APPENDIX T

Displacements and Acquisitions Technical Report

Inglewood
TRANSIT CONNECTOR PROJECT

Draft Displacements and Acquisitions Impact Analysis Report



Inglewood

TRANSIT CONNECTOR PROJECT

Draft Displacements and Acquisitions Impact Analysis Report

Prepared for:

City of Inglewood
One Manchester Boulevard
Inglewood, CA 90301

Prepared by:

TRIFILETTI CONSULTING

Trifiletti Consulting
1545 Wilshire Boulevard, Suite 700
Los Angeles, CA 90017

Initial Submittal: December 2021
Updated: January 2022

TABLE OF CONTENTS

Page

1.0 INTRODUCTION 1
1.1 Background 1
1.2 Report Purpose and Structure 3
1.3 General Background 4
1.4 Methodology 4

2.0 PROJECT DESCRIPTION 9
2.1 No Build Alternative 9
2.2 Build Alternative 9

3.0 REGULATORY FRAMEWORK 16
3.1 Federal 17
3.2 State 18
3.3 Local 19
3.4 Relocation Resources 20

4.0 AFFECTED ENVIRONMENT 22
4.1 Market Street Segment 22
4.2 Manchester Boulevard Segment 22
4.3 Prairie Avenue Segment 24

5.0 ENVIRONMENTAL CONSEQUENCES 25
5.1 No Build Alternative 25
5.2 Build Alternative 25

6.0 CONSTRUCTION IMPACTS 36
6.1 Construction Activities 36
6.2 Regulatory Background and Methodology 37
6.3 Construction Impacts 37

7.0 MEASURES TO MINIMIZE HARM 40

8.0 LIST OF PREPARERS 41

APPENDICES
Appendix A Acquisitions and Displacements Parcel Data
Appendix B Acquisitions and Displacements Figures

TABLE OF CONTENTS (cont.)

Page

LIST OF FIGURES

Figure 2-1 Proposed Project Location and Map 12
Figure 4-1 General Plan Designations 23

LIST OF TABLES

Table 2-1 Project Component Locations and Sizes (Conceptual) 13
Table 3-1 Relevant Policies Related to Project, Acquisition, Displacement or Relocation 19
Table 5-1 Source and Cause of Property Acquisition and Displacement 26
Table 5-2 Summary of Permanent Property Acquisitions 29
Table 5-3 Displaced Tenant Breakdown By Size and Type (Inglewood / South LA) 31
Table 5-4 Displaced Owner-Occupant Breakdown By Size and Type (Inglewood / South LA) 31
Table 5-5 Inventory of Available Non-Residential Properties For Lease 32
Table 5-6 Inventory of Available Non-Residential Properties For Sale 32
Table 5-7 Gap Analysis of Displacements and Available Units (Small) 32
Table 5-8 Gap Analysis of Displacements and Available Units (Medium) 33
Table 5-9 Gap Analysis of Displacements and Available Units (Large) 33
Table 6-1 Summary of Additional Construction Related Property Acquisitions 38

ACRO+NYMS

ADA	Americans with Disabilities Act
ATS	Automated Transit System
Caltrans	California Department of Transportation
CFR	Code of Federal Regulations
City	City of Inglewood
DEIR	Draft Environmental Impact Report
FHWA	Federal Highway Administration
IBEC	Inglewood Basketball and Entertainment Center
ITC	Inglewood Transit Corridor
LASED	Los Angeles Stadium and Entertainment District
LAX	Los Angeles International Airport
LPA	Local Preferred Alternative
MAP-21	Moving Ahead for Progress in the 21st Century Act
Metro	Los Angeles County Metropolitan Authority Transportation
MSF	Maintenance and Storage Facility
RAMP	Real Estate Acquisition Management Plan
ROE	Rights-of-Entry
ROW	Right-of-Way
TAE	Temporary Access Easements
TCE	Temporary Construction Easement
TCE	Temporary Construction Easements
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Act
USC	United States Code

1.0 INTRODUCTION

1.1 BACKGROUND

This Displacements and Acquisitions Impact Analysis Report (Impact Analysis Report) has been prepared in connection with the proposed Inglewood Transit Connector Project (the ITC or Project).

The City of Inglewood (City) has proposed the Project to extend service from the Los Angeles County Metropolitan Transportation Authority (Metro) K (Crenshaw/Los Angeles International Airport (LAX)) Line Downtown Inglewood Station to the City's major activity centers that include the Forum, SoFi Stadium, Hollywood Park and the future Inglewood Basketball and Entertainment Center (IBEC) in order to close the critical first/last mile transit gap in the City. The Project consists of a 1.6-mile fully elevated, electrically powered Automated Transit System (ATS) with three stations and other supporting infrastructure. As part of the City's collaboration and partnership with Metro, the Project is proposed as an extension of the Metro regional rail system to the City's activity centers, which would close the critical first/last mile transit gap in Inglewood and increase passenger service along the Metro system by facilitating a seamless transfer of passengers between the Project and the Metro K (Crenshaw/LAX) Line. The elevated guideway is primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Additional detail on the Project description is set forth in Section 2.0.

This Impact Analysis Report assess two alternatives, which are the Build Alternative and the No Build Alternative. The Build Alternative is the proposed Project. Under the No Build Alternative, the ATS would not be implemented to address future congestion, improve mobility and level of service, and advance the City's and region's sustainability goals. While only two alternatives are discussed in this Impact Analysis Report, these two alternatives were selected based on significant earlier planning and analysis work that reviewed a wide range of alternatives.

First, in 2017, prior to the City's work on the proposed Project, Metro studied four different concepts for a connection from the Metro K (Crenshaw/LAX) Line to the City's activity centers.

Then, the City studied various alternatives to the proposed Project as first documented in the City's July 2018 original Notice of Preparation and Initial Study and September 2020 revised Notice of Preparation and Initial Study, and then in the City's Draft Environmental Impact Report (DEIR) which was released for public review in December 2020 (December 2020 DEIR).

The Project as envisioned in the December 2020 DEIR was a 1.6-mile fully elevated, electrically powered automated people mover system with three stations located at Market Street and Florence Avenue (on an existing commercial plaza that would need to be acquired for the Project), Prairie Avenue and Pincay Drive (straddling and superimposed over the existing Prairie Avenue public right-of-way (ROW)), and Prairie Avenue and Hardy Street (straddling and superimposed over the existing Prairie Avenue public ROW).

Based on additional feedback received during the December 2020 DEIR circulation period, the City continued further collaboration with key stakeholders on the design of the Project, which work occurred in winter, spring, and early summer 2021. The City also conducted additional technical analysis and due diligence on potential utility conflicts, property impacts, and potential impacts to historical resources, and refined the project to reduce the project footprint where feasible, which work continued into late summer and fall 2021.

As a result of this ongoing consultation process, the City further refined the Project, as documented in the City's Recirculated Draft Environmental Impact Report, released for public review in November 2021 (Recirculated DEIR). The result of this work resulted in the City's selection of the proposed Project as the Locally Preferred Alternative (LPA), which was formally adopted by the City's City Council on December 14, 2021.

The Project as described in the Recirculated DEIR and LPA remains an approximately 1.6-mile long alignment with three stations beginning at the intersection of Market Street and Florence Avenue, continuing along Manchester Boulevard and Prairie Avenue, and ending at the intersection of Prairie Avenue and Hardy Street. However, the following key refinements were made:

- The configuration of the Market Street/Florence Avenue Station was further refined based on coordination with Metro. The connection to the Metro K Line Downtown Inglewood Station and the orientation of the Market Street/Florence Avenue Station were revised to locate the pedestrian connection on the north side of Florence Avenue.

- Refinements were also made along the Market Street portion of the elevated guideway alignment. The design of the guideway on Market Street in Downtown Inglewood has also been refined to enhance the compatibility of the Project with existing and planned development along Market Street, including historic buildings, such as the historic Fox Theater. The City has also collaborated with the property and business owners along Market Street to refine the ITC Design Standards and Guidelines to enhance harmony of the surrounding context and align with the City's efforts to help revitalize the downtown Market Street area.

- The design of the guideway on Manchester Boulevard was refined to reduce the need for columns on both sides of the street.

- The size and location of the Maintenance and Storage Facility (MSF) were refined through the City's collaboration with representatives of the Vons grocery store that is currently located at the proposed site. Through this work, a refined MSF plan was developed to allow a new Vons supermarket to remain on this site. The City worked to address the parking, operational and facility needs identified by Vons to keep this grocery store offering high quality healthy food options in the center of the City.

- Significant refinements were also made along the Prairie Avenue portion of the alignment, including to both stations located along Prairie Avenue. To address concerns raised by stakeholders, including the Inglewood Unified School District, about station locations, as well as to improve design compatibility, avoid potential utility conflicts, and eliminate the need for straddle bent supports—with columns on both sides of the street to support the elevated guideway along Prairie Avenue—the City refined the ITC segment along the entirety of Prairie Avenue. First, the locations of the two stations proposed on Prairie Avenue have been updated to complement existing and planned development along Prairie Avenue. The Prairie Avenue/Hardy Station has been relocated to the west of Prairie Avenue with an elevated passenger walkway over Prairie Avenue providing access to the LASED development site. The Prairie Avenue/Pincay Drive Station is no longer planned. This station has been relocated to the west of Prairie Avenue at the southwestern corner of the intersection of Prairie Avenue and Manchester Boulevard with an elevated passenger walkway over Prairie Avenue to the Forum. Second, the alignment of the guideway on Prairie Avenue has also been revised to reflect the changes to the location of these stations to the west side of Prairie Avenue. As these stations no longer straddle Prairie Avenue, columns supporting these stations are no longer required on both sides of Prairie Avenue, allowing greater light and air

along Prairie Avenue and allowing for single columns to support the ATS guideway. The columns for the guideway and stations will now be located on the west side of Prairie Avenue, and both the existing sidewalk and street configuration, including the number of lanes, will continue to be maintained.

BACKGROUND ON SPECIAL EARLY ACQUISITION CONSIDERATIONS

As noted above, both of the Prairie Avenue stations as envisioned in the December 2020 DEIR were located primarily in the public ROW such that the straddled over Prairie Avenue. Therefore, under the December 2020 DEIR, there was no station proposed at the property located at the southwest corner of Prairie Avenue and Manchester Boulevard (APNs 4021-036-027 and -049). As disclosed in the December 2020 DEIR, only a portion of the elevated guideway clipped the northeastern corner of this property, but there was no permanent infrastructure located at ground level and the vast majority of the site was avoided.

The current owner of the property conducted its due diligence in winter 2020-2021 and purchased the property in March 2021. At this point in time, the Project's design was as described in the December 2020 DEIR, which the owner confirmed with the City prior to purchasing the property. The owner designed its proposed redevelopment plans for the property around the Project's design as described in the December 2020 DEIR. The owner submitted an application to the City in March 2021 to obtain a Special Use Permit for a new fast-food restaurant with drive thru. These entitlements were processed and culminated in the City's Planning Commission's approval of the Special Use Permit application at a public hearing on May 5, 2021. The owner then submitted for demolition and building permits. The Owner received its demolition permit and commenced demolition of the existing three-story office building at the property in early June 2021.

As summarized above, a significant amount of Project refinement occurred in winter, spring and early summer 2021 in response to public comments received and further stakeholder collaboration that occurred as a result of those comments. The Prairie Avenue design refinements that resulted in moving the elevated guideway and Prairie Avenue stations to the west of Prairie Avenue were not implemented into the Project design until June 2021. These design refinements resulted in a proposed elevated guideway and station being placed diagonally across the entirety of the owner's property (both APNs 4021-036-027 and -049). Once this design refinement had been proposed, the City contacted the owner in late June to advise them of the pending design change in an effort to determine if the Project's design refinement could be compatible with the owner's planned use of the property. The owner analyzed the pending Project refinements and determined that the Project's proposed use of the property for an elevated transit station was fully incompatible with its planned use of the property to house a flagship, state-of-the-art fast-food restaurant. Consequently, the property owner submitted to the City a letter, dated August 20, 2021, to formally request an early acquisition of its property due to undue hardship.

The refined Project description—which includes placing a transit station, elevated guideway, and vertical circulation elements on the subject property—was ultimately circulated publicly as part of the Recirculated DEIR.

1.2 REPORT PURPOSE AND STRUCTURE

This Impact Analysis Report examines the impact of the proposed property acquisitions that would be required for Project implementation. The report is organized into eight sections:

Section 1 – Introduction
Section 2 – Project Description

Section 3 – Regulatory Framework
Section 4 – Affected Environment
Section 5 – Environmental Consequences
Section 6 – Construction Impacts
Section 7 – Measures to Minimize Harm
Section 8 – List of Preparers

1.3 GENERAL BACKGROUND

The Project is located wholly within the City of Inglewood in Los Angeles County.

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

The Uniform Act requires that the owning agency provide notification to all affected property owners of the agency's intent to acquire an interest in their property. One of the items in this notification will include a written offer of just compensation (based on a valid appraisal obtained within the preceding six month period) and otherwise established through the guidelines of the Uniform Act. A consultant specializing in real estate acquisition and relocation (Acquisition Consultant) is assigned to each property owner to assist through the acquisition and relocation process. The Uniform Act also provides benefits to displaced individuals to assist with financial and advisory services related to relocating their residence or business operation. Benefits are available to both owner occupants and tenants of either residential or business properties.

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

1.4 METHODOLOGY

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

Acquisition is the process of acquiring real property and can consist of full property acquisitions (e.g., stations, guideway alignment, parking facilities) or partial property acquisitions (e.g., MSF). An easement is the right to use all or part of the property of another owner for a specific purpose. Easements can be permanent (e.g., at-grade or aerial alignment; pedestrian bridges; vertical circulation and access to property or facilities; roadway realignment or reconstruction) or temporary (e.g., construction activities).

1.4.1 DEFINITION OF AFFECTED AREA

For purposes of this analysis, the Affected Area is defined in terms of displacement and replacement areas. A "displacement" occurs when the Build Alternative acquires a parcel, or portion thereof, that is improved

with an occupied structure. The displacement area includes privately held commercial properties directly affected by the proposed rail and ancillary facilities. "Replacement" refers to the movement (or relocation) of affected businesses into suitable replacement sites. The replacement area includes the City of Inglewood and other nearby cities or communities that may provide replacement site options. Specifically, the replacement area is comprised of the entire City of Inglewood as well as areas in the South Los Angeles neighborhood generally bounded by the 110 and 405 freeways to the east and west, and the 10 and 105 freeways to the north and south. The replacement analysis performed prioritized the City of Inglewood and adjacent communities to ensure maximum comparability between displacement and replacement sites and to minimize impacts to displaced employees.

1.4.2 PROPERTY DISPLACEMENT ANALYSIS

To satisfy National Environmental Policy Act requirements, property displacements were determined by evaluating the extent to which the Build Alternative would affect existing properties and identifying those properties where the current use would not be possible if the Build Alternative were constructed.

To achieve this, significant efforts were first expended to clearly document existing conditions, differentiating between public right-of-way lines and private parcels. First, to establish existing rights of way, centerlines and property lines, the Project's ROW engineer (the "ROW Engineering Team") initially conducted land records investigations with various City of Inglewood and County of Los Angeles departments and ordered preliminary title report information on properties with anticipated impacts. After a thorough review and organization of all record maps and documents obtained, a boundary retracement survey was conducted under the supervision of a California professionally licensed Land Surveyor to locate monuments and cadastral information pertinent to establishing said rights of way, street centerlines, and property lines. All field surveying was conducted in accordance with Chapter 5 "Surveying and Mapping" of the Federal Highway Administration (FHWA) Project Design and Development Manual and the Caltrans Survey Manual for Cadastral Land Net Surveys. Using industry accepted practices for boundary retracement including those set forth in Chapter 5 "Surveying and Mapping" of the FHWA Project Design and Development Manual and the Caltrans Survey Manual for Cadastral Land Net Surveys, the ROW Engineering Team established all existing rights of way, street centerlines, and property lines in the immediate vicinity of the Project improvements. The results of the survey depicted in a Record of Survey is in the process of being filed with the County of Los Angeles Survey Department.

Design data provided by the Project's design and engineering team (Design Team) in AutoCAD format was then overlaid on the existing conditions survey also in AutoCAD format, both tied to California Coordinate System of 1983. This overlay was used to identify properties (and the portions of those properties) that would be required to accommodate the Build Alternative. In addition, aerial imagery flown using aerial photogrammetric survey technology also tied to the California Coordinate System of 1983 coordinate system, as well as supplemental field visits where appropriate, was conducted to more fully identify potentially impacted properties. Based on the extent of the potential effect of the Build Alternative to the parcel, potential displacement were identified.

The commercial real estate database CoStar was the primary source consulted to determine displacements. Additionally, the City's Finance Department was consulted and all existing, current business license information on file with the City was incorporated. Finally, a field review of identified displaced businesses was conducted to validate data obtained from digital sources based on fall 2021 market conditions. Collectively, this data was used to determine the following: (a) the business(es) associated with each affected parcel, including business name(s), addresses(es), type(s) of business, and the estimated number of employees; and (b) the availability of suitable replacement sites for displaced businesses based on current 2021 market conditions and vacancy rates.

As is explained in more detail in Section 5.2.2 (Displacement, Replacements and Relocations), there is one special "displacement" case that was identified, which is associated with the Project's impact on an existing Vons grocery store and associated gas station (which facilities are located on a single large parcel that is owned by Vons). While the Project will require demolition and removal of the existing structure and gas station, the Project was redesigned in consultation and coordination with Vons to avoid a full acquisition of the parcel such that the Project facilities could be sited through a partial acquisition, leaving the remainder of the parcel for Vons to "relocate" onto another portion of its current parcel, where it would build a new grocery store. This is a unique case because while there are clear effects—including an anticipated need for equipment, facility, and employees to be "relocated"—the business will be "relocated" within the same parcel into a similarly sized facility. This approach was undertaken because of the local importance of the grocery store within the immediate surrounding community, combined with the owner's desire to remain at the same location adjacent to the Project facilities. The displacement analysis undertaken still includes this business as a "displaced" owner-occupied business, but the Project design has already evolved in a manner to mitigate any true displacement because the existing parcel will also serve as the replacement site.

1.4.3 PARCEL ANALYSIS

The ROW Engineering Team compared the existing conditions survey with the AutoCAD files reflecting the Project's current design, including all physical improvements and enabling work (e.g., realignment of Prairie Avenue), and performed an initial analysis to establish property impacts necessary to complete the construction of the Project. This analysis was supplemented with field investigations and follow-up analysis. These efforts were then further refined through workshops facilitated by the ROW Engineering Team, at which workshops input was provided by the Project's ROW and real estate team (ROW / RE Team), eminent domain counsel, and supporting acquisition and relocation consultants. Property interests necessary to construct the Project were generally organized into the following categories:

FEE ACQUISITIONS

Fee acquisitions are acquisitions of the full fee interest in a property. Once a full fee acquisition has been completed, the City would be the owner of this property. Fee acquisitions were further classified into the following subcategories:

- **Full Acquisition** – Acquisition of the entire fee interest of a parcel.
- **Partial Acquisition** – Acquisition of a fee interest of less than an entire parcel.

EASEMENT ACQUISITIONS

Easement acquisitions are acquisition of less than the full fee interest in a property, allowing the property rights acquired to be used for a specific and limited purpose. Easement acquisitions were further classified into the following subcategories:

Permanent Easements. Acquisition of less than the full fee interest for an indefinite duration. Permanent easements were priorities in areas where Project needs were permanent in nature but where Project infrastructure could reasonably be accommodated (without compromising Project objectives) by acquiring less than a full fee interest. Permanent easements were further classified into the following subcategories:

- **Permanent Aerial Structure, Columns & Footings Easement** – Includes areas for permanent columns, footing, and guideway structures necessary for the operation and maintenance of the transit connector infrastructure.

- **Permanent Roadway Easement** – Includes areas for permanent widening of street / roadway facilities and will be owned and maintained by the City as public ROW upon the completion of the Project.
- **Permanent Sidewalk Easement** – Includes areas for permanent widening of sidewalk and Americans with Disabilities Act (ADA) compliant paths of travel and will be owned and maintained by the City as public facilities upon the completion of the Project.
- **Permanent Pedestrian Bridge Easement** – Includes areas permanent pedestrian bridge improvements and landing areas to be owned and maintained by the City as public facilities upon the completion of the Project.
- **Permanent Utility Easement** – Includes permanent relocation areas for either underground or overhead permanent utility facilities impacted by the Project improvements. These rights will be shared with the City and utility purveyors who own and will maintain the relocated utility facility.

Temporary Easements or Access Rights. Acquisition of less than the full fee interest for a limited duration, which are necessary only during the construction phase of the Project. These temporary rights allow the Project's developer to build Project infrastructure and undertake all enabling work (i.e., the realignment of Prairie Avenue). Temporary easements or access rights were further classified into the following subcategories:

- **Temporary Construction Easement (TCEs)** – Includes areas necessary to build Project improvements and will include temporary access, room for construction equipment and personnel, and potential for grading/surface repairs to join / match proposed Project infrastructure.
- **Temporary Access Easement (TAEs)** – Includes areas where temporary access may be necessary to private properties that have access restrictions / limitations during the construction of the project improvements.
- **Right of Entry (ROEs)** – Includes areas with moderate impacts to allow for convenience of temporary construction for minor grading or site repairs to match / join proposed Project infrastructure and have nominal anticipated costs for acquisition.

The full results of these efforts to identify and categorize property acquisition needs of the Project are the property impacts described in this Impact Analysis Report, including as further detailed in Appendix A and depicted in Appendix B.

1.4.3.1 Residential Properties

No residential properties requiring acquisition or displacements were identified for the Build Alternative.

