

2.8 RELOCATION - ALTERNATIVE D

2.8.1 PRELIMINARY PROPERTY ACQUISITION AND RELOCATION PLAN

This section describes how the LAX Master Plan would relocate residences and business in accordance with applicable statutes designed to minimize community disruption, limit adverse economic impacts and protect human rights. A final relocation plan would be developed during Master Plan implementation. Applicable statutes include the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended in 1987 (hereinafter the Uniform Act), and the regulations implementing the Act (49 Code of Federal Regulation (CFR) Part 24). These regulations require the project sponsor to compensate landowners and tenants fairly for the acquisition and to assist in their relocation. The regulations support relocating businesses to nearby areas to maintain the economic and employment benefits to the economy.

2.8.1.1 RESIDENTIAL USES

At this time it is anticipated that no residential properties would be acquired under Alternative D. However, if necessary, all procedures for residential acquisition and relocation would be identical to those now employed by the LAWA Residential Acquisition Program conducted under the Airport Noise Abatement Plan in accordance with the Uniform Act.

2.8.1.2 BUSINESS USES

Similar to residential owners, business property owners would be compensated for their property and/or provided relocation assistance in accordance with the Uniform Act. This can be a time consuming and complicated process. In addition to the value of the land and buildings, the value of the business itself must be appraised and evaluated. Each business would be evaluated separately and individual negotiations would occur.

2.8.1.3 LAX NORTHSIDE AND MANCHESTER SQUARE

Alternative D of the LAX Master Plan calls for the development of the LAX Northside Plan as currently entitled and modified with reduced traffic activity. All businesses identified for acquisition or relocation in Alternative D can be accommodated either on LAX property, or in the surrounding business community within the City of Los Angeles. At this time, without a final relocation plan, it is impossible to say precisely which businesses would relocate to the LAX Northside and what their space needs would be. However, it is possible to provide a preliminary list of businesses that would be compatible to relocate to

the LAX Northside. These are listed in **Table 2.8-1**. A breakdown of property by acquisition area for Alternative D is listed in Table 2.7-2.

Table 2.8-1

ALTERNATIVE D - SUMMARY STATISTICS OF USES ELIGIBLE FOR LAX NORTHSIDE

| Area | Total No. of Bus. | Parcel Acreage | Light Ind. | Building (sf.) | | | No. of Hotel Rooms | Airport Parking Stalls |
|--------------|-------------------|----------------|------------|----------------|---------------|-------------|--------------------|------------------------|
| | | | | Office | Retail | Residential | | |
| A1* | 0 | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| A2* | 0 | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| B | 12 | 0.62 | n/a | 112,285 | n/a | n/a | n/a | n/a |
| C | 0 | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| D | 3 | 1.83 | n/a | n/a | 33,164 | n/a | n/a | n/a |
| E | 0 | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| F | 0 | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| G | 0 | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| I | 0 | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Total | 15 | 2.45 | 0 | 112,285 | 33,164 | 0 | 0 | 0 |

*A1 - Commercial

*A2 - Residential

Note: Equivalent to Tables A-1, B-1, and C-1 in Appendix P of the Draft LAX Master Plan

2.8.1.4 ON-AIRPORT BUSINESSES

All RAC land use and remote parking lots to be acquired for Master Plan development would be replaced on-airport. The specific businesses are individually listed in Table 2.7-2.

2.8.1.5 WAREHOUSING AND AIR FREIGHT BUSINESSES

Alternative D acquires a relatively small amount of warehousing and air freight space in comparison to Alternatives A, B, and C. The total number of businesses and the corresponding square footage is identified on **Table 2.8-2**.

Table 2.8-2

ALTERNATIVE D - SUMMARY OF AIR FREIGHT USES IN ACQUISITION AREA

| Area | Total No. of Bus. | Parcel Acreage | Building (sf.) | | | | No. of Hotel Rooms | Airport Parking Stalls |
|--------------|-------------------|----------------|----------------|----------|----------|-------------|--------------------|------------------------|
| | | | Light Ind. | Office | Retail | Residential | | |
| A1* | 0 | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| A2* | 0 | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| B | 0 | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| C | 0 | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| D | 0 | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| E | 4 | 9.88 | 146,867 | n/a | n/a | n/a | n/a | n/a |
| F | 0 | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| G | 0 | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| I | 0 | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Total | 3 | 9.88 | 146,867 | 0 | 0 | 0 | 0 | 0 |

*A1 - Commercial

*A2 - Residential

Note: Equivalent to Tables A-1, B-1, and C-1 in Appendix P of the Draft LAX Master Plan

2.8.1.6 BUSINESSES REQUIRING RELOCATION ASSISTANCE

All office, hotel, retail, commercial and light industrial uses acquired under this alternative can be relocated to the LAX Northside Development or absorbed in the local community.

