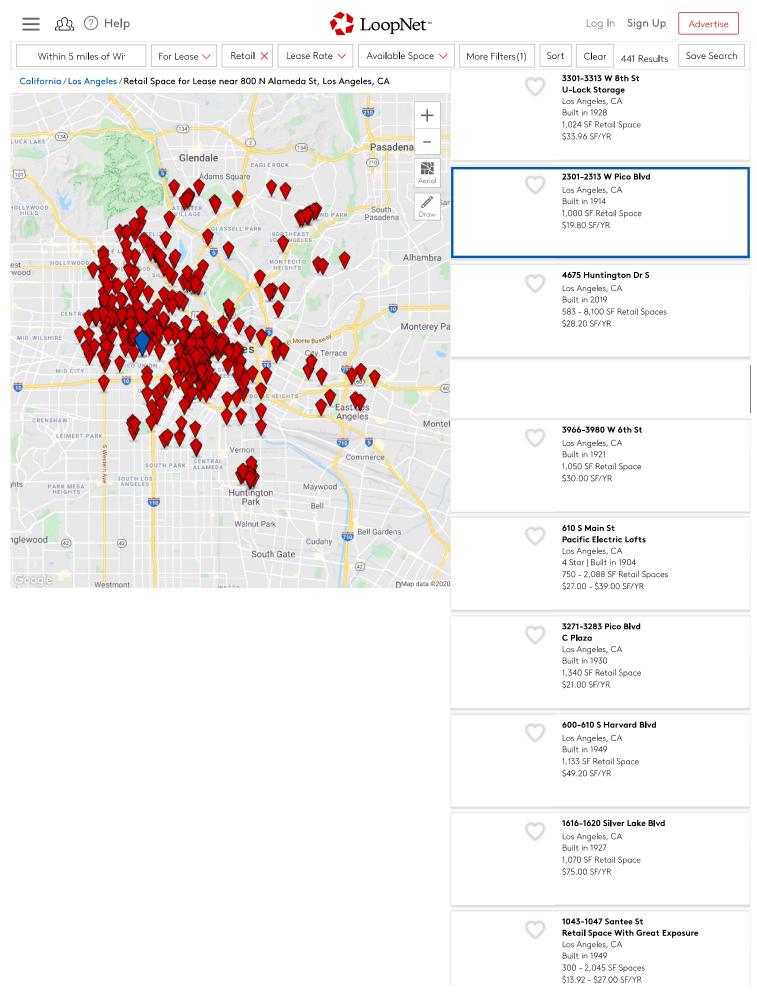
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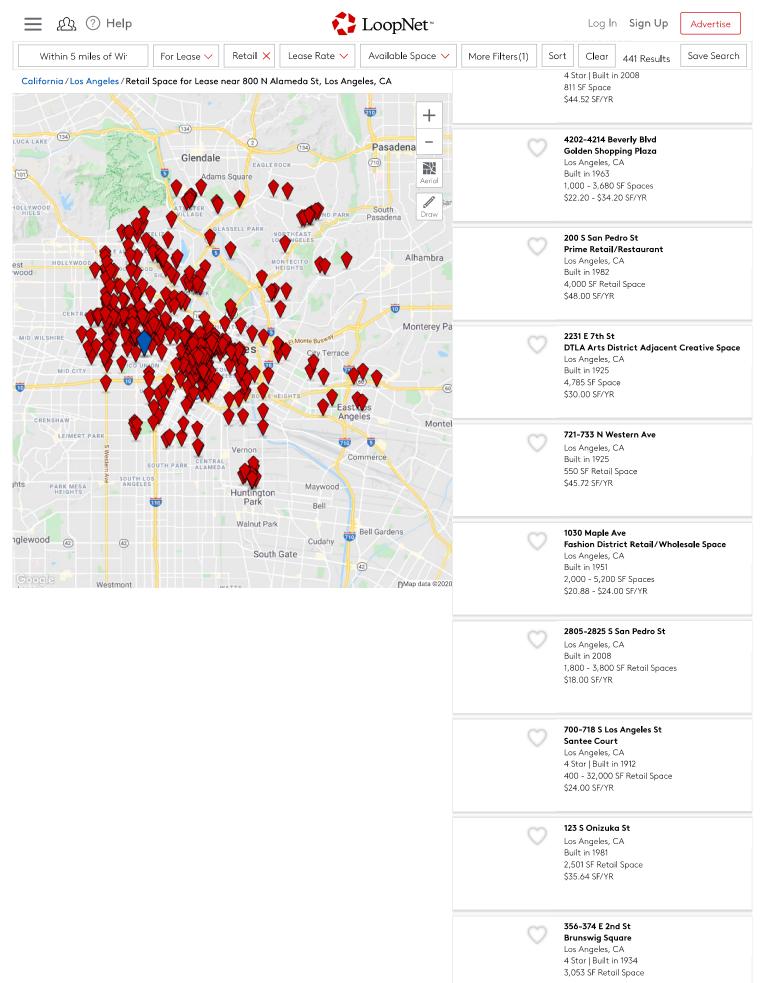




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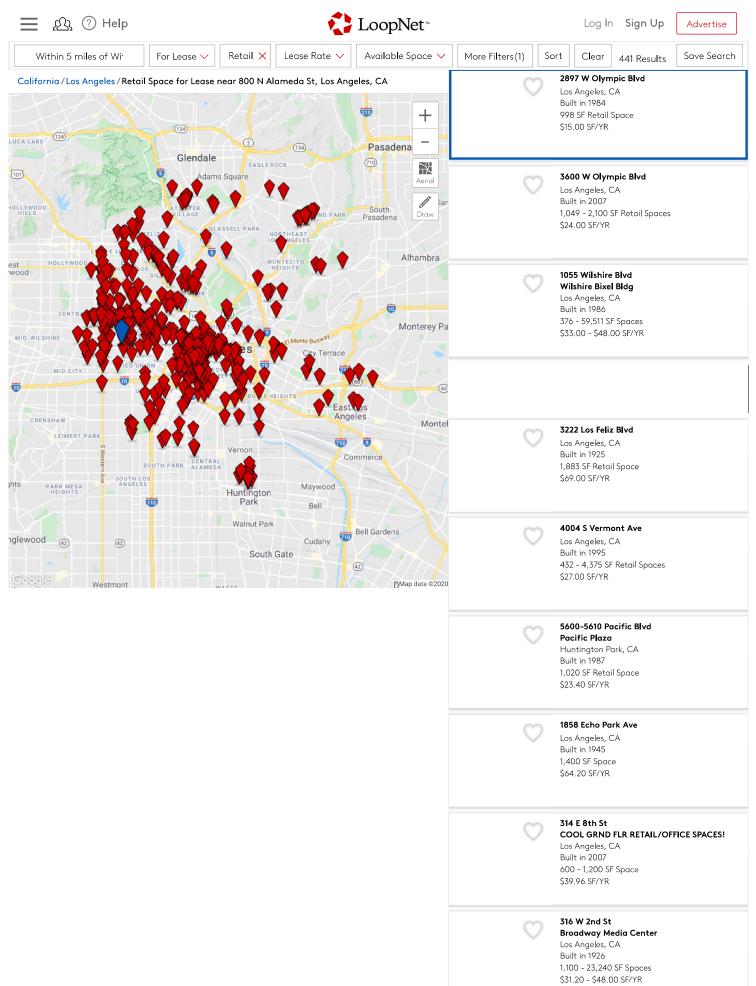
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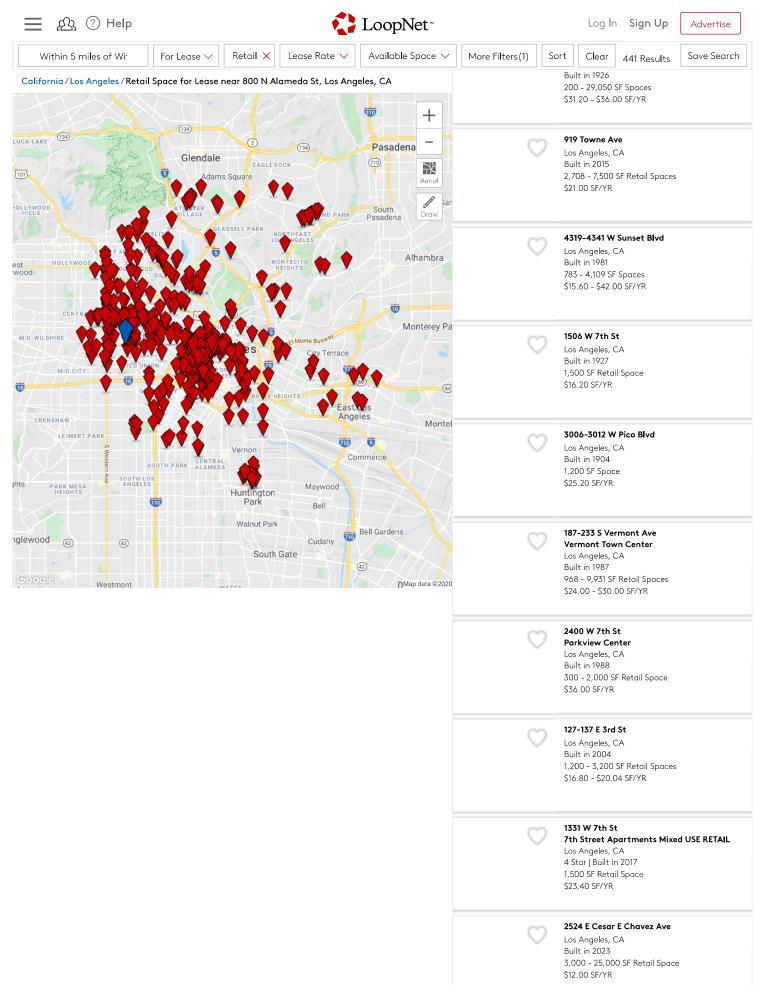




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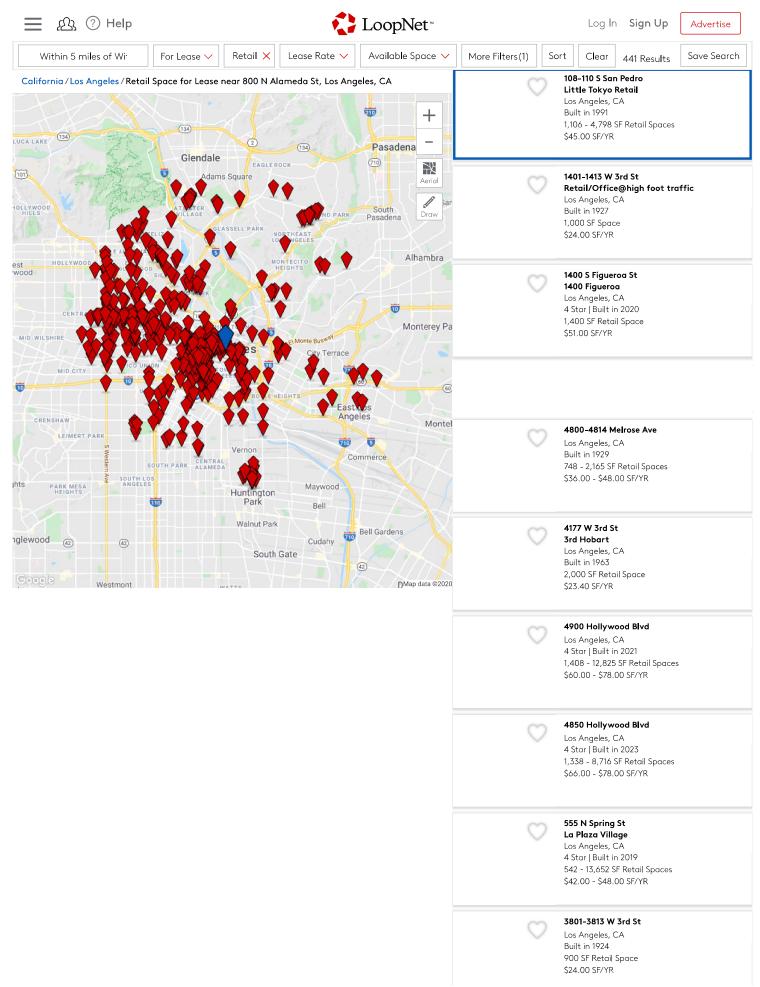
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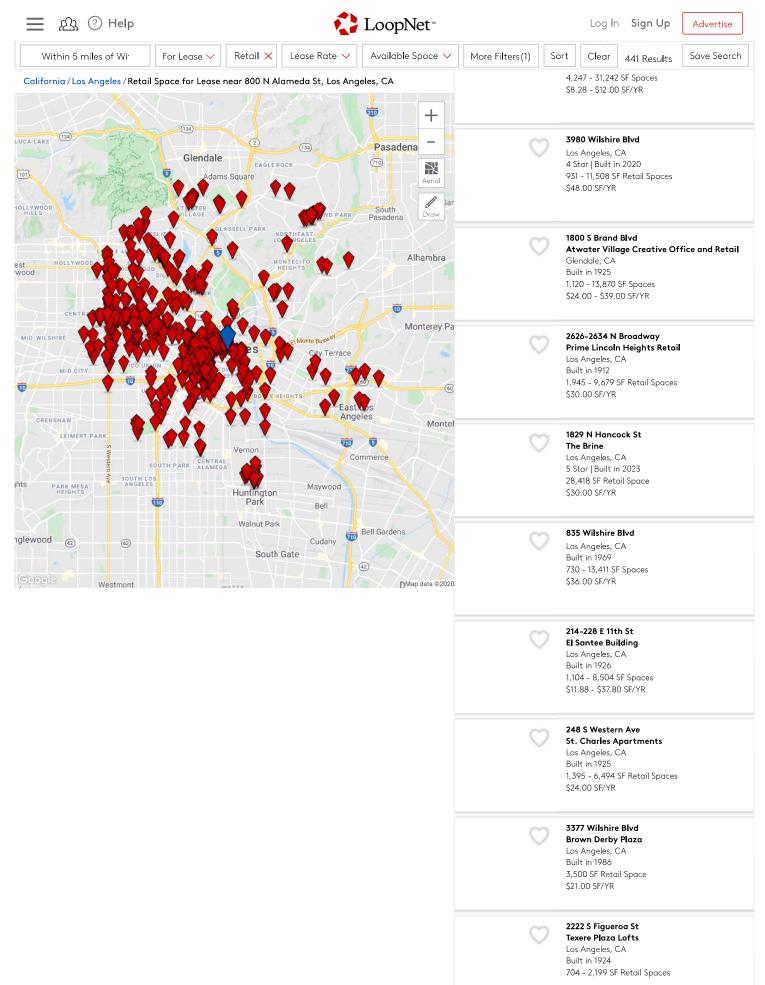




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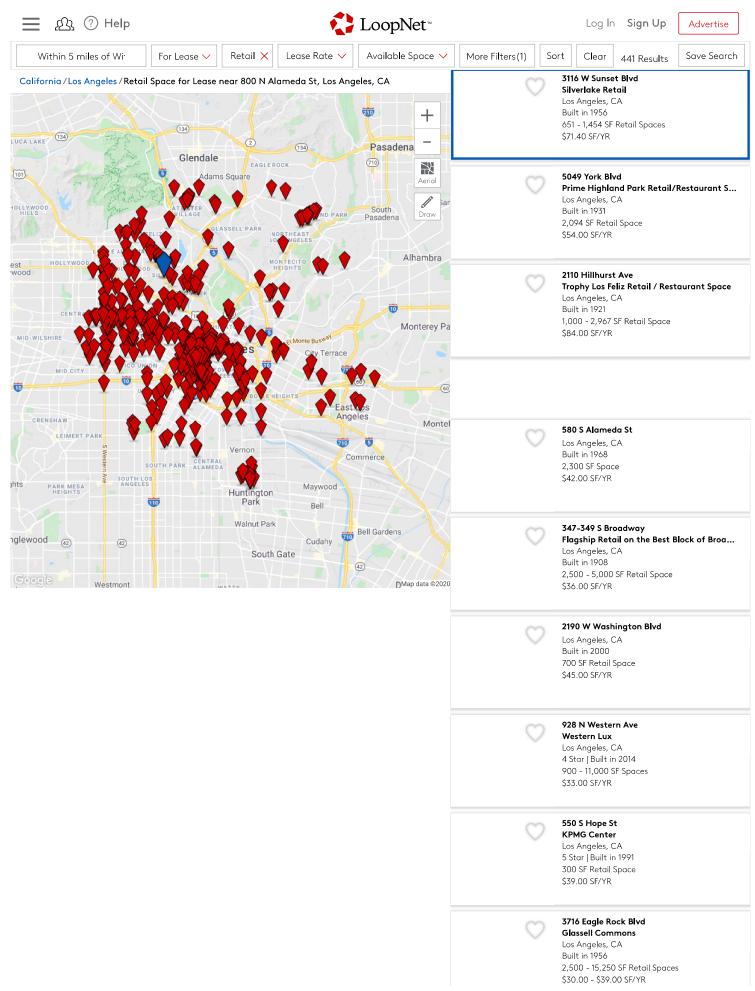
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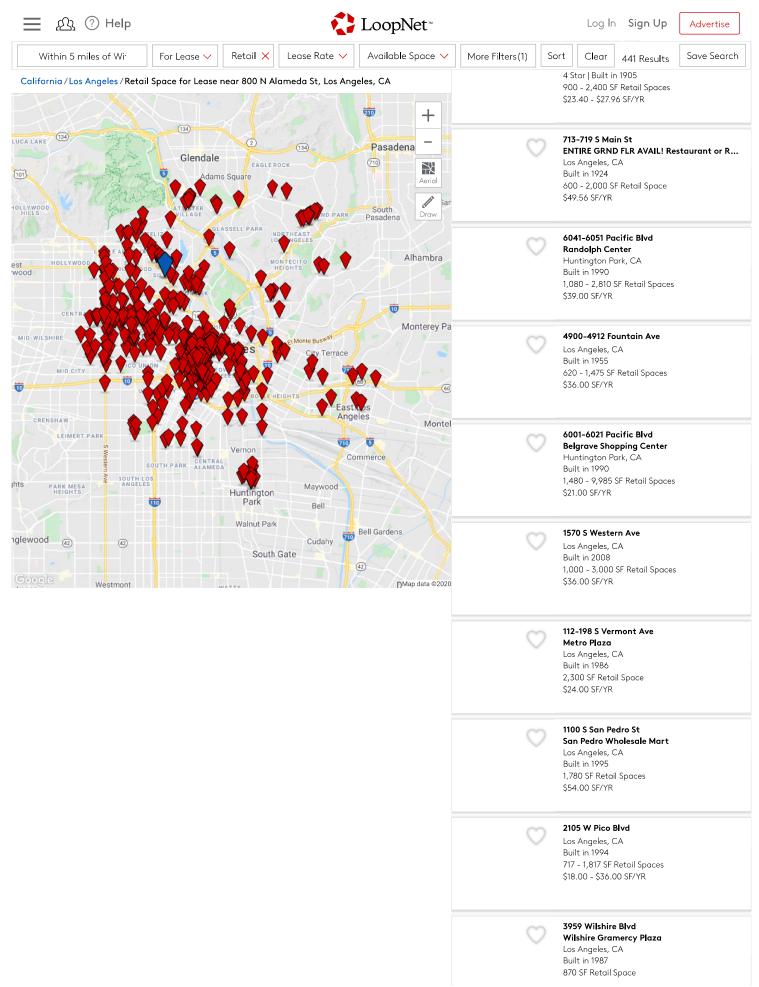
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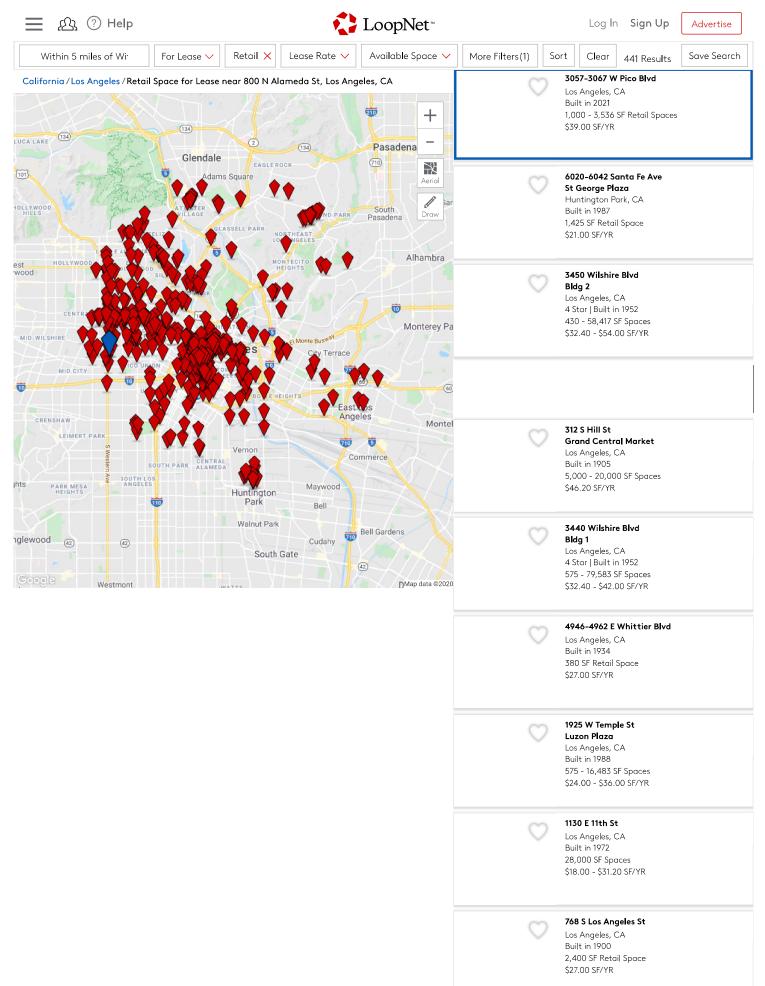
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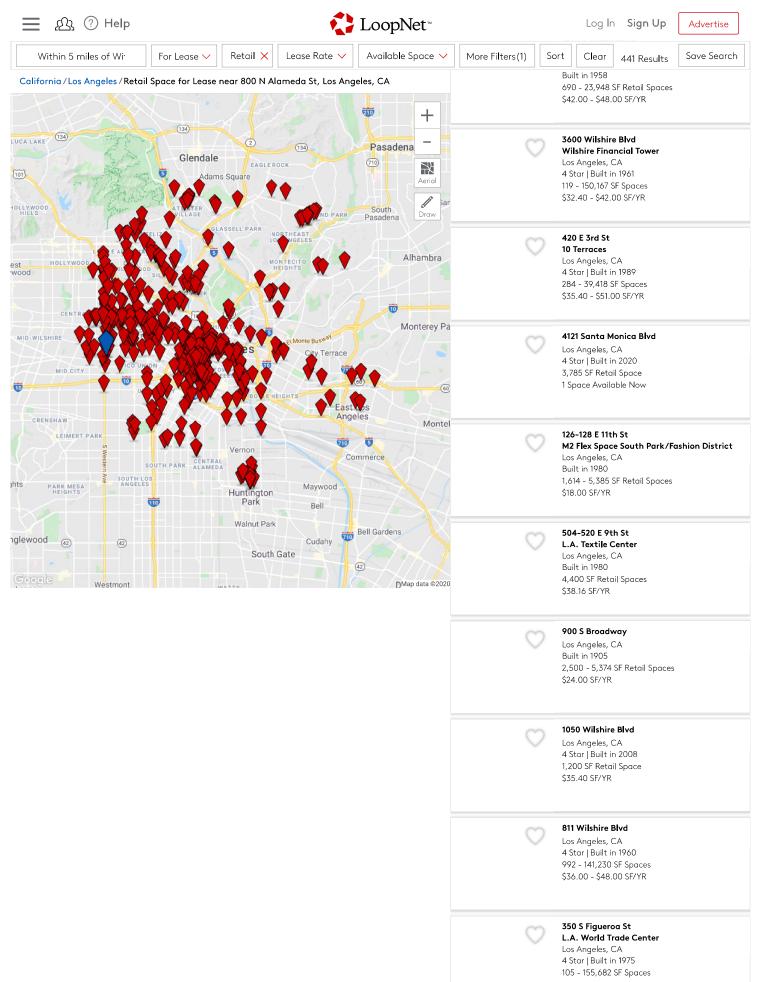