1.4.3.2 Commercial and Industrial Properties

To identify and analyze potential effects related to displacement and acquisition of commercial properties, property acquisitions and the number and type of displacements were identified. The evaluation of effects on commercial and industrial properties consists of direct effects on structures, an assessment of other elements (i.e., available parking, access to and traffic circulation within the property) and effects that may disrupt the businesses' ability to conduct their primary function after Project implementation. In situations where a significant effect on business operations is anticipated and no reasonable mitigation measures could be implemented, it was determined that a full acquisition and subsequent relocation would be required.

The primary resources consulted to estimate the number of business units and the corresponding number of employees displaced was CoStar's Tenant module. Additionally, the City's Finance Department was consulted and all existing, current business license information on file with the City was incorporated.

Finally, a field review of identified displaced businesses was conducted to validate data obtained from digital sources based on fall 2021 market conditions. This included fieldwork to inspect each business. Follow up information was obtained from the City of Inglewood Business License department to confirm the listed owner of the business. Collectively, the information from these sources was used to create a list of businesses corresponding with affected properties. This information includes the business name, business type, and the estimated number of employees. Business data sources were supplemented with information available on company websites, other online resources such as Google Maps and information gathered during site visits. Employee counts for business records missing this information were estimated by referencing similarly sized businesses among the displaced business list where employee count data was available.

Identifying potential replacement sites for non-residential properties required a search for properties currently for sale or lease within the replacement area. Searches were performed using CoStar, and a gap analysis was performed between the number of resulting potential replacement units and the displacements identified based on current 2021 market conditions and vacancy rates. Replacement searches were filtered for retail and office uses to correspond to the types of business potentially displaced. To ensure displaced businesses have the highest likelihood of being successfully relocated, identifying a surplus of replacement sites is essential.

2.0 PROJECT DESCRIPTION

As previously discussed, this Impact Analysis Report assesses the No Build Alternative and the Build Alternative (which is the proposed Project and LPA selected by the City).

2.1 NO BUILD ALTERNATIVE

Under the No Build Alternative, the ATS would not be implemented to address projected future congestion, improve overall mobility and levels of service, and advance City and regional sustainability goals. Existing transit service would remain unchanged and continue to function as they do today. This alternative represents conditions that would exist without implementation of the proposed Project and is utilized to assess the potential for adverse effects from the proposed Project. The No Build Alternative condition represents planned future development, including transportation projects funded under the current RTP/SCS. It is likely that unrelated future developments would require property acquisitions.

Under the No Build Alternative, the City would still have a need for additional real property to supplement continuation of its current transportation demand management programs. For example, the City has established a remote parking and shuttle program known as IPark&Go that promotes the easy, efficient use of high occupancy shuttles by event attendees traveling to SoFi Stadium. Also, the City has established transit partnerships and received support from Metro, Big Blue Bus (Santa Monica), GTrans (Gardena), and Torrance Transit to expand transit service to its major entertainment, employment, and residential centers in the Hollywood Park area. Under the No Build alternative, the City would work to promote and expand use of IPark&Go and would continue to work cooperatively with Metro and other municipal bus operators to increase and enhance transit service to City of Inglewood destinations through more frequent headways, additional route options, and other improvements. With respect to special events occurring at SoFi Stadium, Hollywood Park, The Forum, all of these high occupancy transportation modes currently conduct drop-off and pick-up at the City's Intermodal Transit Facility (ITF) lot, located within the Hollywood Park redevelopment area. Because the ITF is already at or near full capacity on event days with the current shuttle and bus volume, the City would look to devote any additional, nearby City-owned real estate to the same transit purposes (including the vacant lot at the southwest corner of Prairie Avenue and Manchester Boulevard, should it be acquired). This additional space would facilitate the City's enhancement of existing traffic demand management programs under the No Build Alternative.

2.2 BUILD ALTERNATIVE

The proposed ATS would include an approximately 1.6-mile long, elevated, guideway primarily located within the public ROW along Market Street, Manchester Boulevard, and Prairie Avenue. **Figure 2-1** shows the proposed Project location and alignment. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The elevated guideway will contain dual lanes to allow trains to travel continuously in each direction. Several trains would likely be operating at the same time, depending on ridership demand.

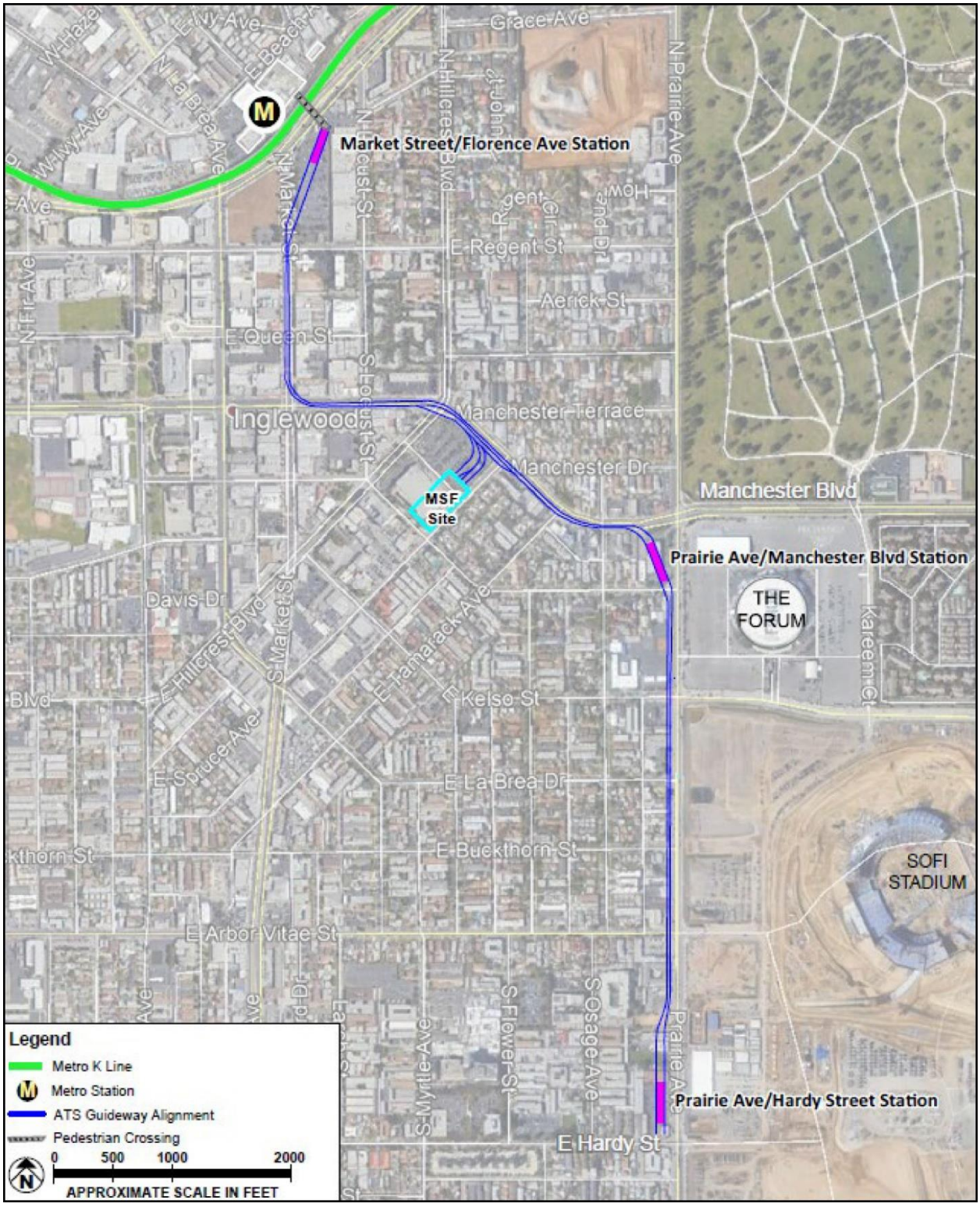


Figure 2-1: Proposed Project Location and Map

The ATS technology may be a self-propelled technology, including, rubber-tire ATS systems, monorails, large steel-wheel ATS systems, also known as automated light rail transit or a cable propelled ATS system. The system will be fully automated (i.e., driverless) to operate at the headways to meet the projected peak ridership needs. The vehicles are smaller than traditional heavy rail technology and can maneuver the tight curves required for the site-specific conditions. This type of technology is also referred to as automated guideway transit, automated transit system, automated people mover or simply monorail; regardless of the terminology used in the industry, it is a form of a light rail technology without an overhead catenary. Regardless of the technology or propulsion type, the Project footprint, and therefore acquisitions, are expected to be the same.

Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. These stations are:

- The Market Street/Florence Avenue Station generally located between Market Street and Locust Street providing connections to the Metro K Line and Downtown Inglewood;

- The Prairie Avenue/Manchester Boulevard Station located on the southwest corner of the intersection of Prairie Avenue and Manchester Boulevard, providing service to the Forum and the Los Angeles Stadium and Entertainment District (LASED) at Hollywood Park including SoFi Stadium and existing and future local businesses and residences.

- The Prairie Avenue/Hardy Street Station located on the northwest corner of the intersection of Prairie Avenue and Hardy Street providing service to the LASED at Hollywood Park, including SoFi Stadium, the IIBEC, and other existing and future local businesses and residences.

These station locations were chosen to be near major employment, housing and retail centers, including the Forum, SoFi Stadium, Hollywood Park (including the other employment, housing and retail commercial uses located within the greater Hollywood Park development), the future IBEC, and the employment, housing and retail commercial uses in Downtown Inglewood, which the City is seeking to enhance and activate.

Existing roadways and infrastructure along the transit alignment will require reconfiguration to accommodate the new elevated transit guideway structures and stations. In addition to surface improvements, utility infrastructure located under roadways may need to be relocated to accommodate the guideway columns, footings, and other components. The roadway reconfigurations proposed along Market Street, Manchester Boulevard, and Prairie Avenue are necessary to assure that the existing roadway travel capacity is not reduced to accommodate the proposed Project.

The proposed Project also includes a MSF to provide regular and preventive maintenance for the ATS trains, vehicle storage, and an operations control center. The proposed location for the MSF is the eastern half of the block bound by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street and Spruce Avenue. An existing commercial building containing a Vons grocery store (with bank branch) and a fitness center is located on the southern portion of this site. A gas station operated by Vons is located on the northeast portion of this site. Demolition of the existing commercial building and gas station are proposed as part of the Project. A new Vons replacement store is proposed on the northwest corner of the site (i.e., at the southwest corner of Manchester Boulevard and Hillcrest Boulevard).

The proposed Project also includes two power distribution system (PDS) substations. These PDS substations will provide the necessary power for the proposed Project including traction power, auxiliary power, and housekeeping power for the stations and related infrastructure. One of the PDS substations will be located

on the MSF site where the Southern California Edison service connection for the system will be provided. The second PDS substation will be located on the Prairie Avenue/Hardy Street station site.

Finally, additional public parking would be provided as part of the Project at three locations that are proposed for acquisition for use as, first, construction staging areas and, after construction, these sites will be improved as public parking lots:

- Approximately 650 parking spaces would be provided in a surface parking lot at the Market Street/Florence Avenue Station along with pick-up and drop-off areas on Locust Avenue and Regent Street.
- Approximately 50 parking spaces would be provided in a surface parking lot at 150 South Market Street.
- Approximately 100 parking spaces and a shuttle bus pick-up and drop-off area would be provided at the Prairie Avenue/Hardy Street Station. This lot would be used for public parking, rideshare and shuttle bus pick-up and drop-off operations during events.

These parking areas will provide public parking needed in the City to support use of the ITC Project, local businesses, and the City's efforts to help revitalize the historic retail areas along Market Street. The ITC Project is designed and intended to extend the transit service provided by the Metro K (Crenshaw/LAX) Line to the major event venues and existing and planned residential and commercial uses in the City, and these parking facilities are proposed to support transit use. On non-event days, the parking is designed to allow the City's residents to become transit riders and use the Metro rail system, providing local convenient parking adjacent to the Project and the Metro K (Crenshaw/LAX) Line. On event days, the City recognizes that many visitors may still drive to the City in search of convenient parking with proximity to commercial uses and access to a direct transportation connection to the City's major event venues. To help with overall traffic congestion and improve circulation on local streets, and to help reduce visitors parking in residential areas, the City proposes to provide parking in close proximity to the Project stations and downtown Market Street area. These parking areas will also provide replacement parking for public parking on streets that may be removed as part of the Project's implementation.

In summary, components of the proposed Project include the following, additional details of which are summarized in **Table 2-1:**

- ATS trains operating on an elevated dual-lane guideway with three stations;
- Passenger walkway systems connecting the stations to the street, mezzanine areas, escalators and elevators;
- Storage space, operations space, communications systems located within stations;
- Wayfinding, signs and communication program;
- A MSF to provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center, among other functions;
- Power distribution system substations located on the MSF and the Prairie Avenue/Hardy Street station sites to provide traction/propulsion power, auxiliary power, and housekeeping power;
- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project;
- Surface public parking lots located at Market/Florence and Prairie/Hardy Stations containing multimodal pick-up and drop-off areas, and at 150 South Market Street to support Downtown Inglewood; and
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

TABLE 2-1: PROJECT COMPONENT LOCATIONS AND SIZES (CONCEPTUAL)

Project Component	General Location	Approximate Size
Guideway	• Located predominantly within the existing public right-of-way of Market St., Manchester Blvd., and Prairie Ave. • Portion of guideway transitioning from Market St. to Manchester Blvd. and approaching the Prairie/Hardy Station proposed on private property proposed for acquisition as part of the Project. • The Prairie/Manchester and Prairie/Hardy Stations are proposed to be located on private property located west of Prairie Ave. proposed for acquisition as part of the Project.	• Approximately 1.6 miles dual lane, end to end • The guideway will vary in height from a minimum of ~35 feet to a maximum of ~60 feet measured from existing grade to top of guideway deck • The dual-lane guideway width will vary from a minimum of ~30 feet to a maximum of ~75 feet. Maximum widths are at stations and approaches to stations.
Market Street/Florence Avenue Station	• Located on private property (to be acquired by the City) at the southeast corner of Market St./Florence Ave.	• Up to ~80 feet in height measured from existing grade to top of station canopy • ~75 feet wide (station structure and guideway only; not including vertical circulation) • ~200-foot long platform for train berthing • ~420-foot long mezzanine level for back of house and circulation
Prairie Avenue/Manchester Boulevard Station	• Located on private property (to be acquired by the City) at the southwest corner of Prairie Ave./Manchester Blvd.	• Up to ~80 feet in height measured from existing grade to top of station canopy • ~75 feet wide (station structure and guideway only; not including vertical circulation) • ~200-foot long platform for train berthing • ~360-foot long mezzanine level for back of house and circulation
Prairie Avenue/Hardy Street Station	• Located on private property (to be acquired by the City) at the northwest corner of Prairie Ave./Hardy St.	• Up to ~80 feet in height measured from existing grade to top of station canopy • ~75-foot wide (station structure and guideway only, not including vertical circulation) • ~200-foot long platform for train berthing • ~340-foot long mezzanine level for back of house and circulation
Vertical Circulation Elements	• Located at each station within the public right-of-way, easements, or private property to be acquired • Locations will depend on station specific requirements to connect to existing sidewalk/passenger walkways.	• Vertical circulation elements will exist at each station to provide access from the platform level to the mezzanine level and ground level

TABLE 2-1: PROJECT COMPONENT LOCATIONS AND SIZES (CONCEPTUAL)

Project Component	General Location	Approximate Size
Pedestrian Bridges	• Location 1: above Florence Ave. connecting the Market St./Florence Ave. Station to the Metro Crenshaw/LAX Line Downtown Inglewood Station. • Location 2: above Prairie Ave from Prairie/Manchester station to the Forum site • Location 3: above Prairie Ave from Prairie/Hardy station to the Hollywood Park site • Specific locations will be determined at time of design and coordinated with stakeholders	• Height will be up to ~65 feet in height measured from existing grade to top of structure • ~30 feet wide maximum for passenger walkway • ~280 feet long for location 1 and ~160 feet long for locations 2 and 3 • Minimum vertical clearance of 10 feet within the walkway interior
Maintenance and Storage Facility (MSF)	• Primarily located on private property to be acquired by the City as part of the Project with potential for portions of the MSF to be located within an easement at 500 E. Manchester Blvd.	• ~75,000 sf building area • Up to ~75 feet in height measured from existing grade to top of roof • Surface parking area under building containing 50 spaces for employees and visitors
Power Distribution System Substation (PDS)	• Two PDS substations; one located at the MSF site and the second at the Prairie/Hardy Station site. the Prairie Ave./Hardy St. Station. • Specific locations within each site will be determined during the design phase	• ~30 feet wide x ~100 feet long • Up to ~20 feet clearance height measured from floor to ceiling • If located below grade, an additional space of ~30 feet wide x ~30 feet long for vertical circulation • ~20 feet wide x ~40 feet long additional space for auxiliary equipment such as a backup generator, if necessary
Roadway Improvements	• Market St., Manchester Blvd. and Prairie Ave.	• New roadway striping, lane reconfigurations, partial relocation, on-St. parking adjustments, new sidewalks, lighting improvements, traffic signal adjustments, landscaping, and streetscape
Pick-Up/Drop-Off Areas and Surface Parking Lots	• Market St./Florence Ave. Station site • 150 S. Market St. • Prairie Ave./Hardy St. Station site	• Surface level parking at each site: ~650 spaces at Market St./Florence Ave. Station ~50 spaces at 150 S. Market St. ~100 spaces at Prairie/Hardy Station Pick-Up/Drop-Off Area • Market St./Florence Ave. Station site on Locust St. south of Florence Ave., and Regent St. between Locust St. and Market St. • Prairie/Hardy St. Station within the station site

TABLE 2-1: PROJECT COMPONENT LOCATIONS AND SIZES (CONCEPTUAL)

Project Component	General Location	Approximate Size
Staging Areas During Construction	• Market St./Florence Ave. Station site • 150 S. Market St. • MSF site • Prairie Ave./Manchester Blvd. Station site • Various properties north of Prairie Ave/Hardy St. Station site (having addresses 923, 937, 945, 1003, and 1007 S. Prairie Ave.)	• Entirety of Market St./Florence Ave. Station site (including future surface parking lot area) on Locust St. south of Florence Ave., and Regent St. between Locust St. and Market St. • Entirety of 150 S. Market St. site (future surface parking lot area) • Portion of MSF site being acquired for MSF infrastructure and parking lot • Entirety of Prairie Ave/Manchester Blvd. Station site • Portion of property having address 923 S. Prairie Ave. (~11,000 s.f.) and entirety of properties have addresses 937, 945, 1003, and 1007 S. Prairie Ave.

3.0 REGULATORY FRAMEWORK

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

FEDERAL

- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and subsequent amendments (the Uniform Act)
- 49 Code of Federal Regulations (CFR) Part 24, dated January 4, 2005, titled Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally assisted Programs, Final Rule (the Final Rule)
- Public Law 112-141 dated July 6, 2012 titled *Moving Ahead for Progress in the 21st Century Act* (MAP-21), including the Uniform Act amendments made in MAP-21 Section 1521
- Federal Transit Administration (FTA) Circular C 5010.1E dated March 21, 2017; Rev. 2 and subsequent revisions dated July 16, 2018 titled Award Management Requirements
- Real Estate Acquisition Management Plan (RAMP) and Relocation Plan
- Americans with Disabilities Act (ADA) of 1990

STATE

- California Relocation Act (Government Code Section 7260 et seq.)
- California Code of Civil Procedure (Code of Civil Procedure Section 1245.330 et seq.)
- California Department of Transportation (Caltrans) Right of Way Guidelines

REGIONAL

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

LOCAL

- The City's Acquisition and Relocation Policy for the Project (currently pending; finalization, and adoption will occur based on the City's RAMP and Relocation Plan, once finalized to FTA's satisfaction).

- The City's General Plan is the City's policy document that sets forth goals, objectives, and policies for the long-term future development of the City. Various Elements of the General Plan include goals that may relate to the acquisition of commercial properties in connection with the Project. These goals include:

    - Help promote sound economic development and increase employment opportunities for the City's residents by responding to changing economic conditions.
    - Develop a land use element that facilities the efficient use of land for conservation, development and redevelopment.
    - Create and maintain a healthy economic condition within the present business community and assist new business to located within the City.
    - Protect local businessmen and encourage the importance of maintaining a strong commercial district in the downtown.

- Promote the development of commercial/recreational uses which would complement those which already are located in Inglewood.
- Downtown is a major economic engine providing jobs, sales tax and other revenues.
- Provide quality local transit connections from major destinations such as the NFL Stadium and Forum to Downtown and the Downtown Inglewood Metro station using existing or emerging technologies.
- Create land use patterns and public amenities that encourage people to walk, bicycle and use public transit.
- Encourage new development to reduce vehicle miles traveled to reduce pollutant emissions.

RELOCATION RESOURCES

- Relocation Plan – The City's preparation of a Relocation Plan will determine in further detail the impact of the Project on the displaced business occupants (based on surveys and/or questionnaires) to assure that adequate relocation assistance and resources will be available to the displacees.
- Direct Financial Assistance – Direct financial assistance will be paid pursuant to the Uniform Act for actual reasonable moving and related moving expenses or as a fixed payment for non-residential moving expenses, incidental expenses or a business reestablishment payment.
- Relocation Advisory Assistance – Written information and brochures will be provided explaining the federal acquisition and relocation program. Also, relocation advisory assistance pursuant to the Uniform Act will be provided, which will include identification and referral of available replacement property for displaced businesses.
- Sufficient Government Funding

3.1 FEDERAL

3.1.1 UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970 ("UNIFORM ACT") (42 U.S. CODE [USC] SECTION 61)

The Uniform Act mandates that certain relocation services and payments be made available to eligible residents, businesses, and non-profit organizations displaced as a direct result of projects undertaken by a federal agency or with federal financial assistance. The Uniform Act provides for uniform and equitable treatment of persons displaced from their homes and businesses and establishes uniform and equitable land acquisition policies.[1] Owners and holders of real estate interests of private property have federal constitutional guarantees that their property will not be acquired, taken, or damaged for public use unless they first receive an offer of just compensation.