To address these specific properties and to facilitate all business relocations to LAX Northside, the Relocation Plan envisions the establishment of a Business Relocation Program under the auspices of the LAWA Business Development Bureau. This program would administer compliance with the provisions of the Uniform Act and other regulations and would provide assistance to individual business owners.

2.8.1.7 SURVEY OF OWNERS, RESIDENTS AND BUSINESS OPERATORS

A face-to-face survey of every affected property owner would be conducted as soon as possible to determine attitudes toward acquisition and special needs.

Such a survey was conducted as the first step in the development of the Relocation Plan for the Airport/Belford and Manchester Square areas. A similar survey of business owners is essential to determine the willingness to relocate to the LAX Northside and the potential costs, time frames and special needs.

2.8.1.8 UTILITY RELOCATIONS

The acquisition areas contain a variety of above- and below-ground utility lines and facilities. Investigation and planning for these relocations would be required to complete the work on time.

2.8.1.9 WESTCHESTER SOUTHSIDE DEVELOPMENT

Alternative D of the LAX Master Plan identifies the LAX Northside Development as the baseline for additional development north of the airport.

2.8.1.10 SEQUENCE OF ACQUISITION

Master Plan property acquisition would need to be completed in the first stage of Master Plan implementation. Relocation sites would need to be available before the acquired property can be vacated and redeveloped. The land acquisition process can take many years and it is recommended that certain planning actions, categorically exempt from the California Environmental Quality Act (CEQA) and categorically excluded from National Environmental Policy Act (NEPA), be undertaken at the earliest possible time. A detailed acquisition and phasing plan would be developed in conjunction with the preparation of the Final EIS/EIR.

2.8.1.11 FINAL RELOCATION PLAN

The final Relocation Plan would be developed and approved in concert with the Master Plan and EIS/EIR as they progress through the LAWA and City of Los Angeles' approval process.

2.8.2 RELOCATION ASSISTANCE

The Uniform Act, as amended, governs the relocation of individuals and businesses displaced by projects paid for in whole or part with federal funds. Since Alternative D requires the purchase of property in order to complete construction of the project, the Uniform Act establishes minimum standards for relocation assistance and compensation as follows:

- ◆ Relocation advisory and financial assistance shall be available for individuals and businesses that must relocate as a result of the public acquisition of property; and
- ◆ Basic standards and requirements for appraisals and acquisition shall be followed in acquiring real property.

The provisions of the Uniform Act are set forth in the Code of Federal Regulations, 49 CFR Part 24, for federal and state agencies that are either acquiring the property or providing the financial assistance to do so. In order to comply with Federal, State and City of Los Angeles regulations, LAWA would establish a relocation assistance program with the following components:

- ◆ **Advisory Assistance:** Every person or business being displaced is eligible to receive advisory assistance in relocating to a replacement dwelling or business location. These services are in addition to compensation received by the property owner for the acquisition of real property or real property rights.
- ◆ **Financial Assistance:** Beyond the constitutional requirement of just compensation, the Uniform Act requires certain financial benefits to assist displaced persons in relocating to a new business location. For eligible business owners or tenants, these include moving allowance payments for personal property and reimbursement for certain eligible miscellaneous or re-establishment expenses.

Every effort would be made to accommodate relocating businesses that desire to do so within the City of Los Angeles. Office building space, totaling approximately 112,285 square feet, and retail building space, totaling approximately 33,164 square feet, can be absorbed into the LAX Northside described in Section 2.9. Vacancy rates, more efficient space utilization and business owner preference would reduce the amount of space required for relocation of affected businesses to the LAX Northside Development. All displaced hotel rooms could be accommodated in the local market. Replacement of rental car facilities and remote parking spaces would be provided on the airport as a component of the Master Plan.

A relocation plan would be developed and approved by the Board of Airport Commissioners and the Los Angeles City Council as part of the Master Plan approval process. Individuals and/or businesses affected by the plan would be contacted for a full explanation of the plan and available benefits during the Master Plan approval process.

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