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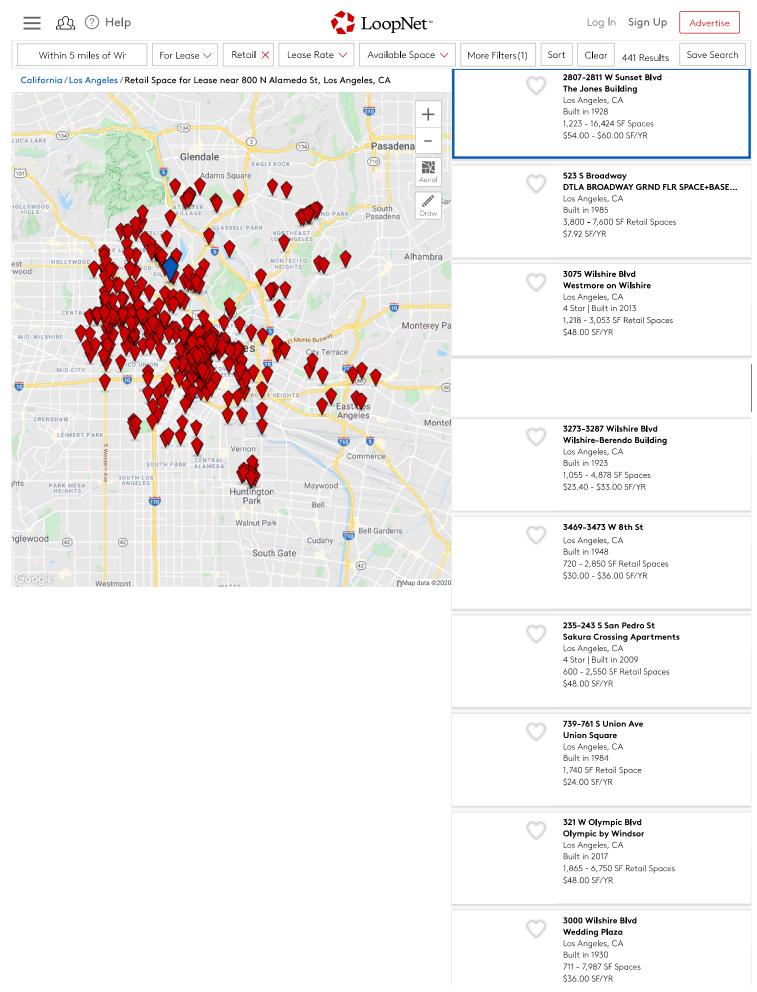
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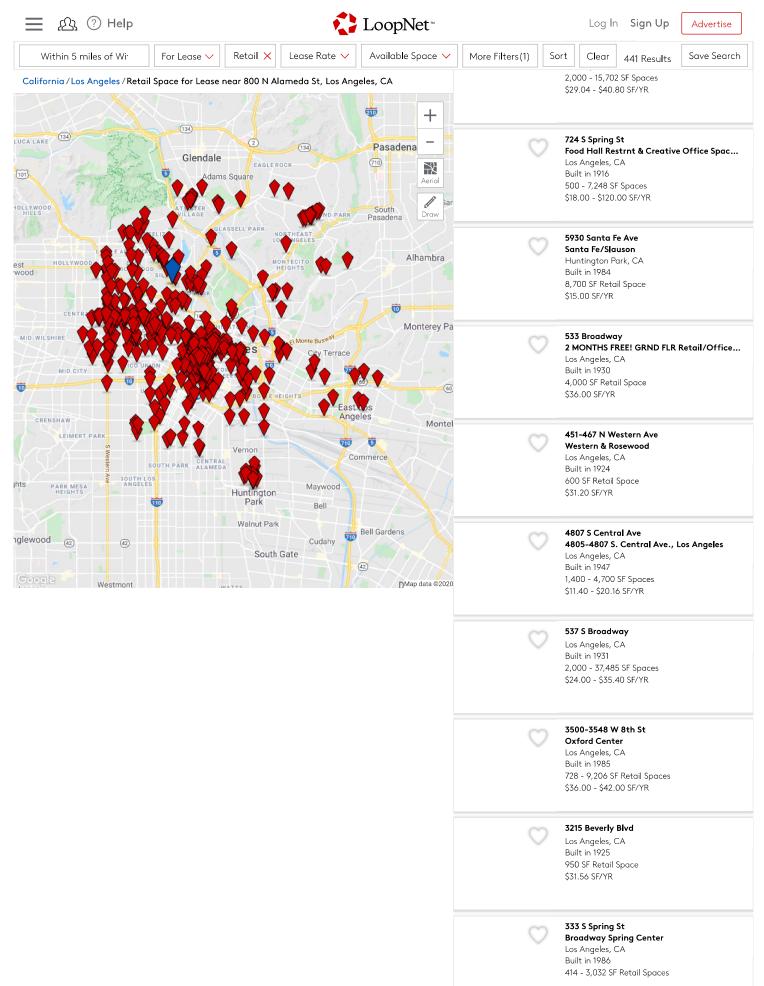




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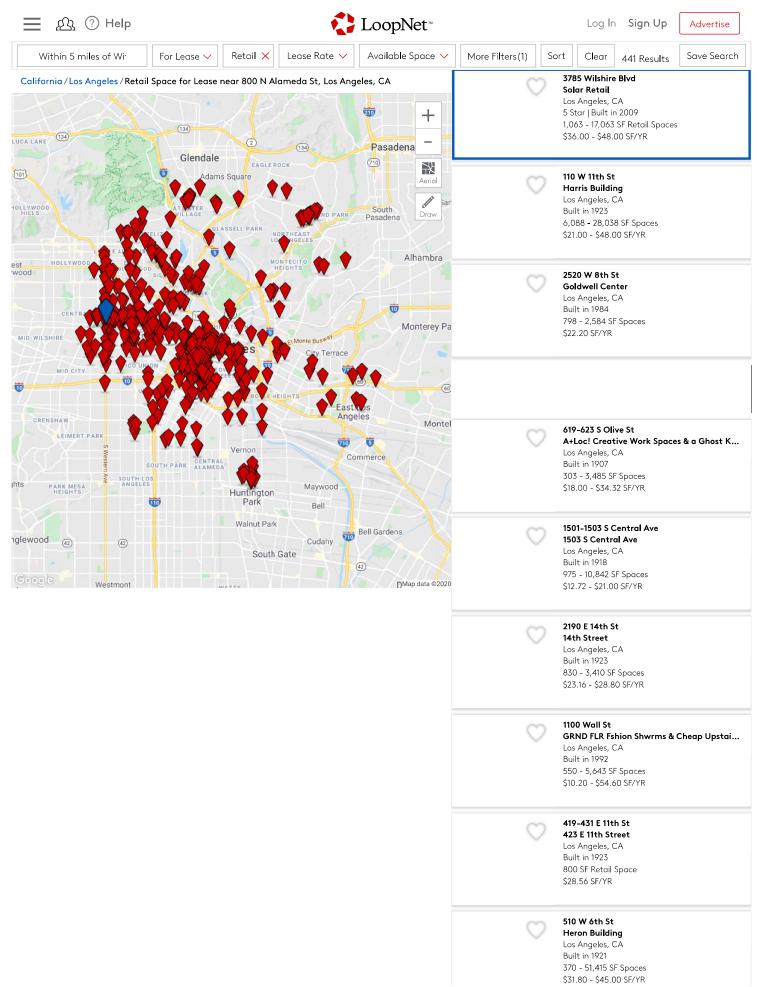
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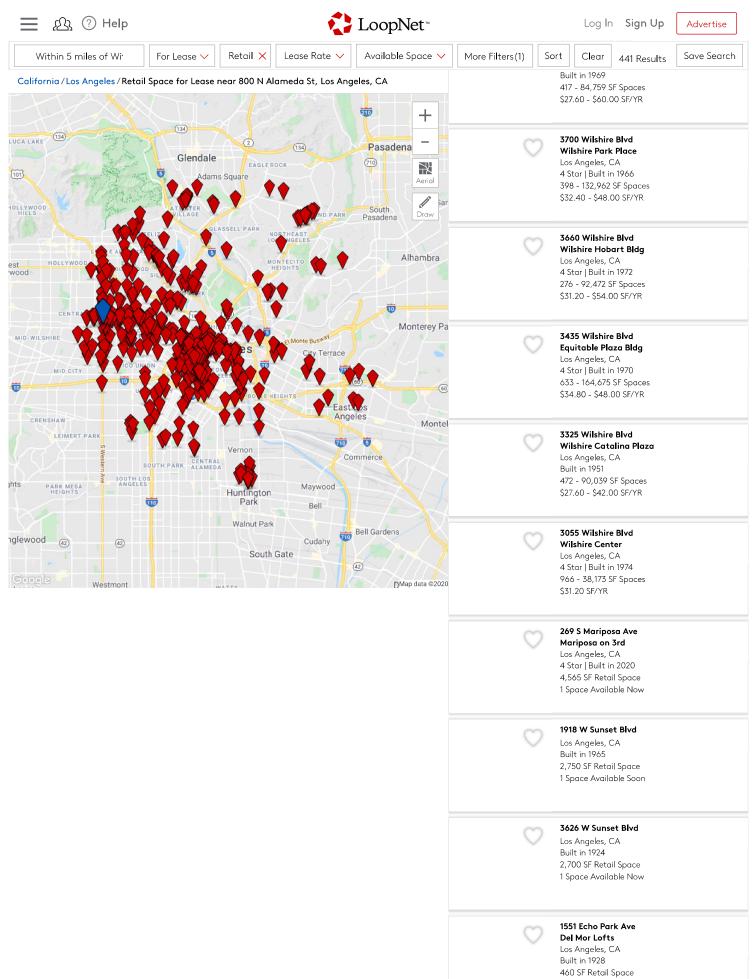




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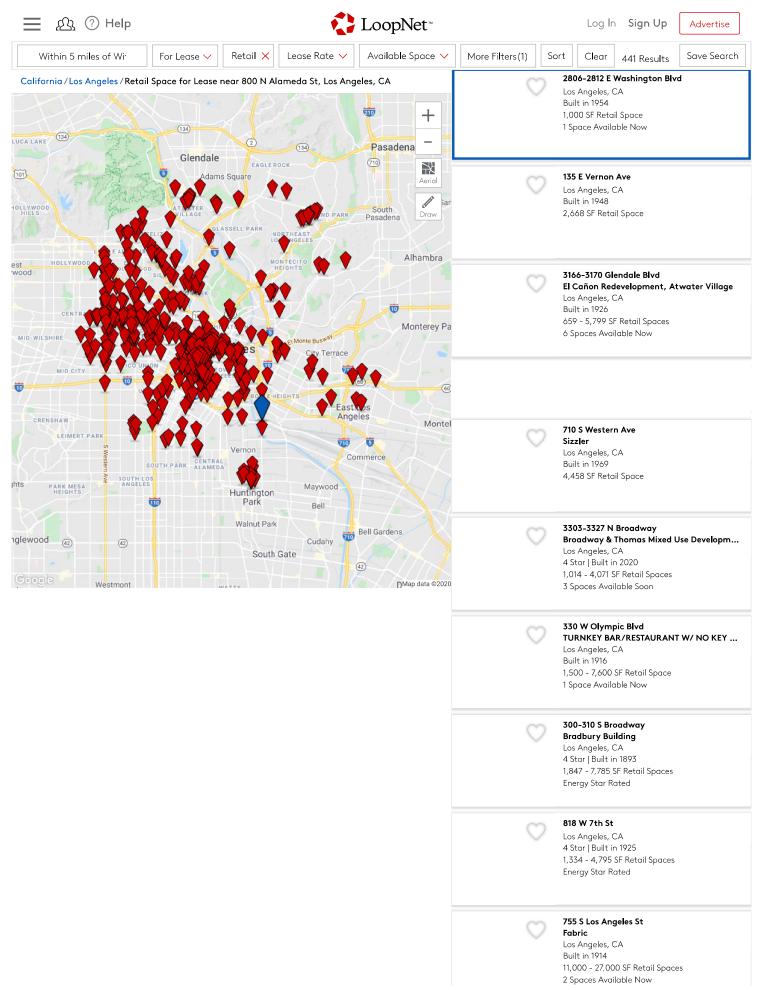
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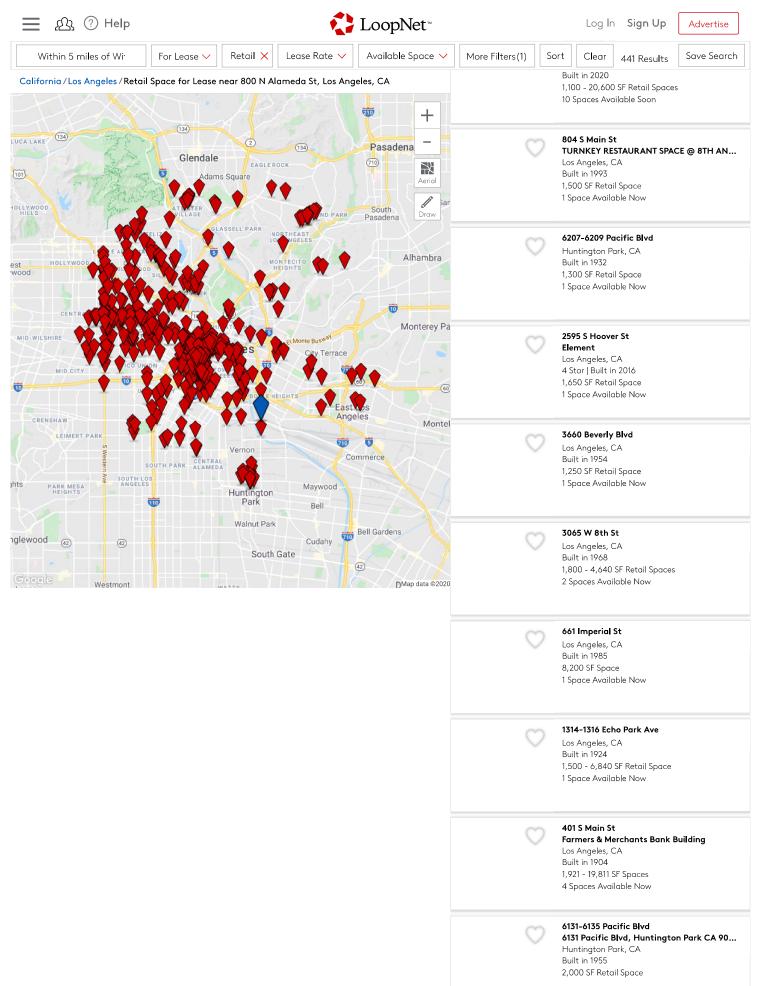




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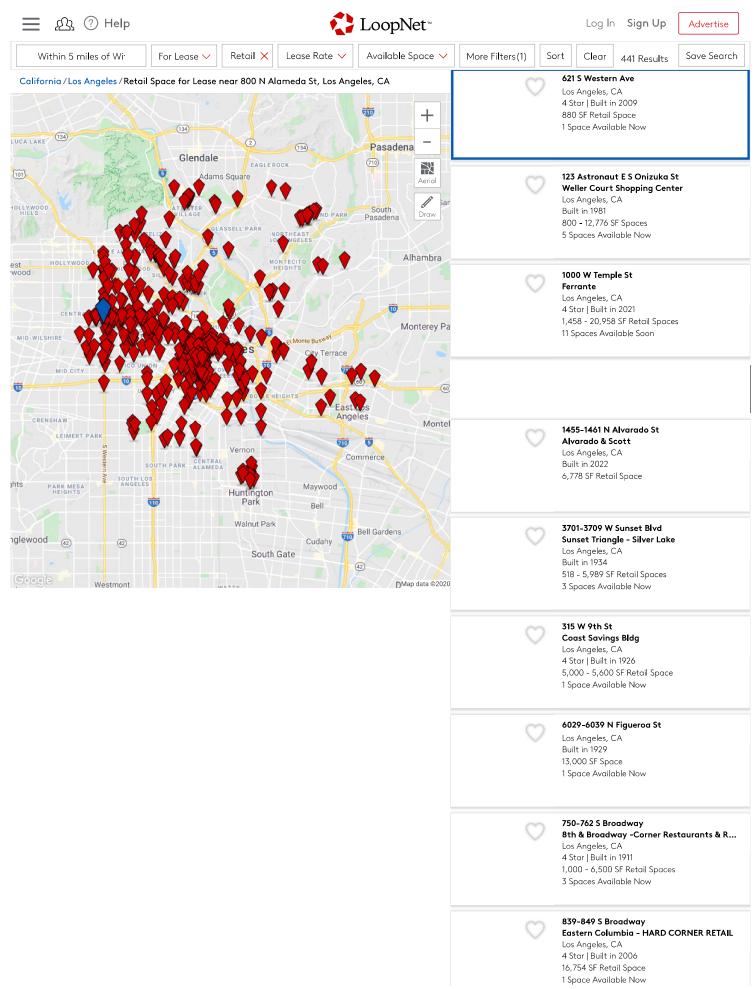
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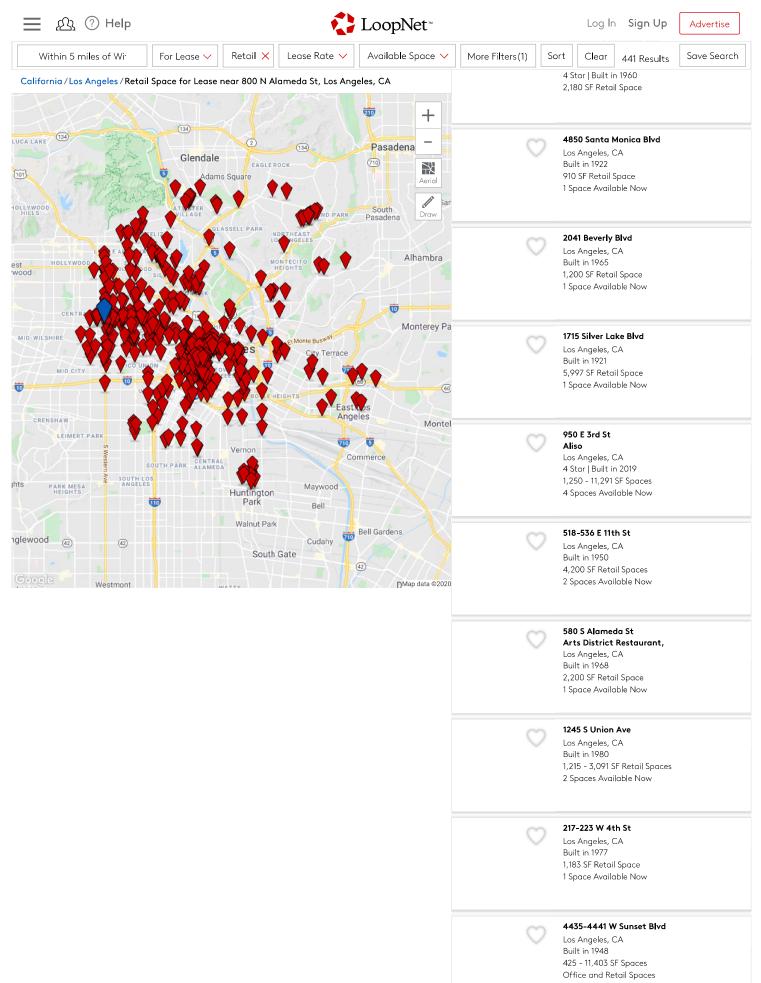




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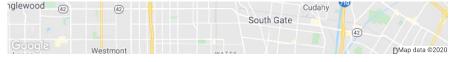
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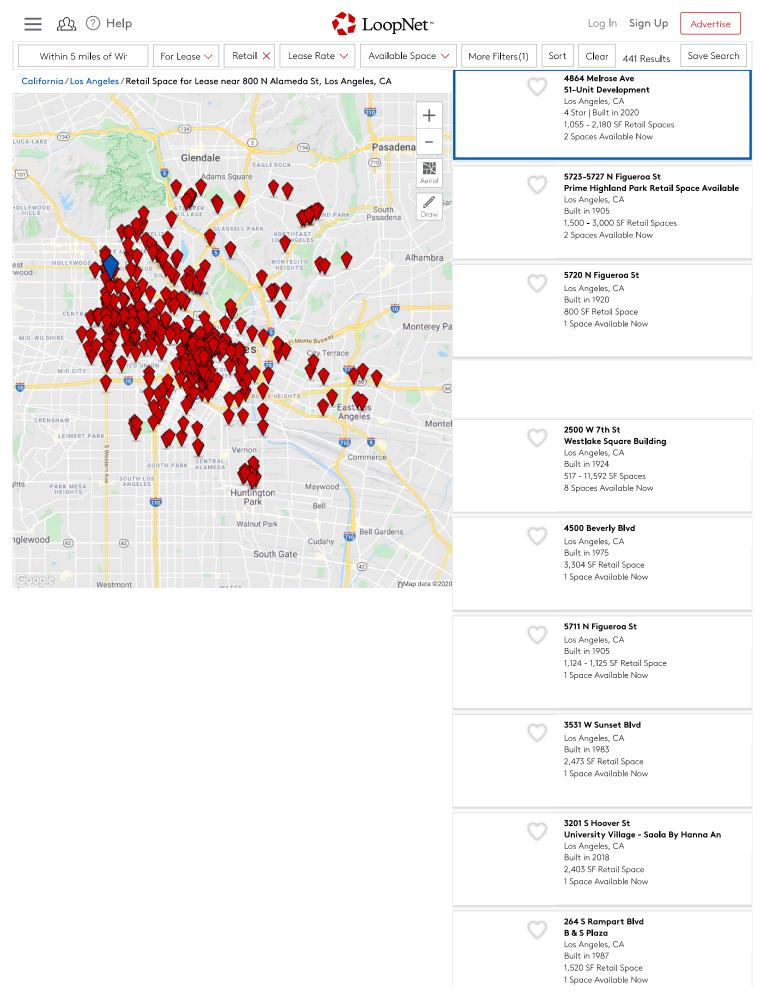
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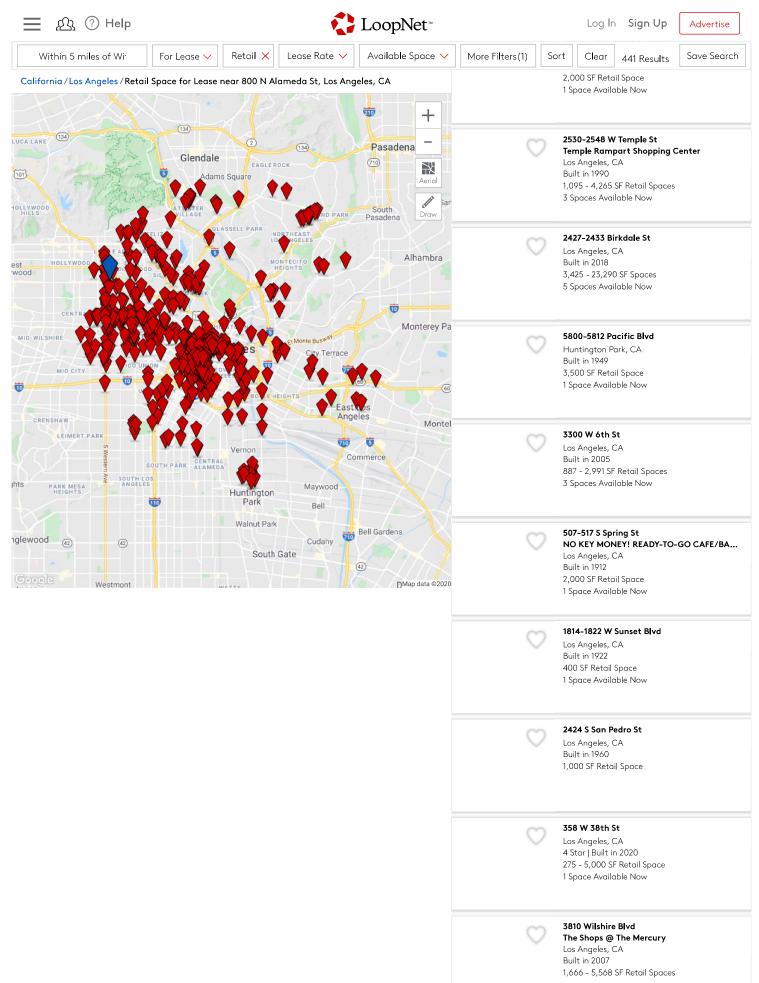