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

A just compensation amount is measured by the "fair market value" of the real estate property interests and rights acquired, where fair market value is considered to be the: "highest price on the date of valuation that would be agreed to by a seller, being willing to sell, but under no particular or urgent necessity for so doing, nor obliged to sell; and a buyer, being ready, willing and able to buy but under no particular necessity for so doing, each dealing with the other with the full knowledge of all the uses and purposes for which the property is reasonably adaptable and available." (Code of Civil Procedure Section 1263.320a.) The establishment of fair market value of a property is determined by an independent appraisal opinion of value of a property's worth that is just and equitable on the open market and confirmed by an outside independent review appraisal.

The Uniform Act is also codified in 49 CFR Part 24. All real estate acquisition and relocation assistance undertaken with FTA federal assistance must be compliant with the Uniform Act and it's implementing regulations at 49 CFR Part 24. FTA Circular C 5010.1E dated March 21, 2017; Rev. 2 and subsequent revisions dated July 16, 2018 titled Award Management Requirements provides additional detailed procedures for implementing the acquisition and relocation program.

3.1.2 REAL ESTATE ACQUISITION MANAGEMENT PLAN ("RAMP") AND RELOCATION PLAN

For all major capital projects under 49 CFR 633.25 and FTA Circular 5010.1D, a RAMP and Relocation Plan is required.

The RAMP is a top-level and project-wide document that describes the property acquisition/relocation and management functions for a project. The RAMP follows the project's life cycle through Preliminary Engineering, Final Design, the application for a Full Funding Grant Agreement, and construction and service phases. The Project has prepared an initial version of its RAMP that will be submitted to FTA in January 2022.

The Relocation Plan is an additional planning document that focuses solely on a Project's property acquisitions that will result in displacements. The Project is in the process of preparing a Relocation Plan that will be submitted to FTA in February or March 2022.

3.1.3 AMERICANS WITH DISABILITIES ACT OF 1990 ("ADA") (42 USC SECTION 12101 – 12213)

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

3.2 STATE

3.2.1 CALIFORNIA RELOCATION ACT (GOVERNMENT CODE SECTION 7260 ET SEQ.)

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

this case, the public entity must provide relocation assistance and benefits. The California Relocation Act, consistent with the intent and guidelines of the Uniform Act, seeks to achieve the following:

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

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

3.2.2 CALIFORNIA CODE OF CIVIL PROCEDURE (SECTION 1245.330 ET SEQ.)

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

3.3 LOCAL

The Project is located entirely within the limits of the City of Inglewood and thus there is only one applicable local jurisdiction. The City's General Plan is the City's policy document that sets forth goals, objectives, and policies for the future development of the City. The Land Use and Environmental Justice Elements of the General Plan include goals that may relate to the acquisition of commercial properties in connection with the Project, as presented in **Table 3-1** below.

TABLE 3-1: RELEVANT POLICIES RELATED TO PROJECT, ACQUISITION, DISPLACEMENT OR RELOCATION

Goal/Policy	Descriptions
CITY OF INGLEWOOD LAND USE ELEMENT (1980)	
Goals and Objectives, § A	Help promote sound economic development and increase employment opportunities for the City's residents by responding to changing economic conditions.
Goals and Objectives, § A	Develop a land use element that facilities the efficient use of land for conservation, development and redevelopment.
Goals and Objectives, § C	Create and maintain a healthy economic condition within the present business community and assist new business to located within the City.
Goals and Objectives, § C	Protect local businessmen and encourage the importance of maintaining a strong commercial district in the downtown.
Goals and Objectives, § C	Promote the development of commercial/recreational uses which would complement those which already are located in Inglewood.
CITY OF INGLEWOOD LAND USE ELEMENT (2016 Amendment)	
Downtown TOD, Goal #4	Downtown is a major economic engine providing jobs, sales tax and other revenues.
Downtown TOD, Goal #3, Policy 3.5	Provide quality local transit connections from major destinations such as the NFL Stadium and Forum to Downtown and the Downtown Inglewood Metro station using existing or emerging technologies.
CITY OF INGLEWOOD ENVIRONMENTAL JUSTICE ELEMENT (2020)	
Policy EJ-2.4	Create land use patterns and public amenities that encourage people to walk, bicycle and use public transit.
Policy EJ-2.8	Encourage new development to reduce vehicle miles traveled to reduce pollutant emissions.
SOURCE: City of Inglewood, General Plan, Land Use Element [1980 - 2016]	

3.4 RELOCATION RESOURCES

In accordance with the Uniform Act; 49 CFR Part 24; California Government Code 7260 et seq.; California Code of Regulations (CCR) 6000 et seq.; and other prevailing regulations, in the event business or residential displacement occurs as a result of property acquisitions, relocation resources would be provided to displacees that meet the requirements of the guidelines mentioned above for a displaced person. This also includes a relocation plan in accordance with 49 CFR §24.205 (and referenced in FTA Circular 5010.1E [Page IV-12]) with respect to the federal requirements and California Code of Regulations, Title 25, Division 1, Chapter 6 with respect to state requirements.

3.4.1 RESIDENTIAL PROPERTIES

No residential displacements were identified as a result of the Build Alternative.

3.4.2 NON-RESIDENTIAL PROPERTY RESOURCES

3.4.2.1 Relocation Plan

The Relocation Plan is an additional planning document that focuses solely on a Project's property acquisitions that will result in displacements. The Project is in the process of preparing a Relocation Plan that will be submitted to FTA in February or March 2022. Preparation of a Relocation Plan will yield additional information about displaced businesses and their needs in a replacement site (based on surveys and/or questionnaires). This information will facilitate advanced planning and appropriate relocation site identification, as well as helping to assure that adequate relocation assistance and resources will be available to the displacees.

3.4.2.2 Direct Financial Assistance

The non-residential Relocation Assistance Program provides assistance to (*inter alia*) businesses and non-profit organizations in reimbursement for certain relocation costs and, as discussed below, locating suitable replacement properties. The non-residential Relocation Assistance Program would provide current lists of properties offered for sale or rent, suitable for a particular business' specific relocation needs. The payment types include moving, searching, and reestablishment expenses and may include, but are not limited to:

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

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

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

3.4.2.3 Relocation Advisory Assistance

Written information and brochures will be provided explaining the federal acquisition and relocation program. Also, relocation advisory assistance pursuant to the Uniform Act will be provided, which will include identification and referral of available replacement property for displaced businesses.

3.4.2.4 Sufficient Government Funding for Relocation

The City intends to finance the proposed Project with federal, state, and local funding. Relocation cost estimates have been established for all displacees and are included within the Project budget.

4.0 AFFECTED ENVIRONMENT

Existing land uses along the alignment are described below in three segments: the Market Street Segment, Manchester Boulevard Segment, and Prairie Avenue Segment. Descriptions for each segment are then broken down into descriptions of General Plan designations with a description of existing physical uses. **Figure 4-1** shows General Plan Land Use Designations.

4.1 MARKET STREET SEGMENT

The Market Street Segment extends from the intersection of Market Street and Florence Avenue to the intersection of Market Street and Manchester Boulevard. Just north of the intersection of Market Street and Florence Avenue lies the Metro K (Crenshaw/LAX) Line, which runs parallel with Florence Avenue in this area. North of the K Line are additional retail commercial uses including a grocery store, pharmacy, and cosmetic services. On the south side of the intersection of Market Street and Florence Avenue, at the north end of the segment, is a commercial shopping center with restaurants, retail stores (including a national auto parts retailer), a pharmacy, cosmetic services, and a dental office. Existing uses along Locust Street, across the street to the east of the shopping plaza, consist of single-family and multi-family residential homes. A senior housing project, bank, and beauty salons are located along Locust Street, south of Regent Street and the shopping plaza. The existing land use west of the plaza is a lot which is currently being developed into multifamily apartments with some ground-floor retail uses. Continuing along Market Street south of the shopping center, commercial uses border the street on both sides of Market Street, from just south of Regent Street to the intersection with Manchester Boulevard. Uses on the west side of Market Street, from north to south consist of a beauty salon, vacant lot, restaurants, the former Fox Theater building, a repair shop, public employment services, retail stores, and an office building. On the east side of Market Street, the existing land uses from Regent Street to Manchester Boulevard include a bank, a site under development with a mixed-use project, art gallery, restaurants, retail stores, and a commercial office.

4.2 MANCHESTER BOULEVARD SEGMENT

The Manchester Boulevard Segment extends from the intersection of Market Street and Manchester Boulevard to the intersection of Manchester Boulevard and Prairie Avenue. Land uses on Manchester Boulevard consist of primarily commercial uses. Land uses on the north side of Manchester Boulevard from west to east include retail stores, a dentist office, and a restaurant. Near Manchester and Hillcrest Boulevards is a gas station, a bar, a medical clinic, an advertising agency, a retail store, and a church. Near Manchester Drive and Osage Avenue is an insurance office, a church, and multifamily housing. An auto shop and a restaurant are located on Manchester Boulevard at Prairie Avenue. A cemetery is located across Prairie Avenue to the north. On the south side of Manchester Boulevard, traveling from west to east to Hillcrest Boulevard uses include retail stores, a pharmacy, and restaurants. Between Hillcrest Boulevard and Spruce Avenue is a shopping center that includes a grocery store with a gas station. Other uses located within the grocery store shopping center include a bank branch, coffee shop, and gym. East of Spruce Avenue, the south side of the roadway is lined with retail shops, a day care facility, and a real estate office. Moving past Osage Avenue towards Prairie Avenue is a dry cleaner, a dentist office, and a commercial building.

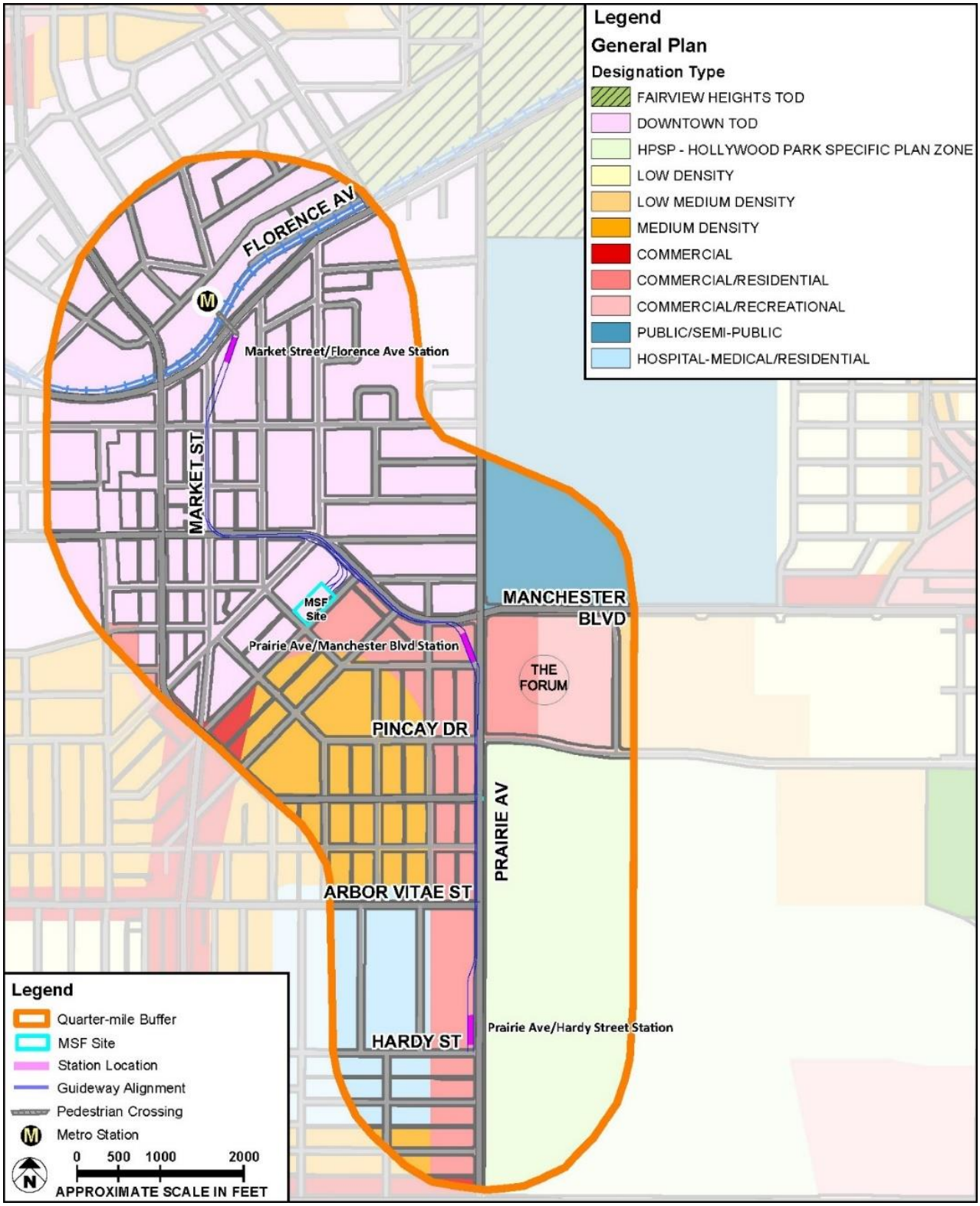


Figure 4-1: General Plan Designations

4.3 PRAIRIE AVENUE SEGMENT

The Prairie Avenue Segment extends from the intersection of Prairie Avenue and Manchester Boulevard to the northwest corner of the Prairie Avenue and Hardy Street intersection. Land uses west of Prairie Avenue from the north to Kelso Street include an early education center and school. South of Kelso Street along the west side of Prairie Avenue is a restaurant and a funeral home before the land use transitions into residential uses between La Palma Drive and Buckthorn Street. Continuing south of Buckthorn Street until Arbor Vitae Street is a liquor store, some commercial office space, a church, a motel, and a convenience store. South of Arbor Vitae Street is a small strip mall, a multi-family apartment complex, some general commercial or office space (mostly vacant), a nonprofit adult education facility, and various vacant lots, before reaching a commercial center located at the northwest corner of Prairie Avenue and Hardy Street, which center contains restaurants, a bakery, beauty salons, and small retail stores. With regard to existing uses along the east side of Prairie Avenue, starting on the north end of Prairie Avenue, the Inglewood Park Cemetery is located on the northeast corner of Prairie Avenue and Manchester Boulevard. The Inglewood Park Cemetery is located on 200 acres of land with park-like vegetation throughout the site. South of Manchester Boulevard is the Forum, a historic commercial recreational venue built in 1967, which is surrounded by surface parking. South of Pincay Drive are various surface parking lots, which provide parking for the recently completed SoFi Stadium, YouTube Theater and surrounding Hollywood Park redevelopment area. South of the main entrance to SoFi Stadium is an intermodal transit hub. South of the transit hub towards Hardy Street is a power substation surrounded by a vacant lot used for construction staging.

5.0 ENVIRONMENTAL CONSEQUENCES

5.1 NO BUILD ALTERNATIVE

Improvements and facilities associated with the proposed Project would not be constructed under the No Build Alternative. This alternative represents conditions that would exist without implementation of the proposed Project, and is utilized to assess the potential for adverse effects from the proposed Project. The No Build Alternative condition represents planned future development, including transportation projects funded under the current RTP/SCS. It is likely that unrelated future developments would require property acquisitions. As it relates to assessing proposed Project impacts, the No Build Alternative does not include an action that would result in an adverse effect. Specifically, the No Build Alternative would not necessitate land acquisition, nor would it result in any displacements. Therefore, the No Build Alternative would not result in an adverse effect.

The No Build Alternative would still involve a need for some additional, nearby real property to support the continuation and improvement of the City's current transportation demand management programs. Because the City's ITF is currently at or near capacity, expanding transit and shuttle access in the area would involve finding additional locations for those high-occupancy modes to conduct drop-off and pick-up. Accordingly, the City would look to devote any additional, nearby City-owned real estate to the same transit purposes (including the vacant lot at the southwest corner of Prairie Avenue and Manchester, should it be acquired).

5.2 BUILD ALTERNATIVE

5.2.1 ACQUISITIONS

5.2.1.1 Sources, Causes, and Types of Property Acquisitions

The Build Alternative would affect existing properties—either through a full acquisition or partial acquisition—and result in property acquisitions and displacements. Easements are also required, but the acquisition of easements would not trigger additional displacements. Property acquisitions are anticipated to be lightly phased over time, but the acquisitions that would result in displacements would need to occur early on in the Project schedule in order to provide critical real property needed for Project infrastructure construction. **Table 5-1** identifies typical causes of property acquisitions and displacement that could occur as a result of the Build Alternative. Set forth below is a fuller explanation of each property acquisition type.

Full Acquisition. Full property acquisitions would result in the purchase of an entire property for the Project. With respect to full acquisitions, all proposed full acquisitions would involve acquisition of a fee interest. In this case, the City would purchase the full "fee interest" and become the owner of the property. This would include instances where a significant portion of the physical structure or structures identified as the property's principal business facility would be required permanently for the Build Alternative or for an extended period during construction. Full property acquisitions would also occur in cases where a property's physical structures were not affected but another component critical to a property's intended use such as parking, access, or open space used for storage of goods or equipment would be required for the Project. Full acquisitions would be required for all proposed stations and the proposed surface parking lots.

TABLE 5-1: SOURCE AND CAUSE OF PROPERTY ACQUISITION AND DISPLACEMENT

Source of Acquisition	Type of Acquisition	Cause/Process
Stations (elevated platform, mezzanine platform, ground floor plaza area, and vertical circulation and related improvements)	Full Acquisition	Area required to site and construct new stations. Property acquired for stations will also be used for construction staging and laydown space as station elements are constructed.
Parking Facilities	Full Acquisition	Area required for station pick-up and drop off areas and surface parking.
MSF	Partial Acquisition	Area required to site MSF, at which all maintenance, storage, and ongoing operational oversight (e.g., office) activities will occur for the Project.
Pedestrian Bridges and Vertical Circulation	Permanent Easement	Additional area needed for elevated pedestrian bridges that will connect station sites to critical connection points located on property owned by third parties (Metro's Downtown Inglewood Station, The Forum, and Hollywood Park). Vertical circulation from the bridge to ground level must also be constructed on private property.
Aerial Guideway	Permanent Easement	Elevated guideway travels off public ROW above private property and obtains an aerial easement for placement of the guideway, support columns, and column footings.
Roadway Realignment and Reconstruction	Permanent Easement	Additional area to maintain traffic volumes and turn lanes, as well as restore existing roadway and sidewalk to existing conditions following Project construction.
Utility Location and Relocation	Permanent Easement	Areas necessary to place new utility lines and infrastructure for the Project or to relocate existing utilities to facilitate Project construction.
Construction Activities	Temporary Construction Easement	Staging materials and equipment during the construction period; property would be returned at the end of construction.
Construction Laydown	Full Acquisition or Temporary Construction Easement	Area required for staging materials equipment during construction period. Staging, laydown, and construction areas have been located within the footprint of full acquisitions or on fully or partially vacant lots.
Access to a Business (Temporary)	Temporary Access Easement	Temporary disruption to business during construction resulting from reduced or restricted access.

Partial Acquisition. Partial property acquisitions mean that only a portion of the property would be purchased, and the owner would retain the remaining portion of the property. The City would acquire an interest (which could be either a fee interest or an easement interest, as applicable) for the portion of the property required for the Project construction and operation and would become owner of that portion of the property. A partial acquisition is also considered if the area required for the Project is not critical to the property's primary function as a business or if the remaining portion of the property could be reconfigured to continue serving its existing or potential future purpose without significant disruption to occupants. Partial property acquisitions may result from the widening of street or intersections due to inadequate ROW widths, the reconstructing of roadway, sidewalk or parkway areas (including to satisfy ADA or other code requirements), pedestrian bridge and vertical circulation needs adjacent to the stations, or the location of elevated guideway over portions of private property, or area required for ancillary facilities. Additionally, construction of the MSF would entail a partial acquisition as the MSF facility was designed to avoid a significant portion of the site to allow such portion to be retained by and continued to be used by the current owner.

Easement. An easement provides one party the right to use another party's property for a stated purpose. That property may be owned by a private person, business entity, or a group of owners and can involve a general or specific portion of the property. An easement can be at the surface level, underground/subsurface (beneath a property), or aboveground (aerial) and can be characterized as temporary (typically during construction) or permanent. Acquisition of an easement is considered a partial property acquisition from the property owner. The purchase of an easement is accomplished through a one-time payment and an easement deed is recorded.

Permanent Easement. Five primary categories of permanent easements have been identified as being necessary to accommodate the Build Alternative. First, aerial structure, column and footing easements (PAEs) are needed in areas where portions of the elevated guideway structure and it supporting columns cross onto private property. Second and third, permanent roadway easements and permanent sidewalk easements (PREs and PSEs) are needed to accommodate the permanent realignment of Prairie Avenue and certain other instances where final conditions would otherwise result in material portions of roadway and/or sidewalk existing on private property. Fourth, permanent pedestrian bridge easements (PBEs) are needed for elevated pedestrian bridges that will connect station sites to critical connection points located on property owned by third parties (Metro's Downtown Inglewood Station, The Forum, and Hollywood Park). Vertical circulation from the bridge to ground level would also be constructed on private property and covered by these easements. Fifth, permanent utility locations (PUEs) are required to site underground or overhead permanent utility facilities impacted by the Project improvements. These rights will be shared with the City and utility purveyors who own and will maintain the relocated utility facility.

Temporary Easement. Three categories of temporary easements or access rights have been identified as being necessary to accommodate the Build Alternative. Specifically, temporary construction easements (TCEs), temporary access easements (TAEs), and or rights-of-entry (ROEs) are necessary for the Build Alternative where temporary rights are required from property owners for construction activities (including staging or reconstruction of sidewalk and driveways) or access. In most instances, these activities would not affect the primary function of the property while construction is going on. In limited instances along Prairie Avenue, there are instances where TCEs are proposed to cover primarily or fully vacant lots in order to provide construction staging areas; in these instances, since there is no existing use, the owner would be prevented from making active use of those parcels for the duration of the TCE. In all areas where temporary easements or access rights are needed, the area would revert to its former use after construction activities have been completed and the property owner would have full use and control over their property akin to existing conditions. TCEs were the most commonly identified form of temporary easement, but a TAE was identified when temporary access may be needed across a private property due to a temporary interruption to an adjacent property's typical access point. ROEs were identified when the construction impacts involved only minor grading or site repairs to tie in existing conditions with new Project elements (e.g., reconstructed sidewalks or streets) and the costs for acquisition are anticipated to be nominal.

5.2.1.2 Summary of Permanent Property Acquisitions

The Build Alternative would require full and partial acquisitions for the stations, guideway, columns, parking facilities, power distribution systems, and an MSF. The Building Alternative would also require a wide range of permanent easements for the guideway, columns, pedestrian bridges with vertical circulation, roadway (e.g., realignment and reconstruction), sidewalk (e.g., realignment, widening, and reconstruction), and utility relocation.

The following summary provides more detail on the property acquisitions required, on a per segment basis.

Market Street Segment. The Market Street Segment begins with the pedestrian bridge connection between the Project's Market Street/Florence Avenue station and Metro's existing K Line Downtown Inglewood station. Permanent aerial easements will be needed to accommodate this connection. The southern portion of the bridge will connect into the Market Street/Florence Avenue station, which is located on the block bounded by Florence Avenue to the north, Market Street to the west, Regent Street to the south, and Locust Street to the east. Full acquisitions from five property owners will be necessary to acquire the 15 parcels on which the station and supporting parking and drop-off and pick-up area would be located. These acquisitions would result in 23 displaced businesses (plus a non-operational payphone). The displaced businesses include a national drugstore chain, two Mexican restaurants, a national auto parts retail store, a discount clothing retail store, a dentist, and a variety of smaller businesses. Additionally, at the corner of Market Street and Manchester Boulevard, a portion of the guideway and a surface parking lot require the acquisition of two parcels (one of which is owned by the City and would be contributed to the Project). Two businesses would need to be relocated as a result.

Manchester Boulevard Segment. Along the Manchester Boulevard Segment, one partial acquisition would be required for the siting of the MSF and ancillary facilities (including the guideway and columns leading to the MSF). This partial acquisition would affect one parcel that is improved with a grocery store, gas station, and fitness center. As mentioned previously, Project refinements were made to reduce the Project's footprint size in order to accommodate the on-site relocation of the grocery store. The gas station and fitness center would be displaced and need to be relocated. The other permanent property acquisitions required along the Manchester Boulevard Segment consist of permanent easements for driveway and sidewalk reconstruction and utility relocations. No displacements would be caused by any of those easements.

Prairie Avenue Segment. The Prairie Avenue Segment begins with the Prairie Avenue/Manchester Boulevard Station to the north, includes the realignment of Prairie Avenue, and ends with the Prairie Avenue/Hardy Street Station to the south. The full acquisition of two contiguous, commonly-owned parcels is required for the Prairie Avenue/Manchester Boulevard Station. Both parcels are currently vacant so no displacements would occur as a result. The realignment of Prairie Avenue would require the acquisition of various permanent easements to build additional roadway and sidewalk along the eastern side of Prairie Avenue and to rebuild driveways and sidewalks along the western side of Prairie Avenue (after column placement). Also, as the guideway approaches the Prairie Avenue/Hardy Street Station, the guideway shifts west out of the public right-of-way and onto private property, which would require the acquisition of permanent aerial easements across five parcels (collectively owned by four property owners). Siting of the Prairie Avenue/Hardy Street Station would necessitate a full acquisition of two contiguous, commonly-owned parcels. This acquisition would result in the displacement of seventeen small commercial and retail businesses, including multiple beauty salons, restaurants, and a medical group.

Table 5-2 summarizes the permanent property acquisitions. Temporary property acquisitions associated solely with additional construction needs are discussed in Chapter 6.0 below. With respect to permanent property acquisitions, the Build Alternative would impact 30 owners (who collectively own 50 parcels).

TABLE 5-2: SUMMARY OF PERMANENT PROPERTY ACQUISITIONS			
Acquisition Type	**Owners Affected**	**Parcels Affected**	**Area Affected (s.f.)**
Full Acquisition (FA)	9*	21*	~466,611
Partial Acquisition (PA)	1	1	~184,234
Permanent Easement	20**	28**	
Aerial Structure Column, and Footing (PAE)	4	5	~17,840
Roadway (PRE)	12*	12*	~43,241
Sidewalk (PSE)	4*	6*	~36,170
Pedestrian Bridge (PBE)	1	5	~4,376
Utilities (PUE)	7	8	TBD
TOTAL	**30**	**50****	**~752,472**
* One of the parcels included in each of these counts is owned by the City and would be transferred to the Project. ** Total is lower than the aggregate sum of all easement types because there are 8 parcels that are affected by two types of permanent easements (PRE and PUE, PRE and PSE, or PRE and PAE).			
SOURCE: Mark Thomas, 2021			

5.2.1.3 Special Early Acquisition Considerations

For one of the acquisitions detailed above as part of the Prairie Avenue Segment—specifically, the full acquisition of the two contiguous, commonly-owned parcels required for the Prairie Avenue/Manchester Boulevard Station (APNs 4021-036-027 and -049)—the City is seeking concurrence from the FTA regarding an early acquisition exception that would allow for the City's early acquisition of this property in advance of the Project's completion of its full environmental clearance process.

The City's request for an early acquisition exception is being made first as a hardship acquisition pursuant to 23 CFR §771.118(d)(3)(i) in response to a written request received by the City from the property owner. In this letter, the owner requested that the City undertake an early acquisition of its property to alleviate the particular hardship the owner is experiencing as a result of the Project's proposed use of its property. This particular hardship stems from the fact that the owner acquired the property, re-entitled it, and demolished the existing improvements (a three-story office building) based on an earlier version of the Project as contained in the City's December 2020 DEIR. The earlier version of the Project involved no major Project infrastructure being located at this property; only a portion of the aerial guideway extended over a small corner of the property. However, as a result of Project refinements that were shared with the owner during stakeholder outreach meetings and subsequently set forth in the City's recirculated DEIR, released in November 2021, the revised Project includes locating a transit station across the entirety of this property. Consequently, the owner's planned redevelopment of the site into a flagship fast-food restaurant location (at considerable private expense) proved to no longer be financially or operationally viable in light of the Project's proposed future use of the property under the revised Project alignment. Furthermore, while the City undertakes and completes its environmental clearance and procurement processes for the Project, the property owner will continue to experience a unique hardship in that it has already incurred significant expenses to acquire, pre-develop, and hold a property that now cannot reasonably be redeveloped for the owner's envisioned purpose; meanwhile, these costs inhibit the owner's ability to acquire and develop an alternative location in the City that meets the owner's business objectives. Consequently, the owner has requested that the City acquire this property as soon as possible to alleviate them of this unique hardship.

The City's request for an early acquisition exception is also being made as a protective acquisition pursuant to 23 CFR §771.118(d)(3)(ii) because the property's status quo shows that the property is in imminent threat of development (given that it is entitled, has undergone demolition, and additional building permits

are all in process) and the proposed development use (as embodied in the current entitlements obtained by the owner) is incompatible with the Project's proposed use of the property.

Any early acquisition—like all acquisitions undertaken for the Project—would occur in full compliance with the Uniform Act and its implementing regulations at 49 CFR Part 24, along with FTA Circular C 5010.1E dated March 21, 2017; Rev. 2 and subsequent revisions (which provide additional detailed procedures for implementing the acquisition and relocation program). Also, the City is committing that no development of the Property would commence until after the Project's completion of its full environmental clearance process. Therefore, if the No Build Alternative were selected, the property in question would be in the same condition as when acquired by the City. And, as detailed in Sections 2.1 and 5.1, under the No Build Alternative, the property would still be used by the City to facilitate the continuation and enhancement of its current transportation demand management programs (since the City's ITF is already at capacity). Finally, as noted in Section 5.2.2.4 below, there are no displacements or relocations associated with the proposed early acquisition, since the property is vacant land.

5.2.2 DISPLACEMENT, REPLACEMENT, AND RELOCATION

Business displacements would be required to accommodate Project-related facilities. For relocated businesses, jobs would also be relocated and would not be permanently displaced. However, permanent job loss could still occur as a result of the relocation. The proposed Project would displace approximately 40 businesses and approximately 385 employees. In addition to the stand-alone businesses displaced, some businesses have payphones, movie rental machines, propane rental lockers, and other similar facilities operated by vendors on site. While these vendors may be eligible to receive some relocation assistance benefits related to moving their property, it is assumed that they will be moved along with the anchor businesses and specific replacement sites have not been separately identified in this report. These vendors (which consist of stand-alone, automated machines) also do not have employees and so no employee-related impact could feasibly occur.

As discussed in Section 1.4, Methodology, property size and use types are based on zoning and land use information from the Los Angeles County Assessor. CoStar's Tenant module and data gathered from site visits were used to estimate the number of business units and the corresponding number of employees that would be displaced. Employee counts for businesses with no data available were estimated by referencing similarly sized businesses among the displacement list where employee count data was available.

Business size designations are based on the occupied square footage of the businesses compared with other businesses potentially displaced by the Project. Potential replacement sites were grouped by size based on similar thresholds and the displacement, replacement, and gap analysis were performed using these metrics. The size parameters used are as follows:

- **Small businesses** are generally between 500 and 4,000 square feet;
- **Medium-sized businesses** are generally between 4,000 and 25,500 square feet; and
- **Large businesses** are larger than 25,500 square feet.

It is noted, however, that it is possible that a small business could lease a portion of a larger replacement site, leaving additional space available for other tenants. Considering this scenario would result in additional replacement site options being available for smaller business beyond what is represented in this analysis. Furthermore, once relocation assistance is provided to displacees, there may be operational changes that could result in a given business seeking a replacement site located within a different size category. For example, a business that has experienced significant success may view the replacement

process as an opportunity to relocate to a larger site and expand their business footprint. Alternatively, a business that has experienced decreasing revenue or whose business model may have shifted to a more virtual or online presence due to changing market conditions may view the replacement process as an opportunity to relocate to a smaller site and reduce their business footprint. Considering these scenarios would further expand replacement site options available for all business categories.

Based on the size and type classification methodology outlined above, only one large business—a Vons grocery store with gas station—would be potentially displaced by the Project; however, early coordination with the business during the environmental process has yielded a potential approach where the business, a Vons grocery store, would be reconfigured on the remainder portion of the existing site. Though further coordination is needed, this scenario would eliminate the need to locate a replacement site at the time of relocation.

5.2.2.1 Displacement

Table 5-3 and **Table 5-4** summarize the number of potential businesses and employees that would be displaced by the proposed Project.

TABLE 5-3: DISPLACED TENANT BREAKDOWN BY SIZE AND TYPE (INGLEWOOD / SOUTH LA)

Business Type	Small		Medium		Total Businesses Displaced	Total Employees Displaced
	Businesses Displaced	Employees Displaced	Businesses Displaced	Employees Displaced		
Office	4	11	2	27	**6**	**38**
Retail	24	98	4	120	**28**	**218**
Retail - Food Service	10	47	1	9	**11**	**56**
TOTAL	**38**	**156**	**7**	**156**	**45**	**312**

SOURCE: LA County Assessor, 2021; CoStar, 2021; EPIC, 2021.

TABLE 5-4: DISPLACED OWNER-OCCUPANT BREAKDOWN BY SIZE AND TYPE (INGLEWOOD / SOUTH LA)

Business Type	Medium		Large		Total Businesses Displaced	Total Employees Displaced
	Businesses Displaced	Employees Displaced	Businesses Displaced	Employees Displaced		
Grocery	0	0	1	70	**1**	**70**
Retail	1	3	0	0	**1**	**3**
TOTAL	**1**	**3**	**1**	**70**	**2**	**73**

SOURCE: LA County Assessor, 2021; CoStar, 2021; EPIC, 2021.

5.2.2.2 Replacement

Table 5-5 and **Table 5-6** summarize the available replacement sites for lease and for sale within the replacement area. As discussed in Section 1.4 (Methodology), the replacement area is comprised of the entire City of Inglewood as well as areas in the South Los Angeles neighborhood generally bounded by the 110 and 405 freeways to the east and west, and the 10 and 105 freeways to the north and south. The data presented at the time of this report is based on current market conditions and vacancy as of December 2021. It is possible that a decrease in vacancy rates at the time of acquisition could result in a reduced number of available replacements sites. However, a general surplus of replacement sites currently available relative to the number of anticipated displacements suggests that replacement sites would be available in the future.

TABLE 5-5: INVENTORY OF AVAILABLE NON-RESIDENTIAL PROPERTIES FOR LEASE				
Business Type	**Small**	**Medium**	**Large**	**Total**
Office	8	10	8	26
Retail*	59	41	0	100
TOTAL	**67**	**51**	**8**	**126**
*Because Retail-Food Service businesses can be relocated to other types of retail sites, all available retail sites were combined for the replacement inventory				
SOURCE: CoStar, 2021; EPIC, 2021.				

TABLE 5-6: INVENTORY OF AVAILABLE NON-RESIDENTIAL PROPERTIES FOR SALE			
Business Type	**Medium**	**Large**	**Total**
Retail	6	0	**6**
TOTAL	**6**	**0**	**6**
SOURCE: CoStar, 2021; EPIC, 2021.			

5.2.2.3 Gap Analysis

A "gap analysis" conducted for the proposed Project determined whether a surplus or deficit of suitable replacement sites would likely be available within the replacement area. A surplus indicates a larger number of available replacement sites than likely required to accommodate displacements and a deficit indicates there would likely be insufficient replacement sites.

Table 5-7, **Table 5-8**, and **Table 5-9** summarize the gap analysis, which determined that sufficient comparable replacement sites would likely be available for all business sizes and types, with the exception of the one special case grocery store identified above.

TABLE 5-7: GAP ANALYSIS OF DISPLACEMENTS AND AVAILABLE UNITS (SMALL)						
	For Lease			**For Sale**		
Business Type	**Non-Owner-Occupied Businesses Displaced**	**Total Properties Available**	**Size of Surplus**	**Owner Occupied Businesses Displaced**	**Total Properties Available**	**Size of Surplus**
Retail	24	59*	25*	N/A**	N/A**	N/A**
Retail – Food Service	10			N/A**		
Office	4	8	4	N/A**	N/A**	N/A**
TOTAL	**38**	**67**	**29**	N/A**	N/A**	N/A**
*Because Retail-Food Service businesses can be relocated to other types of retail sites, all available retail sites were combined for the gap analysis. **There are no small owner-occupied businesses potentially displaced, so the replacement site search was limited to sites available for lease.						
SOURCE: CoStar, 2021; EPIC, 2021.						

TABLE 5-8: GAP ANALYSIS OF DISPLACEMENTS AND AVAILABLE UNITS (MEDIUM)

	For Lease			For Sale		
Business Type	**Non-Owner-Occupied Businesses Displaced**	**Total Properties Available**	**Size of Surplus**	**Owner Occupied Businesses Displaced**	**Total Properties Available**	**Size of Surplus**
Retail	4	41*	36*	1	6*	5*
Retail - Food Service	1			0		
Office	2	10	8	0	N/A**	N/A**
TOTAL	**7**	**51**	**44**	**1**	**6**	**5**

*Because Retail-Food Service businesses can be relocated to other types of retail sites, all available retail sites were combined for the gap analysis.
**There are no medium sized, owner-occupied, office businesses potentially displaced, so the replacement site search was limited to sites available for lease.

SOURCE: CoStar, 2021; EPIC, 2021.

TABLE 5-9: GAP ANALYSIS OF DISPLACEMENTS AND AVAILABLE UNITS (LARGE)

	For Lease			For Sale		
Business Type	**Non-Owner-Occupied Businesses Displaced**	**Total Properties Available**	**Size of Surplus**	**Owner Occupied Businesses Displaced**	**Total Properties Available**	**Size of Surplus**
Grocery	N/A*	N/A*	N/A*	1	0	-1
TOTAL	**0**	**0**	**0**	**1**	**0**	**-1**

**There are no large, tenant-occupied businesses potentially displaced, so the replacement site search was limited to sites available for sale.

SOURCE: CoStar, 2021; EPIC, 2021.

5.2.2.4 Special Relocation Considerations

With respect to the one proposed early acquisition, the property in question is vacant land with no physical improvements, structures, tenants, or businesses currently located on or at the property; consequently, no displacements or relocations would occur at this location in connection with the Build Alternative.

With respect to relocations that would occur as a result of the Build Alternative, the results of the gap analysis show that sufficient replacement sites would be available for all businesses, with the exception of the one special case, as initially discussed in Section 1.4, Methodology. The only business size category showing a deficit of available replacement sites is the large category, which contains only the Vons grocery store and gas station. As discussed at the beginning of this section, the Project description includes a situation in which Vons remains at its present location after a portion of the existing site is acquired for the Project. In ongoing discussions with Vons, they have indicated a preference for eliminating the automotive gas pumps that currently occupy a portion of the site to instead use the remaining portion of the parcel to reconstruct a similarly sized grocery store. As a result, while the Projects will have effects on the existing facilities, the Project will not require the grocery store to relocate to a different site, but instead was designed to allow for the "relocation" of the grocery store within the same parcel into a similarly sized facility. This approach was undertaken because of the local importance of the grocery store within the immediate surrounding community, combined with the owner's desire to remain at the same location adjacent to the Project facilities. Advanced planning discussions with Vons are continuing occur to better define the resulting site plan, construction schedule for the new store, and how that schedule would integrate with the Project's overall schedule.

It is noted that there is another business located on the same parcel as the Vons grocery store—a Planet Fitness—which business currently leases a portion of the building that houses the Vons grocery store. This business would be relocated and the gap analysis indicates sufficient replacement sites to accommodate that business.

The largest business in the medium size category is a CVS pharmacy. Though the gap analysis shows replacement sites are available, it is likely that significant reconfiguration of the replacement site would be necessary to accommodate CVS. Requirements for parking, the layout of the store, and a freight loading dock sufficient to handle commercial delivery vehicles are among the considerations that would need to be addressed at the time of relocation. As discussed in Section 3.4, Relocation Resources, relocation assistance would be provided to all eligible businesses including direct financial assistance for modifications to the replacement site to accommodate the business. Additionally, as part of the development of a more detailed Relocation Plan and direct coordination with the business, it is possible that the Project's construction schedule needs for the CVS pharmacy occupied portion of the larger Market Street Station site could be adjusted to provide additional time to location and reconfigure the replacement site.

Among the retail businesses that would be displaced by the proposed Project are eleven restaurants, including restaurants currently occupying units in strip retail centers as well as stand-alone restaurants. The replacement site search did not indicate many replacement sites *currently* in use for food service; however, many general retail sites are available that could be reconfigured to accommodate restaurant uses. Reimbursement for necessary modifications to the physical property would be among the relocation benefits provided to eligible displacees, though additional permits may be required to operate a restaurant in a location not currently configured for such use. This is one way in which the City may be able to provide additional assistance to displaced restaurants. Over half of the small retail replacement sites identified are within the City of Inglewood. The City could consider waiving permit fees or expediting permits to ensure relocating restaurant businesses meet with little resistance as possible when trying to reestablish themselves at replacements sites.

In addition to the specific considerations described above, there are several other ways in which the City can improve the likelihood that businesses can successfully relocate. For example, affording additional time during the relocation process to search for replacement sites and staging the relocation process according to when properties would need to be vacated could help with the successful relocation of businesses within, or as close as possible to displacement sites. Additional time for relocation agents to work with displacees on finding suitable replacement sites and facilitating complex moves would increase the probability of successful relocations.

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

The City would provide relocation assistance and compensation for all displaced businesses as required under the Uniform Act and California Relocation Act. This includes a relocation plan as required by California Code of Regulations, Title 25, Division 1, Chapter 6. Details of these regulations and the relocation resources are provided in Sections 3.1 through 3.4 of this Impact Analysis Report. Where acquisitions and relocation are unavoidable, the City would follow the provisions of both the Uniform Act and the California Relocation Act, as amended. All real property acquired by the City would be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal for all real property

acquired by the City or utilized temporarily during construction, would be provided to every affected owner. Each business displaced as a result of the proposed Project would be given advance written notice and would be informed of their eligibility for relocation assistance and payments under the Uniform Act, as discussed in detail in Section 3.4.

Finally, the Project will directly and indirectly result in significant job creation, which could result in the re-employment of anyone from a relocated business should it result in permanent job loss despite the above-mentioned strategies. As explained in the Project's Environmental Assessment, the proposed Project would directly generate approximately 150 full-time jobs associated with the operation and maintenance of the ATS trains. In addition, in 2009, the University of Utah's Metropolitan Research Center reviewed a wide set of literature and data on the job and economic impacts of transportation spending and reported five conclusions relevant to choosing transportation stimulus projects. The key findings included investing in areas with high job needs improves employment faster than investing elsewhere. Putting or keeping public transportation in communities with high unemployment produces up to 2.5 times more jobs than putting public transportation in communities with low unemployment. The proposed Project provided project inputs for assessment using the Job Co-benefit Modelling Tool under transit mode. The results indicate that the proposed Project would indirectly contribute to the creation of 11,516 additional jobs. This would result in the proposed Project directly and indirectly creating approximately net 11,666 full-time-equivalent jobs.