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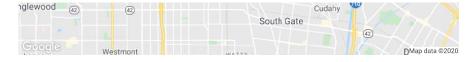
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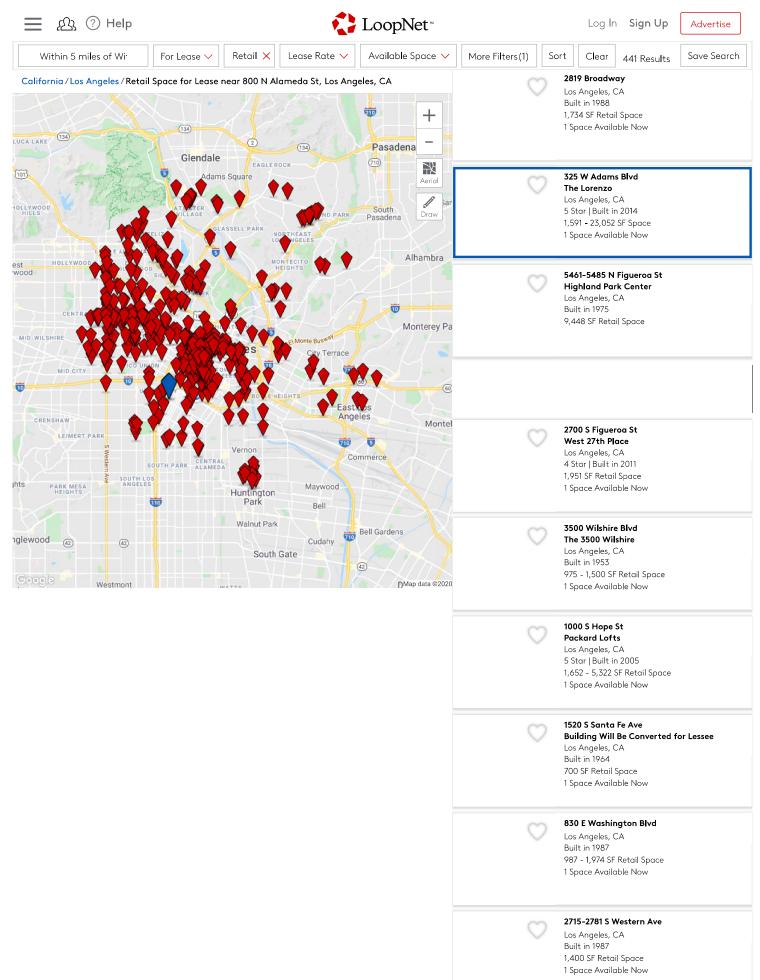
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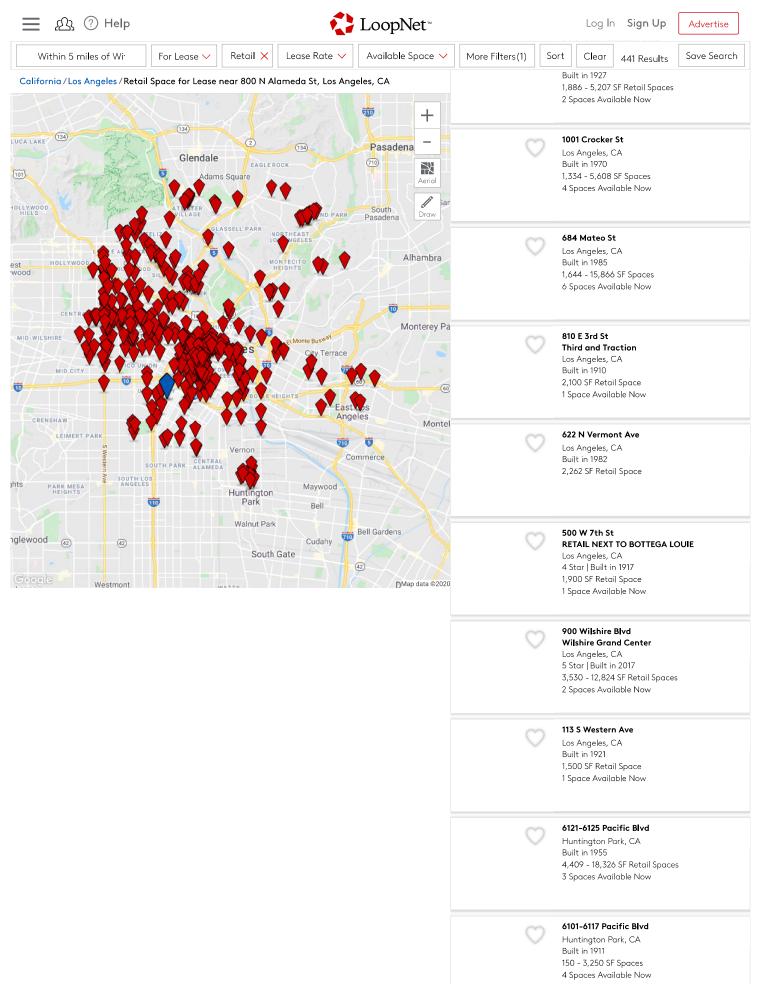




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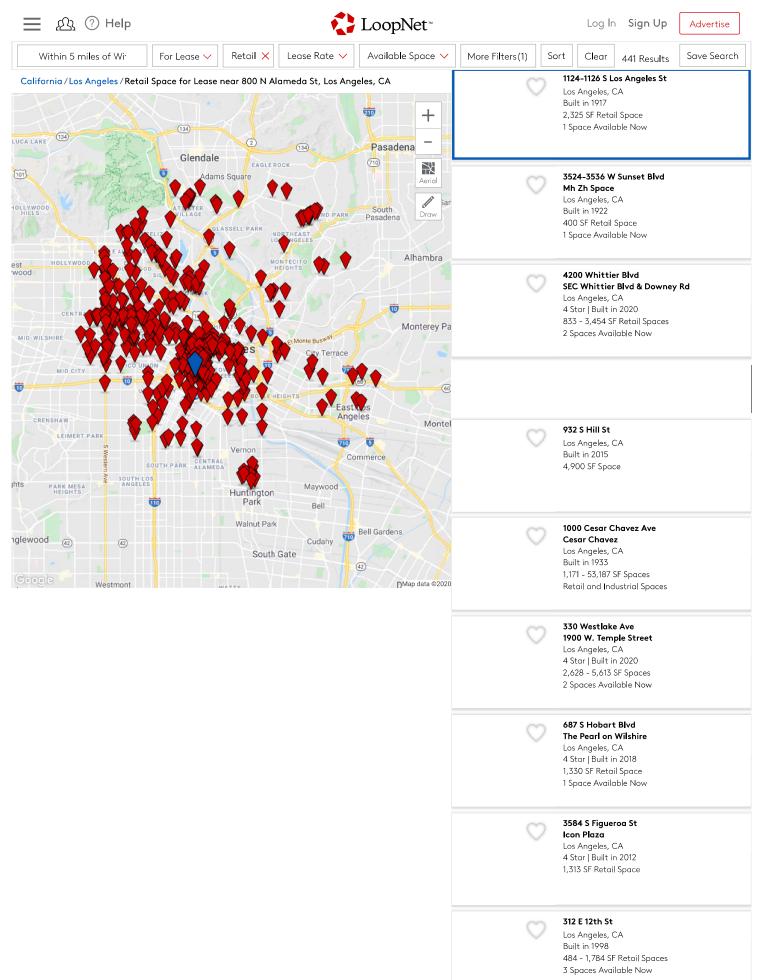
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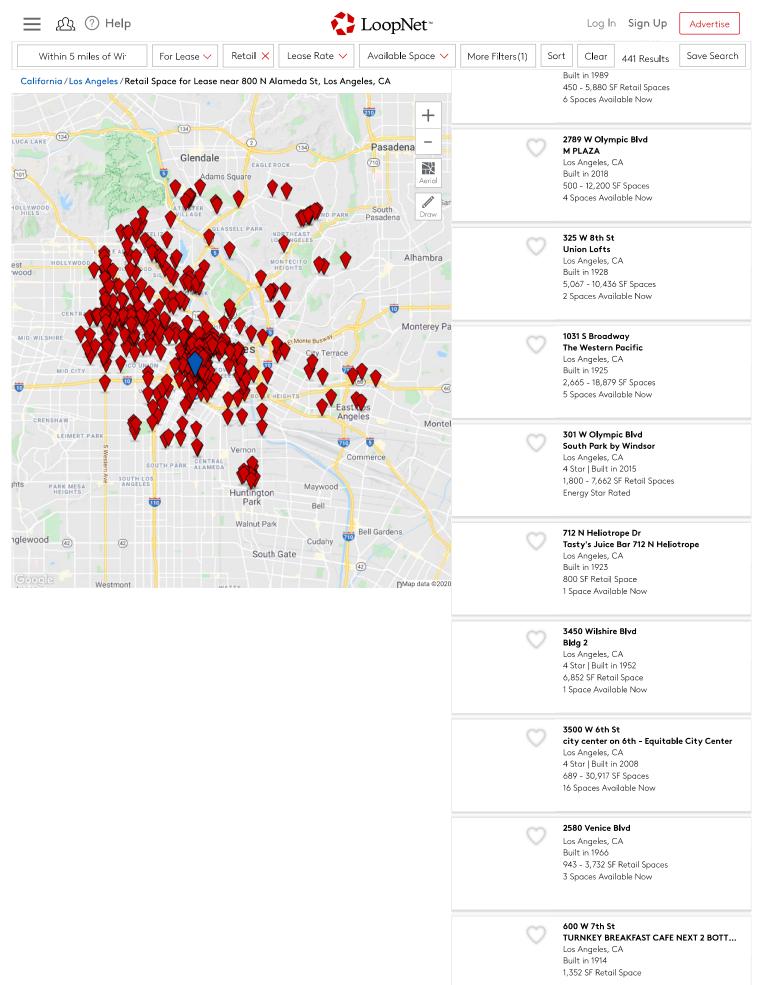




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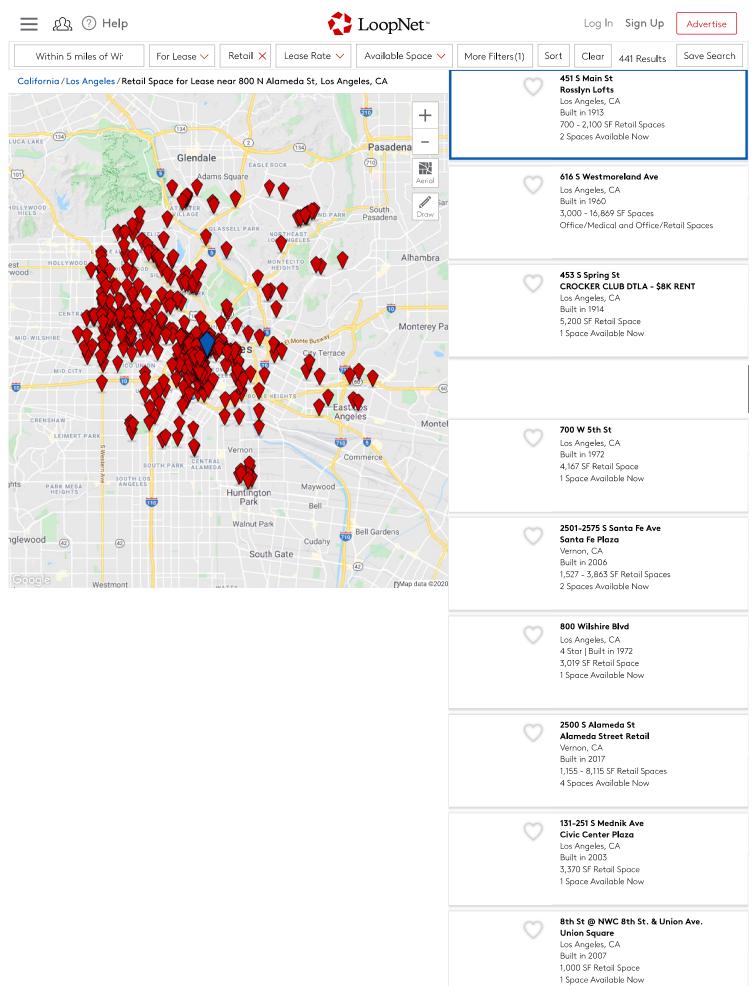
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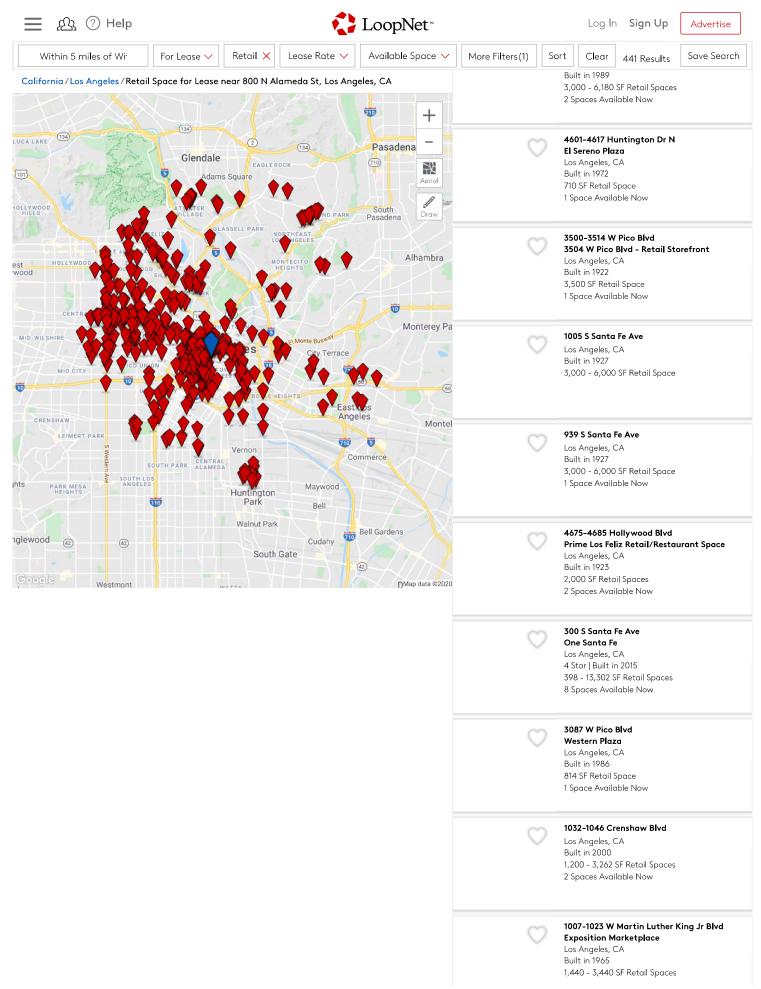




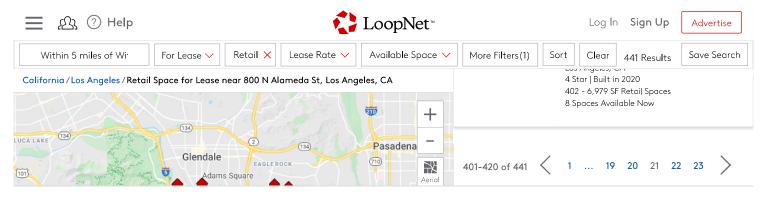
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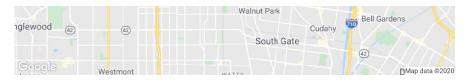
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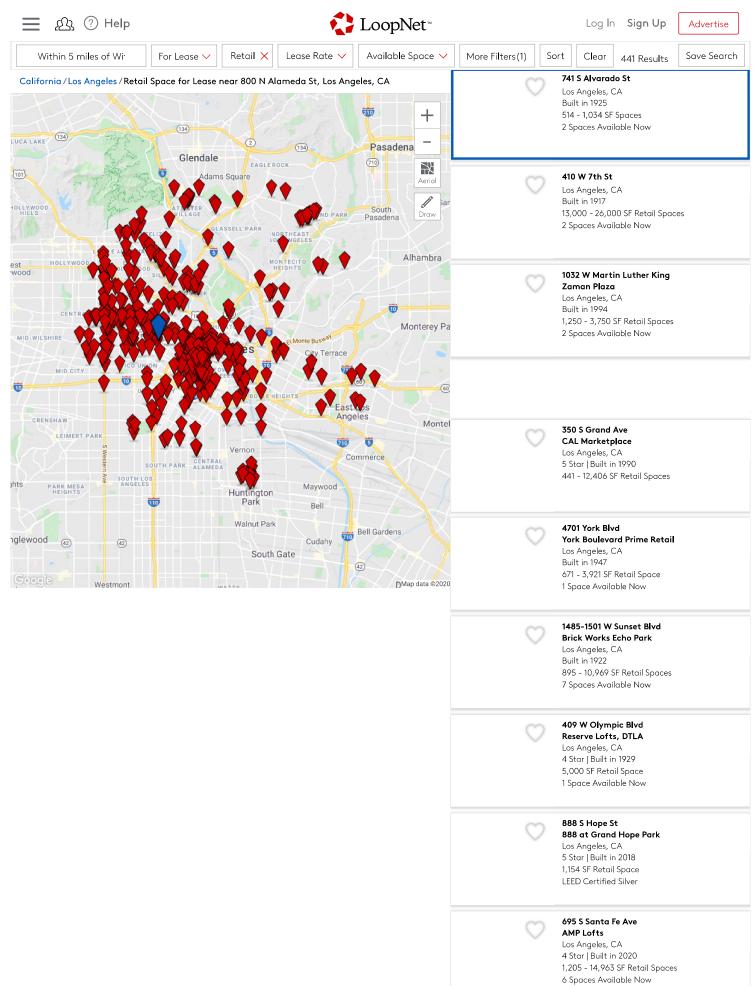
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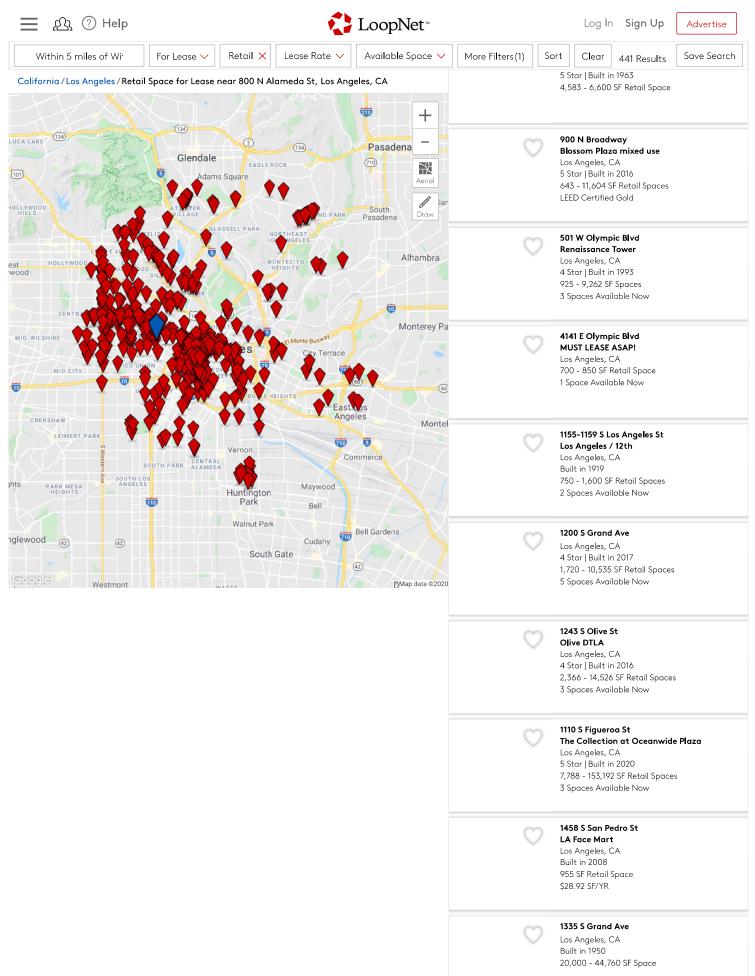




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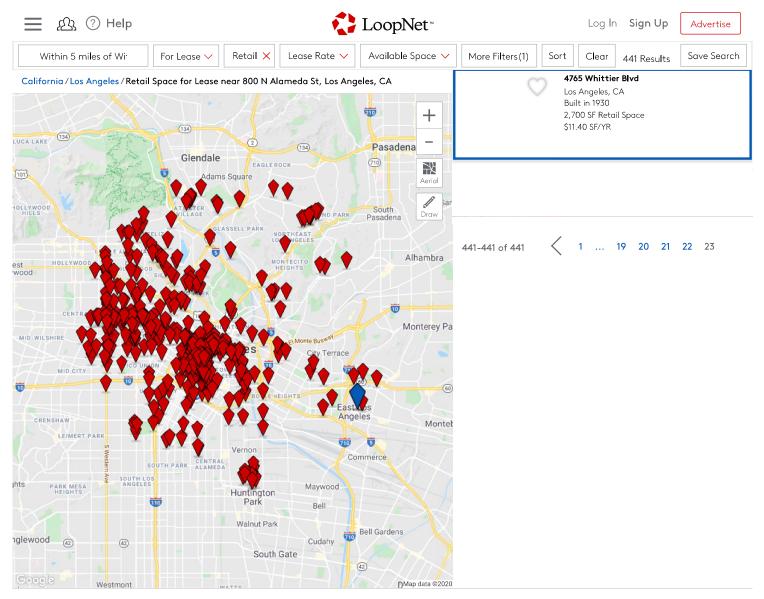
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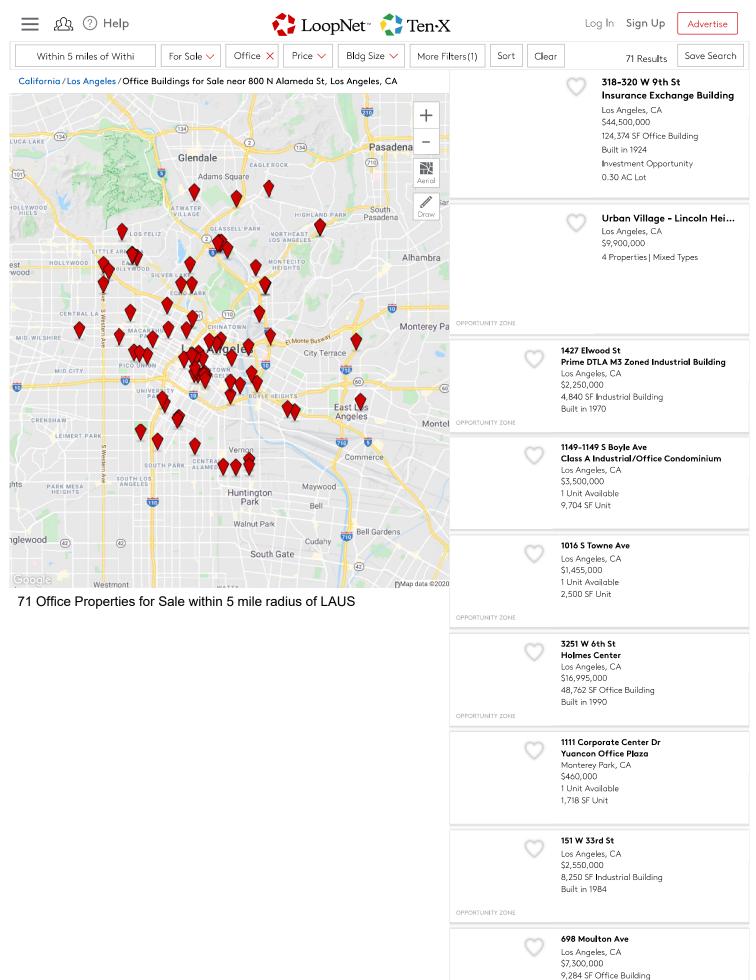
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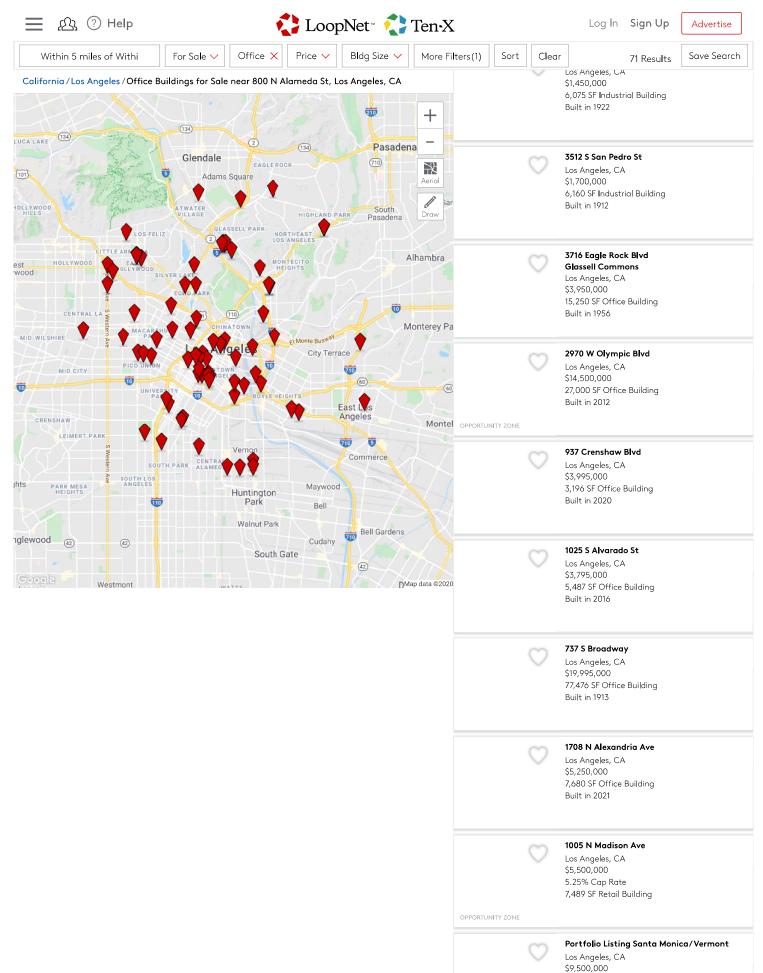
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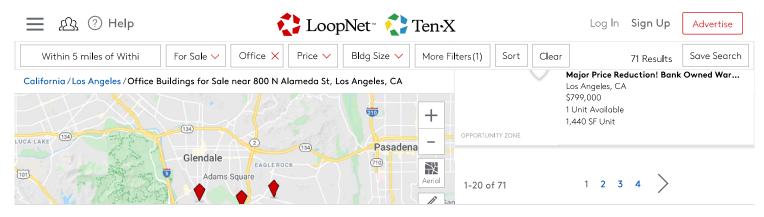
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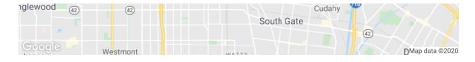
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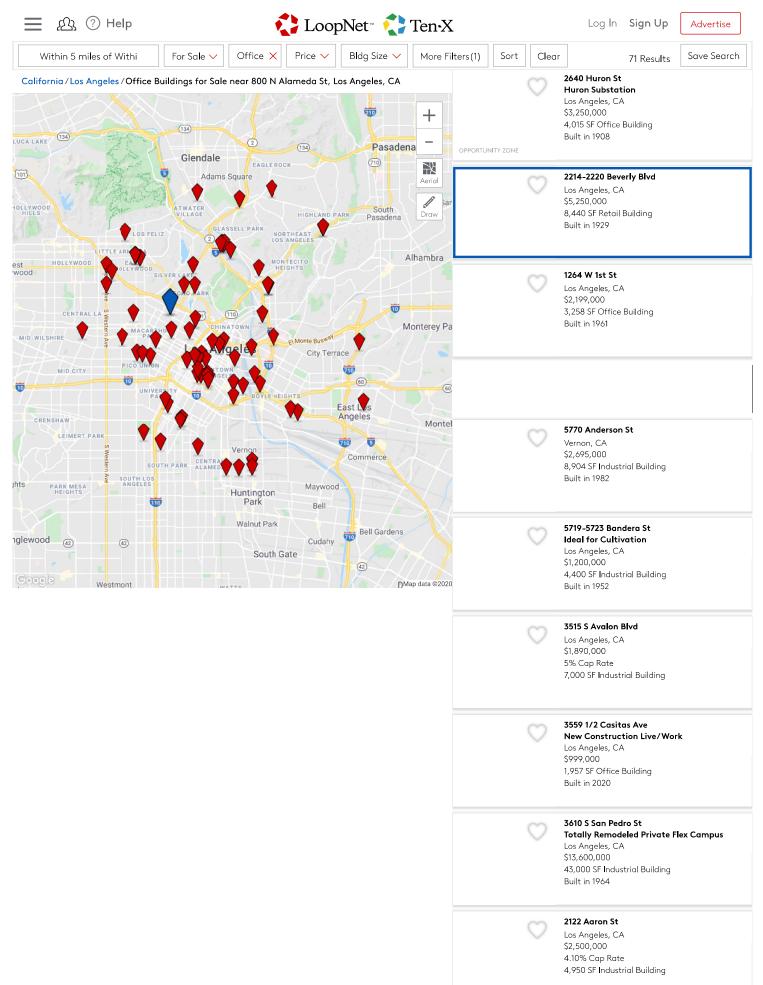
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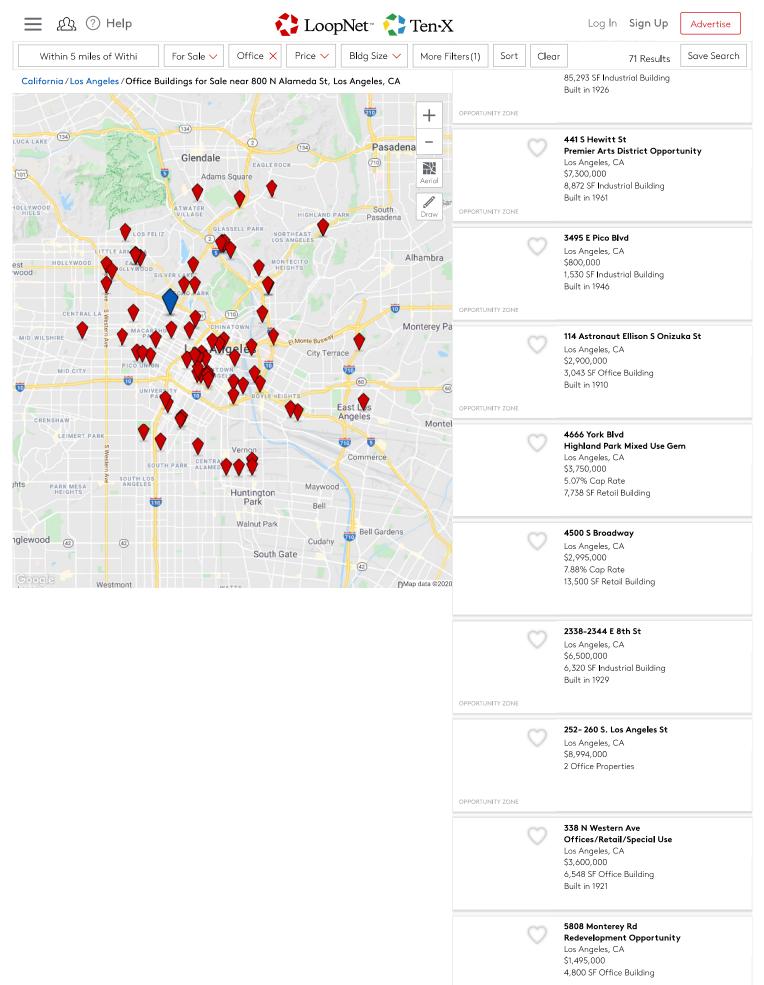




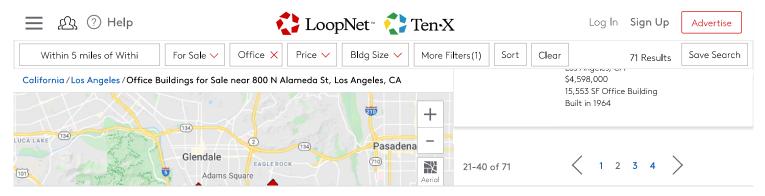
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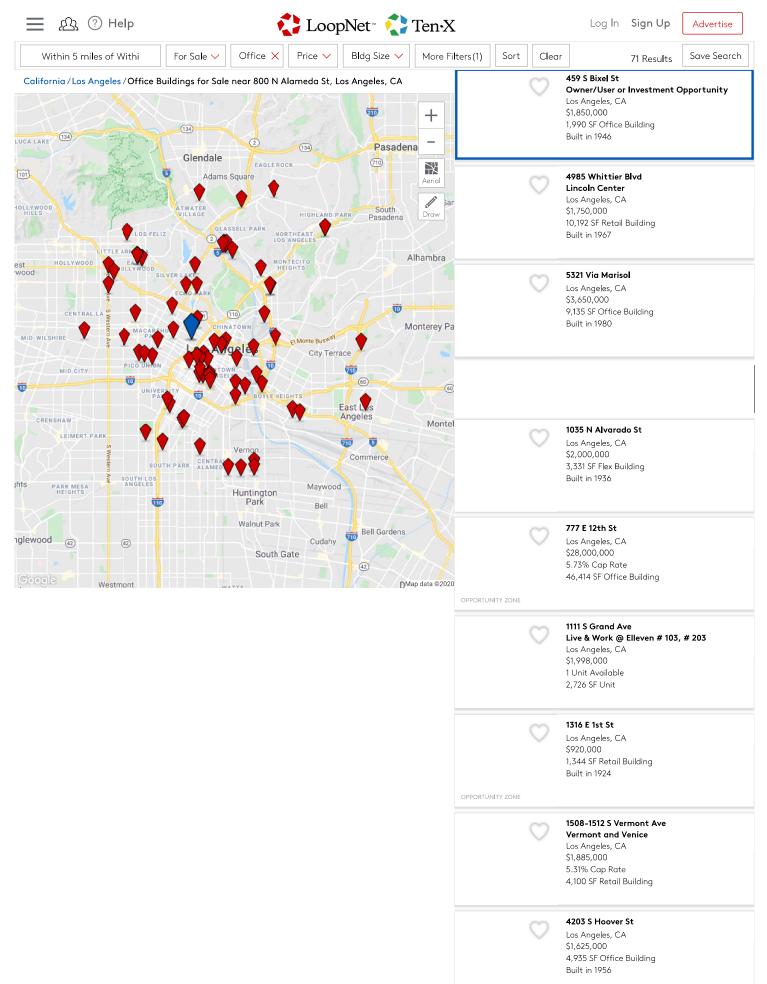
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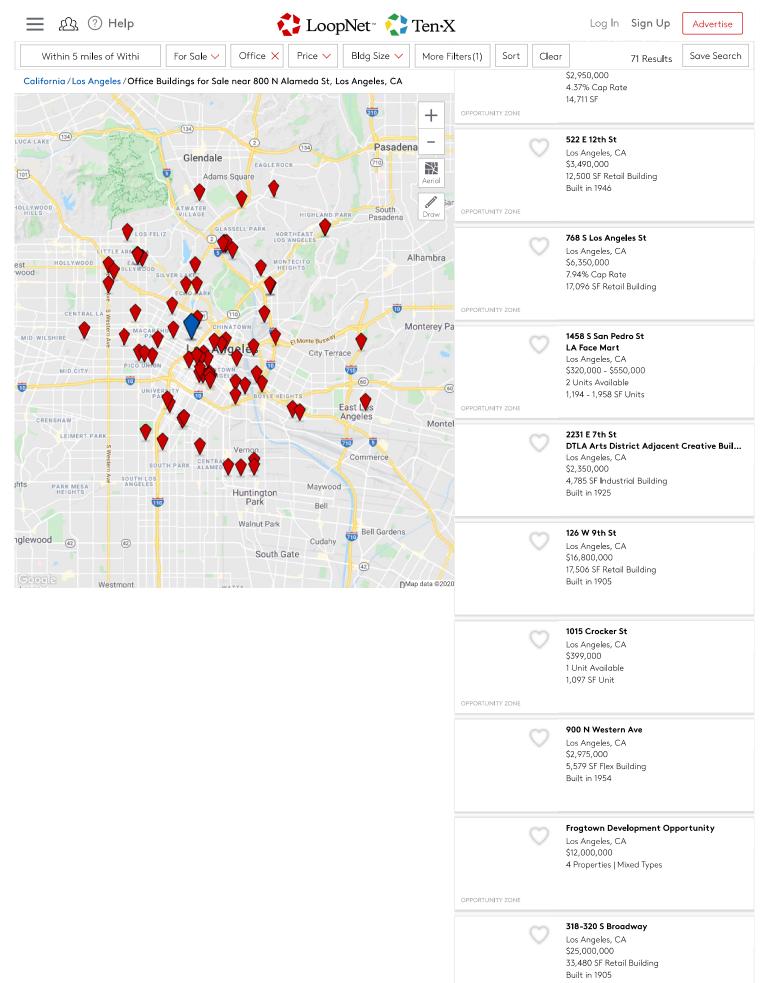




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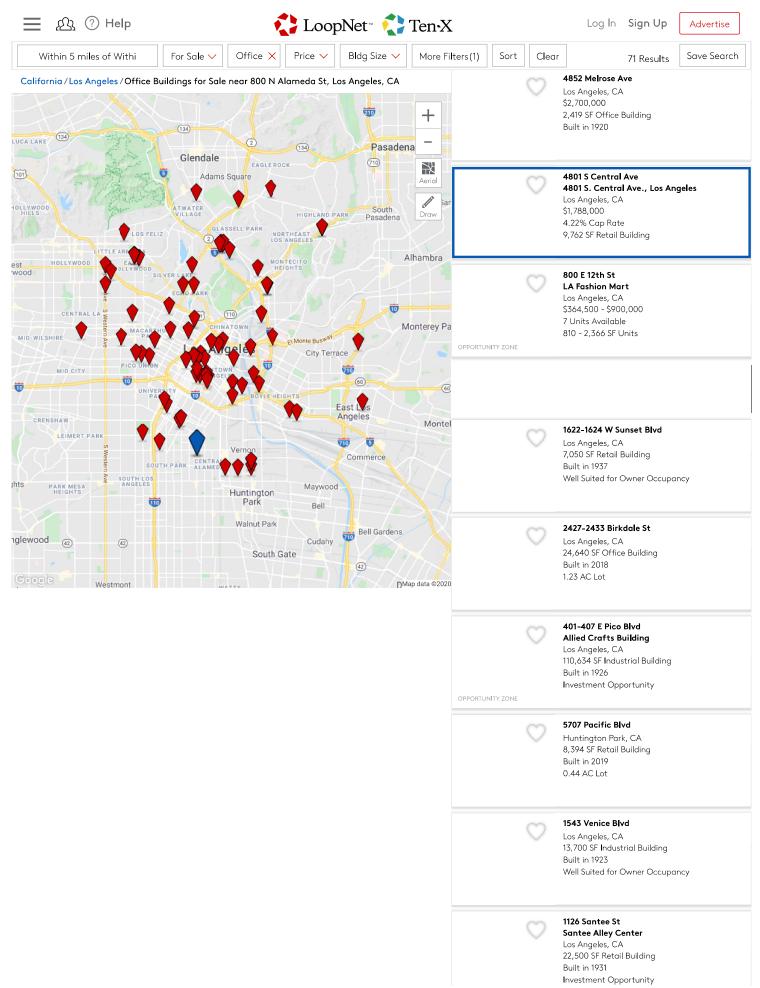
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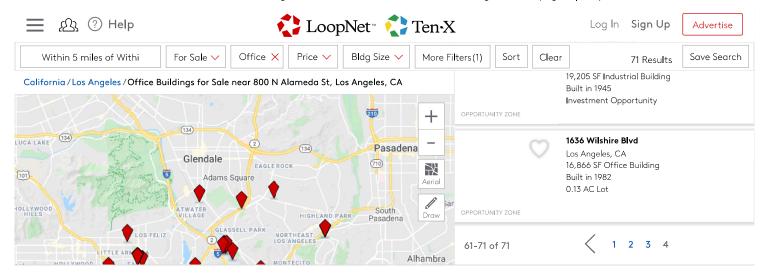




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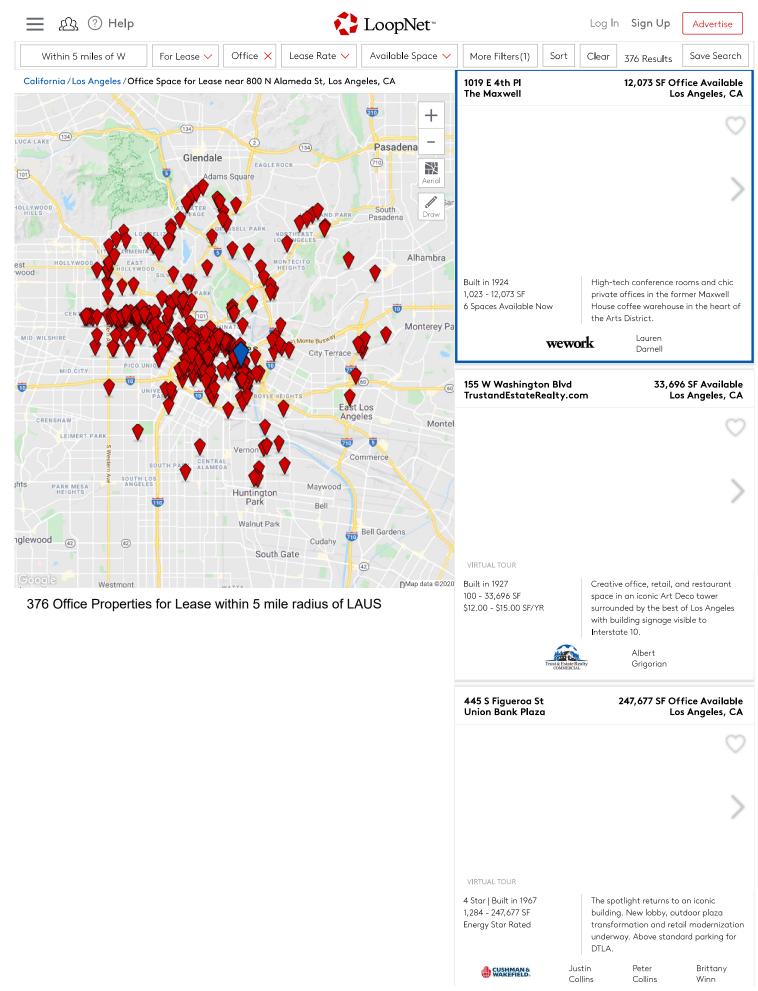
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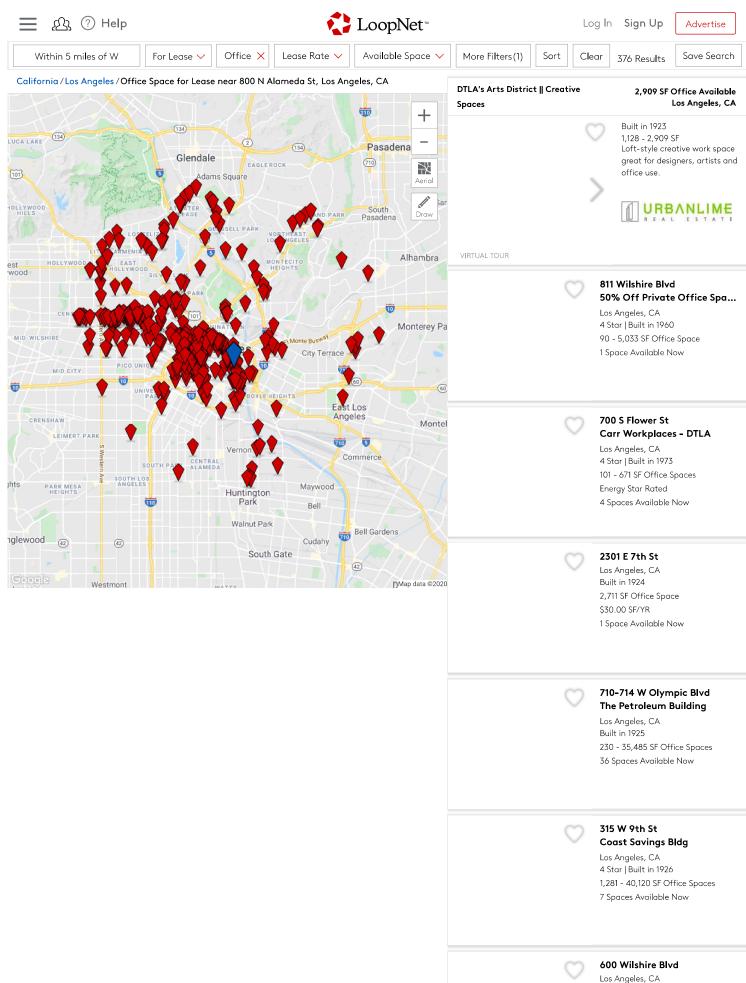
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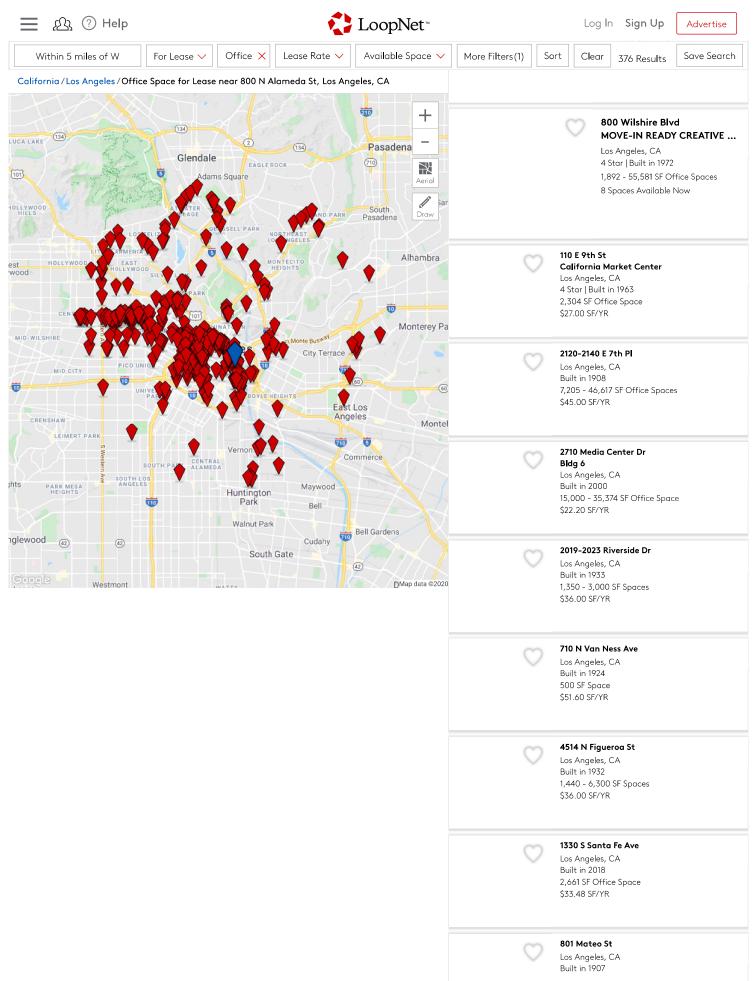
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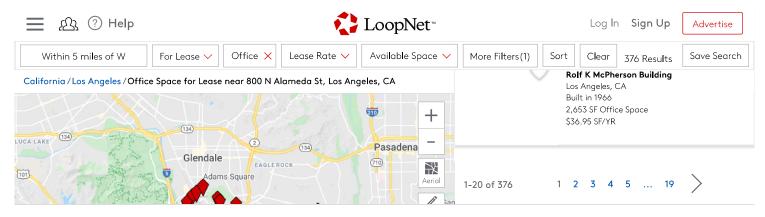
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Office Space for Lease near 800 N Alameda St, Los Angeles, CA

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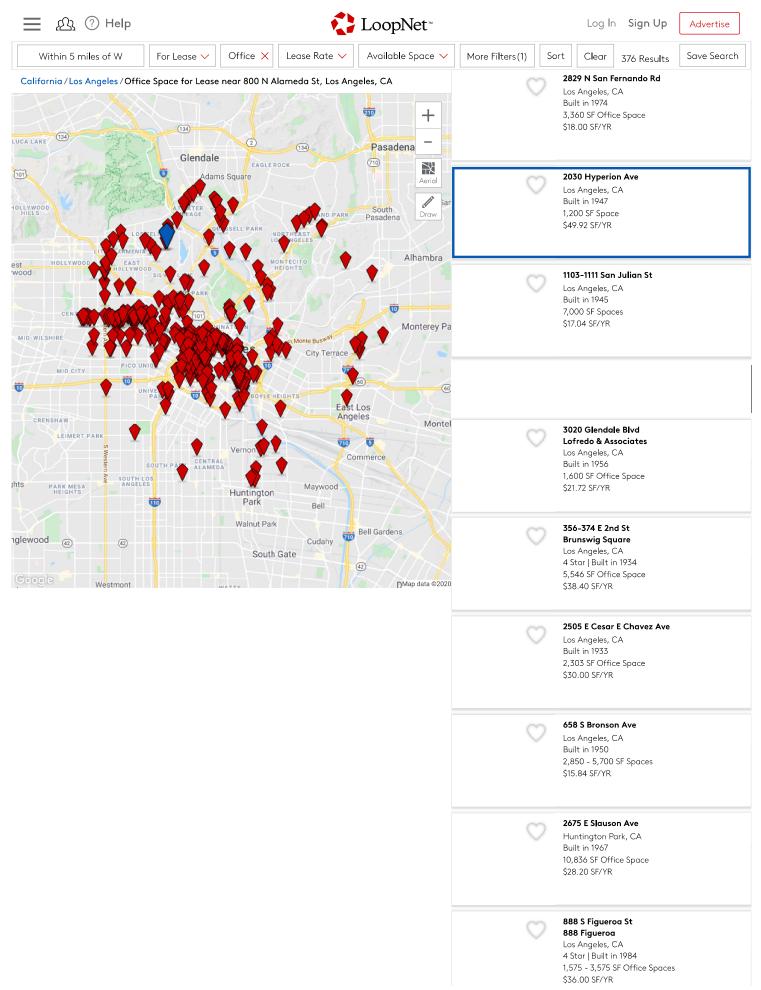
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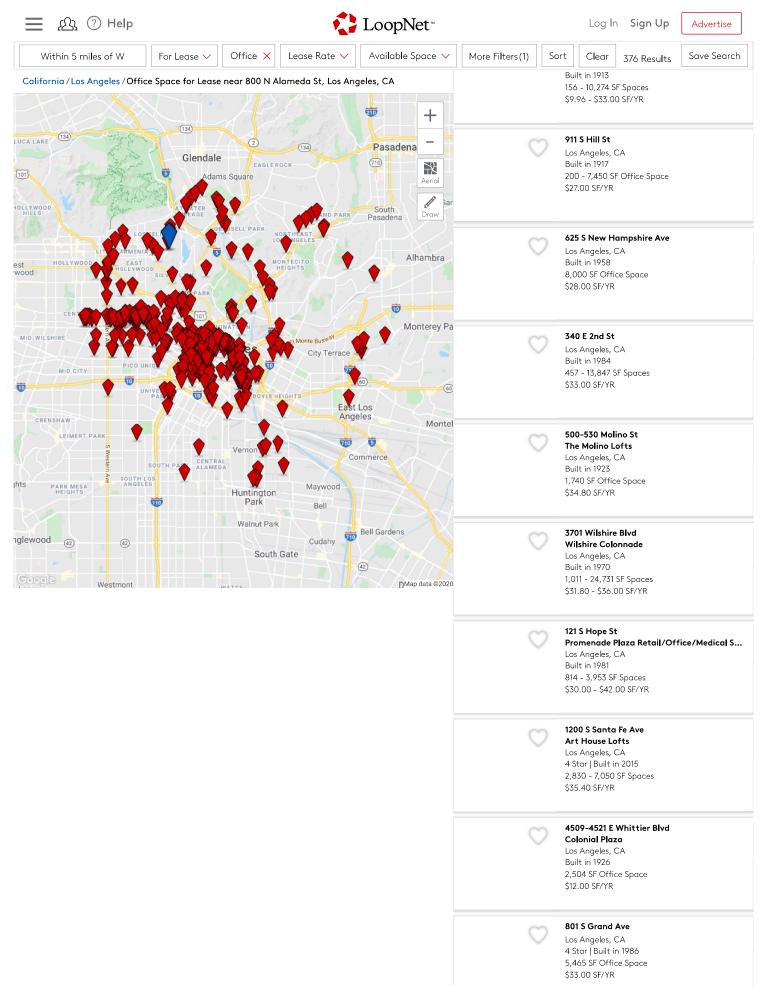