6.0 CONSTRUCTION IMPACTS

6.1 CONSTRUCTION ACTIVITIES

Construction would occur in multiple phases over approximately 46 months between January 2024 and November 2027. Construction of the new replacement Vons would occur prior to construction of the ATS System. The following is a summary of the planned construction phases. For additional details, refer to the Inglewood Transit Connector Project Baseline Construction Phasing Narrative (June 2021) provided in Appendix W to the Project's Environmental Assessment.

The construction phasing represents a reasonable set of assumptions to inform the environmental analysis. The construction phasing described below will likely be refined as design and implementation of the proposed Project progresses and a contractor is selected to build the ATS. Prior to Phase 1 construction activities being initiated on the MSF site, the owner/operator of the Vons supermarket currently located on this site would demolish the existing Vons gas station on the corner of Manchester Boulevard and Spruce Avenue and pave this area for use as a parking area for the new Vons store to be built on the corner of Manchester Boulevard and Hillcrest Boulevard. This construction would occur over an approximate 10-month period prior to Phase 1 of the ITC construction. The eight construction phases are described below and would include various surface and aerial construction activities.

- Phase 1 would include demolition of buildings and site improvements on properties acquired for construction of the proposed Project, the beginning of construction of the MSF, trenching and installation of primary power duct bank, and preparatory work on the east side of Prairie Avenue to allow for the roadway shift. After demolition, the remaining asphalt flatwork areas at the commercial plaza at Market and Regent Streets, the commercial building at 150 South Market Street, and the retail commercial center at northwest corner of Prairie Avenue and Hardy Street, would provide space for construction staging, including but not limited to, space for equipment storage, material staging and storage, contractor jobsite trailers, and on-site parking for construction staff throughout the entire project duration.
- Phase 2 would include activities to enable the construction sequence of the guideway along Prairie Avenue from Hardy Street to Manchester Boulevard, and work at the MSF site.
- Phase 3 would include foundation work for the ATS guideway, foundation work for the Market Street/Florence Avenue Station, and construction for the support structure of the MSF building. Phase 3 work would include utility relocation (if necessary), foundations, columns, and setting of prefabricated buildings at the PDS substations.
- Phase 4 would include foundation work for the ATS guideway, guideway column caps along Market Street, and the MSF building deck and shell. Phase 4 activities would include utility relocation (if necessary), foundations, CIP columns, guideway column caps, and installation of equipment at the TPDSs.
- Phase 5 would include aerial work for the ATS guideway along Prairie Avenue from Hardy Street to Manchester Boulevard and Manchester Boulevard from Prairie Avenue to Market Street, guideway girder along Market Street, and MSF building interior construction. Phase 5 activities would include guideway girders, guideway straddle caps, and installation of equipment at the PDSs.

- Phase 6 would include aerial work for the ATS guideway along Prairie Avenue from Hardy Street to Manchester Boulevard and Manchester Boulevard from Prairie Avenue to Market Street, completion of the Prairie Avenue/Manchester Boulevard Station, completion of Hardy Station, and completion of the MSF building, and the elevated passenger walkway to the Metro K (Crenshaw/LAX) Line Downtown Inglewood Station.
- Phase 7 would include final site work and completion of the stations.
- Phase 8 would occur for the guideway along the entire length of the alignment and primarily includes installation of the operating systems and testing and commissioning of the ATS trains.

6.2 REGULATORY BACKGROUND AND METHODOLOGY

6.2.1 REGULATORY BACKGROUND

All federal, state, regional, and local regulations and guidelines pertinent to the construction the Project would be followed.

6.2.2 METHODOLOGY

This Chapter 6.0 utilizes the same methods as discussed in Section 1.4, Methodology in the context of TCEs and construction activities to identify and evaluate potential effects on properties along the Project footprint. Because efforts were made during the initial Project planning to constrain construction staging and laydown locations within either (a) areas where full acquisitions were required for the construction of the Project or (b) lots that are currently vacant or developed with unoccupied buildings, there are no potential displacements associated with the construction needs. The additional temporary construction needs identified are all sufficiently temporary and small in scale that they would not be anticipated to result in impacts that would require displacements.

6.3 CONSTRUCTION IMPACTS

6.3.1 NO BUILD ALTERNATIVE

Under the No Build Alternative, infrastructure and transportation-related projects included in the RTP/SCS would continue to be implemented and built with the exception of the Project. Future construction activities may include, but are not limited to, construction staging, materials stockpiling, hauling of dirt and materials, temporary street and lane closures, and use of temporary easements. Construction activities could require temporary acquisitions and TCEs that may result in the temporary displacement of residents, businesses, and employees. The temporarily affected sites would be returned to pre-construction conditions once construction is completed. In response to potential property acquisition and/or displacement that may occur under the No Build Alternative, the City would provide relocation assistance and compensation for all displaced businesses and residences as required under the Uniform Act and California Relocation Act. Therefore, the No Build Alternative would not result in an adverse effect.

6.3.2 BUILD ALTERNATIVE

Construction of the Build Alternative would require the preparation and demolition of structures on construction support sites; utility relocation; aerial guideway system construction and ancillary facilities; aerial station construction; street-widening and reconstruction; and the construction of parking facilities and an MSF.

Construction laydown, staging areas, and contractor employee parking for the proposed Project are envisioned to be primarily located within the Project alignment and where permanent acquisitions are already required for the proposed Project facilities. These proposed staging areas include the Market Street/Florence Avenue Station site, the property at 150 South Market Street, the MSF site, the proposed Prairie Avenue/Manchester Boulevard Station site, and the proposed Prairie Avenue/Hardy Street Station site. In these locations, demolition of existing buildings will be required, which will result in the relocation of existing businesses. These relocations were discussed and analyzed in Chapter 5.0 above.

There are also certain properties (all located on the western side of Prairie Avenue, north of the Hardy Street Station) where permanent easements will be required to site portions of the elevated guideway and support columns for the Project (the "North Hardy Parcels"). In these location, demolition of existing buildings will be required, which will result in the relocation of existing businesses. Again, these relocations were discussed and analyzed in Chapter 5.0.

Certain supplemental areas have been identified for construction staging, laydown, and support areas which would be located on the remaining vacant portions of the North Hardy Parcels. There would not be any additional demolition required in order to use these additional areas, which is why they were selected for supplemental construction staging areas. As a result, there are no additional displacements or relocations associated with this third category of construction space needs.

Finally, there are various other properties over which TCEs, TAEs, and ROEs would be needed for short periods of time to accommodate roadway reconstruction, sidewalk reconstruction, column and footing placement, and similar activities. These temporary easement needs have been analyzed and it was determined that the nature of the easements would not impact existing buildings or properties, change the primary function of the existing use, or require the relocation of any existing businesses. The rights being acquired would be temporary, and the sites would be returned to pre-construction conditions once construction is completed. As a result, there are no additional displacements or relocations with this fourth category of construction space needs.

Table 6-1 summarizes the construction-related acquisitions and TCEs to the extent the construction areas are not already covered by the permanent acquisitions summarized in **Table 5-2** above.

TABLE 6-1: SUMMARY OF ADDITIONAL CONSTRUCTION RELATED PROPERTY ACQUISITIONS

Acquisition Type	Owners Affected	Parcels Affected	Area Affected (s.f.)
Temporary Easement			
Construction (TCE)	24*	34*	132,058
Access (TAE)	6	1	1,550
Right of Entry (ROE)	1	11	1,441
TOTAL	**31****	**46****	135,049

* One of the parcels included in these counts is owned by the City and these property rights would be transferred to the Project.

SOURCE: Mark Thomas, 2021

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

The Build Alternative would impact 31 owners (who collectively own 46 parcels). Of these owners and parcels, 19 of the owners and 22 of the parcels overlap with those impacted by permanent property acquisitions detailed on **Table 5-2** above (e.g., a single parcel is affected by both a permanent sidewalk easement to rebuild and maintain new sidewalk and a temporary construction easement for related construction activities). No additional full or partial acquisitions are required, and all of these additional impacts consist of temporary easements and rights of entries. There are no additional displacements or relocations associated with the construction period activities that were not already captured, discussed, and analyzed in Chapter 5.0 above.

The City would provide compensation for all businesses and residents affected during construction as required under the Uniform Act and California Relocation Act. Furthermore, where temporary easements are to be acquired for construction-related activities, these property rights would be appraised and just compensation not less than the approved appraisal would be made to each property owner.

7.0 MEASURES TO MINIMIZE HARM

The City would provide relocation assistance and compensation for all displaced businesses as required under the Uniform Act, California Relocation Act, and other applicable regulations. As a result, the proposed Project would not result in an adverse effect.

Also, as detailed previously in this Impact Analysis Report, the City will also employ additional strategies where feasible and appropriate to further minimize harm, specifically:

- Affording additional time during the relocation process to allow displacees to search for replacement sites;
- Providing additional time for relocation agents to work with displaces to locate suitable replacement sites;
- Staging and timing the relocation process according to when properties need to be vacated to meet Project schedule needs;
- Relocating displaced businesses as close as possible to the displacement sites; and
- Expanding the replacement area to include other nearby cities that may increase the chances of finding suitable replacement sites.

8.0 LIST OF PREPARERS

TRIFILETTI CONSULTING, INC.

Velma Marshall
Julie Soic
Tami McCrossen-Orr

APPENDIX A

Acquisitions and Displacements
Parcel Data

APPENDIX A-1: ACQUISITIONS AND DISPLACEMENTS PARCEL DATA

ID	Project Component	Property Owner	APN	Site Address	Full Acquisition (FA), Partial Acquisition (PA), or Easement (EAS)	Relocation Y/N	Property Interests Needed	Property Interest Areas (SF)	Project Needs
MK-101-01	METRO STATION PED BRIDGE CONNECTION	LACMTA	4015-019-902	317 E. Florence Avenue	Easement	N	**Permanent Easement** - Pedestrian Bridge Easement **Temporary Easements** - Temporary Construction Easement	199 309	Interest needed for pedestrian bridge improvements.
MK-101-02	METRO STATION PED BRIDGE CONNECTION	LACMTA	4015-019-904	319 E. Florence Avenue	Easement	N	**Permanent Easement** - Pedestrian Bridge Easement **Temporary Easements** - Temporary Construction Easement	1,311 541	Interest needed for pedestrian bridge improvements.
MK-101-03	METRO STATION PED BRIDGE CONNECTION	LACMTA	4015-019-905	325 E. Florence Avenue	Easement	N	**Permanent Easement** - Pedestrian Bridge Easement **Temporary Easements** - Temporary Construction Easement	1,446 331	Interest needed for pedestrian bridge improvements.
MK-101-04	METRO STATION PED BRIDGE CONNECTION	LACMTA	4015-019-906	327 E. Florence Avenue	Easement	N	**Permanent Easement** - Pedestrian Bridge Easement **Temporary Easements** - Temporary Construction Easement	906 487	Interest needed for pedestrian bridge improvements.
MK-101-05	METRO STATION PED BRIDGE CONNECTION	LACMTA	4015-019-907	333 E. Florence Avenue	Easement	N	**Permanent Easement** - Pedestrian Bridge Easement **Temporary Easements** - Temporary Construction Easement	514 415	Interest needed for pedestrian bridge improvements.
MK-201-01	MARKET STREET STATION	Inglewood Center	4015-027-030	310 E. Florence Avenue	Full Acquisition	Y	Fee	12,337	Fee needed for parking improvements and Market Street Station.
MK-201-02	MARKET STREET STATION	Inglewood Center	4015-027-032	254 N. Market Street	Full Acquisition	Y	Fee	10,827	Fee needed for parking improvements and Market Street Station.
MK-201-03	MARKET STREET STATION	Inglewood Center	4015-027-035	236 N. Market Street	Full Acquisition	Y	Fee	4,874	Fee needed for parking improvements and Market Street Station.
MK-201-04	MARKET STREET STATION	Inglewood Center	4015-027-038	240 N. Market Street	Full Acquisition	Y	Fee	23,994	Fee needed for parking improvements and Market Street Station.

APPENDIX A-1: ACQUISITIONS AND DISPLACEMENTS PARCEL DATA

ID	Project Component	Property Owner	APN	Site Address	Full Acquisition (FA), Partial Acquisition (PA), or Easement (EAS)	Relocation Y/N	Property Interests Needed	Property Interest Areas (SF)	Project Needs
MK-202-01	MARKET STREET STATION	D W M Development Co	4015-027-031	300 E. Florence Avenue	Full Acquisition	Y	Fee	14,966	Fee needed for parking improvements and Market Street Station.
MK-202-02	MARKET STREET STATION	D W M Development Co	4015-027-022	226 N. Market Street	Full Acquisition	Y	Fee	9,753	Fee needed for parking improvements and Market Street Station.
MK-202-03	MARKET STREET STATION	D W M Development Co	4015-027-041	224 N. Market Street	Full Acquisition	Y	Fee	9,757	Fee needed for parking improvements and Market Street Station.
MK-202-04	MARKET STREET STATION	D W M Development Co	4015-027-050	210 N. Market Street	Full Acquisition	Y	Fee	10,725	Fee needed for parking improvements and Market Street Station.
MK-202-05	MARKET STREET STATION	D W M Development Co	4015-027-051	200 N. Market Street	Full Acquisition	Y	Fee	10,725	Fee needed for parking improvements and Market Street Station.
MK-203	MARKET STREET STATION	250 Market 199K LP	4015-027-033	250 N. Market Street	Full Acquisition	Y	Fee	46,930	Fee needed for parking improvements and Market Street Station.
MK-204-01	MARKET STREET STATION	Burns Stephen F (CO-TR); Burns Scott F	4015-027-020	234 N. Market Street	Full Acquisition	Y	Fee	29,255	Fee needed for parking improvements and Market Street Station.
MK-204-02	MARKET STREET STATION	Burns Stephen F (CO-TR); Burns Scott F	4015-027-040	230 N. Market Street	Full Acquisition	Y	Fee	30,500	Fee needed for parking improvements and Market Street Station.
MK-204-03	MARKET STREET STATION	Burns Stephen F (CO-TR); Burns Scott F	4015-027-042	234 N. Market Street	Full Acquisition	Y	Fee	9,750	Fee needed for parking improvements and Market Street Station.

APPENDIX A-1: ACQUISITIONS AND DISPLACEMENTS PARCEL DATA

ID	Project Component	Property Owner	APN	Site Address	Full Acquisition (FA), Partial Acquisition (PA), or Easement (EAS)	Relocation Y/N	Property Interests Needed	Property Interest Areas (SF)	Project Needs
MK-205-01	MARKET STREET STATION	Inglewood Portfolio LLC	4015-027-049	222 N. Market Street	Full Acquisition	N	Fee	25,500	Fee needed for parking improvements and Market Street Station.
MK-205-02	MARKET STREET STATION	Inglewood Portfolio LLC	4015-027-052	222 N. Market Street	Full Acquisition	N	Fee	40,797	Fee needed for parking improvements and Market Street Station.
*MK-208	MARKET STREET STATION	Inglewood Market Gateway LLC	4015-028-018	205 N. Market Street	Easement	N	**Temporary Easements** - Right of Entry	59	ROE needed for sidewalk improvements.
*MK-209	MARKET STREET STATION	Inglewood Capital LLC	4021-008-001	157 N. Market Street	Easement	N	**Temporary Easements** - Right of Entry	6	ROE needed for sidewalk improvements.
MK-206	GUIDEWAY & SURFACE PARKING	Redevelopment Agency of Inglewood City	4021-010-901	No Address	Full Acquisition	N	Fee	9,234	Fee needed for parking improvements and Market Street Station.
MK-207	GUIDEWAY & SURFACE PARKING	KO Kwang T & Sung H	4021-010-015	150 S. Market Street	Full Acquisition	Y	Fee	11,962	Fee needed for parking improvements and Market Street Station.
MA-301	MSF	Vons Companies Inc CPTS	4021-024-015	500 E. Manchester Boulevard	Partial Acquisition	Y	Fee (with exceptions for Parking and utility)	184,234	Fee needed for maintenance and storage facility.
MA-306	MANCHESTER TCEs and ROEs	Furst Enterprises Group C LLC	4021-006-030	401 E. Manchester Boulevard #105	Easement	N	**Permanent Easements** - Permanent Roadway Easement - Utility Easement **Temporary Easements** - Temporary Construction Easement	32 TBD 1,211	Interests needed for driveway and sidewalk improvements.
MA-307	MANCHESTER TCEs and ROEs	G & M Gapco LLC	4021-005-013	501 E. Manchester Boulevard (per assessor - 501 Manchester Ter)	Easement	N	**Permanent Easements** - Utility Easement **Temporary Easements** - Temporary Construction Easement	TBD 277	Interests needed for driveway and sidewalk improvements.
MA-308	MANCHESTER TCEs and ROEs	Conroy Brian F; Conroy Family Trust	4021-028-237	604 E. Manchester Boulevard	Easement	N	**Permanent Easements** - Utility Easement **Temporary Easements** - Temporary Construction Easement	TBD 656	Interests needed for driveway and sidewalk improvements.

APPENDIX A-1: ACQUISITIONS AND DISPLACEMENTS PARCEL DATA

ID	Project Component	Property Owner	APN	Site Address	Full Acquisition (FA), Partial Acquisition (PA), or Easement (EAS)	Relocation Y/N	Property Interests Needed	Property Interest Areas (SF)	Project Needs
MA-309	MANCHESTER TCEs and ROEs	Artic Alliance LLC	4021-028-025	656 E. Manchester Boulevard 660 E. Manchester Boulevard	Easement	N	**Permanent Easement** - Permanent Sidewalk Easement	74	ROE needed for sidewalk improvements.
MA-310	MANCHESTER TCEs and ROEs	Lee Eunice Hee & John Soon	4021-036-041	700 E. Manchester Boulevard	Easement	N	**Permanent Easements** - Utility Easement **Temporary Easements** - Temporary Construction Easement	TBD 251	Interests needed for driveway and sidewalk improvements.
MA-311	MANCHESTER TCEs and ROEs	Jara Cesar	4021-036-039	708 E. Manchester Boulevard	Easement	N	**Temporary Easements** - Temporary Construction Easement	391	TCE needed for driveway and sidewalk improvements.
MA-312	MANCHESTER TCEs and ROEs	Protector Frank R; CTD Family Trust	4021-036-040	712 E. Manchester Boulevard	Easement	N	**Temporary Easements** - Temporary Construction Easement	236	TCE needed for driveway and sidewalk improvements.
MA-313	MANCHESTER TCEs and ROEs	The Bellante Family Trust	4021-036-004	716 E. Manchester Boulevard 720 E. Manchester Boulevard	Easement	N	**Permanent Easements** - Utility Easement **Temporary Easements** - Temporary Construction Easement	TBD 325	Interests needed for driveway and sidewalk improvements.
MA-314	MANCHESTER TCEs and ROEs	Kemp Geraldine; Geraldine Kemp Trust	4021-027-013	713 E. Manchester Boulevard	Easement	N	**Temporary Easements** - Right of Entry	503	ROE needed for sidewalk improvements.
*MA-315	MANCHESTER TCEs and ROEs	Valenzuela Sr, Ricardo; Valenzuela, Ana M	4021-027-012	721 E. Manchester Boulevard	Easement	N	**Temporary Easements** - Right of Entry	14	ROE needed for sidewalk improvements.
MA-316-01	MANCHESTER TCEs and ROEs	Ned Yamin, Yamin Family Trust Stonestream Properties	4021-027-028	801 E. Manchester Boulevard	Easement	N	**Permanent Easements** - Utility Easement	TBD	Impacts unknown
MA-316-02	MANCHESTER TCEs and ROEs	Ned Yamin, Yamin Family Trust Stonestream Properties	4021-027-038	801 E. Manchester Boulevard	Easement	N	**Permanent Easements** - Utility Easement	TBD	Impacts unknown
MA-317	MANCHESTER TCEs and ROEs	Gulf Alliance, LLC	4021-036-062	802 E. Manchester Boulevard	Easement	N	**Permanent Easements** - Utility Easement **Temporary Easements** - Temporary Construction Easement	TBD 895	Interests needed for sidewalk and driveway improvements.
MA-318-01	MANCHESTER TCEs and ROEs	Johnson Raymont H	4021-036-025	808 E. Manchester Boulevard	Easement	N	**Temporary Easements** - Temporary Construction Easement	106	TCE is needed for sidewalk and driveway reconstruction.
MA-318-02	MANCHESTER TCEs and ROEs	Johnson Raymont H	4021-036-026	814 E. Manchester Boulevard	Easement	N	**Temporary Easements** - Temporary Construction Easement	500	TCE is needed for sidewalk and