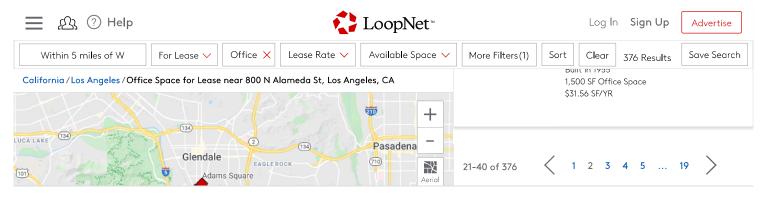


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Office Space for Lease near 800 N Alameda St, Los Angeles, CA

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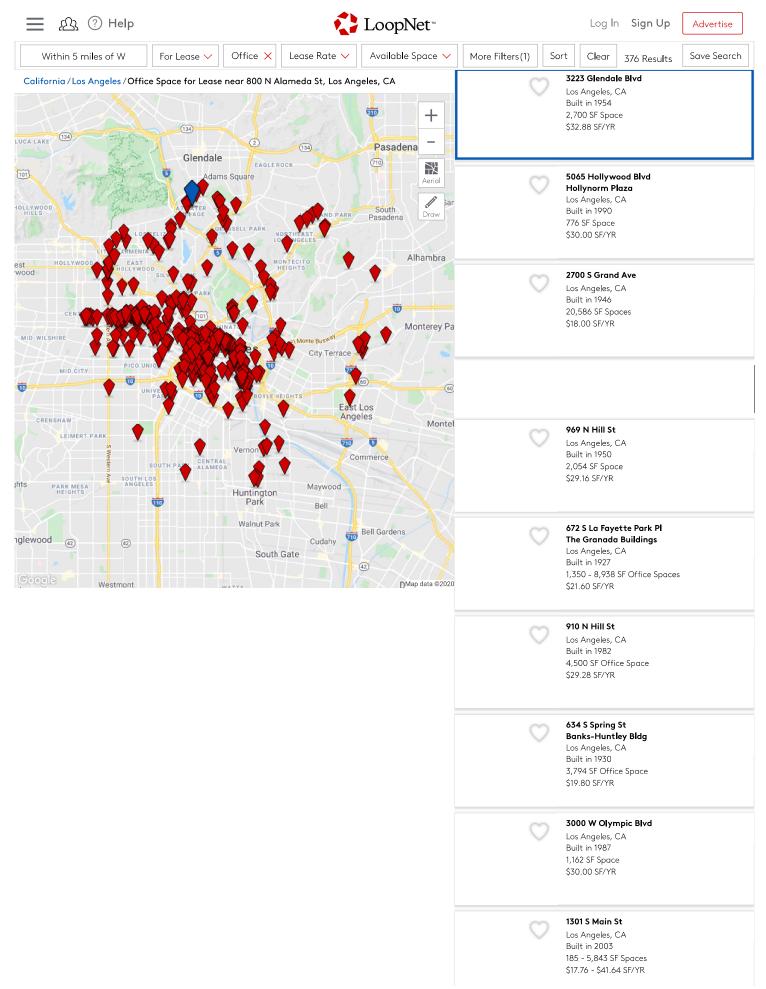
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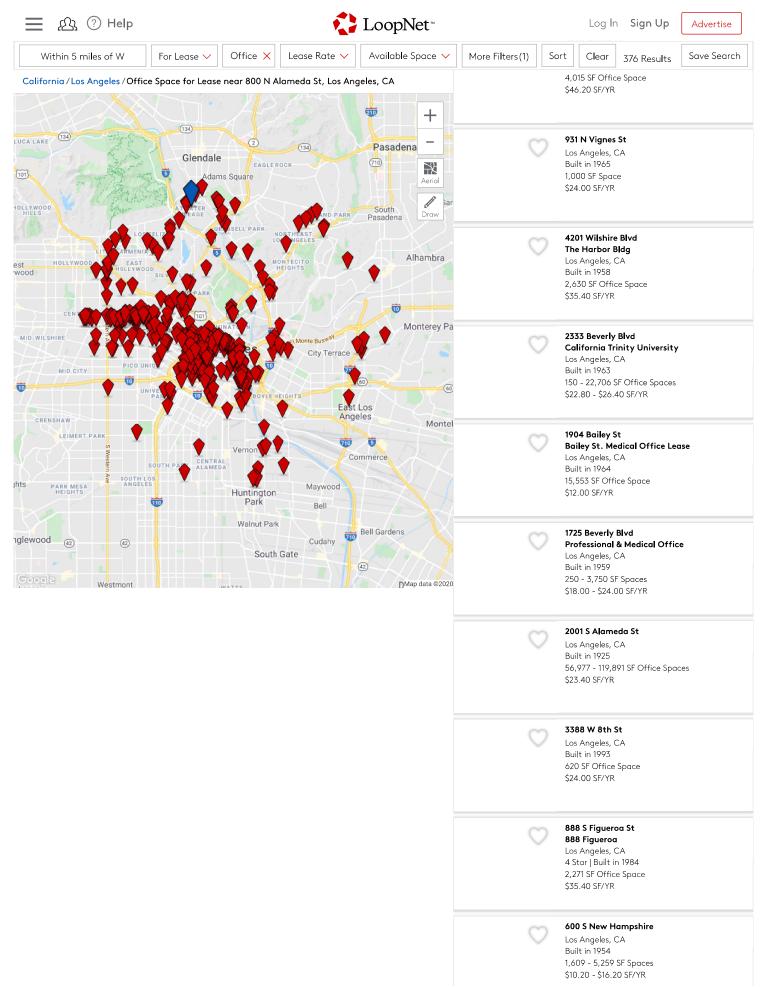


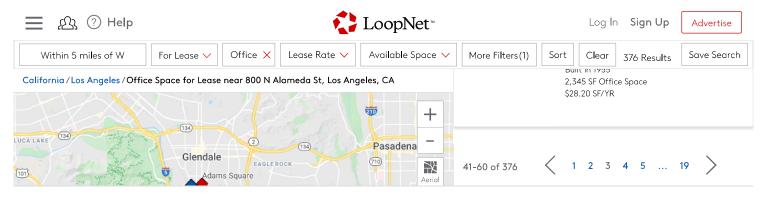






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Office Space for Lease near 800 N Alameda St, Los Angeles, CA

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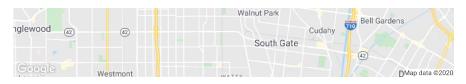
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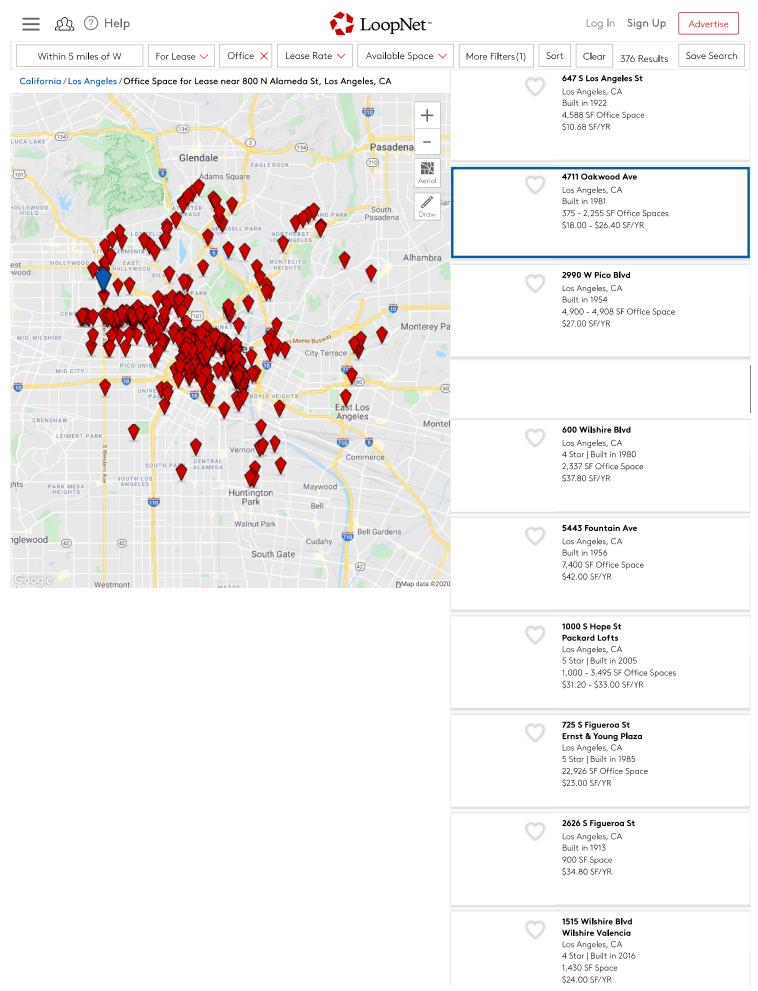
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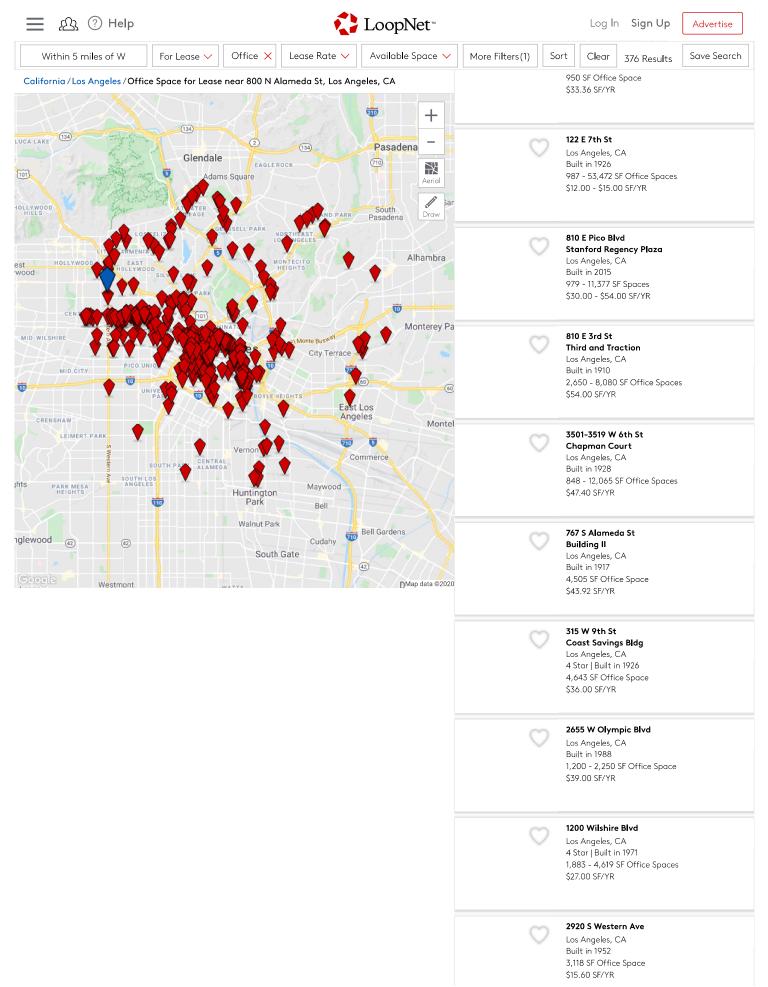




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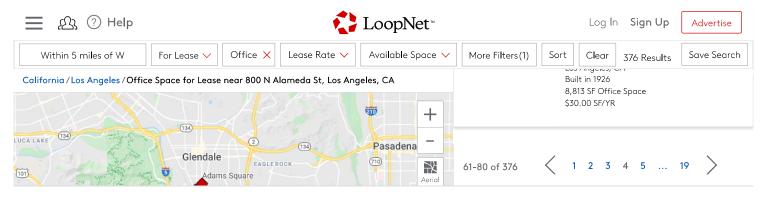


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each month.

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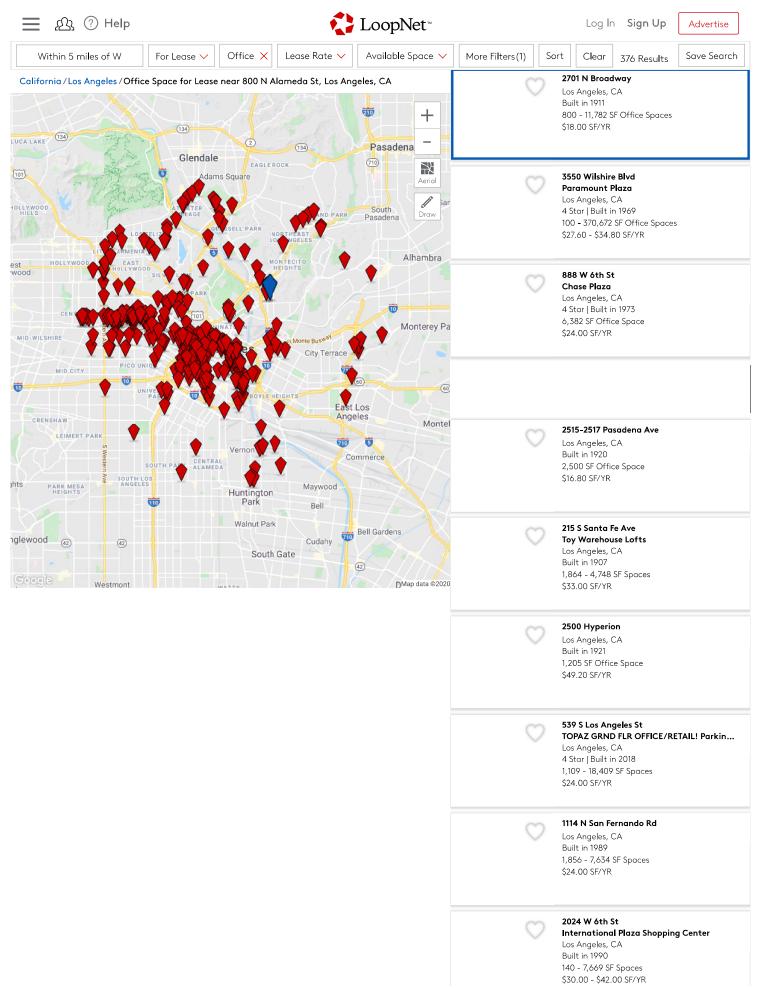
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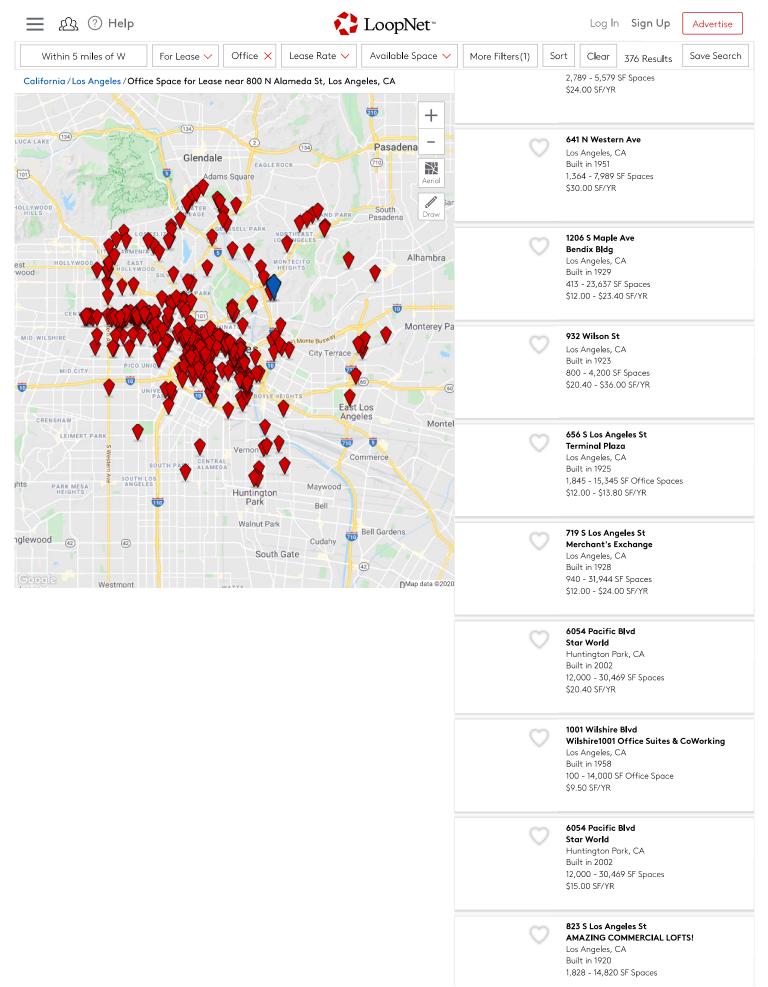




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Office Space for Lease near 800 N Alameda St, Los Angeles, CA

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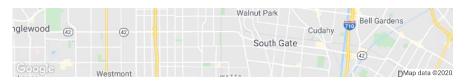
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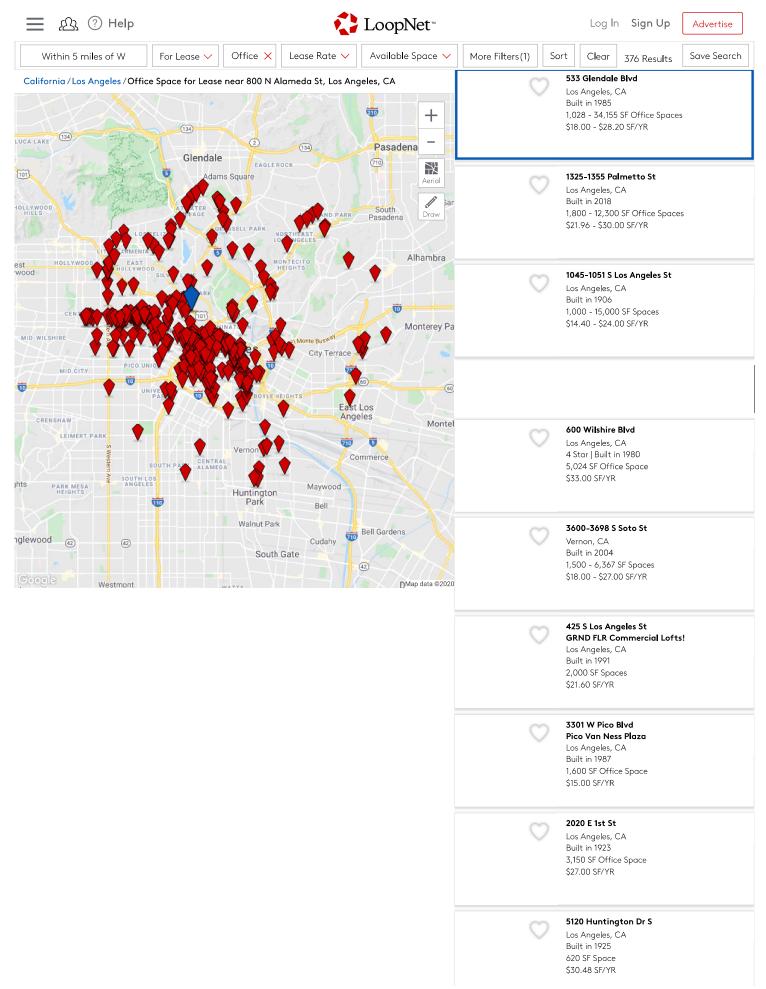
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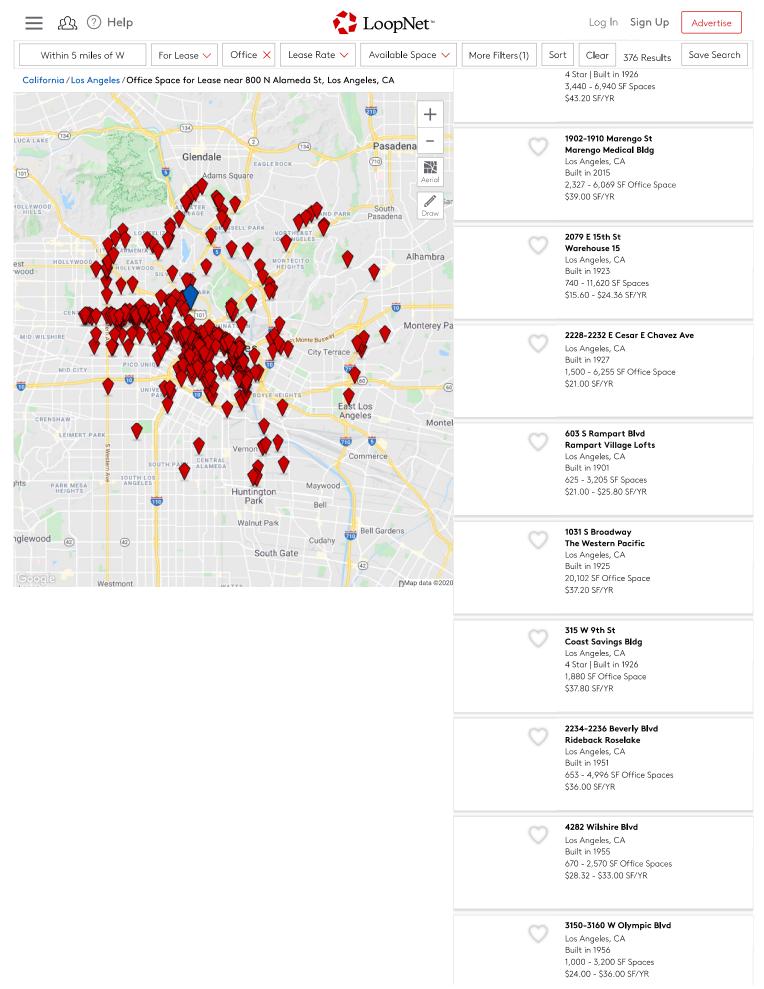