APPENDIX A-1: ACQUISITIONS AND DISPLACEMENTS PARCEL DATA

ID	Project Component	Property Owner	APN	Site Address	Full Acquisition (FA), Partial Acquisition (PA), or Easement (EAS)	Relocation Y/N	Property Interests Needed	Property Interest Areas (SF)	Project Needs
									driveway reconstruction.
*MA-319	MANCHESTER TCEs and ROEs	Liu Bonnie Y; Liu Corporation	4021-027-036	831 E. Manchester Boulevard	Easement	N	**Temporary Easements** - Right of Entry	44	ROE needed for sidewalk improvements.
PR-401-01	MANCHESTER / PRAIRIE STATION	Raising Canes Restaurant	4021-036-027	816 E. Manchester Boulevard 401 S. Prairie Avenue	Full Acquisition	N	Fee	55,260	Fee needed for the Manchester/Prairie Station.
PR-401-02	MANCHESTER / PRAIRIE STATION	Raising Canes Restaurant	4021-036-049	816 E. Manchester Boulevard 401 S. Prairie Avenue	Full Acquisition	N	Fee	0	Fee needed for the Manchester/Prairie Station.
PR-402	EAST PRARIE STREET REALIGNMENT	MSG Forum LLC	4025-001-002	3900 W. Manchester Boulevard	Easement	N	**Permanent Easements** - Permanent Roadway Easement	11,685	Interests needed for misc. roadway and sidewalk improvements.
							- Permanent Sidewalk Easement	11,183	
							Temporary Easements - Temporary Construction Easement	9,498	
PR-403-01	EAST PRARIE STREET REALIGNMENT	Pincay RE LLC	4025-011-064	600 S. Prairie Avenue	Easement	N	**Permanent Easements** - Permanent Sidewalk Easement	39	Interests needed for misc. roadway and sidewalk improvements.
							Temporary Easements - Temporary Construction Easement	545	
PR-403-02	EAST PRARIE STREET REALIGNMENT	Pincay RE LLC	4025-011-065	600 S. Prairie Avenue	Easement	N	**Permanent Easements** - Permanent Roadway Easement	22,029	Interests needed for misc. roadway and sidewalk improvements.
							- Permanent Sidewalk Easement	11,349	
							Temporary Easements - Temporary Construction Easement	6,567	
PR-404	EAST PRARIE STREET REALIGNMENT	Hollywood Park Residential	40225-011-086	No Address	Easement	N	**Permanent Easements** - Permanent Roadway Easement	1,744	Interests needed for misc. roadway and sidewalk improvements.
							- Permanent Sidewalk Easement	9,120	
							Temporary Easements - Temporary Construction Easement	15,422	

APPENDIX A-1: ACQUISITIONS AND DISPLACEMENTS PARCEL DATA

ID	Project Component	Property Owner	APN	Site Address	Full Acquisition (FA), Partial Acquisition (PA), or Easement (EAS)	Relocation Y/N	Property Interests Needed	Property Interest Areas (SF)	Project Needs
PR-405	EAST PRARIE STREET REALIGNMENT	Inglewood City	405-011-901	No Address	Easement	N	**Permanent Easements** - Permanent Roadway Easement	6,582	Interests needed for misc. roadway and sidewalk improvements.
							- Permanent Sidewalk Easement	4,405	
							Temporary Easements - Temporary Construction Easement	671	
PR-406-01	GUIDEWAY & COLUMNS	Voge Raymond J and Rita M TRS; Rpvoge Investments LLC	4024-008-015	923 S. Prairie Avenue	Easement	N	**Permanent Easements** - Aerial Structure, Footings, & Column Easement	618	Interests needed for APM guideway and column improvements, plus construction staging and laydown.
							Temporary Easements - Temporary Construction Easement	10,862	
PR-406-02	GUIDEWAY & COLUMNS	Voge Raymond J and Rita M TRS; Rpvoge Investments LLC	4024-009-004	937 S. Prairie Avenue	Easement	N	**Permanent Easements** - Aerial Structure, Footings, & Column Easement	3,486	Interests needed for APM guideway and column improvements, plus construction staging and laydown.
							Temporary Easements - Temporary Construction Easement	20,482	
PR-407-01	GUIDEWAY & COLUMNS	8719 Aviation Storage LLC	4024-009-003	945 S. Prairie Avenue	Easement	N	**Temporary Easements** - Temporary Construction Easement	2,286	Interests needed for APM guideway and column improvements, plus construction staging and laydown.
PR-407-02	GUIDEWAY & COLUMNS	8719 Aviation Storage LLC	4025-009-005	945 S. Prairie Avenue	Easement	N	**Permanent Easements** - Permanent Roadway Easement	23	Interests needed for APM guideway and column improvements, plus construction staging and laydown.
							- Aerial Structure, Footings, & Column Easement	3,959	
							Temporary Easements - Temporary Construction Easement	14,861	
PR-408	GUIDEWAY & COLUMNS	Titan Property Management LLC	4024-009-007	1003 S. Prairie Avenue	Easement	Y	**Permanent Easements** - Permanent Roadway Easement	234	Interests needed for APM guideway and column improvements, plus construction staging and laydown.
							- Aerial Structure, Footings, & Column Easement	5,011	
							Temporary Easements - Temporary Construction Easement	20,073	

APPENDIX A-1: ACQUISITIONS AND DISPLACEMENTS PARCEL DATA

ID	Project Component	Property Owner	APN	Site Address	Full Acquisition (FA), Partial Acquisition (PA), or Easement (EAS)	Relocation Y/N	Property Interests Needed	Property Interest Areas (SF)	Project Needs
PR-409	GUIDEWAY & COLUMNS	Papazian II, Gilbert; Papazian, Christopher	4024-009-008	1007 S. Prairie Avenue	Easement	N	**Permanent Easements** - Permanent Roadway Easement	454	Interests needed for APM guideway and column improvements, plus construction staging and laydown.
							- Aerial Structure, Footings, & Column Easement	4,766	
							Temporary Easements - Temporary Construction Easement	19,119	
PR-410-01	HARDY STREET STATION	Valdry Leon E; Leon Valdry Trust	4024-009-015	1011 S. Prairie Avenue	Full Acquisition	Y	Fee	13,392	Fee needed for Hardy Street Station improvements.
PR-410-02	HARDY STREET STATION	Valdry Leon E; Leon Valdry Trust	4024-009-033	1035 S. Prairie Avenue	Full Acquisition	Y	Fee	86,073	Fee needed for Hardy Street Station improvements.
PR-411	PRAIRIE TCEs and ROEs	Protector Frank R; CTD Family Trust	4021-037-001	503 S. Prairie Avenue	Easement	N	**Temporary Easements** - Temporary Construction Easement	114	TCE needed for sidewalk improvements.
PR-412	PRAIRIE TCEs and ROEs	Miles Koyne L (Co-Tr); Miles Family Trust	4021-038-025	601 S. Prairie Avenue	Easement	N	**Permanent Easements** - Permanent Roadway Easement	152	Interests needed for sidewalk and driveway improvements.
							Temporary Easements - Temporary Construction Easement	1,014	
PR-413	PRAIRIE TCEs and ROEs	HP Capital Investments Inc & La Casa Investments LLC	4021-038-005	613 S. Prairie Avenue	Easement	N	**Permanent Easements** - Permanent Roadway Easement	50	Interests needed for sidewalk and driveway improvements.
							Temporary Easements - Temporary Construction Easement	227	
PR-414	PRAIRIE TCEs and ROEs	White and Day Inc	4021-038-027	619 S. Prairie Avenue	Easement	N	**Permanent Easements** - Permanent Roadway Easement	248	Interests needed for sidewalk and driveway improvements.
							Temporary Easements - Temporary Construction Easement	1,728	
PR-415-01	PRAIRIE TCEs and ROEs	Smith Wesley and Rita M TRS; Smith Trust	4021-044-001	701 S. Prairie Avenue	Easement	N	**Temporary Easements** - Right of Entry	150	ROE is needed for sidewalk and driveway improvements.
PR-415-02	PRAIRIE TCEs and ROEs	Smith Wesley and Rita M TRS; Smith Trust	4021-044-004	703 S. Prairie Avenue	Easement	N	**Temporary Easements** - Right of Entry	0	ROE is needed for sidewalk and driveway improvements.

APPENDIX A-1: ACQUISITIONS AND DISPLACEMENTS PARCEL DATA

ID	Project Component	Property Owner	APN	Site Address	Full Acquisition (FA), Partial Acquisition (PA), or Easement (EAS)	Relocation Y/N	Property Interests Needed	Property Interest Areas (SF)	Project Needs
PR-416	PRAIRIE TCEs and ROEs	Calderon Gerardo & Vidal	4021-044-005	713 S. Prairie Avenue	Easement	N	**Temporary Easements** - Right of Entry	199	ROE is needed for sidewalk and driveway improvements.
PR-417	PRAIRIE TCEs and ROEs	Gracebay Equities LLC	4021-044-006	715 S. Prairie Avenue	Easement	N	**Temporary Easements** - Right of Entry	151	ROE is needed for sidewalk and driveway improvements.
PR-418-01	PRAIRIE TCEs and ROEs	Fitzpatrick Earl S Co Tr W F	4024-007-001	801 S. Prairie Avenue	Easement	N	**Permanent Easements** - Permanent Roadway Easement	8	Interests needed for sidewalk and driveway improvements.
							Temporary Easements - Temporary Construction Easement	718	
PR-418-02	PRARIE TCEs and ROEs	Fitzpatrick Earl S Co Tr W F	4024-007-004	803 S. Prairie Avenue	Easement	N	**Temporary Easements** - Temporary Construction Easement	238	TCE is needed for sidewalk and driveway improvements.
PR-419	PRARIE TCEs and ROEs	JP Termite Inc	4024-007-006	813 S. Prairie Avenue	Easement	N	**Temporary Easements** - Right of Entry	50	ROE is needed for sidewalk and driveway improvements.
PR-420	PRARIE TCEs and ROEs	Patel Shankarbhai R & Padmaben S	4024-007-008	823 S. Prairie Avenue	Easement	N	**Temporary Easements** - Temporary Construction Easement	167	TCE is needed for sidewalk and driveway improvements.
PR-421	PRARIE TCEs and ROEs	Forum Club LLC	4024-007-043	837 S. Prairie Avenue	Easement	N	**Temporary Easements** - Right of Entry	265	ROE is needed for sidewalk and driveway improvements.
PR-422	PRARIE TCEs and ROEs	Alfa Investments Apartments LLC	4024-008-020	919 S. Prairie Avenue	Easement	N	**Temporary Easements** - Temporary Construction Easement	535	TCE is needed for driveway improvements.
PR-423	PRARIE TCEs and ROEs	Osage Senior Villas Limited	4024-008-029	924 S Osage Ave	Easement	N	**Temporary Easements** - Temporary Access Easement	1,550	TAE is needed for driveway improvements at Apartment Complex.

APPENDIX A-2: EMPLOYMENT DISPLACEMENT DATA

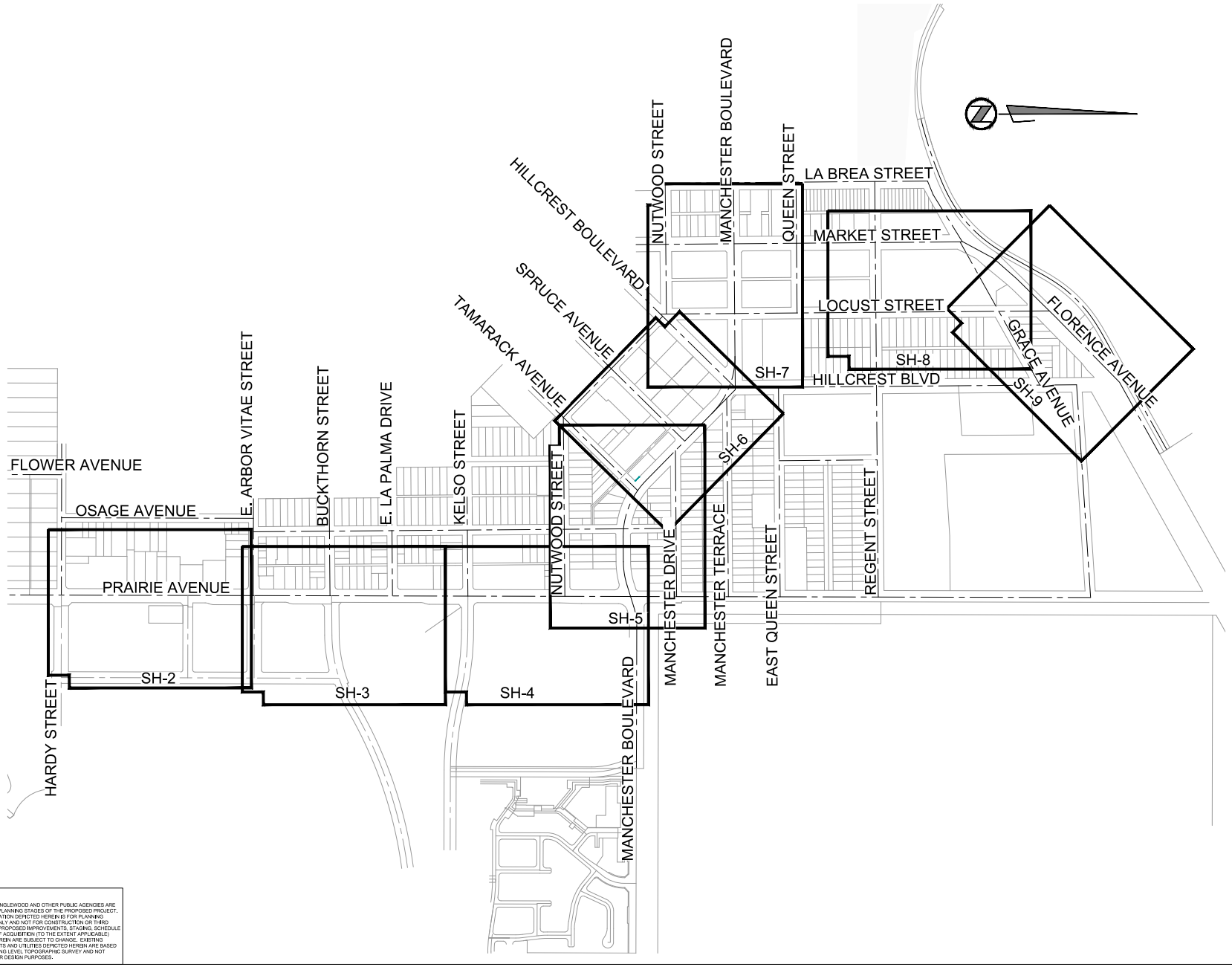
ITC#	APN	Business Name	Business Type	Est. # of Employees	Size	SF Occupied	Owner Occupied
MK-207	4021-010-015	Simple Mobile	Retail	4	Small	100	
MA-301	4021-024-015	Starbucks	Retail - Food Service	3	Small	500	
MK-201-02	4015-027-032	Red's Flavor Table Take Out (formerly New Orleans Breakfast Take Out)	Retail - Food Service	5	Small	700	
PR-410-02	4024-009-033	Cutie Lashes and Nails	Retail	2	Small	700	
MK-201-02	4015-027-032	D' Menace Copies & Communications (Bakha Inc.)	Retail	2	Small	700	
MK-201-02	4015-027-032	Water 4 U	Retail	2	Small	700	
PR-410-02	4024-009-033	She’s Rare Beauty Bar	Retail	3	Small	700	
PR-410-02	4024-009-033	Anseladon.com	Retail	4	Small	700	
PR-410-02	4024-009-033	Freedom Tax Service & More	Office	2	Small	800	
PR-410-02	4024-009-033	Ruby Nails & Spa	Retail	3	Small	800	
MK-201-04	4015-027-038	Advance America	Office	3	Small	900	
PR-410-02	4024-009-033	Fishbone/ Coop Nashville Hot Chicken	Retail - Food Service	4	Small	1,000	
PR-410-02	4024-009-033	Granny's Express #1	Retail - Food Service	4	Small	1,000	
MK-202-04	4015-027-050	Luxe Gold Salon	Retail	3	Small	1,000	
MA-301	4021-024-015	US Bank	Retail	4	Small	1,000	
PR-410-01	4024-009-015	Unknown Business	Retail	4	Small	1,098	
MK-202-04	4015-027-050	Citifund Tax Financial & Notary	Office	2	Small	1,100	
MK-201-01	4015-027-030	Restaurant - Antojitos Martin (Snack & Juice Bar)	Retail - Food Service	5	Small	1,200	
PR-410-02	4024-009-033	Yesis's Water & Party Supplies	Retail	1	Small	1,200	
MK-202-03	4015-027-041	GMD Store	Retail	3	Small	1,350	
MK-201-02	4015-027-032	House of Tacos	Retail - Food Service	5	Small	1,400	
MK-201-02	4015-027-032	Amar's Wholesale Flowers	Retail	2	Small	1,400	
MK-202-04	4015-027-050	Selwyn's Jewelry	Retail	4	Small	1,500	
MK-202-04	4015-027-050	Senior Korner	Retail	4	Small	1,500	
PR-410-02	4024-009-033	iPhone & PC Repair (Byte Me Repair)	Retail	4	Small	1,600	
MK-201-04	4015-027-038	Inglewood Beauty Supply	Retail	2	Small	1,752	
MK-201-04	4015-027-038	Silk Nails	Retail	4	Small	1,752	
MK-201-04	4015-027-038	Inglewood Beauty Salon	Retail	9	Small	1,752	
MK-201-04	4015-027-038	Inglewood Optometric Center	Retail	12	Small	1,752	

APPENDIX A-2: EMPLOYMENT DISPLACEMENT DATA							
PR-410-02	4024-009-033	Braidtician's Beauty Supply	Retail	4	Small	1,800	
PR-410-02	4024-009-033	Tobacco Cheaper #5	Retail	4	Small	1,800	
PR-410-02	4024-009-033	West Health Medical Group (2 suites)	Office	4	Small	1,900	
PR-410-02	4024-009-033	99c Outlet	Retail	4	Small	1,900	
PR-410-02	4024-009-033	Sweet Red Peach	Retail - Food Service	5	Small	2,000	
MK-202-04	4015-027-050	Randy's Chinese Food	Retail - Food Service	4	Small	3,000	
PR-410-02	4024-009-033	Lees Caribbean Restaurant	Retail - Food Service	7	Small	3,000	
MK-201-04	4015-027-038	Universal College of Beauty	Retail	10	Small	3,600	
PR-410-02	4024-009-033	Casa Rios	Retail - Food Service	5	Small	3,718	
MK-202-04	4015-027-050	Westchester Dental Care	Office	7	Medium	4,154	
MK-202-01	4015-027-031	Restaurant- Fiesta Martin Bar and Grill	Retail - Food Service	9	Medium	4,762	
PR-408	4024-009-007	Peak Performance Training Center	Office	20	Medium	6,000	
MK-203	4015-027-033	O'Reilly Auto Parts	Retail	10	Medium	6,600	
MK-207	4021-010-015	World Hat and Boot Mart	Retail	3	Medium	15,296	Yes
MA-301	4021-024-015	Planet Fitness	Retail	12	Medium	17,050	
MK-204-02	4015-027-040	Clothing Store - DD's Discounts Store	Retail	31	Medium	22,194	
MK-205-01	4015-027-049	CVS Pharmacy (Including vendors - Glacier Water)*	Retail	67	Medium	25,500	Yes
MA-301	4021-024-015	Vons (Including vendors - KeyMe, CoinMe, RedBox, Pay Phone, Glacier, AmeriGas)*	Grocery	70	Large	76,654	Yes
*Replacement sites have not been identified for vendors. Vendors are assumed to be relocated with the anchor business. See discussion in Section 5.2.2.							

TABLE A-3: INVENTORY OF AVAILABLE BUSINESS PROPERTIES FOR LEASE AND SALE WITHIN REPLACEMENT AREA				
Size	**Type**	**For Lease**	**For Sale**	**Total**
Small	Office	8	NA	8
Small	Retail	59	NA	59
Medium	Office	10	NA	10
Medium	Retail	41	6	47
Large	Office	8	NA	8
Large	Retail	0	0	0

APPENDIX B

Acquisitions and Displacements
Figures



NOTE:
THE CITY OF INGLEWOOD AND OTHER PUBLIC AGENCIES ARE STILL IN THE PLANNING STAGES OF THE PROPOSED PROJECT. THIS ILLUSTRATION DEPICTED HEREIN IS FOR PLANNING PURPOSES ONLY AND NOT FOR CONSTRUCTION OR THIRD-PARTY USE. PROPOSED IMPROVEMENTS, STAGING, SCHEDULE AND LIMITS OF ACQUISITION (TO THE EXTENT APPLICABLE) DEPICTED HEREIN ARE SUBJECT TO CHANGE. EXISTING IMPROVEMENTS AND UTILITIES DEPICTED HEREIN ARE BASED UPON PLANNING LEVEL TOPOGRAPHIC SURVEY AND NOT INTENDED FOR DESIGN PURPOSES.

PROJECT TITLE & ADDRESS

INGLEWOOD TRANSIT CONNECTOR

Appendix B Acquisitions (Property Identification Plan)

ENGINEER

MARK THOMAS

CONSULTANT

TITLE

RIGHT OF WAY PARCEL IMPACTS

DWG NO.:

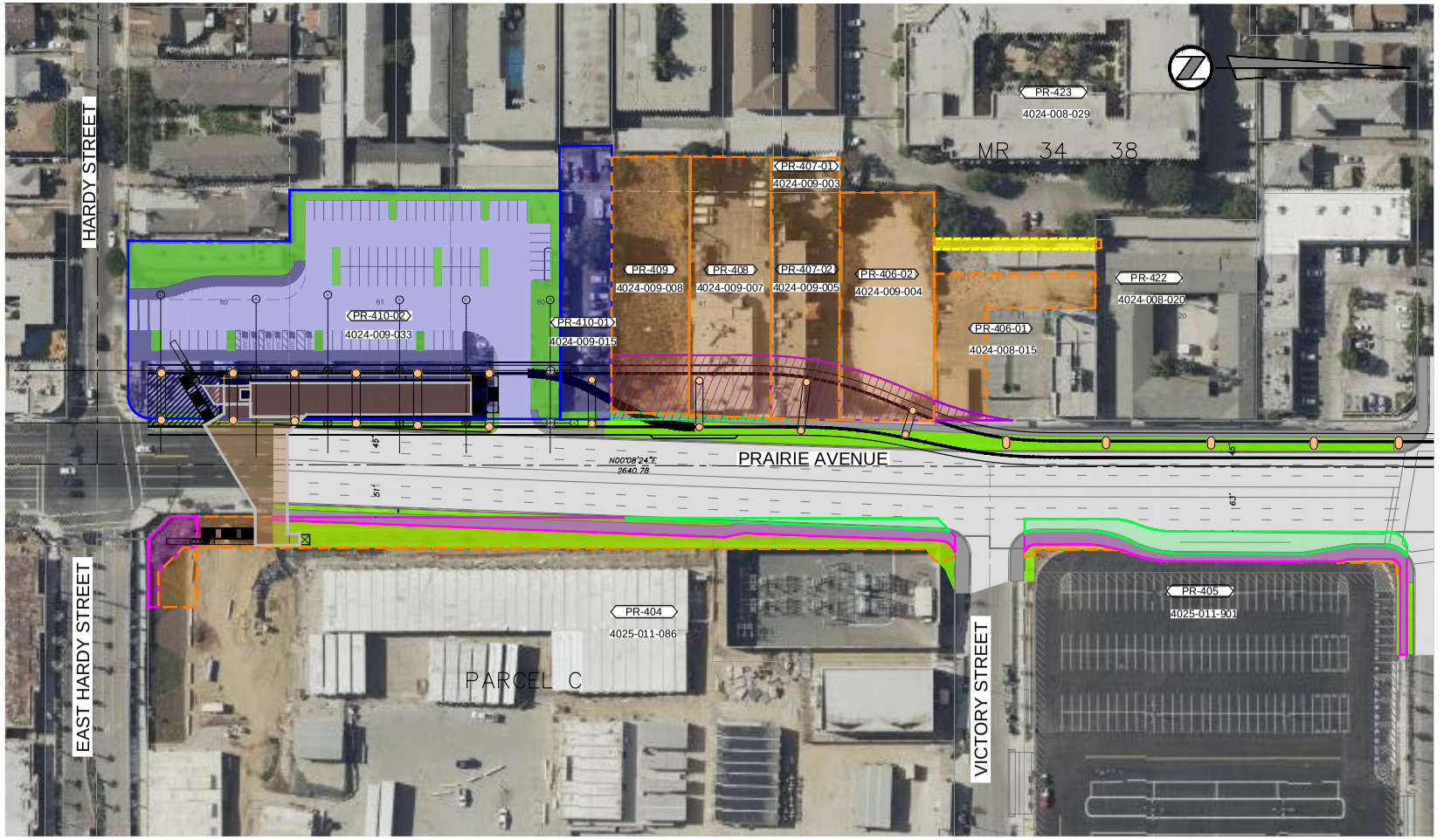
SH 1 OF 9

SEAL & SIGNATURE

PRELIMINARY NOT FOR CONSTRUCTION

DATE: 11.02.2021
PROJECT NO.: N/A
SCALE: 1" = 300'

Local File:



SEE DRAWING SHEET 3

LEGEND

Blue =	F	Fee
Green =	RE	Permanent Roadway Easement
Purple =	PBE	Pedestrian Bridge Easement
Magenta =	PSE	Permanent Sidewalk Easement
Striped Purple =	AE	Aerial Structure, Footings, & Column Easement
Yellow =	TAE	Temporary Access Easement
Peach =	TCE	Temporary Construction Easement
Cyan =	ROE	Right of Entry

NOTE:

THE CITY OF INGLEWOOD AND OTHER PUBLIC AGENCIES ARE STILL IN THE PLANNING STAGES OF THE PROPOSED PROJECT. THIS ILLUSTRATION DEPICTED HEREIN IS FOR PLANNING PURPOSES ONLY AND NOT FOR CONSTRUCTION OR THIRD PARTY USE. PROPOSED IMPROVEMENTS, STAGING, SCHEDULE AND LIMITS OF ACQUISITION (TO THE EXTENT APPLICABLE) DEPICTED HEREIN ARE SUBJECT TO CHANGE. EXISTING IMPROVEMENTS AND UTILITIES DEPICTED HEREIN ARE BASED UPON PLANNING LEVEL TOPOGRAPHIC SURVEY AND NOT INTENDED FOR DESIGN PURPOSES.

Local File:

PROJECT TITLE & ADDRESS

INGLEWOOD TRANSIT CONNECTOR

Appendix B
Acquisitions
(Property Identification Plan)

ENGINEER

MARK THOMAS

CONSULTANT

TITLE

RIGHT OF WAY
PARCEL IMPACTS

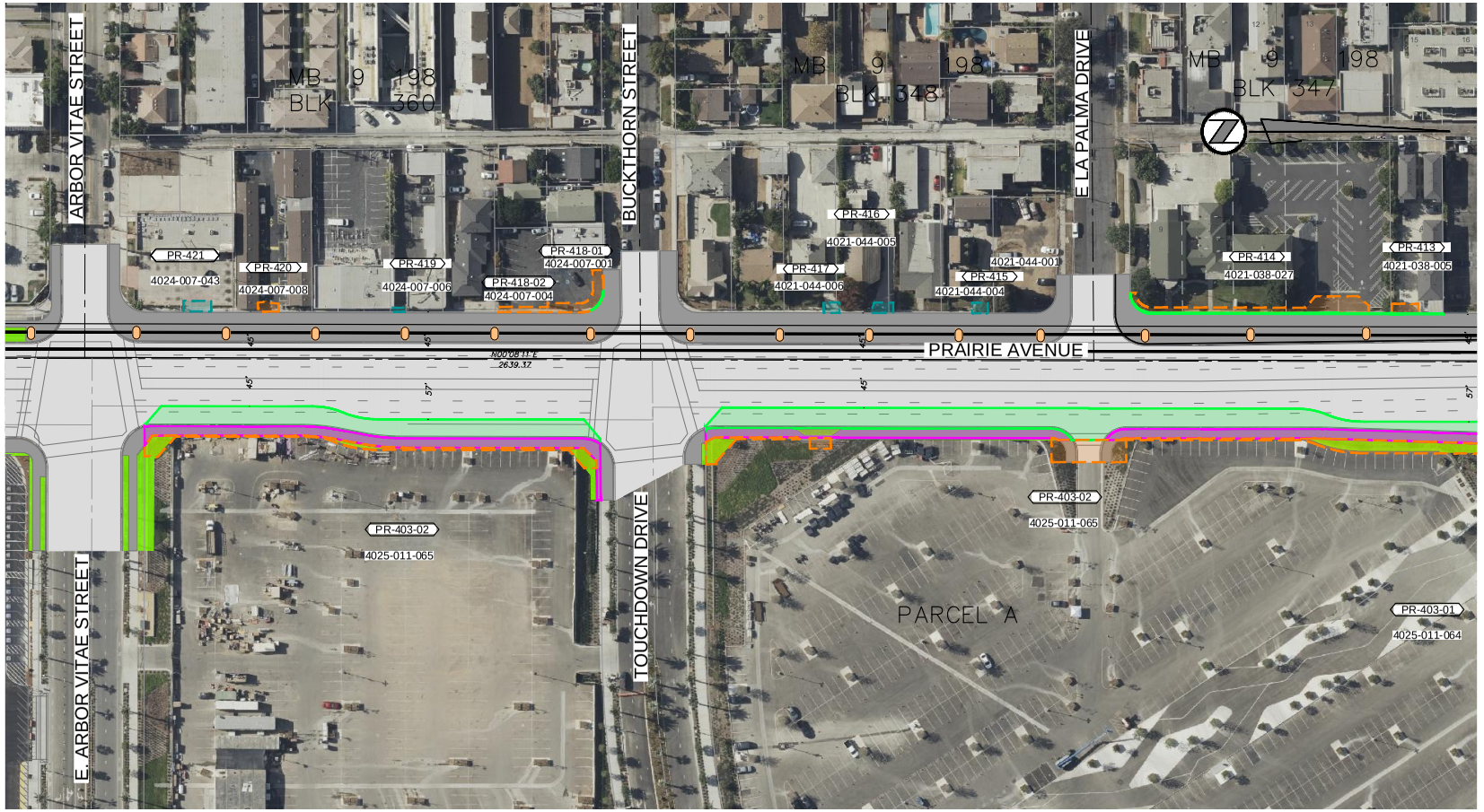
DWG NO.:

SH 2 OF 9

SEAL & SIGNATURE

PRELIMINARY
NOT
FOR
CONSTRUCTION

DATE: 01.12.2022
PROJECT NO.: N/A
SCALE: 1" = 50'



LEGEND

Blue =	F	Fee
Green =	RE	Permanent Roadway Easement
Purple =	PBE	Pedestrian Bridge Easement
Magenta =	PSE	Permanent Sidewalk Easement
Striped Purple =	AE	Aerial Structure, Footings, & Column Easement
Yellow =	TAE	Temporary Access Easement
Peach =	TCE	Temporary Construction Easement
Cyan =	ROE	Right of Entry

NOTE:

THE CITY OF INGLEWOOD AND OTHER PUBLIC AGENCIES ARE STILL IN THE PLANNING STAGES OF THE PROPOSED PROJECT. THIS ILLUSTRATION DEPICTED HEREIN IS FOR PLANNING PURPOSES ONLY AND NOT FOR CONSTRUCTION OR THIRD PARTY USE. PROPOSED IMPROVEMENTS, STAGING, SCHEDULE AND LIMITS OF ACQUISITION (TO THE EXTENT APPLICABLE) DEPICTED HEREIN ARE SUBJECT TO CHANGE. EXISTING IMPROVEMENTS AND UTILITIES DEPICTED HEREIN ARE BASED UPON PLANNING LEVEL TOPOGRAPHIC SURVEY AND NOT INTENDED FOR DESIGN PURPOSES.

Local File:

PROJECT TITLE & ADDRESS

INGLEWOOD TRANSIT CONNECTOR

Appendix B
Acquisitions
(Property Identification Plan)

ENGINEER

MARK THOMAS

CONSULTANT

TITLE

RIGHT OF WAY
PARCEL IMPACTS

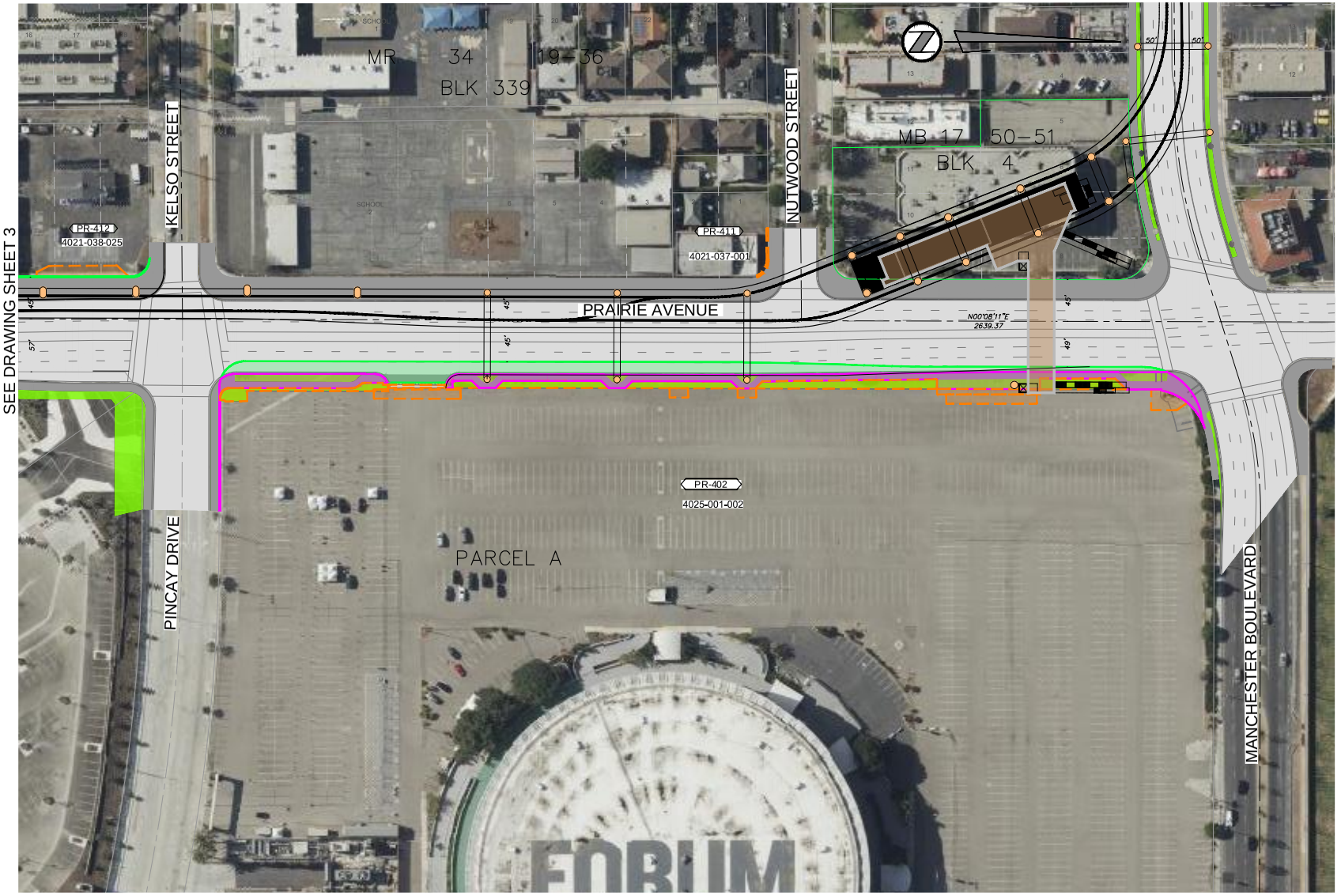
DWG NO.:

SH 3 OF 9

SEAL & SIGNATURE

PRELIMINARY
NOT
FOR
CONSTRUCTION

DATE: 01.12.2022
PROJECT NO.: N/A
SCALE: 1" = 50'



LEGEND

Blue =	F	Fee
Green =	RE	Permanent Roadway Easement
Purple =	PBE	Pedestrian Bridge Easement
Magenta =	PSE	Permanent Sidewalk Easement
Striped Purple =	AE	Aerial Structure, Footings, & Column Easement
Yellow =	TAE	Temporary Access Easement
Peach =	TCE	Temporary Construction Easement
Cyan =	ROE	Right of Entry

NOTE:

THE CITY OF INGLEWOOD AND OTHER PUBLIC AGENCIES ARE STILL IN THE PLANNING STAGES OF THE PROPOSED PROJECT. THIS ILLUSTRATION DEPICTED HEREIN IS FOR PLANNING PURPOSES ONLY AND NOT FOR CONSTRUCTION OR THIRD PARTY USE. PROPOSED IMPROVEMENTS, STAGING, SCHEDULE AND LIMITS OF ACQUISITION (TO THE EXTENT APPLICABLE) DEPICTED HEREIN ARE SUBJECT TO CHANGE. EXISTING IMPROVEMENTS AND UTILITIES DEPICTED HEREIN ARE BASED UPON PLANNING LEVEL TOPOGRAPHIC SURVEY AND NOT INTENDED FOR DESIGN PURPOSES.

PROJECT TITLE & ADDRESS

INGLEWOOD TRANSIT CONNECTOR

Appendix B
Acquisitions
(Property Identification Plan)

ENGINEER

MARK THOMAS

CONSULTANT

TITLE

RIGHT OF WAY
PARCEL IMPACTS

DWG NO.:

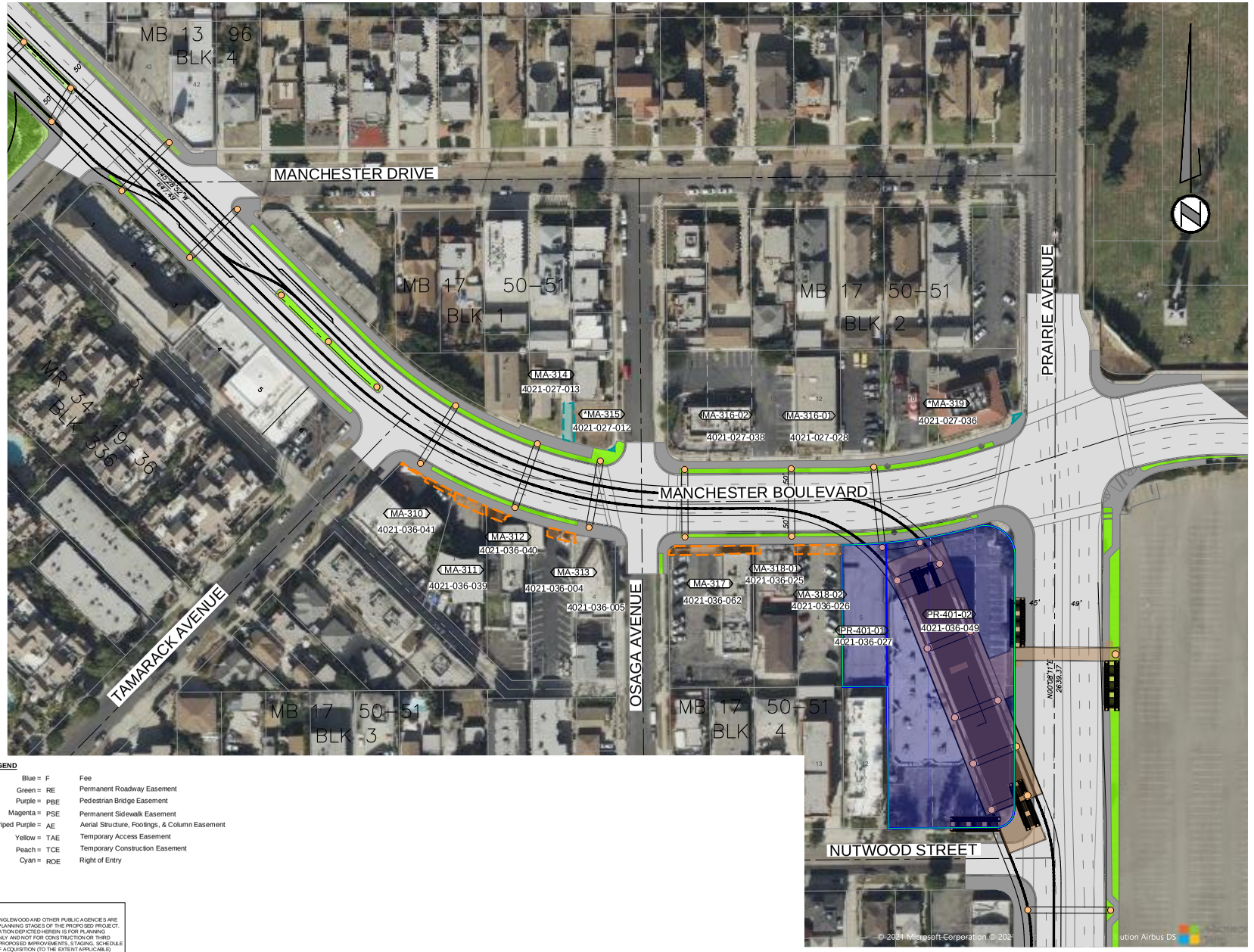
SH 4 OF 9

SEAL & SIGNATURE

PRELIMINARY
NOT
FOR
CONSTRUCTION

DATE: 01.12.2022
PROJECT NO.: N/A
SCALE: 1" = 50'

Local File:



SEE DRAWING SHEET 4

LEGEND

Blue =	F	Fee
Green =	RE	Permanent Roadway Easement
Purple =	PBE	Pedestrian Bridge Easement
Magenta =	PSE	Permanent Sidewalk Easement
Striped Purple =	AE	Aerial Structure, Footings, & Column Easement
Yellow =	TAE	Temporary Access Easement
Peach =	TCE	Temporary Construction Easement
Cyan =	ROE	Right of Entry

NOTE:

THE CITY OF INGLEWOOD AND OTHER PUBLIC AGENCIES ARE STILL IN THE PLANNING STAGES OF THE PROPOSED PROJECT. THIS ILLUSTRATION DEPICTED HEREIN IS FOR PLANNING PURPOSES ONLY AND NOT FOR CONSTRUCTION OR THIRD PARTY USE. PROPOSED IMPROVEMENTS, STAGING, SCHEDULE AND LIMITS OF ACQUISITION (TO THE EXTENT APPLICABLE) DEPICTED HEREIN ARE SUBJECT TO CHANGE. EXISTING IMPROVEMENTS AND UTILITIES DEPICTED HEREIN ARE BASED UPON PLANNING LEVEL TOPOGRAPHIC SURVEY AND NOT INTENDED FOR DESIGN PURPOSES.