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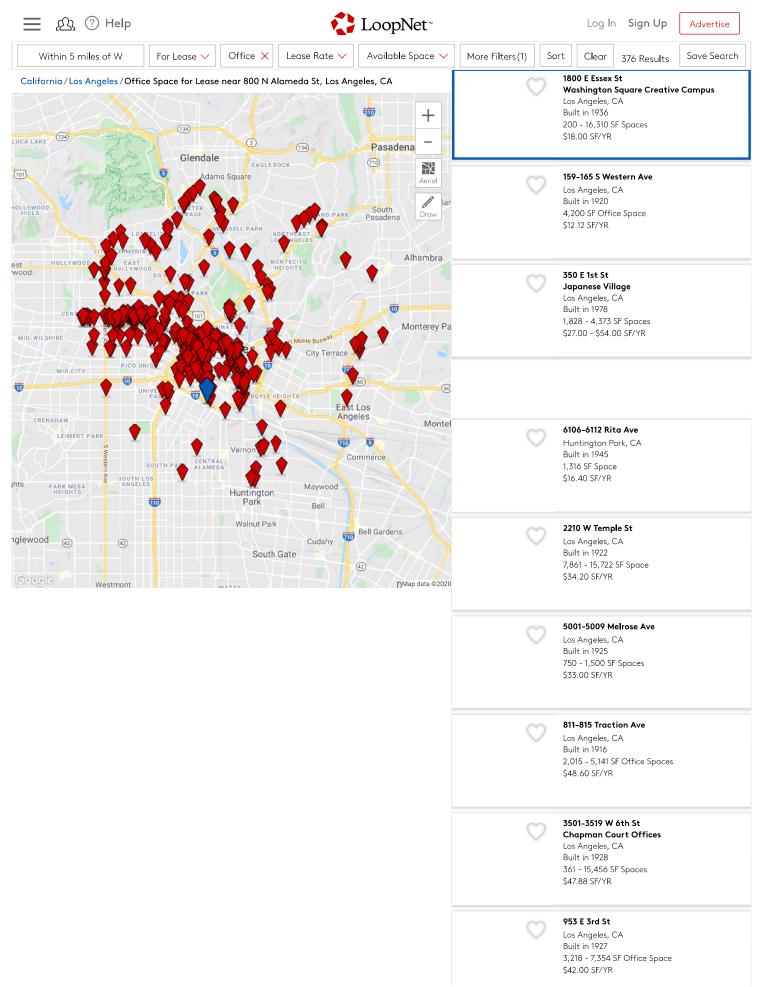
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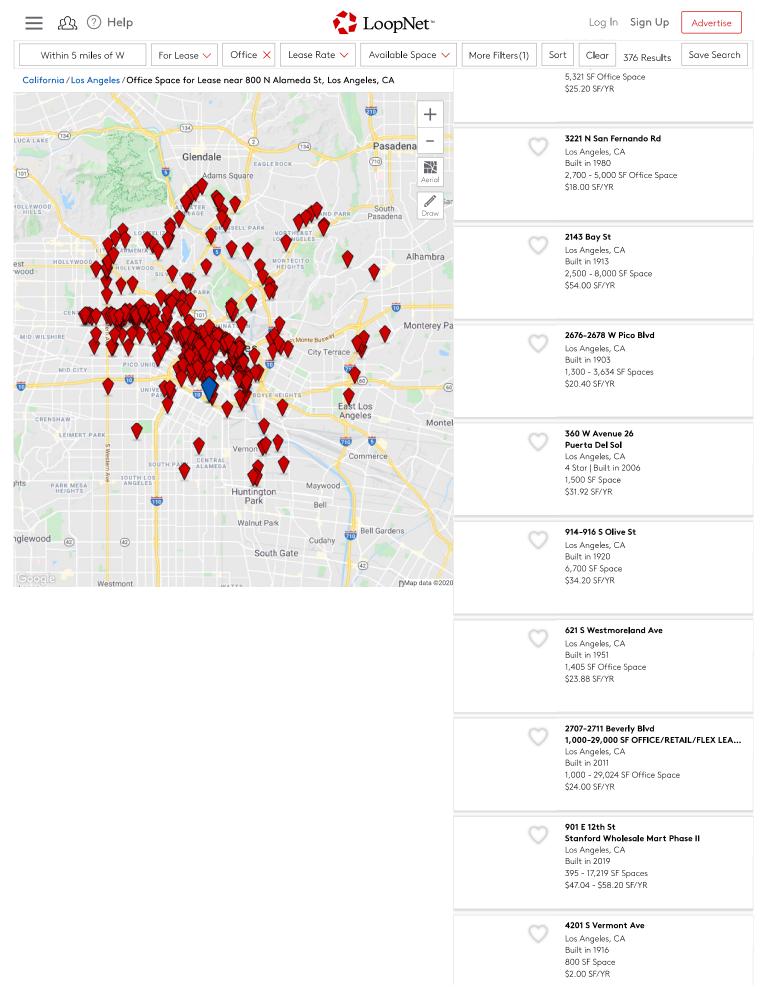








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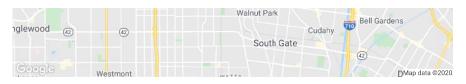
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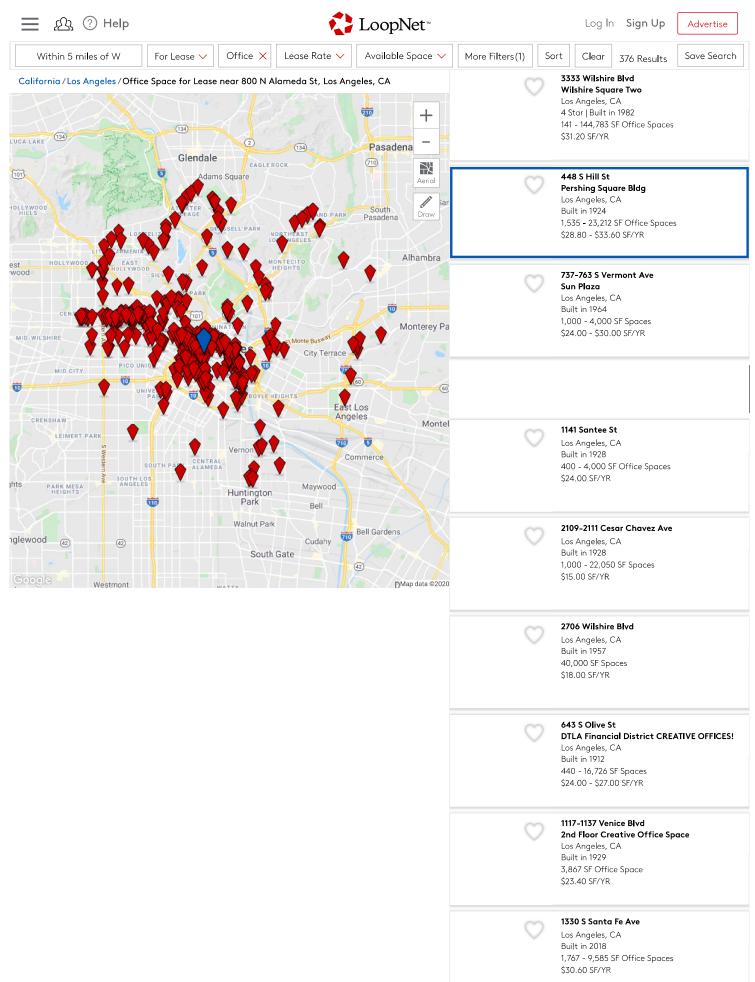
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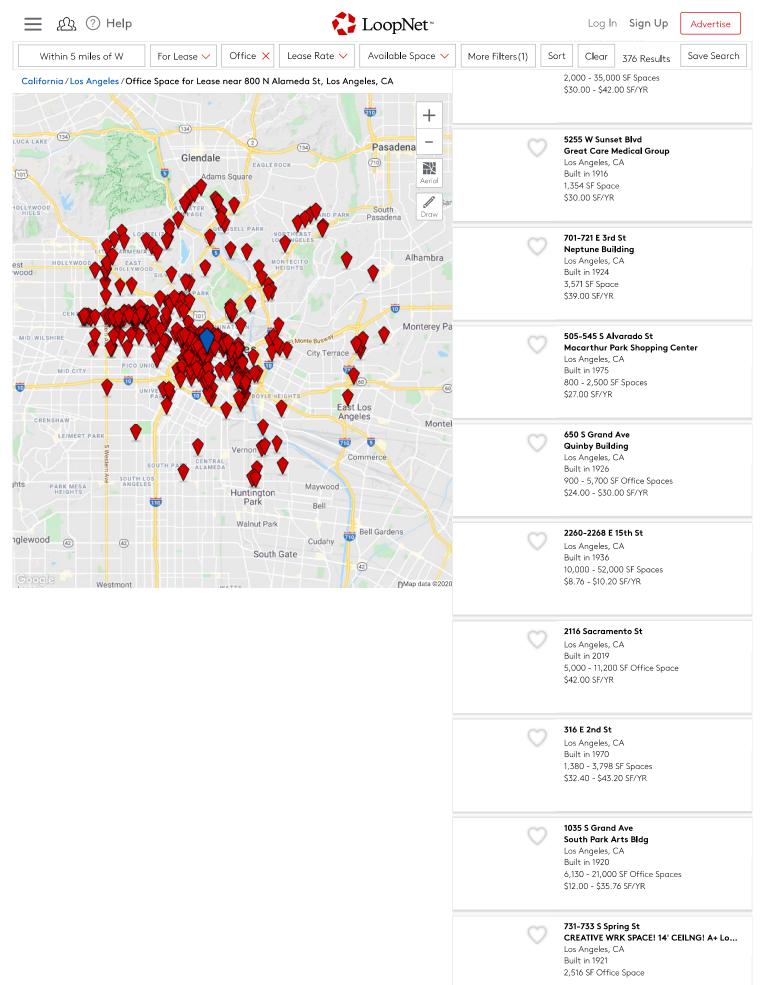


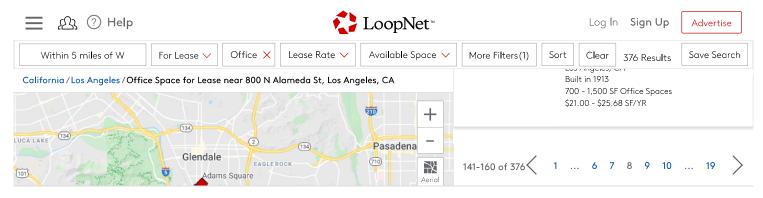


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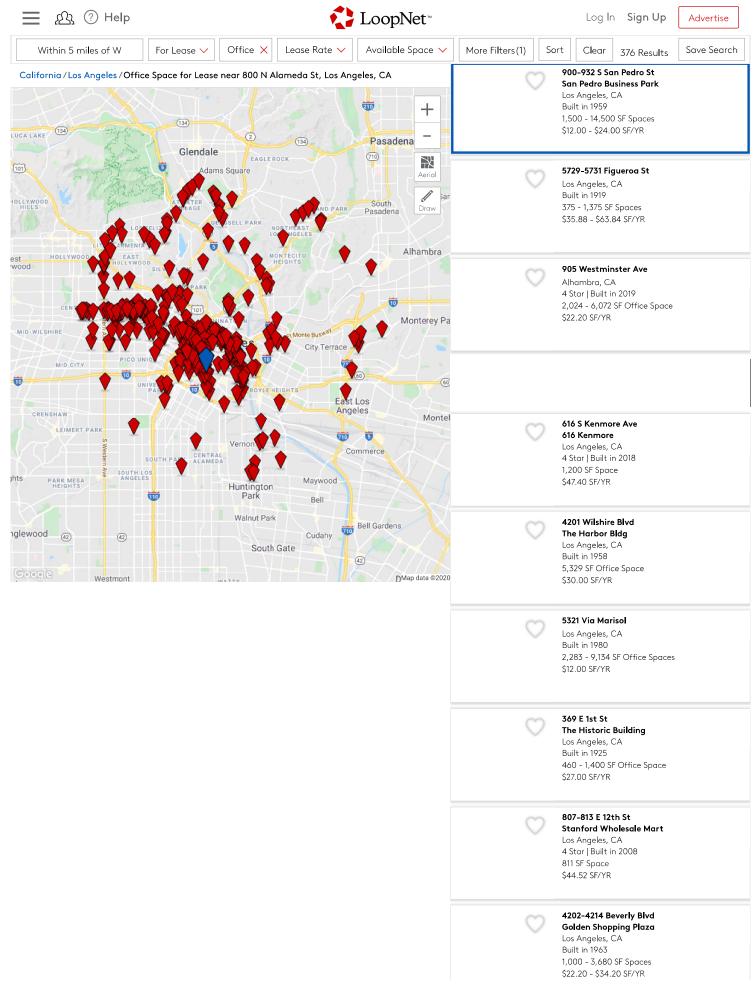
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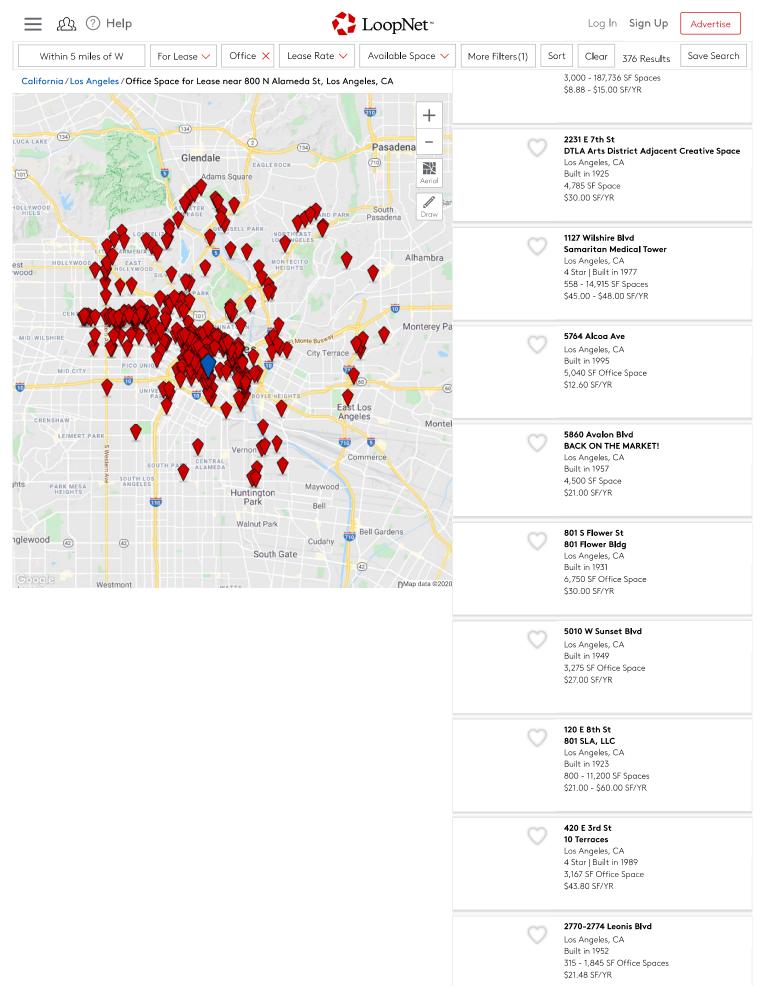








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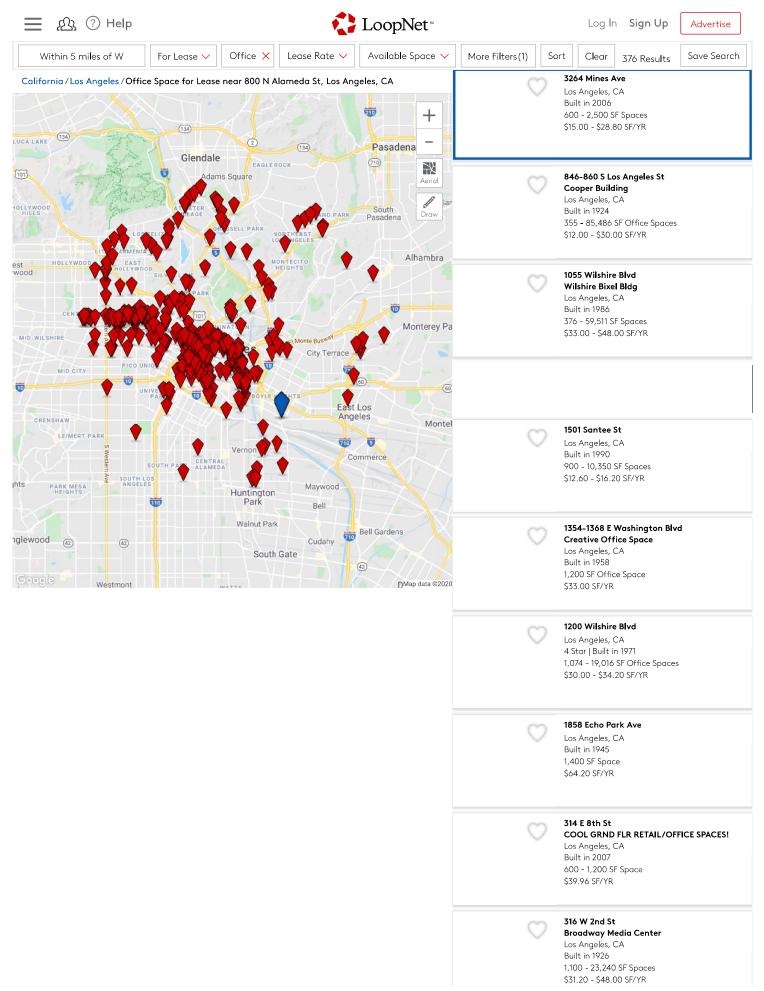
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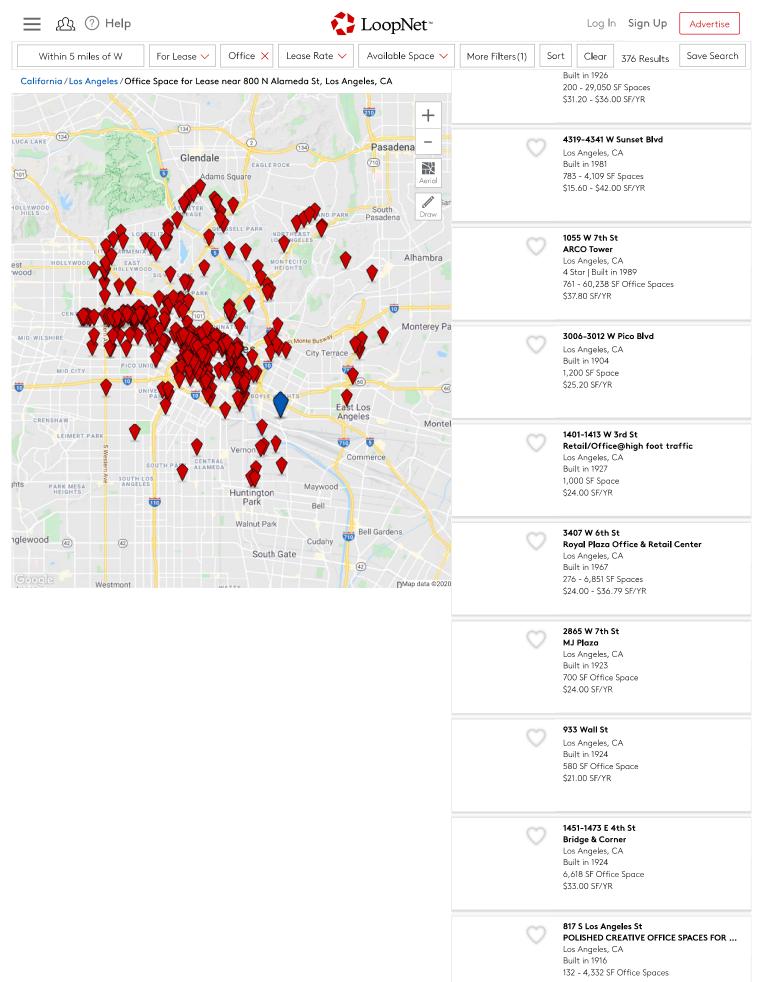


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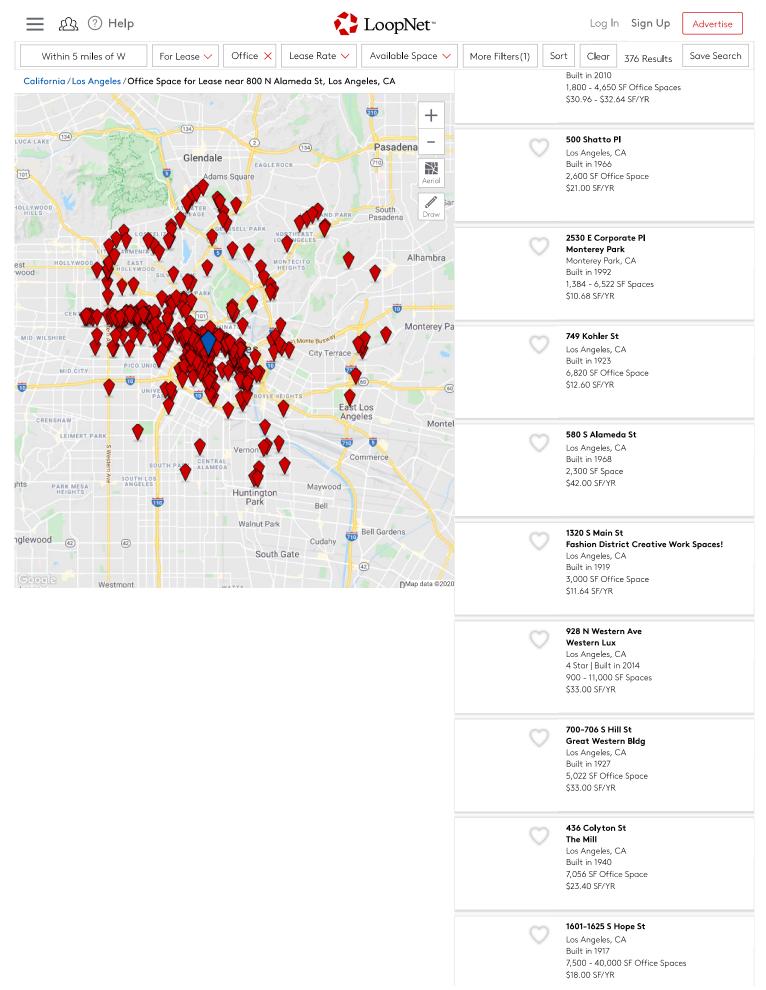
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Office Space for Lease near 800 N Alameda St, Los Angeles, CA - page 11 | LoopNet.com

11/19/2020

Built in 1926 1,104 - 8,504 SF Spaces \$11.88 - \$37.80 SF/YR 11/19/2020

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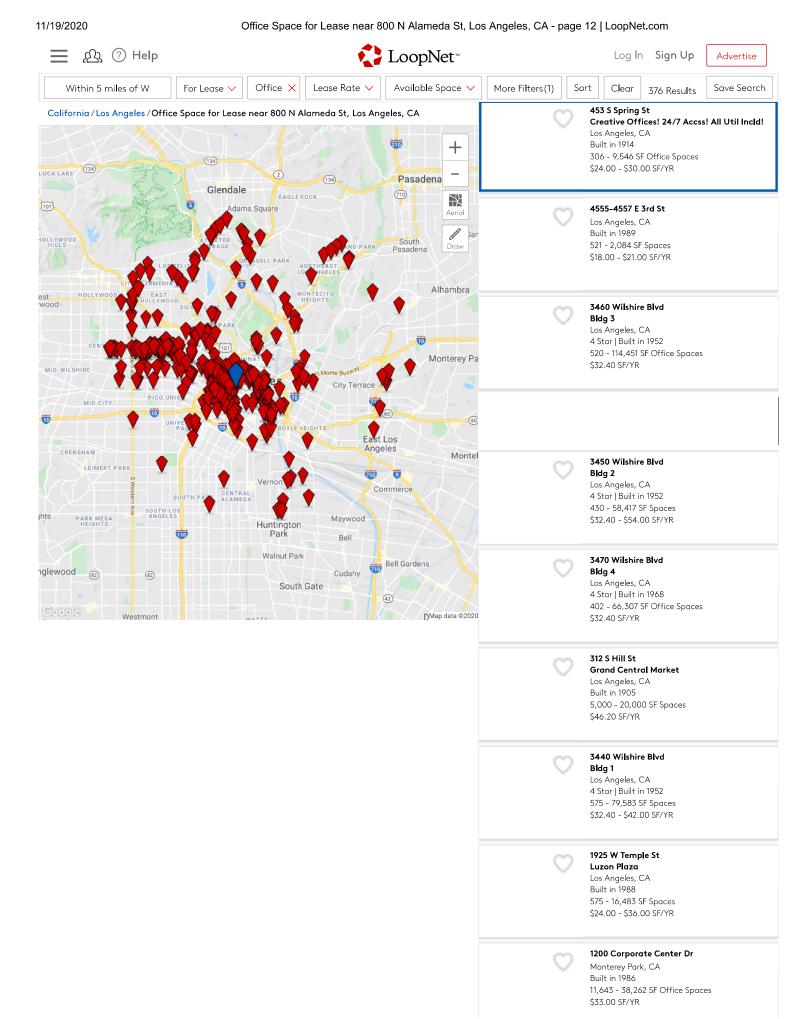
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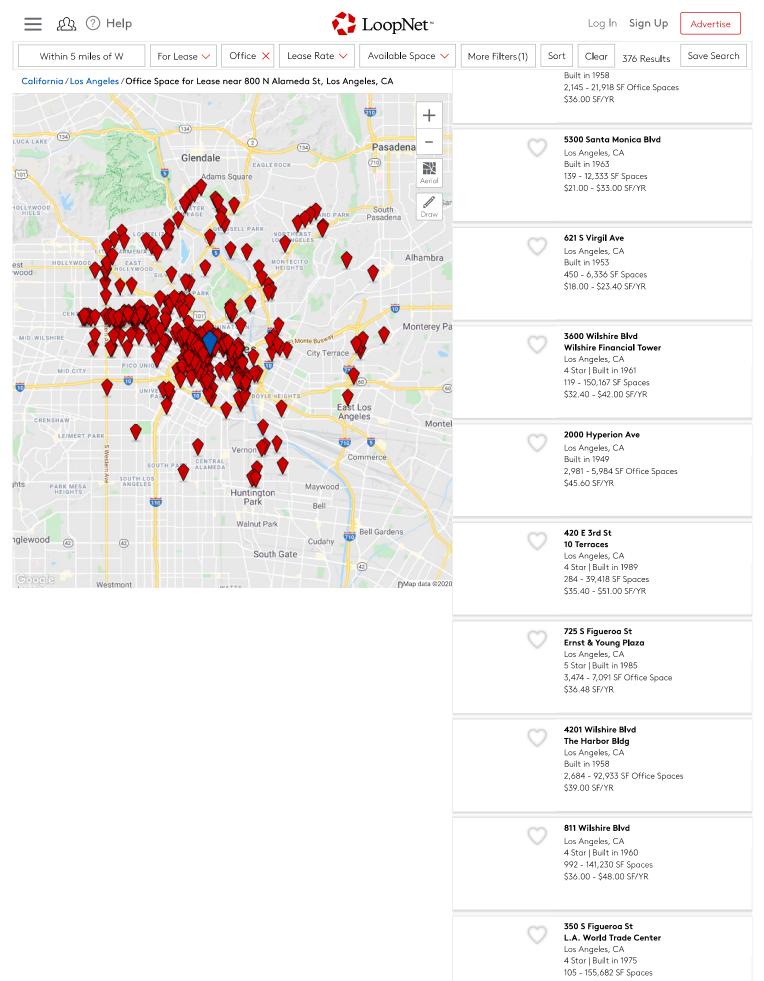