Local File:

PROJECT TITLE & ADDRESS

INGLEWOOD TRANSIT CONNECTOR

Appendix B
Acquisitions
(Property Identification Plan)

ENGINEER

MARK THOMAS

CONSULTANT

TITLE

RIGHT OF WAY PARCEL IMPACTS

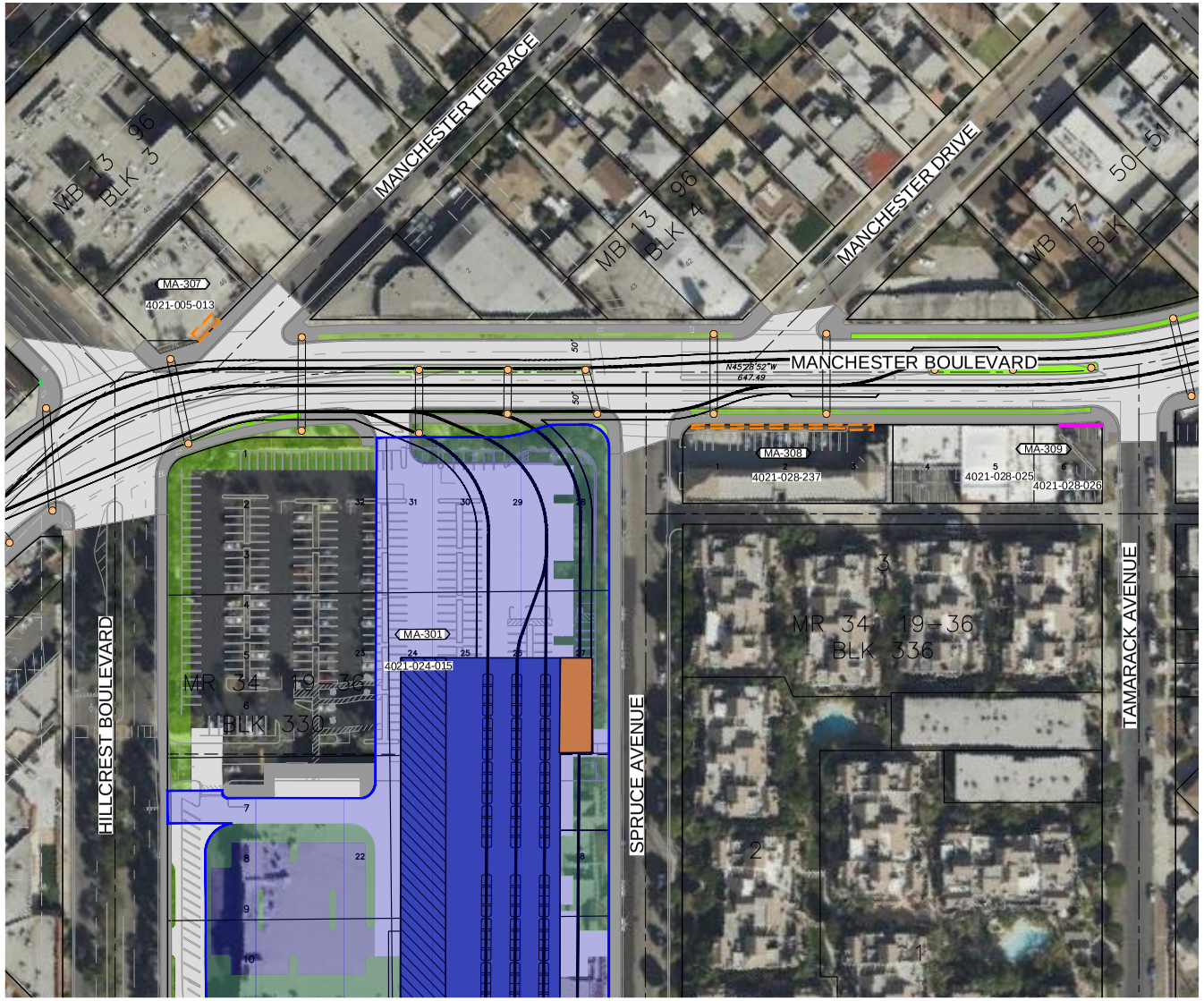
DWG NO.:

SH 5 OF 9

SEAL & SIGNATURE

PRELIMINARY NOT FOR CONSTRUCTION

DATE: 01.12.2022
PROJECT NO.: N/A
SCALE: 1" = 50'



LEGEND

Blue =	F	Fee
Green =	RE	Permanent Roadway Easement
Purple =	PBE	Pedestrian Bridge Easement
Magenta =	PSE	Permanent Sidewalk Easement
Striped Purple =	AE	Aerial Structure, Footings, & Column Easement
Yellow =	TAE	Temporary Access Easement
Peach =	TCE	Temporary Construction Easement
Cyan =	ROE	Right of Entry

NOTE:

THE CITY OF INGLEWOOD AND OTHER PUBLIC AGENCIES ARE STILL IN THE PLANNING STAGES OF THE PROPOSED PROJECT. THIS ILLUSTRATION DEPICTED HEREIN IS FOR PLANNING PURPOSES ONLY AND NOT FOR CONSTRUCTION OR THIRD PARTY USE. PROPOSED IMPROVEMENTS, STAGING, SCHEDULE AND LIMITS OF ACQUISITION (TO THE EXTENT APPLICABLE) DEPICTED HEREIN ARE SUBJECT TO CHANGE. EXISTING IMPROVEMENTS AND UTILITIES DEPICTED HEREIN ARE BASED UPON PLANNING LEVEL TOPOGRAPHIC SURVEY AND NOT INTENDED FOR DESIGN PURPOSES.

Local File:

PROJECT TITLE & ADDRESS

INGLEWOOD TRANSIT CONNECTOR

Appendix B
Acquisitions
(Property Identification Plan)

ENGINEER

MARK THOMAS

CONSULTANT

TITLE

RIGHT OF WAY
PARCEL IMPACTS

DWG NO.:

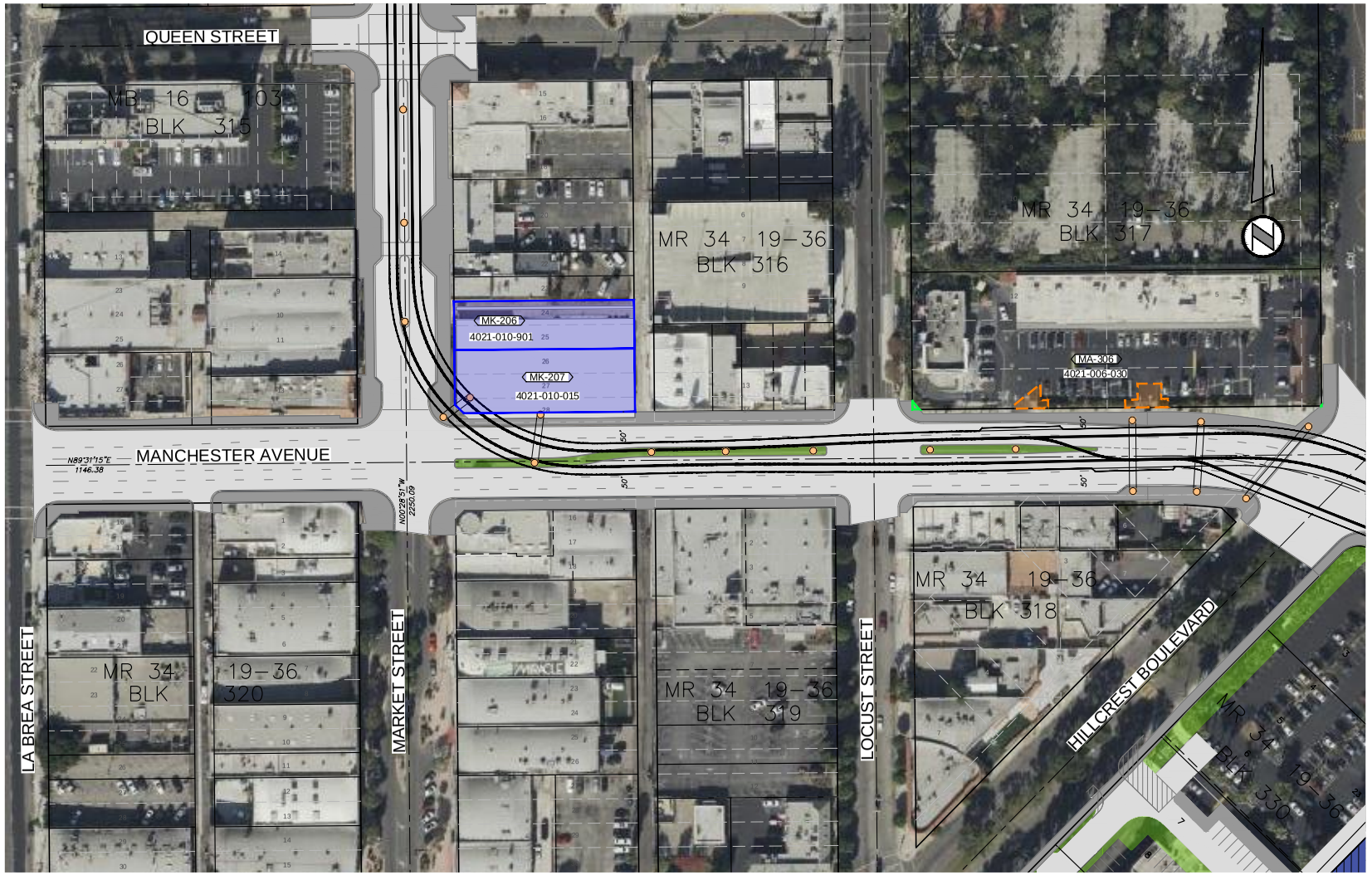
SH 6 OF 9

SEAL & SIGNATURE

PRELIMINARY
NOT
FOR
CONSTRUCTION

DATE: 01.12.2022
PROJECT NO.: N/A
SCALE: 1" = 50'

SEE DRAWING SHEET 8



SEE DRAWING SHEET 6

LEGEND

Blue =	F	Fee
Green =	RE	Permanent Roadway Easement
Purple =	PBE	Pedestrian Bridge Easement
Magenta =	PSE	Permanent Sidewalk Easement
Striped Purple =	AE	Aerial Structure, Footings, & Column Easement
Yellow =	TAE	Temporary Access Easement
Peach =	TCE	Temporary Construction Easement
Cyan =	ROE	Right of Entry

NOTE:

THE CITY OF INGLEWOOD AND OTHER PUBLIC AGENCIES ARE STILL IN THE PLANNING STAGES OF THE PROPOSED PROJECT. THIS ILLUSTRATION DEPICTED HEREIN IS FOR PLANNING PURPOSES ONLY AND NOT FOR CONSTRUCTION OR THIRD PARTY USE. PROPOSED IMPROVEMENTS, STAGING, SCHEDULE AND LIMITS OF ACQUISITION (TO THE EXTENT APPLICABLE) DEPICTED HEREIN ARE SUBJECT TO CHANGE. EXISTING IMPROVEMENTS AND UTILITIES DEPICTED HEREIN ARE BASED UPON PLANNING LEVEL TOPOGRAPHIC SURVEY AND NOT INTENDED FOR DESIGN PURPOSES.

Local File:

PROJECT TITLE & ADDRESS

INGLEWOOD TRANSIT CONNECTOR

Appendix B
Acquisitions
(Property Identification Plan)

ENGINEER

MARK THOMAS

CONSULTANT

TITLE

RIGHT OF WAY PARCEL IMPACTS

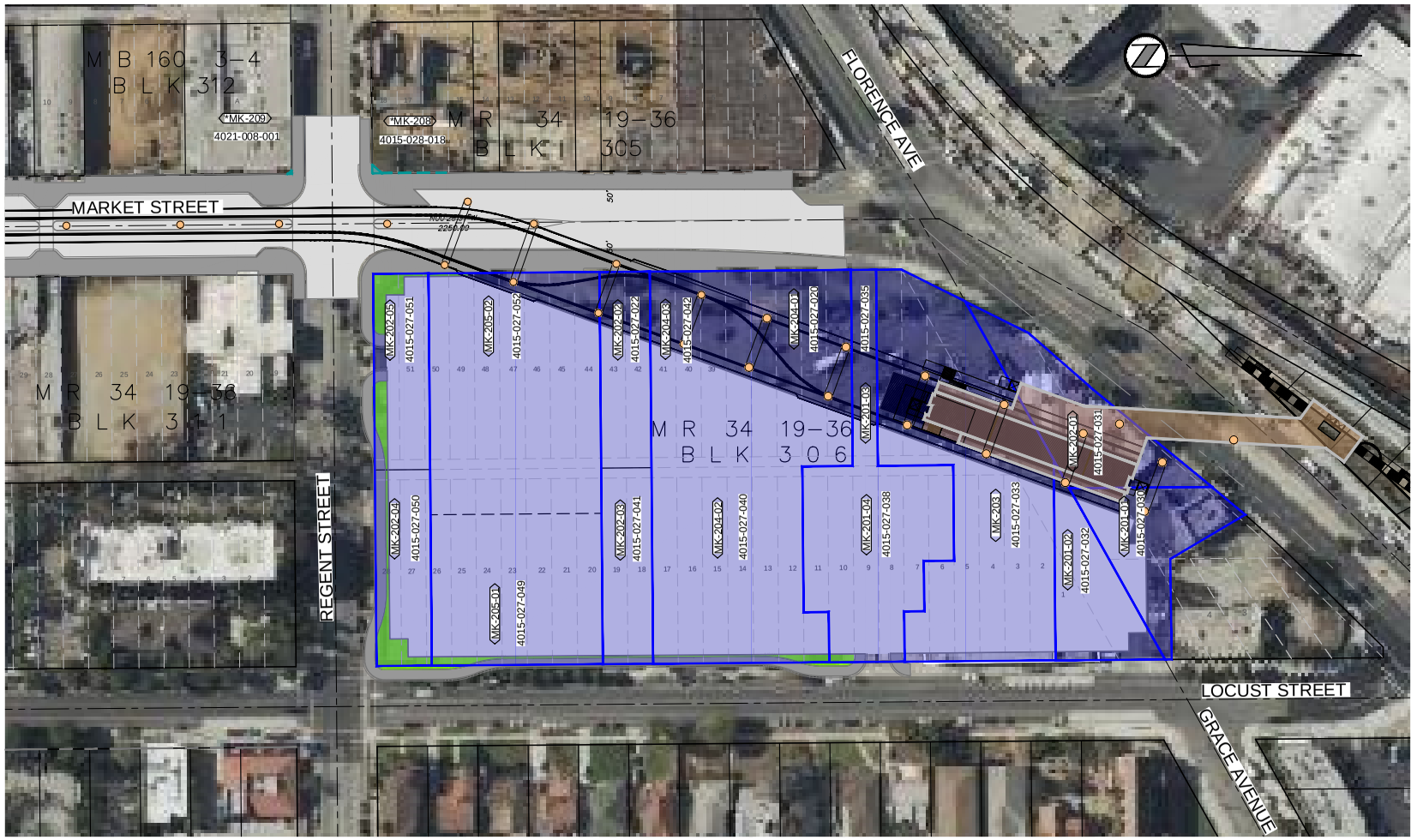
DWG NO.:

SH 7 OF 9

SEAL & SIGNATURE

PRELIMINARY NOT FOR CONSTRUCTION

DATE: 01.12.2022
PROJECT NO.: N/A
SCALE: 1" = 50'



LEGEND

Blue =	F	Fee
Green =	RE	Permanent Roadway Easement
Purple =	PBE	Pedestrian Bridge Easement
Magenta =	PSE	Permanent Sidewalk Easement
Striped Purple =	AE	Aerial Structure, Footings, & Column Easement
Yellow =	TAE	Temporary Access Easement
Peach =	TCE	Temporary Construction Easement
Cyan =	ROE	Right of Entry

NOTE:

THE CITY OF INGLEWOOD AND OTHER PUBLIC AGENCIES ARE STILL IN THE PLANNING STAGES OF THE PROPOSED PROJECT. THIS ILLUSTRATION DEPICTED HEREIN IS FOR PLANNING PURPOSES ONLY AND NOT FOR CONSTRUCTION OR THIRD PARTY USE. PROPOSED IMPROVEMENTS, STAGING, SCHEDULE AND LIMITS OF ACQUISITION (TO THE EXTENT APPLICABLE) DEPICTED HEREIN ARE SUBJECT TO CHANGE. EXISTING IMPROVEMENTS AND UTILITIES DEPICTED HEREIN ARE BASED UPON PLANNING LEVEL TOPOGRAPHIC SURVEY AND NOT INTENDED FOR DESIGN PURPOSES.

Local File:

PROJECT TITLE & ADDRESS

INGLEWOOD TRANSIT CONNECTOR

Appendix B
Acquisitions
(Property Identification Plan)

ENGINEER

MARK THOMAS

CONSULTANT

TITLE

RIGHT OF WAY
PARCEL IMPACTS

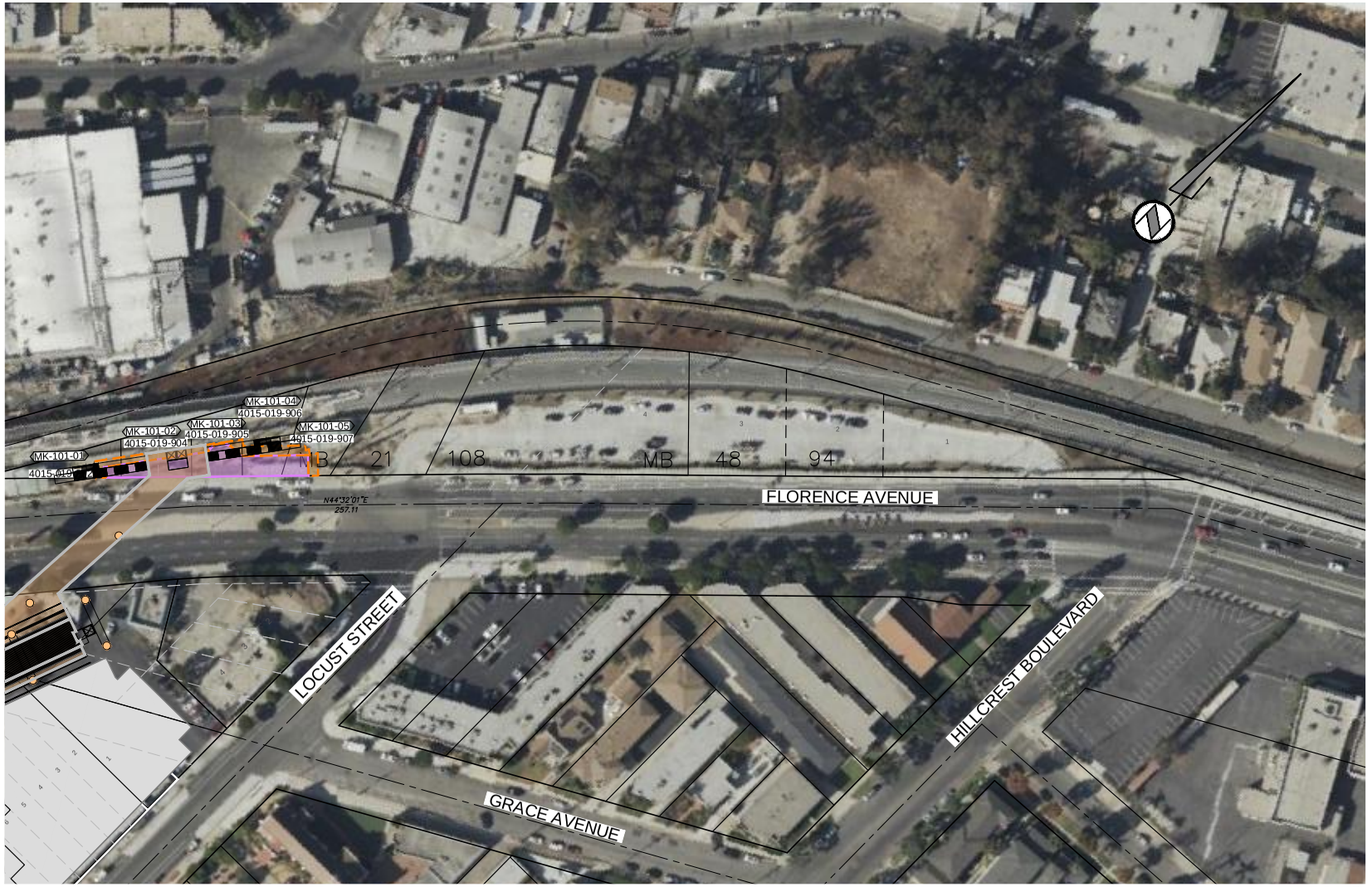
DWG NO.:

SH 8 OF 9

SEAL & SIGNATURE

PRELIMINARY
NOT
FOR
CONSTRUCTION

DATE: 01.12.2022
PROJECT NO.: N/A
SCALE: 1" = 50'



LEGEND

Blue =	F	Fee
Green =	RE	Permanent Roadway Easement
Purple =	PBE	Pedestrian Bridge Easement
Magenta =	PSE	Permanent Sidewalk Easement
Striped Purple =	AE	Aerial Structure, Footings, & Column Easement
Yellow =	TAE	Temporary Access Easement
Peach =	TCE	Temporary Construction Easement
Cyan =	ROE	Right of Entry

NOTE:

THE CITY OF INGLEWOOD AND OTHER PUBLIC AGENCIES ARE STILL IN THE PLANNING STAGES OF THE PROPOSED PROJECT. THIS ILLUSTRATION DEPICTED HEREIN IS FOR PLANNING PURPOSES ONLY AND NOT FOR CONSTRUCTION OR THIRD PARTY USE. PROPOSED IMPROVEMENTS, STAGING, SCHEDULE AND LIMITS OF ACQUISITION (TO THE EXTENT APPLICABLE) DEPICTED HEREIN ARE SUBJECT TO CHANGE. EXISTING IMPROVEMENTS AND UTILITIES DEPICTED HEREIN ARE BASED UPON PLANNING LEVEL TOPOGRAPHIC SURVEY AND NOT INTENDED FOR DESIGN PURPOSES.

Local File:

PROJECT TITLE & ADDRESS

INGLEWOOD TRANSIT CONNECTOR

Appendix B
Acquisitions
(Property Identification Plan)

ENGINEER

MARK THOMAS

CONSULTANT

TITLE

RIGHT OF WAY
PARCEL IMPACTS

DWG NO.:

SH 9 OF 9

SEAL & SIGNATURE

PRELIMINARY
NOT
FOR
CONSTRUCTION

DATE: 01.12.2022
PROJECT NO.: N/A
SCALE: 1" = 50'