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Office Space for Lease near 800 N Alameda St, Los Angeles, CA

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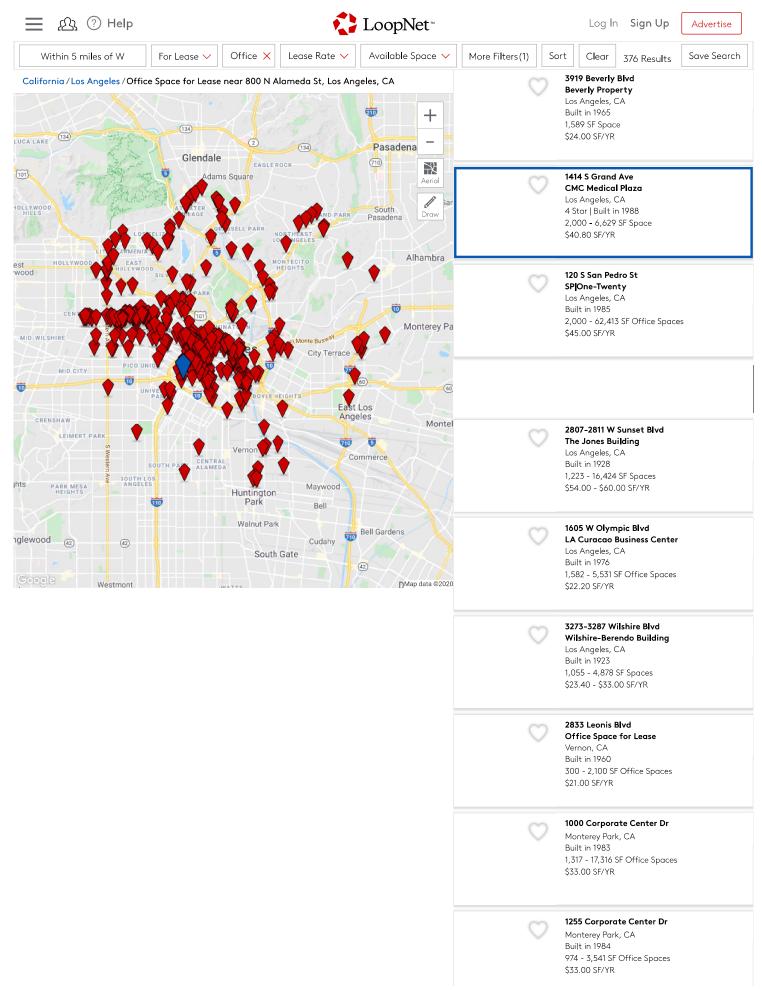


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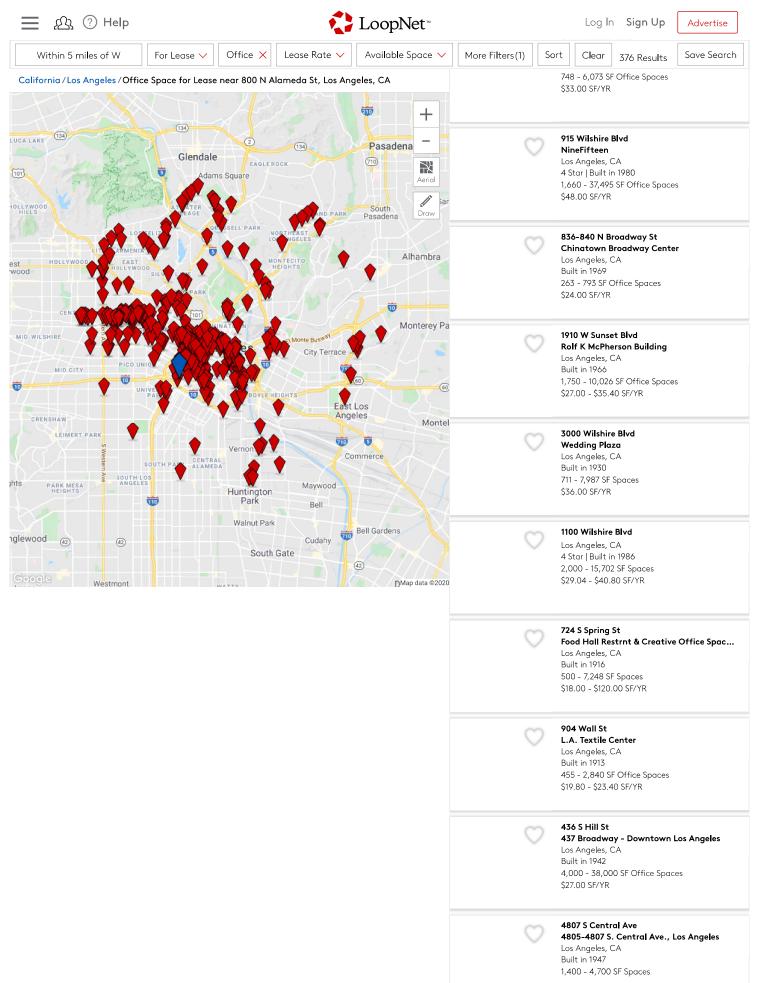


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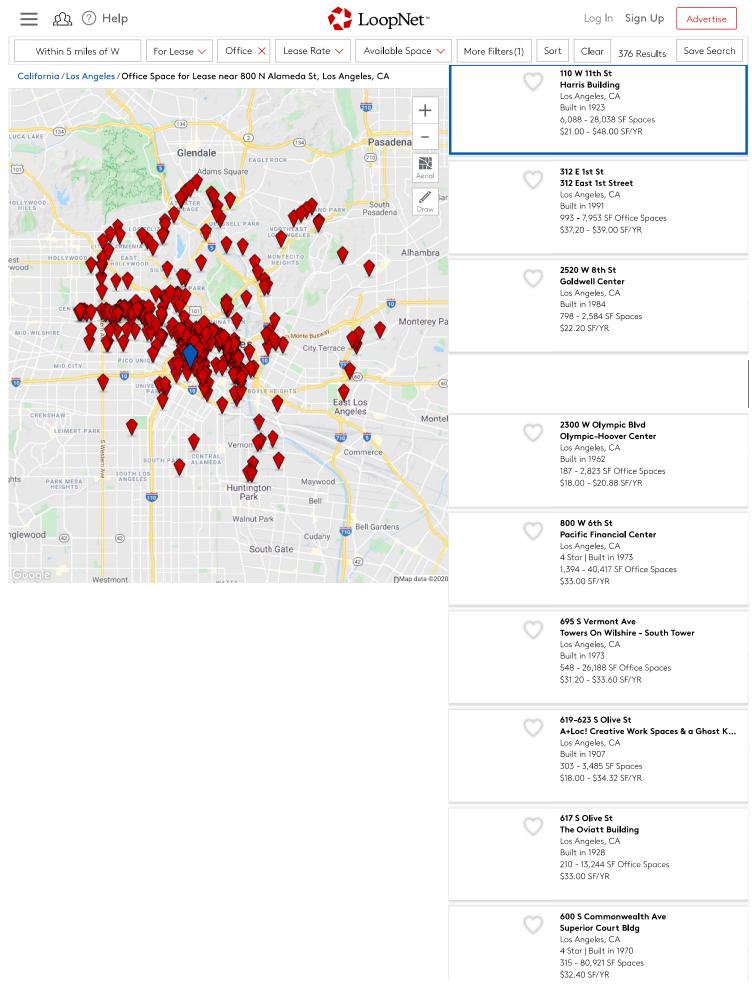
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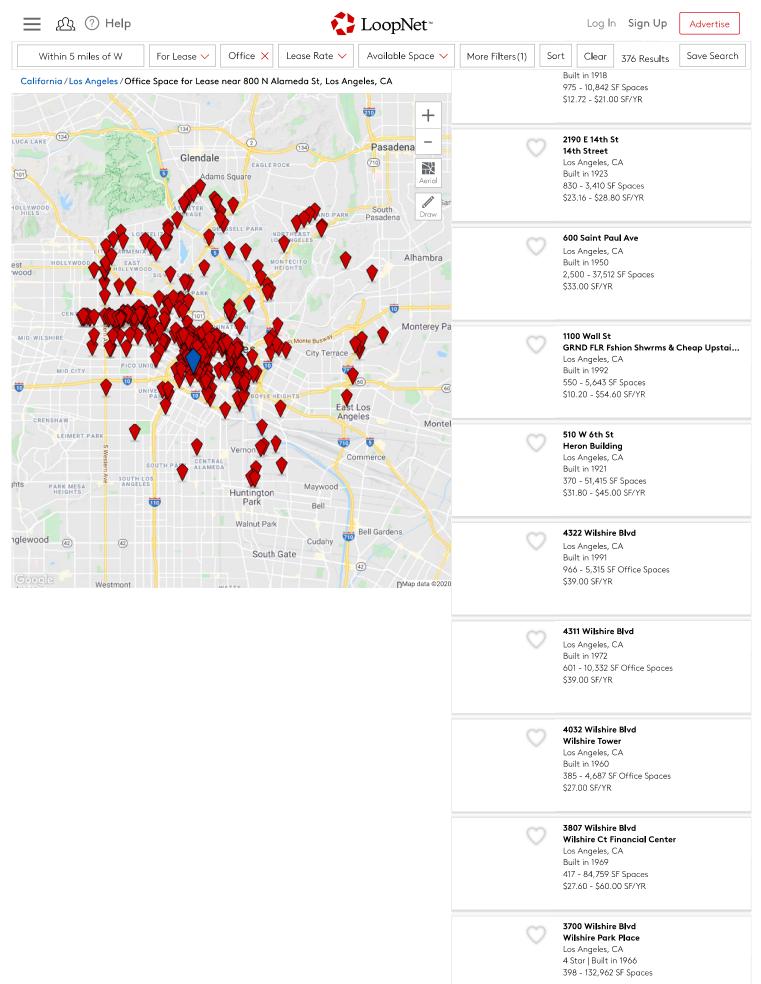


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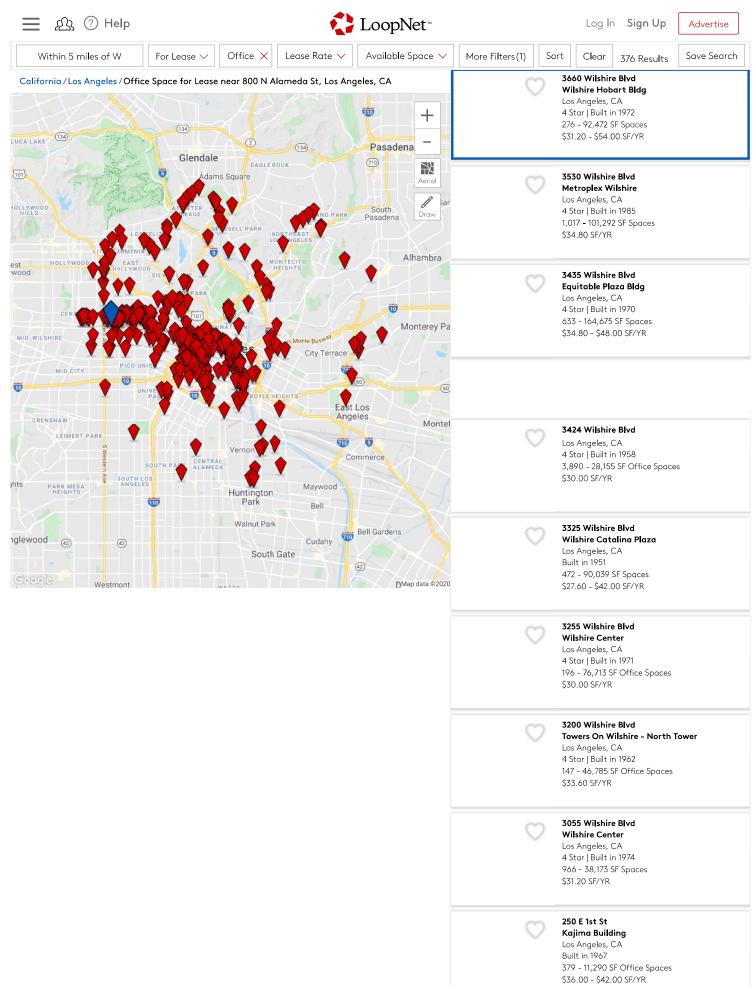
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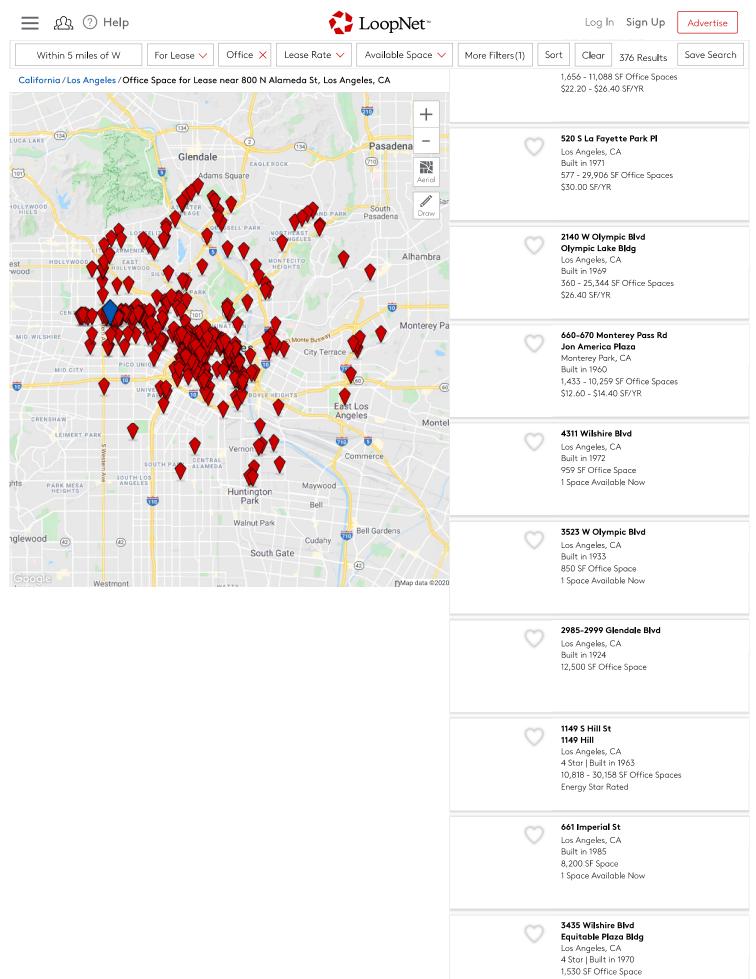


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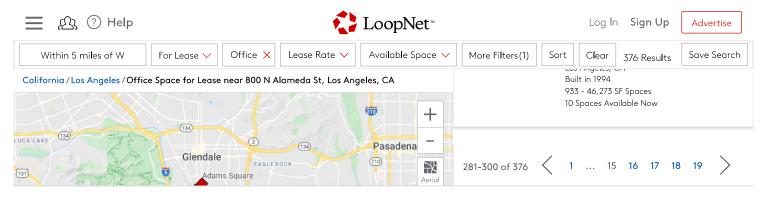




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🚺 LoopNet 🛚 段 ⑦ Help Log In Sign Up = Advertise Available Space 🗸 Within 5 miles of W For Lease 🗸 Office 🗙 Lease Rate 🗸 More Filters(1) Sort Clear Save Search 376 Results 401 S Main St California / Los Angeles / Office Space for Lease near 800 N Alameda St, Los Angeles, CA Farmers & Merchants Bank Building Los Angeles, CA 210 Built in 1904 +1,921 - 19,811 SF Spaces (134) 4 Spaces Available Now LUCA LAKE _ (134) Pasadena Glendale EAGLEROCH X 1425 W 7Th St Adams Square Aeria Los Angeles, CA I Built in 1910 HILLS South Pasadena 2,300 SF Office Space Draw 1 Space Available Now Alhambra est wood 123 Astronaut E S Onizuka St Weller Court Shopping Center Los Angeles, CA Built in 1981 800 - 12,776 SF Spaces Monterey Pa 5 Spaces Available Now MID-WILSHIR City Terrace MID CITY East Los Angeles CRENSHAW Montel 601 S Figueroa St LEIMERT PARK 710 G **Figueroa at Wilshire** Los Angeles, CA Commerce 5 Star | Built in 1990 2,577 SF Office Space SOUTH LO phts Maywood LEED Certified Gold PARK MESA Huntington Park Bell Walnut Park 830 Traction Ave Bell Gardens 710 nglewood Cudahy (42) (42) Los Angeles, CA Built in 1950 South Gate 5,500 - 21,000 SF Office Spaces 42 DMap data ©2020 Westmont 6029-6039 N Figueroa St Los Angeles, CA Built in 1929 13,000 SF Space 1 Space Available Now 1931 Bay St ARTS DISTRICT CREATIVE OFFICE BUILDING Los Angeles, CA Built in 1926 15,000 SF Office Spaces 2 Spaces Available Now 2702 Media Center Dr Bldg 4 Los Angeles, CA Built in 2000 5,048 - 33,548 SF Spaces 2 Spaces Available Now 950 E 3rd St Aliso Los Angeles, CA

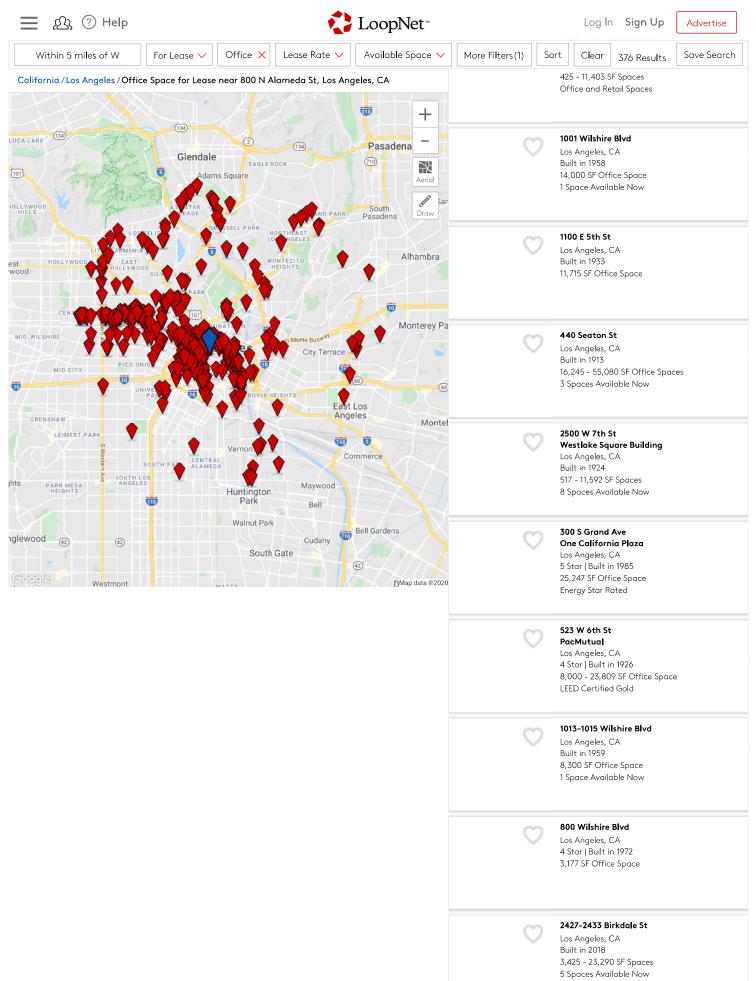
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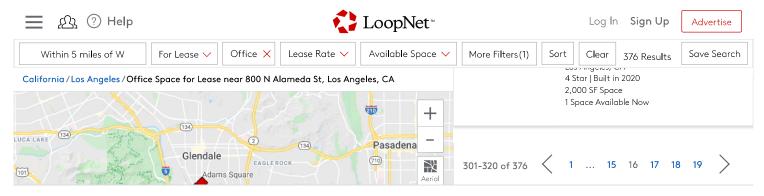
4 Star | Built in 2019 1,250 - 11,291 SF Spaces 4 Spaces Available Now



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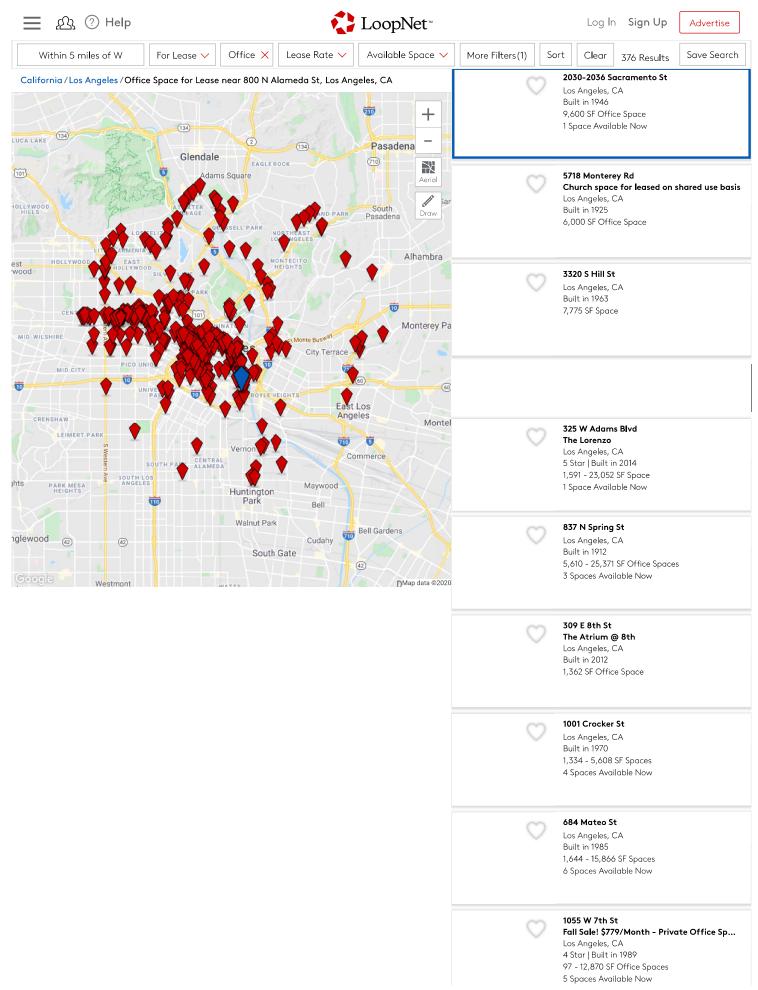
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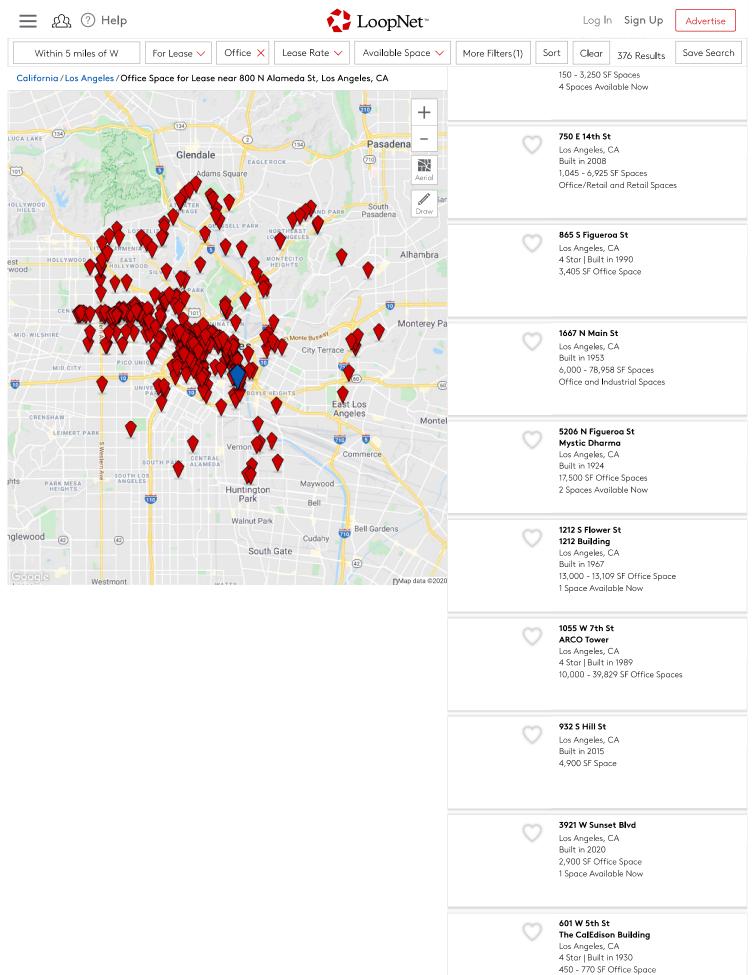


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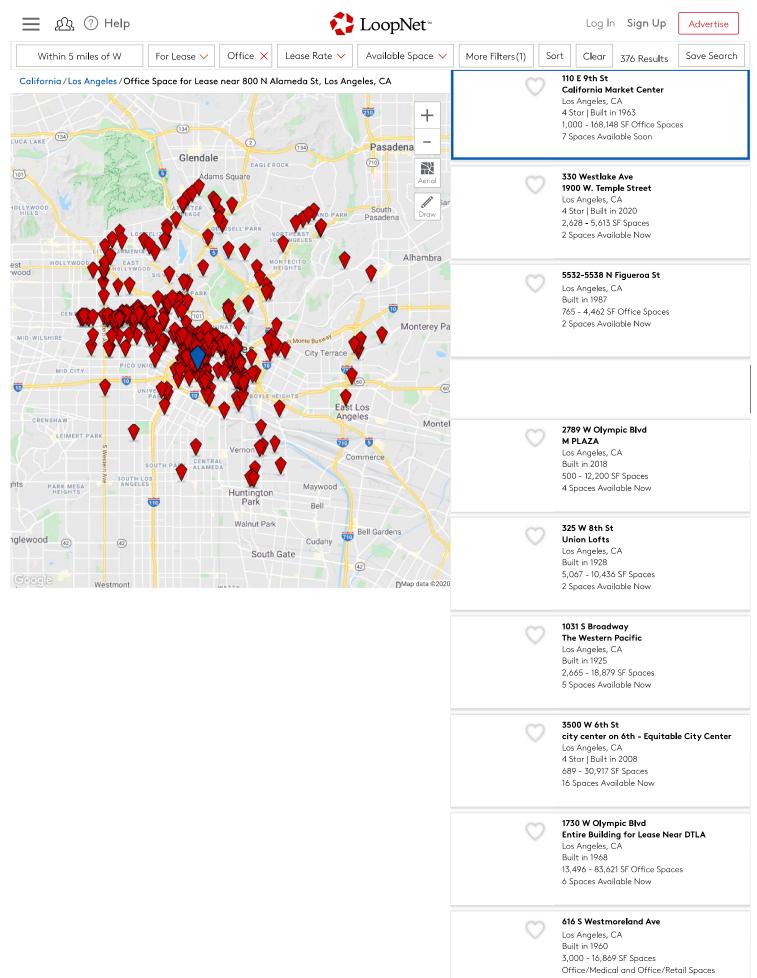
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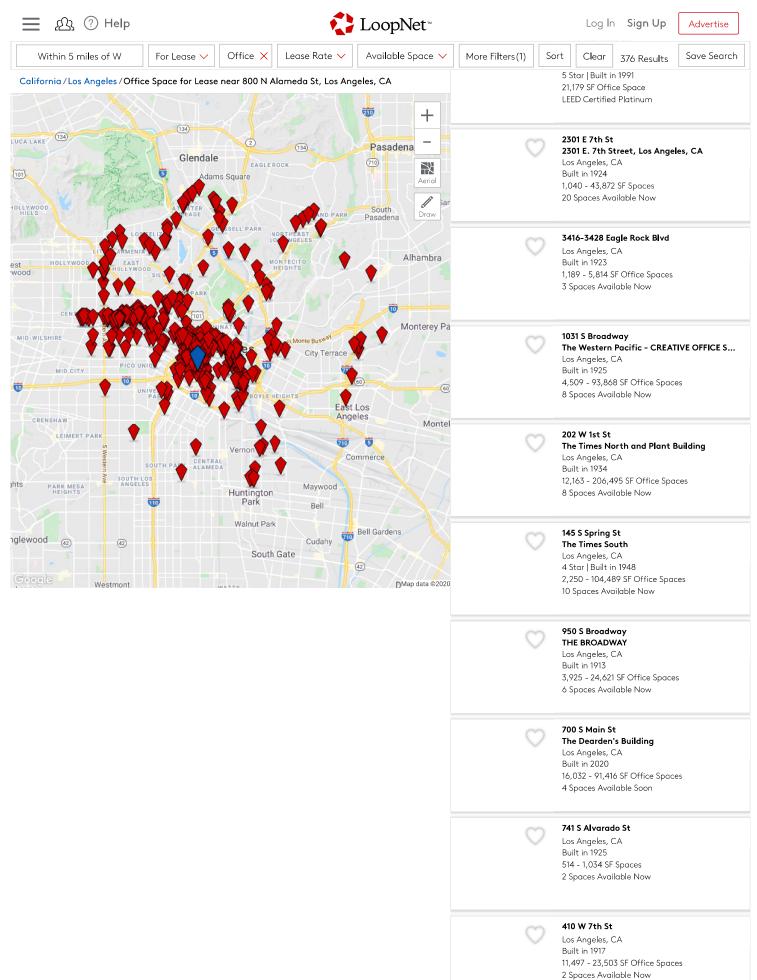


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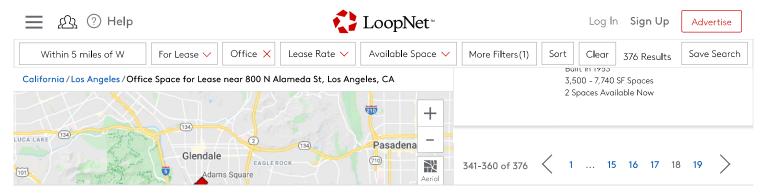


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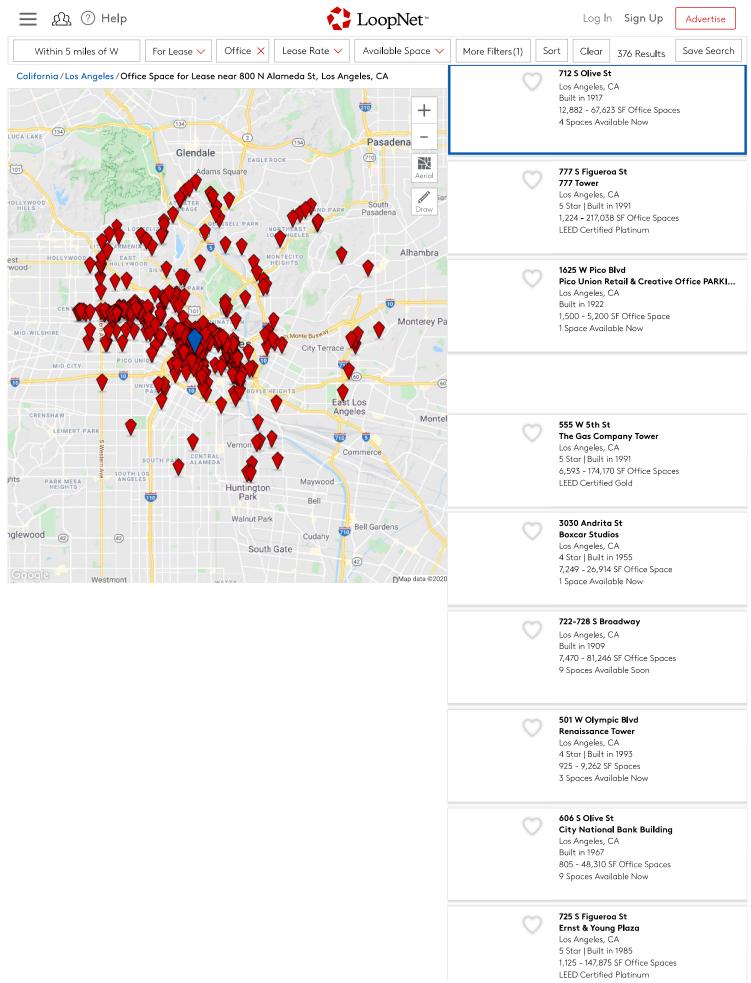
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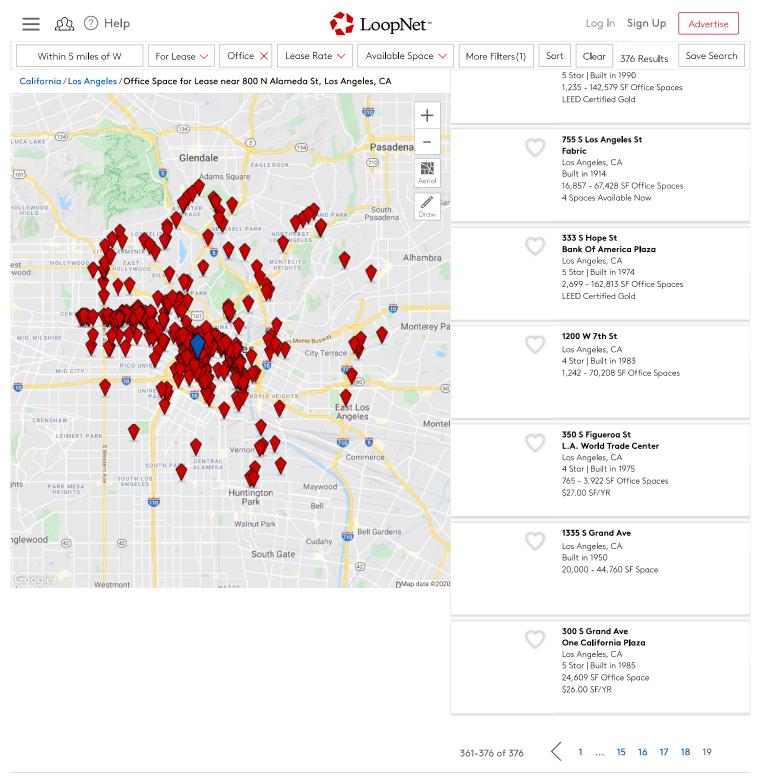


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Office Space for Lease near 800 N Alameda St, Los Angeles, CA

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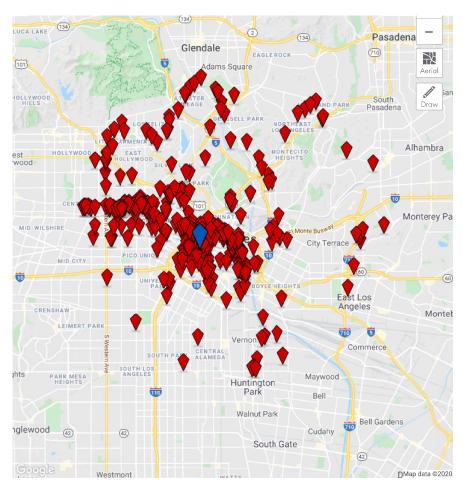
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Appendix F: CBRE Data





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Greater Los Angeles Industrial, Q4 2017

GLA industrial market ends with a bang as occupancy gains bounce back

Vacan 1.2%







*Arrows indicate change from previous quarter

Lease Rate

\$0.79 NNN

CONCESSIONS TIGHTEN AS LANDLORDS BECOME MORE SELECTIVE

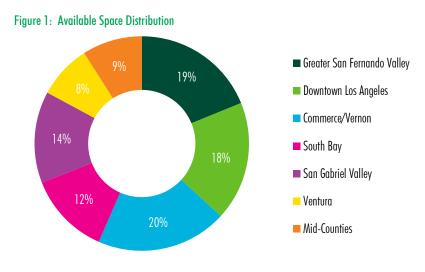
Landlords scaled back free rent and tenant improvement allowances due to fierce competition among tenants and limited options. Additionally, landlords became increasingly selective on the credit worthiness of tenants and pushed for increased security deposits. As rents grew, landlords were concerned that tenants without a strong credit history could hurt their portfolio. As a result, landlords looked to draw good credit for longer term deals.

SALES ACTIVITY REMAINED STRONG

The lack of supply for investment sales drove prices up and cap rates down. Landlords had no problem filling buildings upon or after purchase due to steady demand on the leasing side. With strong industrial fundamentals coupled with proximity to transit and other amenities, the Greater Los Angeles (GLA) region has kept its top spot as a prime target for both domestic and foreign investment capital.

PRE-LEASE ACTIVITY REMAINS SOLID, KEEPING VACANCY DOWN

A lack of existing supply plagued the region as new deliveries and current development projects easily leased or pre-leased. Of the 4.1 million sq. ft. delivered, only 38.0% was available at year end, further highlighting demand in the market. With limited future development due to land scarcity and price spikes, availability and vacancy rates are expected to decrease.



Source: CBRE Research, Q4 2017.

After hitting a low point for the year, the GLA industrial market bounced back strong in Q4 2017. The fall and winter demand surge resulted in occupancy gains and a decrease in vacancy. The added available space from the previous quarter and solid demand provided the GLA industrial market with its best quarter of the year. The proximity to the numerous airports and ports made the GLA industrial region most desirable for e-commerce, distributors, and cargo-centered sea-and-air users. Strong market fundamentals due to a limited supply and unwavering demand kept the market favoring landlords. It is expected that occupancy gains will be steady in 2018 reaching over 2.1 million sq. ft. due to the strong local economy and thriving port activity.

UNEMPLOYMENT

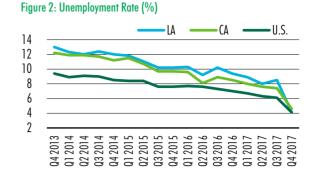
The unemployment rate in Los Angeles County was 4.5% during the month of November, down 20 basis points (bps) since October. In the same time span, approximately 19,400 jobs were added, bringing the region's total non-farm employment to 4,508,100. Year over year, 36,900 jobs were added to educational and health services and construction, financial activities, leisure and hospitality, and professional services contributed the most to job gains, increasing overall job growth by 0.8%. Conversely, government, trade, transportation and utilities, and manufacturing lost a total of 15,500 jobs; local government educational services accounted for a bulk of the job losses. Industrial employment for distribution and manufacturing totaled 274,500 workers and 357,100 workers, respectively. Over the last 12 months, distribution employment declined by 0.1%, while manufacturing declined by 0.4%.

LEASE RATE ANALYSIS

A modest amount of available high-quality product throughout the year, coupled with greater competition among prospective tenants, pushed rents up considerably in 2017. The average asking lease rate closed Q4 2017 at \$0.79 per sq. ft., an increase of 8.5% year over year. Rent growth across all class types was strong in 2017, resulting in record-high rates throughout large pockets of the GLA region. Class A product reached new peaks, while Class B and C rents increased considerably throughout the year. Rental rates are expected to trend upward due to demand out pacing supply across most size segments in the region. According CBRE Econometric Advisors (CBRE EA) rents are expected to grow 4.8% in 2018.

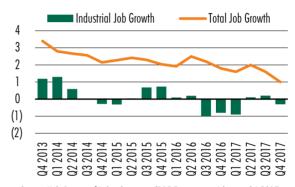
VACANCY & AVAILABILITY

At the end of Q4 2017, vacancy decreased by 10 basis points (bps) to 1.2%, unchanged year over year. The decrease in vacancy quarter to quarter was attributed to third-party logistics (3PLs) and distribution firms competing over quality expansion alternatives. Many of these 3PLs and distributors have strong ties to e-commerce users prompting them to aggressively acquire last mile sites near influential population centers in the region. The availability rate at the end of Q4 2017 increased by 30 bps from Q3 2017



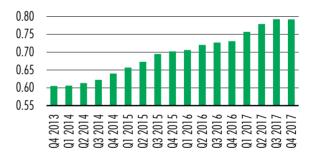
Source: U.S. Bureau of Labor Statistics, Q4 2017.

Figure 3: Year-Over-Year Job Growth (%)



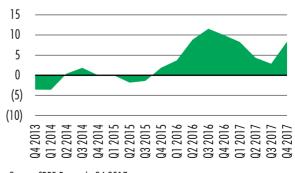
Source: U.S. Bureau of Labor Statistics, CBRE Econometric Advisors, Q4 2017.

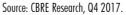
Figure 4: Average Asking Lease Rate (\$PSF/MO/NNN)



Source: CBRE Research, Q4 2017.

Figure 5: Year-Over-Year Rent Growth (%)





to 4.5% and 60 bps year over year. The rise in availability was due to landlords and users butting heads over lease terms. Most tenants wanted shorter lease terms, while landlords looked to achieve longer lease terms. Negotiations over the topic resulted in spaces remaining on the market longer than expected, pushing the availability rate upward in 2017. CBRE EA predicts availability will reach 4.5% in 2018.

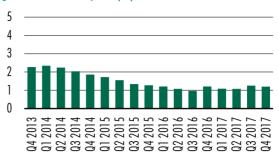
ACTIVITY & NET ABSORPTION

The most active users, such as 3PLs, food, packaging, ecommerce, and general merchandise helped propel gross activity to over 40.4 million sq. ft. and occupancy gain to over 4.3 million sq. ft. in 2017. E-commerce users emerged as a strong market driver during the year, increasing demand from transportation, distributions, logistics and other support industries. The spike in demands came from a need to be closer to the population base for expedited delivery service, enabling them to serve their target market more efficiently and effectively. Some notable leases during Q4 2017 included OnTrac leasing over 400,000 sq. ft. in Commerce, while Nova Transportation leased over 219,000 sq. ft. in Compton. In addition, WSS, a retail company, and Fungyun, an apparel company, leased significant amounts of industrial space in Lynwood and Commerce.

DEVELOPMENT

Over 4.1million sq. ft. of newly completed construction was delivered to the market in 2017. A majority of the newly completed construction was in the San Gabriel Valley and Mid-Counties submarkets, accounting for 39.0% in 2017. Increased competition over land and a dwindling supply of land sites kept construction activity down with just 5.5 million sq. ft. under construction at year end. In 2018, CBRE EA predicts over 4.7 million sq. ft. of newly completed construction will be delivered to the market outpacing net absorption by a sizeable amount.

Figure 6: Overall Vacancy Rate (%)



Source: CBRE Research, Q4 2017.

Figure 7: Available Space (MSF)

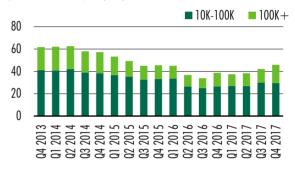
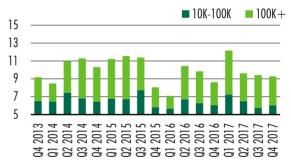


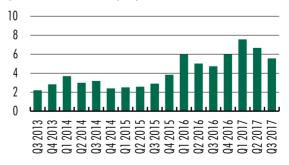


Figure 8: Gross Activity (MSF)



Source: CBRE Research, Q4 2017.

Figure 9: Under Construction (MSF)



Source: CBRE Research, Q4 2017.

Figure 10: Market Statistics

Submarket	Bldg. Sq. Ft.	Overall Vacancy (%)	Availability (%)	Current Net Absorption (Sq. Ft.)	Current Gross Activity (Sq. Ft.)	Under Construction (Sq. Ft.)	Construction Deliveries (Sq. Ft.)	Avg. Asking Lease Rates (\$PSF/MO/NNN)
Commerce/Vernon	163,495,827	1.0	5.5	853,331	1,771,580	530,063	264,594	0.65
Downtown Los Angeles	124,538,393	1.8	6.6	58,607	640,496	0	20,000	0.85
Mid-Counties	110,342,211	0.9	3.8	(64,885)	1,449,963	1,120,142	551,793	0.80
Greater San Fernando Valley	173,542,996	1.2	5.0	407,232	964,089	281,615	0	0.81
San Gabriel Valley	152,109,539	1.7	4.2	296,491	1,731,785	1,728,931	524,060	0.79
South Bay	221,706,607	0.6	2.6	494,975	2,494,302	1,101,485	143,436	0.95
Los Angeles County	945,735,573	1.2	4.5	2,045,751	9,052,215	4,762,236	1,503,883	0.80
Ventura	62,821,816	1.9	5.9	63,831	212,036	792,348	48,778	0.65
Greater Los Angeles	1,008,557,389	1.2	4.5	2,109,582	9,264,251	5,554,584	1,552,661	0.79

Source: CBRE Research, Q4 2017.

Figure 11: Key Transactions

Occupier	Industry Type	Locatoin	Total Sq. Ft.
XPO Logistics*	Transportation/Logistics	Mid-Counties	411,034
OnTrac	Transportation/Logistics	Commerce/Vernon	403,444
West Coast Distribution	Transportation/Logistics	Mid-Counties	268,536
Nova Transportation	Transportation/Logistics	South Bay	219,000
Fungyun, Inc.*	Wholesale	Commerce/Vernon	208,096
*Indiante Densuel			

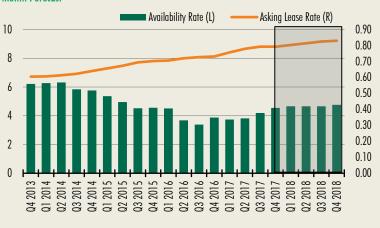
*Indicates Renewal

Source: CBRE Research, Q4 2017.

Figure 12: Market Outlook

The Los Angeles industrial market continues to build upon a steady foundation. Demand coupled with limited available product has pushed rents upward. This trends is expected to continue, according to CBRE EA. Even with the 4.6 million sq. ft. of new space in the pipeline, availability levels are only expected to rise 30 bps over the next 12 months. Rents, however, are projected to increase 4.8% by the close of 2018.

12-Month Forecast



Source: CBRE Econometric Advisors, Q4 2017.

INVENTORY AT A GLANCE



DEFINITIONS

Available Sq. Ft.: Space in a building, ready for occupancy within six months; can be occupied or vacant. Availability Rate: Total Available Sq. Ft. divided by the total Building Area. Average Asking Lease Rate: A calculated average that includes net and gross lease rates, weighted by their corresponding available square footage. Building Area: The total floor area sq. ft. of the building, typically taken at the "drip line" of the building. Gross Activity: All sale and lease transactions completed within a specified time period. Excludes investment sale transactions. Gross Lease Rate: Rent typically includes real property taxes, building insurance, and major maintenance. Net Absorption: The change in Occupied Sq. Ft. from one period to the next. Net Lease Rate: Rent excludes one or more of the "net" costs (real property taxes, building insurance, and major maintenance) typically included in a Gross Lease Rate. Occupied Sq. Ft.: Building Area not considered vacant. Vacancy Rate: Total Vacant Sq. Ft. divided by the total Building Area. Vacant Sq. Ft.: Space that can be occupied within 30 days.

SURVEY CRITERIA

Includes all industrial buildings 10,000 sq. ft. and greater in size in Los Angeles and Ventura counties. Buildings which have begun construction as evidenced by site excavation or foundation work.

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Appendix G: Sample 30-Day Notice to Vacate – Nonresidential











30-DAY NOTICE TO VACATE (NON-RESIDENTIAL)

DATE

OWNER NAME BUSINESS NAME ADDRESS CITY STATE ZIP

Re: BUSINESS ADDRESS, CITY STATE ZIP Link U.S. Parcel No. _____

Dear OWNER:

Previously you received a 90-Day Informational Notice advising that the Los Angeles County Metropolitan Transportation Authority (METRO) requires the property where you are operating your business for the Link U.S. Project. In accordance with that letter, Notice is hereby given that the METRO is now the owner of the property you occupy and has elected to terminate your tenancy of the premises situated in the City of Los Angeles, County of Los Angeles, State of California, and commonly known as **[address]**; and you are hereby required to quit and deliver up possession of said premises on or before **[date]**. If you fail to do so, the METRO may institute legal proceedings against you to recover possession of said premises, with rents and damages.

We will continue to offer relocation assistance, and the relocation advisors, [name, department/organization]. may be contacted for that purpose at (xxx) xxx-xxxx ext. xxx.

Sincerely,

[name] [title] [department]

Date of Personal Service:

O.P. Effective Date (if applicable):

Received By:





Appendix H: Sample 90-Day Notice to Vacate – Nonresidential











90-DAY INFORMATIONAL NOTICE TO VACATE (NON-RESIDENTIAL)

DATE

OWNER BUSINESS NAME ADRESS CITY STATE ZIP

Link US Project Parcel No.

Dear OWNER:

The Los Angeles County Metropolitan Transportation Authority (METRO) must soon remove the building where you are operating your business to clear the property for construction of the Link US Project. It is not necessary to vacate immediately. You will have at least 60 days after you receive this notice before you will be served a formal 30-Day Notice to Vacate.

This notice is being given so that you will have ample time to find a new place for your business. If you need assistance in finding a replacement unit, you may reach LACMTA's Relocation Agent, [name] at xxx-xxxx.

It may be more than 60 days before the 30-Day Notice to Vacate is issued to you, but any such notice will contain a specific date by which you must move.

Sincerely,

[name] [title] [department]

Date of Personal Service:

Received by:



