4.4.2 Relocation of Residences or Businesses

4.4.2.1 Introduction

Acquisition of property and relocation of residents and businesses by federally funded airports such as LAX is governed by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (codified as amended at 42 USC 4601-4655), its implementing regulations (49 CFR Part 24), FAA Order 5100.37A, and Acquisition and Relocation Assistance for Airport Projects (April 4, 1994, P.L. 91-646). In this section, the statute and its implementing regulations are referred to jointly as the Uniform Act. This section discusses the degree to which each Master Plan alternative would provide just compensation and relocation assistance for affected residents and businesses in accordance with the Uniform Act. Appendix P to Chapter V of the Draft LAX Master Plan, *Preliminary Property Acquisition and Relocation Plan*, and Chapters 2.7 and 2.8 of the Draft LAX Master Plan Addendum contain additional detailed information that supports the analysis in this section. This analysis takes into account the social impacts associated with relocation as described in paragraph 47(e)(3) of FAA Order 5050.4A. Potential indirect impacts resulting from the relocation of residences or businesses are addressed in Section 4.5, *Induced Socio-Economic Impacts* (*Growth Inducement*) (subsection 4.5.6), and below in subsection 4.4.2.7, *Cumulative Impacts*.

4.4.2.2 General Approach and Methodology

The study area includes the Master Plan boundaries for each alternative, which include portions of seven census tracts (CTs 2766.02, 2772.00, 2774.00, 2780.00, 2781.00, 6014.01, and 6016.00). The study area is shown in **Figure F4.4.2-1**, Acquisition Study Area. Additionally, a 10-mile radius around the airport is used to assess opportunities for business relocation in communities proximate to the airport.

Direct and indirect growth in the vicinity of LAX and elsewhere in the region that would have an effect on the relocation of residences or business are addressed in Section 4.5, *Induced Socio-Economic Impacts (Growth Inducement),* and subsection 4.4.2.7, *Cumulative Impacts*, below.

The primary information sources used for the analysis are Appendix P to Chapter V of the Draft Master Plan, *Preliminary Property Acquisition and Relocation Plan,* November 2000, and an update to the *Preliminary Property Acquisition and Relocation Plan* provided in Chapters 2.7 and 2.8 of the Draft LAX Master Plan Addendum, July 2003 (collectively these documents are referred to herein as the Preliminary Relocation Plan);[186] LAWA's *Final Relocation Plan -- Voluntary Residential Acquisition/Relocation Program for the Areas Manchester Square and Airport/Belford,* June 2000 (referred to herein as the Existing ANMP Relocation Plan), which supports LAWA's existing Aircraft Noise Mitigation Program (ANMP); the Southern California Association of Governments (SCAG) Forecast for the 1998 Regional Transportation Plan (RTP); and the 1990 U.S. Census of Population and Housing. The SCAG RTP was updated in 2001 and the results of the 2000 U.S. Census also became available in 2001, after completion of the initial analysis for this EIS/EIR. Differences between the 1990 census data and 2000 census data relevant to this analysis are described in subsection 4.4.2.3, *Affected Environment/Environmental Baseline*, below.[187] However, in general, the differences between the 1990 and 2000 U.S. Census data do not reflect substantial demographic changes that would alter the analysis presented below. Where appropriate, the impact analysis for Master Plan Alternative D - Enhanced Safety and Security Plan discusses the updated census data.

The Preliminary Relocation Plan includes parcel-level detail for the properties proposed for acquisition under the Master Plan alternatives, an assessment of relocation effects, and a recommended approach to relocation. This data includes property addresses, the names of the taxpayers, and other property tax information obtained from the Los Angeles County Tax Assessor's Office. This data also includes estimates of total business taxes derived from projected levels of business license tax, Transient Occupancy Tax (bed tax), and parking taxes. Market values were estimated derived from recent sales,

[186] The Preliminary Relocation Plan addresses acquisition under all four Master Plan build alternatives (Alternatives A, B, C, and D).

[187] Although updated data is provided herein for disclosure purposes and comparison with earlier analyses and conclusions, the baseline year used for this analysis remains 1996, consistent with the analyses presented in the Draft EIS/EIR.

from current real estate listings (market approach to appraisal), and from capitalizing the income of commercial properties and billboards (income approach to appraisal).

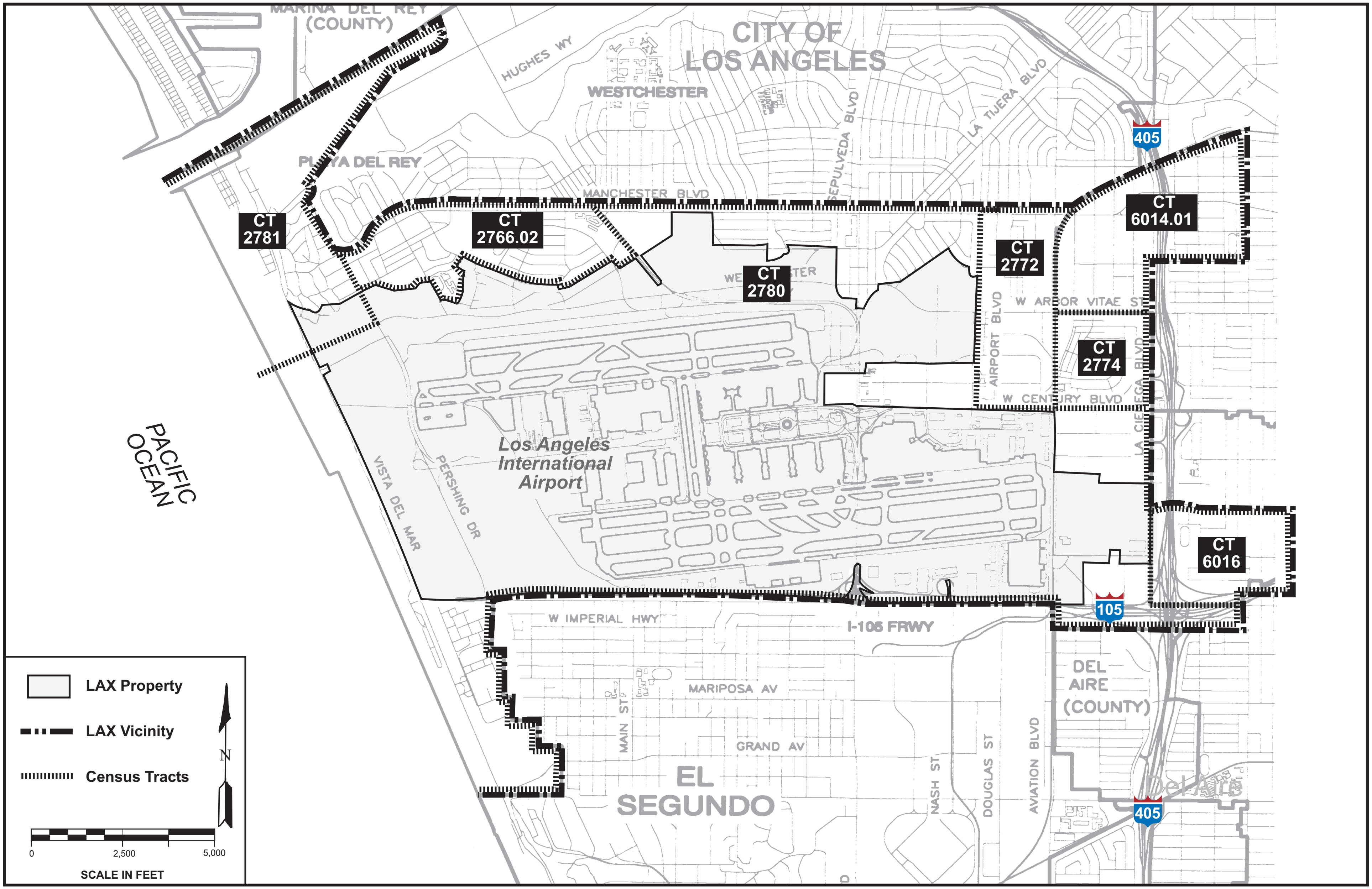
The Existing ANMP Relocation Plan, which has been previously approved and implemented independent of the proposed Master Plan, supports LAWA's Aircraft Noise Mitigation Program and involves acquiring up to 143 acres and over 2,500 residences in the City of Los Angeles, east of LAX. It has been used as a general model for LAWA's residential acquisition under the Master Plan and as a data source for identifying relocation opportunities. The housing numbers and the population for the study area and regional population data are from the SCAG Forecast. These housing and population numbers, and census data for general demographic information, are used where direct survey data from the relocation plans are not available. The U.S. Census is considered to be the most reliable and detailed source of supplemental socio-economic data available, and is viewed as a preferred source over other options.

The analysis approach for relocation impacts related to Alternatives A, B, and C focuses primarily on the impacts that would occur within Phase I of the development program proposed for those alternatives. All property acquisition associated with those alternatives, ranging from 216 acres of acquisition under Alternative C, to 273 acres under Alternative A, to 345 acres under Alternative B, would occur within Phase I. Within the Draft EIS/EIR, which was used in the development of this Final EIR/EIR, Phase I was assumed for analytical purposes to occur within the period 2002 to 2005, with the remainder of development (i.e., Phase II) being completed by 2015. As described below in subsection 4.4.2.6, *Environmental Consequences*, the ability to relocate the residents and businesses associated with such acquisition, which occurs within the same Phase I time period for those three alternatives, would vary with each alternative. Additionally, the extent to which the potential loss of jobs and displacement of employees occurring within Phase I could be offset by the newly created jobs associated with Phase II of development (i.e., the buildout of each of those alternatives by 2015) would vary with each alternative. An initial loss of property tax revenues would also occur immediately following acquisition; however, new property taxes and associated revenues would accumulate over time with the establishment of such new development such as Westchester Southside, which is scheduled for completion by 2015. Given the nature of these types of impacts (i.e., all acquisition occurring in Phase I, which would have substantial relocation needs, impacts, and initial loss of tax revenues, whereas Phase II would involve long-term increases in employment and tax revenues), the environmental consequences analysis for Alternatives A, B, and C addresses, first, the relocation requirements associated with the acquisition occurring in Phase I, and, second, other impacts that would occur during the period extending to project buildout at 2015. With respect to Alternative D, however, the nature and extent of property acquisition are substantially less than those of Alternatives A, B, and C. Consequently, the impact analysis focuses on the overall impacts at 2015. In contrast to Alternatives A, B, and C, property acquisition under Alternative D involves only 77 acres, affecting only 38 businesses and proposing no residential acquisition.[188] As such, the timing and degree of acquisition impacts under Alternative D, particularly as related to distinguishing the impacts at Phase I and at buildout (2015), do not engender the same level of complexity as under the other build alternatives. The analysis of the nature and extent of impacts for Alternative D, therefore, varies somewhat from that of the other build alternatives, as presented below in subsection 4.4.2.6, *Environmental Consequences*.

Residential Acquisition/Relocation

The census was used to identify the number, type (single-family versus multi-family), age, and value or rents of dwelling units, vacancy rates, and probable socio-demographic characteristics of populations within the study area, including age, race and ethnicity, family size, and income. Specific information on the residential properties proposed for acquisition is derived from the Preliminary Relocation Plan. The potential for impacts was evaluated through an assessment of how the Preliminary Relocation Plan would comply with the provisions of the Uniform Act, which requires timely and orderly relocation of residents into comparable, decent, safe, and sanitary replacement housing within their financial means. Where it

[188] Acquisition of residential properties may be necessary as part of separate, ongoing ANMP activities and proposed mitigation associated with Alternative D. Refer to subsection 4.4.2.6.5 below as well as Section 4.3.2, *Off-Airport Surface Transportation* (subsection 4.3.2.9.1) for further discussion of acquisition related to potential mitigation.



LAX Master Plan
Final EIS/EIR

Acquisition Study Area

Figure
F4.4.2-1

was determined that compliance with the Uniform Act would not avoid significant impacts of displacement and relocation, mitigation measures were proposed to address these adverse effects. The availability of replacement housing was assessed by identifying comparable available dwelling units within a 10-mile radius of the airport. This information was obtained from the Existing ANMP Relocation Plan, described further below.

To determine if other relocation efforts in the area would compete for locally available housing, the City of Los Angeles, the County of Los Angeles, Caltrans, and the City of Inglewood were contacted to determine if they were involved with ongoing or proposed projects involving relocation.[189] Based on this survey, there are no known public projects, other than the Existing ANMP Relocation Plan, that would compete for relocation resources or alter the conclusions of this analysis.

Business Acquisition/Relocation

The Uniform Act stipulates that fair compensation or adequate assistance be provided for displaced businesses, recognizing their unique characteristics and needs. The Preliminary Relocation Plan, therefore, was used to determine the number, size, and property value of businesses to be displaced, as well as the identification of businesses that are airport/airport-user dependent.

The prospects for business relocation were assessed by comparing the amount and type of commercial land uses acquired with the amount and type of development permissible on the airport and in the LAWA-owned LAX Northside/Westchester Southside development. A worst case scenario was utilized whereby all buildings were assumed to be fully occupied and would need to be relocated. The analysis assumes that no impact would occur if the acquired uses can be relocated on airport-owned property in a timely manner. Generally, a hardship would occur when businesses that are dependent on proximity to LAX are displaced and would have no readily available relocation site near the airport.

The airport has the ability to absorb aviation-related uses such as rental car facilities, flight kitchens and some cargo uses. Also, the LAX Northside/Westchester Southside development would have the capability to absorb office, retail, hotel, and light industrial uses. However, Westchester Southside would be developed to only approximately 40 percent of its ultimate size during Phase I, when all acquisition is to occur for Alternatives A, B, and C. Thus, Westchester Southside in Alternatives A, B, and C would be able to serve as a relocation site for only 250,000 square feet (SF) of office space, 70,000 SF of retail space, 340,000 SF of hotel space, and 388,000 SF of non-freight light industrial space. Similarly, under Alternative D, sufficient relocation space would not yet be available at LAX Northside for all of the displaced uses at the point at which acquisition would occur, as discussed further below. The amount and type of acquired uses that would not be able to relocate into this development and that would need to relocate elsewhere or go out of business was calculated separately for each alternative. Potential loss of employment and tax base owing to property acquisition was also calculated separately for each alternative.

4.4.2.3 Affected Environment/Environmental Baseline

Housing

The 1990 Census indicated that the total population in the seven census tracts in the study area was 30,464, living in 12,880 households. The racial/ethnic breakdown for this population was 48.3 percent White; 33.8 percent Latino; 11.1 percent African American; 6.1 percent Asian/Pacific Islander; 0.3 percent Native American; and 0.3 percent Other. Housing in the study area was primarily multi-family: 81.4 percent multi-family homes and 18.6 percent single-family homes, with an average household size of 2.43 persons. The costs of purchasing a home across the study area varied substantially from approximately $100,000 in the Lennox neighborhood immediately east of LAX to over $500,000 in Playa del Rey, northwest of LAX. Similarly, rents ranged by neighborhood from less than $600 per month in Lennox to over $1,000 per month in Westchester and Playa del Rey.

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[189] LAWA, Relocation Plan, Manchester Square and Airport/Belford Area Voluntary Acquisition Project, November 1999, Page 16.

4.4.2 Relocation of Residences or Businesses

Based on the 2000 Census,[190] the estimated total population in the seven census tracts in the study area was 31,572 persons living in 13,002 households, an increase of 1,108 persons and 122 households relative to 1990 levels. Latinos now slightly outnumber Whites as the largest racial/ethnic group in the study area. Other racial/ethnic groups in the study area include Asians, American Indians/Alaska Natives, Native Hawaiians/Other Pacific Islanders, and combined races. Housing in the study area continues to consist primarily of multi-family units, with an average household size of 2.70 persons and a vacancy rate of approximately 4.7 percent, according to the 2000 Census.

Residential acquisition may occur within one of the study area's seven census tracts, CT 2780, depending on the alternative selected. As shown on **Figure F4.4.2-1**, CT 2780 covers the majority of LAX property as well as additional areas to the north and east of the airport. Demographic characteristics for this tract are shown in **Table F4.4.2-1** through **Table F4.4.2-5**, 1990 Population Characteristics for Census Tract 2780, 1990 Language Characteristics for Census Tract 2780, 1990 Age Characteristics for Census Tract 2780, 1990 Economic Profile for Census Tract 2780, and 1990 Housing Characteristics for Census Tract 2780, respectively. Though 1990 Census data is presented in the tables, as discussed further below, the differences between the 1990 and 2000 U.S. Census data do not reflect substantial demographic changes that would alter the analysis presented in this section.

Table F4.4.2-1

1990 Population Characteristics for Census Tract 2780

Classification	CT 2780
Total Population	2,460
Racial/Ethnic Distribution	
White	72%
Hispanic origin (White)	8%
Black	5%
Asian/Pacific Islander	9%
Native American	0%
Other	6%

Source: 1990 U.S. Census.

Table F4.4.2-2

1990 Language Characteristics of Population for Census Tract 2780

Classification	CT 2780
Language	
Persons 5 years and older[1]	100%
Speak English at home	81%
Speak Spanish at home	12%
Speak other language at home	7%
Speak English not well/not at all	3%

1 Totals may not add to 100 percent due to rounding.

Source: 1990 U.S. Census.

190 Although updated data is provided herein for disclosure purposes and comparison with earlier analyses and conclusions, the baseline year used for this analysis remains 1996, consistent with the analyses presented in the Draft EIS/EIR.

Table F4.4.2-3

1990 Age Characteristics for Census Tract 2780

Classification	CT 2780
Percent of population aged 14 and under	13%
Percent of population aged 15 through 64	67%
Percent of population aged 65 and over	20%

Source: 1990 U.S. Census.

Table F4.4.2-4

1990 Economic Profile for Census Tract 2780

Classification	CT 2780
Median Household Income	$44,028
Percent of Household below poverty level	3%
Per Capita Income	$20,737
Percent of Heads of Household Retired	28%
Median Rent (monthly)	$872

Source: 1990 U.S. Census.

Table F4.4.2-5

1990 Housing Characteristics for Census Tract 2780

Classification	CT 2780
Total Housing Units	969
Single-Family	647
Percent Single-Family	67%
Multi-Family	322
Percent Multi-Family	33%
Mobile Home/Other	0
Percent Mobile Home/Other	0%
Tenure[1]	
Owner Occupied	50%
Renter Occupied	44%
Vacant/Other	5%
Age of Housing Stock[1]	
Percent Constructed 1980 to March 1990	15%
Percent Constructed 1960 to 1979	6%
Percent Constructed 1940 to 1959	75%
Percent Constructed prior to 1940	4%
Percent of Units with Four or More Bedrooms	5%

1 Totals may not add to 100 percent due to rounding.

Source: 1990 U.S. Census.

Based on the 2000 Census, the demographic characteristics of CT 2780 have not changed substantially, with Whites, English-speakers, and persons aged 15 to 64 still constituting the majority of the population. The median household income increased to $55,370 (from $44,028), while the percentage of households falling below the poverty level increased to 9 percent (from 3 percent). The majority of homes within CT

2780 continue to be single-family and owner occupied, with an estimated 1999 average market value of $230,000.[191] The median rental rate within CT 2780 is $876 per month, according to the 2000 Census.

A survey conducted by LAWA in 1999 in conjunction with the Existing ANMP Relocation Plan (discussed further below) in the immediate vicinity of CT 2780 determined that a total of 526 comparable single-family residential units were available for purchase within a 10-mile radius. Additionally, a 1999 survey of multi-unit rental properties established an apartment vacancy rate in the area of approximately 5 percent. Applying a 5 percent vacancy rate to the estimated number of rental housing units within a 10-mile radius of LAX indicates that approximately 27,800 rental units would be available.[192]

Since commencement of the existing residential acquisition activities supporting LAWA's ANMP in 1998[193] through Year 2000, 147 single-family dwelling units and 387 multi-family dwelling units (on 182 properties) were acquired within the Manchester Square and Belford areas, representing approximately 21 percent of the total plan.[194] As of October 31, 2002, implementation of the Existing ANMP Relocation Plan for the Manchester Square and Belford areas has resulted in the acquisition of a total of 782 single- and multi-family dwelling units in the Manchester Square area and 322 multi-family dwelling units in the Belford area. Of these, 75 single-family structures in Manchester Square have been demolished and 10 residential structures have been moved via LAWA's Move On Housing Program.[195] Should the ANMP land acquisition for the Belford and Manchester Square areas not be completed by the time the Master Plan is approved, the City of Los Angeles and LAWA will begin to explore the most appropriate and practical measures (e.g., voluntary acquisition, leasing, and/or public condemnation) to ensure that the designated areas are vacated consistent with the Construction Sequencing Plan. These measures would be available for all build alternatives to pursue any needed acquisition that cannot be obtained through negotiations.

Business

The seven census tracts in the study area encompass 249 acres of commercial and 578 acres of industrial land use occupied by a mix of businesses. Many of these businesses are engaged in airport-related activities and depend on their proximity to the airport, including warehousing and airfreight forwarders; rental car uses; remote parking lots; hotels; and flight kitchens. Most of these uses are in older buildings that are inefficiently utilized. There are also many office and retail uses that serve the Westchester community. Overall, in 1996, the businesses in the seven census tracts in the study area contained approximately 59,000 jobs.

The 1999 office vacancy rate in El Segundo was 11.9 percent, with an overall vacancy of 1.19 million square feet (MSF) of office space. Furthermore, Colliers-Seeley Real Estate estimated that 856,000 square feet (SF) of new office space was planned in El Segundo in the first quarter of 2000. Outside of El Segundo, in other areas surrounding LAX, office vacancy rates were at 28 percent with over 1.00 MSF of available space. Accordingly, over 3 MSF of office space is available near the acquisition areas to absorb uses acquired under the Master Plan.

Demand for industrial real estate is strong throughout the Los Angeles region. Only 500,000 SF of industrial square footage in the LAX/El Segundo/Hawthorne area were available as of first quarter 2000, representing a 1.9 percent vacancy rate. Rental rates were high for such space, ranging from $0.85 to $0.95 per square foot per month. The low vacancy may be explained by the tendency of nearby cities not to entitle air freight businesses that use large expanses of space and create truck traffic, but bring little

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191 Due to appreciation, this figure has increased since 2000.

192 The vacancy rate used was established through a telephone survey of West Los Angeles and South Bay apartment complexes conducted for the Existing ANMP Relocation Plan. This rate was applied to SCAG Forecast data on housing for the Year 2000, using a Geographic Information System to estimate available rentals within a 10-mile radius.

193 Approval of funding for residential acquisition by the FAA in 1998 allowed for pre-acquisition prior to final regulatory approval of the *Voluntary Residential Acquisition/Relocation Program for the Areas Manchester Square and Airport/Belford.*

194 Under the ANMP, LAWA will acquire the Belford and Manchester Square areas east of and adjacent to the airport. These properties are heavily impacted by noise, traffic, and incompatible adjacent land uses. Residents in those areas approached the airport and requested that their properties be acquired rather than soundproofed.

195 The Move On Housing Program is a collaborative effort between public and not-for-profit organizations to move and rehabilitate Manchester Square and Belford area structures in order to transfer housing assets to residential areas in Los Angeles County, provide reasonable housing for displaced tenants, and provide construction-related employment opportunities to community residents.

revenue or high-paying jobs. Conversations with the Community Development directors for the cities of Inglewood, Hawthorne, and El Segundo confirm that there is little interest on the part of these cities to entitle freight/warehousing uses. In the City of Hawthorne, freight forwarders, distribution, and heavy trucking are no longer permitted uses. Construction of new industrial facilities in proximity to LAX is likely to remain constrained by limited availability of vacant land. However, in the City of Inglewood, in an area bounded by Yukon and Prairie Avenues and 102nd and 104th streets, there is an area of approximately 44 acres of older residential uses zoned for a business park that may be suitable for relocation of some of the uses acquired under the Master Plan alternatives. This area is within the 65 and 70 CNEL aircraft noise contours (see Section 4.2, *Land Use*) and is eligible for acquisition under the Aircraft Noise Mitigation Program. This situation presents an opportunity for LAWA to foster economic development within Inglewood and to mitigate noise and relocation impacts. Also, in the City of Hawthorne there are approximately 100 acres bounded by Crenshaw, Van Ness, El Segundo Boulevards, and the I-105 that would be suitable for relocation of light industrial uses.

The balance of Year 2000 exhibited continued high demand for non-residential real estate, with office vacancy rates ranging from 2.6 percent in El Segundo/Beach Cities to 19.9 percent in the LAX/Century Boulevard Corridor, and industrial vacancy in the LAX/El Segundo/Hawthorne area remaining relatively constant at 2 percent.[196] Retail growth in 2000 also yielded low retail vacancy rates throughout the Los Angeles region.

Existing air cargo handling space in the vicinity of LAX is largely outdated, and newly-constructed freight handling facilities are much more efficient. Generally, the existing inventory constitutes single-story structures less than 100 feet deep that require more than one square foot of building space to process 1 ton of freight per year. Newer designs are multi-story with deep spaces that require less square feet of building space per ton. This analysis assumes that new air cargo facilities off the airport will achieve the same utilization factors as those projected for new building space on the airport. The Master Plan facility requirements are based on 0.85 SF per annual ton for domestic cargo and 2.0 SF per annual ton for international cargo. These factors are somewhat high in comparison to industry standards because many airport facilities process truck-to-truck freight and this practice is expected to continue. The composite rate used in the Master Plan to forecast the need for 4.7 million SF of building space is 1.23 SF of building space per annual ton of cargo. The following analysis assumes that existing off airport, air freight companies will process freight at a rate of 2.0 feet of building space per annual ton of cargo and that new, more efficient, facilities will require only 1.23 SF per ton. This would be a 38 percent increase in efficiency.

Additionally, each of the alternatives provides for new cargo buildings in varying degrees. The availability of space on the airport is calculated separately for each alternative to assess the possibility of providing relocation opportunities on the airport for displaced air freight uses.

Hotel space in the vicinity of LAX includes thirteen major hotels with a total of 7,343 rooms. All of these hotels are members of the Gateway to Los Angeles Business Improvement District formed under the auspices of the City of Los Angeles. The District reported average room occupancy of 77 percent during late 1998 and early 1999.[197] During peak summer periods and when major events are held, these hotels are filled nearly to capacity. On average, however, 2,423 rooms would be available. In addition to LAX Northside/Westchester Southside and other opportunities in the City of Los Angeles, conversations with the Community Development directors in the cities of Inglewood, Hawthorne and El Segundo indicate that these cities have available land and would be receptive to proposals for new hotels in their cities for the reason that hotels generate large amounts of Transient Occupancy Tax.

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196 Colliers Seeley, 2001 Market Outlook, 2002, http://www.colliers-seeley.com/fr_market_local.html. For purposes of presenting a conservative analysis, 1999 data have been used herein.

197 Subsequent to the events of September 11, 2001, the hospitality industry as a whole has experienced higher than average vacancy rates. However, for purposes of presenting a conservative analysis, 1999 data have been used herein.

4.4.2.4 Thresholds of Significance

4.4.2.4.1 CEQA Thresholds of Significance

A significant impact would occur if the direct and indirect changes in the environment that may be caused by the particular build alternative would potentially result in one or more of the future conditions listed below.

- Substantial numbers of people and/or housing are displaced, necessitating the construction of replacement housing elsewhere.
- Extensive relocation of residents, where comparable, decent, safe and sanitary replacement housing within the financial means of displaced persons is not available; and, the construction of such is not feasible in a timely manner in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Act and implementing regulations.
- Extensive relocation of community businesses that would create substantial economic hardship for the affected communities.
- Displacement of a substantial number of businesses in the absence of suitable relocation sites, resulting in business closures and a loss of jobs and tax revenue. This applies specifically to businesses that are uniquely dependent on airport proximity.
- Displacement of business that would create a substantial loss in community tax base.

These CEQA thresholds of significance are utilized because they address relocation concerns and potential impacts on residences and businesses that stem from the Master Plan alternatives. The thresholds are derived in part from guidance contained in the Federal Aviation Administration's (FAA) *Airport Environmental Handbook*, Federal Aviation Regulation Part 5050.4A as amended, and from the revised CEQA checklist.

4.4.2.4.2 Federal Standards

There are no federal standards that define significance thresholds for impacts due to relocation of residences or businesses. Section 47(e)(3) of FAA Order 5050.4A, *Airport Environmental Handbook*, requires that the potential for relocation of residences or businesses due to the proposed action be addressed.

4.4.2.5 Master Plan Commitments

As addressed in subsection 4.4.2.6, *Environmental Consequences*, implementation of any of the Master Plan alternatives would have potential impacts related to relocation of residences or businesses. In recognition of these potential impacts, LAWA has included the commitment listed below in the Master Plan, coded "RBR" for residential and business relocation.

- **RBR-1. Residential and Business Relocation Program (Alternatives A, B, C, and D).**

  To address the acquisition of properties and relocation of businesses and residents associated with the proposed Master Plan, LAWA will prepare a Residential and Business Relocation Plan ("Relocation Plan") in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, state and local regulations, and FAA Advisory Circular 150/5100-17, prior to the commencement of acquisition. LAWA will achieve the following objectives:

  - Fully inform eligible project-area residential occupants and business owners of the nature of and procedures for obtaining relocation assistance and benefits.
  - Determine the needs of each residential relocatee and business owner.
  - Provide an adequate number of referrals to comparable, decent, safe, and sanitary housing units within a reasonable time prior to relocation. No residential occupant would be required to move until comparable decent, safe, and sanitary housing is made available.
  - Provide at least 90 days advance written notice to vacate, as required by law. The notice period may be extended according to the needs of the affected relocatees.

- Provide current and continuously updated information concerning replacement housing and business choices and opportunities.
- Ensure that the relocation process does not result in different or separate treatment because of race, religion, national origin, gender, marital status, or other arbitrary circumstances.
- Ensure that the unique needs of minority and low-income persons and businesses are addressed, including the provision of assistance and materials in Spanish and other languages as necessary.
- Supply information concerning federal, state, city, and other governmental programs providing assistance to displaced persons or businesses.
- Assist each eligible person or business in the completion of all applications and claims for payment of benefits.
- Make relocation payments in accordance with Federal Relocation Regulations, including the provisions of Last Resort Housing, where applicable.
- Inform all affected occupants of LAWA's policies with regard to eviction and property management.
- Establish and maintain a formal grievance procedure for use by relocatees seeking administrative review of LAWA decisions with respect to relocation assistance.

Although it is expected that comparable replacement housing resources are available, LAWA will take all reasonable steps to make such resources available, including but not limited to the following:

- Provide vacated project structures to agencies that could relocate the structures to new sites and make them available for program-affected residents.
- Provide funding for possible construction of replacement housing.
- Provide funding for rehabilitation of housing units being sold or rented to program-affected residents.
- Consider other innovative actions to ensure the availability of replacement housing.

In addition to the above services, distinct business assistance services will include but not be limited to the following:

- LAWA will implement a business relocation assistance program to insure prompt and equitable relocation and re-establishment of businesses displaced as a result of the proposed Master Plan. The business relocation assistance program will include: 1) a determination of the relocation needs and preferences of each business to be displaced; 2) the maintenance of listings and contacts with commercial real estate brokers, commercial lenders, and government economic development agencies to assist displaced businesses in locating suitable replacement sites; 3) the provision to displaced businesses of information on programs administered by the Small Business Administration and other federal and state programs offering assistance to displaced persons; 4) the provision of special assistance to those who wish to remain close to their current sites or close to an airport in finding such sites, including sites on the airport such as LAX Northside/Westchester Southside, or other airport owned properties or developments; and 5) the provision of special assistance to address the specific needs of minority-owned businesses.
- LAWA will coordinate with the County of Los Angeles and the cities of Inglewood, Hawthorne, and El Segundo to locate properties within their jurisdictions suitable for businesses displaced by the acquisition program.
- LAWA will investigate and consider the use of the separate and ongoing Aircraft Noise Mitigation Program to redevelop noise impacted residential areas into commercial areas suitable for businesses displaced by the Master Plan acquisition program. As part of these efforts, LAWA will coordinate with the City of Inglewood and the County of Los Angeles to identify areas east of I-405 where land acquisition and conversion to compatible land uses is contemplated under applicable plans or is otherwise deemed appropriate.

- LAWA will provide opportunities for air freight, flight kitchens and other airport-related uses displaced by the acquisition program to relocate onto airport property, to the maximum extent practicable.
- LAWA will, to the maximum practicable extent, develop its property in Manchester Square (under Alternative A) and LAX Northside/Westchester Southside (under Alternatives A, B, C, and D) so as to provide relocation opportunities for businesses displaced by the acquisition program.
- With respect to any and all residential acquisitions under Alternatives A, B, C, and D, LAWA will implement a housing program similar to the existing "Move On Housing Program," which is currently being implemented in conjunction with the Existing ANMP Relocation Plan. The Move On Housing Program is a collaborative effort between public and not-for-profit organizations to move and rehabilitate Manchester Square and Belford area structures in order to transfer housing assets to residential areas in Los Angeles County, provide reasonable housing for displaced tenants, and provide construction-related employment opportunities to community residents.

4.4.2.6 Environmental Consequences

As described in the Analytical Framework discussion in the introduction to Chapter 4, the basis for determining impacts under CEQA is different from that of NEPA. Under CEQA, the impacts of a proposed project and alternatives are measured against the "environmental baseline," which is normally the physical conditions that existed at the time the Notice of Preparation was published (i.e., June 1997, or 1996 when a full year of data is appropriate, for the LAX Master Plan Draft EIS/EIR). As such, the CEQA analysis in this Final EIS/EIR uses the environmental baseline, or in some cases an "adjusted environmental baseline," as the basis by which to measure and evaluate the impacts of each alternative. Under NEPA, the impacts of each action alternative (i.e., build alternative) are measured against the conditions that would otherwise occur in the future if no action were to occur (i.e., the "No Action" alternative). As such, the NEPA analysis in this Final EIS/EIR uses the No Action/No Project Alternative as the basis by which to measure and evaluate the impacts of each build alternative (i.e., Alternatives A, B, C, and D) in the future (i.e., at buildout in 2015 or, for construction-related impacts, selected future interim year). Based on this fundamental difference in the approach to evaluating impacts, the nature and significance of impacts determined under CEQA are not necessarily representative of, or applicable to, impacts determined under NEPA. The following presentation of environmental consequences should, therefore, be reviewed and considered accordingly.

4.4.2.6.1 No Action/No Project Alternative

Under the No Action/No Project Alternative, LAWA would continue to implement the Existing ANMP Relocation Plan for the Manchester Square and Belford neighborhoods. With the exception of one elementary school, all of the property proposed for acquisition is residential.[198] The area covered under the plan is 142 acres with a total of 2,568 residential units proposed for acquisition. The total residential population of the ANMP acquisition area is estimated to be 4,987 with the following racial/ethnic distribution: White 41.1 percent; Latino 28.8 percent; African American 18.6 percent; 10.8 percent Asian-Pacific Islander; Native American 0.4 percent; and Other 0.4 percent.

The Belford subarea consists of 19.5 acres of property containing 583 multi-family units that are 100 percent renter occupied. The Manchester Square subarea includes 122.5 acres containing 1,985 units, of which 62 percent are renter occupied and 38 percent are owner occupied.

In accordance with the Uniform Act, a relocation plan is in place for the previously approved and ongoing residential acquisition and relocation activities. The Existing ANMP Relocation Plan includes data from a survey that was conducted of current residents and property owners to obtain information on relocation needs. In addition, residential property surveys of for-sale and for-rent properties within a 10-mile radius were completed. Information was collected on housing needs by price and numbers of bedrooms needed. The Existing ANMP Relocation Plan requires that an adequate number of referrals to comparable decent, safe, and sanitary housing units be made available within a reasonable time prior to relocation, and that no occupant be required to move until such housing is available. The plan concluded

198 The 98th Street School is not targeted for acquisition as part of the Existing ANMP Relocation Plan, but would be acquired in conjunction with implementation of a proposed mitigation measure associated with that plan.

that there is more than an adequate supply of single-family homes available for purchase by existing owner occupants and that adequate rental vacancies are available for existing renter occupants.

Although the plan identified ample available replacement housing, a number of dwelling units fell under the Last Resort Housing Category, which applies to persons who cannot readily be relocated using regular relocation program benefits and/or procedures. More specifically, Last Resort Housing addresses circumstances when the cost of available comparable housing would result in payments in excess of the statutory payment limits of $22,500 for owner occupied units and $5,250 for tenants. These needs are being addressed by LAWA under a Last Resort Housing Program.

No businesses are proposed for acquisition under the No Action/No Project Alternative.

4.4.2.6.2 Alternative A - Added Runway North

Under Alternative A, approximately 273 acres of land to the north and east of the airport would be acquired during Phase I to accommodate new airfield, cargo, rental car, parking, and ancillary facilities, and to meet minimum safety requirements. This area includes a total of 330 businesses and 84 dwelling units. All properties are located in the City of Los Angeles, with the exception of 4 acres of industrial property located in Inglewood. Summary statistics are provided below in **Table F4.4.2-6**, Alternative A Land Acquisition Summary Statistics. The area itself is shown in Chapter 3, *Alternatives*, on Figure F3-9, Alternative A Proposed Property Acquisition Areas, and described in Table F3-2, Summary of Facilities by Alternative - 2015.

Table F4.4.2-6

Alternative A Land Acquisition Summary Statistics

Land Use[1]	Total Businesses	Acres	Square Feet (Developed)	Dwelling Units	Population
Light Industrial	37	45.30	868,262		
Air Freight	88	77.99	1,724,486		
Office	162	30.80	997,936		
Retail (including hotels)	43	22.03	1,482,468	-	
Residential					
Single-Family		8.39	76,254	57	145
Multi-Family		0.44	15,134	27	27
Right-of-Way/Other		88.22			
Total	330	273.17	5,164,540	84	172

[1] Based on preliminary engineering plans proposed for the LAX Expressway and improvements to State Route 1, it is possible that additional land acquisition may occur. The environmental consequences of these proposed transportation improvements are discussed in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements.*

Source: Draft LAX Master Plan, Chapter V, Appendix P.

Residential Relocation

The 57 single-family units are estimated to house 145 people (2.54 persons each based on data from census tract (CT) 2780). The 27 multi-family units, located on Sepulveda Eastway, are in a former motel with one person per unit. Thus, it is estimated that 172 residents would be displaced.

The estimated 1999 market values of the single-family homes, as indicated in the Preliminary Relocation Plan, generally range from $200,000 to $375,000 with an average estimated market value of $230,000. Median rental rates in the area are $876.

Demographic characteristics of residents to be displaced can be surmised based on census data. Data for CT 2780 from the 1990 Census shows most residents to be white, with median household incomes of $44,028, and with high school or higher levels of education. Approximately 3 percent of the population within CT 2780 was below poverty level, and a total of 19 percent of the population spoke a language other than English. Just over half of the homes, 56 percent, were owner occupied, and 28 percent of heads of households were retired.

Under Alternative A, residents of the 57 single-family units would be relocated through a LAWA-sponsored acquisition and relocation program developed and implemented in compliance with the Uniform Act. Based on the 1999 LAWA survey conducted for the Existing ANMP Relocation Plan, there were approximately 526 available single-family dwellings within a 10-mile radius in the price range of the homes proposed for acquisition under Alternative A. Even considering the potential for LAWA's Existing ANMP Relocation Plan (which was previously approved and is ongoing) to absorb 268 of these single-family units, there would still be an estimated minimum of 258 comparable units within a 10-mile radius to accommodate the relocation of 57 owner occupied single-family dwellings under the Preliminary Relocation Plan.[199] Additional units would also be available based on SCAG's regional forecast, which indicates that over 95,000 new housing units would be added within a 10-mile radius of LAX by 2015.

The Existing ANMP Relocation Plan could result in the need for a maximum of 2,288 rental units. An assumed 5 percent vacancy rate indicates that approximately 27,800 rental vacancies are currently available within a 10-mile radius of the project, easily accommodating the demand. Although there would be adequate available housing to meet the needs of project relocatees, in some cases, it may not be affordable to the relocatees. In these cases, Last Resort Housing assistance would supplement regular housing and rental assistance payments. Also, based on the 1999 LAWA survey conducted for the Existing ANMP Relocation Plan and public information available by zip code, it is possible that some participants in a low-income housing assistance plan may be affected by proposed acquisition. Due to privacy restrictions, however, it is not possible to determine the number of participants that would be displaced. These households would be more difficult to relocate due to requirements on income levels and rents for the Certificate and Voucher programs; therefore, additional relocation assistance would need to be provided for Section 8 participants through the Preliminary Relocation Plan.

The potential impacts of residential relocation would be addressed through Master Plan Commitment RBR-1, Residential and Business Relocation Program (Alternatives A, B, C, and D). Carrying out this commitment would ensure that full relocation assistance and benefits would be provided to project relocatees in accordance with the Uniform Act. In compliance with the Uniform Act, no resident would be required to move until comparable, decent, safe, and sanitary housing is made available. Timely relocation of residents would be supported by the expertise and services for relocation assistance already in place under LAWA's Existing ANMP Relocation Plan. Further details regarding benefits and assistance under the Uniform Act are provided in Master Plan Commitment RBR-1 and in the Preliminary Relocation Plan. While residential relocation impacts would be less than significant with implementation of Master Plan Commitment RBR-1, it is acknowledged that relocation may potentially present an inconvenience and hardship for some residents.

Residential relocation impacts resulting from implementation of Alternative A would be greater than those associated with the No Action/No Project Alternative due to residential property acquisition proposed separate from the Existing ANMP Relocation Plan, which would continue independent of the Master Plan.

Business Relocation

In Phase I, Alternative A would acquire approximately 264 acres of light industrial, office, and retail use occupied by a total of approximately 330 businesses. The Preliminary Relocation Plan for Alternative A provides as many businesses as possible the opportunity to relocate onto the airport or into the airport-owned developments. All Rent-A-Car uses, flight kitchens, and remote parking lots proposed for acquisition would be accommodated on the airport. As a result, impacts on these businesses would be considered less than significant. As explained in subsection 4.4.2.2, *General Approach and Methodology*, a portion of the other acquired uses would be able to relocate to the Westchester Southside project. The calculations for uses that can and cannot be accommodated are contained in **Table F4.4.2-7**, Alternative A On-Airport Relocation Opportunities in Phase I.

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199 In addition to these existing available units, a survey of eight of the 18 jurisdictions within a 10-mile radius indicates that over 1,100 single-family dwelling units are currently planned or under construction, which could further serve this demand.

Table F4.4.2-7

Alternative A On-Airport Relocation Opportunities in Phase I

	Acquired Properties	Westchester Southside Relocation Opportunities[1]	Unaccommodated[1]
Office	997,936	250,000	747,936
Retail (non-hotel)	151,806	70,000	81,806
Hotel	1,330,662 (1,929 rooms)	340,000 (523 rooms)	990,622 (1,406 rooms)
Light Industrial/ Business Park	868, 262	388,000	480,262
Air Freight	1,724,486	0	1,724,486

1 Floor Area (SF).

Source: Draft LAX Master Plan, Chapter V, Appendix P.

In Phase I, shortfalls in on-airport relocation opportunities would potentially affect office, retail, hotel, and light industrial/business park uses including airport-dependent air freight uses. Impacts associated with light industrial uses, including air freight, are considered to be significant, as discussed below.

As stated in subsection 4.4.2.3, *Affected Environment/Environmental Baseline*, vacant developable land for industrial space in the immediate area is limited, and vacancy rates show only 500,000 SF of industrial building space available in the LAX/El Segundo/Hawthorne area. This limited availability of suitable space in proximity to the airport to accommodate the need to relocate 480,262 SF of light industrial floor area displaced by acquisition is considered to be a significant impact. The acquired hotels are largely dependent on airport users and their proximity to the airport. The loss of 1,406 hotel rooms during Phase I of Alternative A would be partially compensated for by the present low occupancy rate in the area (average 77 percent), which converts to an estimated excess 2,423 rooms. With acquisition and no replacement, the existing hotels would then operate at an average 91 percent occupancy. However, during peak periods a shortfall of rooms would occur. It is expected that with increased demand from additional air passengers, the private sector would construct hotels to take advantage of the market, and that local governments would be supportive because hotels generate large amounts of tax revenue. Nevertheless, impacts on hotels are considered to be significant, and mitigation is proposed to address the short-term impact.

Airport-dependent freight handlers and warehousing operations have no readily-available relocation sites and would incur operational and/or financial hardship due to the need to relocate their business to locations far removed from the airport or to go out of business. Considering the tight market for industrial space, opportunities for relocation to off-airport property still in proximity to LAX would be limited for these uses. There are no opportunities to relocate air freight uses onto the airport in Alternative A. The facility requirements for cargo buildings are 3,406,863 SF in Phase I and 4,735,305 SF in 2015. Alternative A provides 3,694,000 SF in Phase I (a surplus) but only 4,518,000 SF (a deficit) in 2015. Therefore, there would be no available space on the airport to relocate air freight uses. This is a significant impact and mitigation is provided. (Considering the critical relationship between these uses and the cargo operations on the airport, it is realistic to assume that the vacant Manchester Square area, purchased under the independent Aircraft Noise Mitigation Program, would be redeveloped as an independent project that would provide relocation opportunities for airport-dependent uses as provided in Master Plan Commitment RBR-1.) Effects on office and retail businesses are considered to be less than significant. The approximate 700,000 SF of office space that cannot be accommodated in the LAWA developments can be absorbed into the nearly 3 MSF of office space available in the surrounding areas as discussed above under subsection 4.4.2.3, *Affected Environment/Environmental Baseline*. Furthermore, the 700,000 square feet of building space is not 100 percent occupied and the true need is, therefore, less.

Although acquisition and development phasing could be modified to reduce or eliminate the shortfall of on-airport space for airport-related businesses, the shortfall of available relocation sites for Phase I is considered to be significant, and mitigation is provided in subsection 4.4.2.8, *Mitigation Measures,* to address this effect.

Business relocation impacts resulting from implementation of Alternative A would be greater than those associated with the No Action/No Project Alternative, which would not involve the acquisition of any businesses.

Acquisition-Related Employment

While there is potential for a loss in jobs and displacement of employees during the initial years of the Master Plan, newly created jobs in the second phase of the project would more than compensate for those lost. **Table F4.4.2-8**, Alternative A Acquisition Area Estimated Current Employment, and **Table F4.4.2-9**, Alternative A Acquisition Area Potential Loss of Employment (Phase I), use employment factors and square footage of land use type to estimate the number of jobs and the potential loss of jobs due to relocation. There are a total of 11,124 jobs in the businesses to be acquired. The on-airport opportunities for relocation in Phase I would accommodate only 1,556 jobs, and so there is a potential for a loss of 9,568 jobs if these businesses cannot find a suitable relocation site. For those jobs that would be displaced, it is not possible to accurately determine if they would be lost to the City of Los Angeles or the region. On the other hand, as further described in Section 4.4.1, *Employment/Socio-Economics*, it is calculated that during the Master Plan period (2015), approximately 40,413 direct jobs would be generated by Alternative A.

Table F4.4.2-8

Alternative A Acquisition Area Estimated Current Employment

	Floor Area (SF)	Employment Factor	Jobs
Office	997,936	240	4,158
Hotel (1,929 rooms)	1,330,660	890	1,495
Retail[1]	151,806	530	286
Light Industrial/Bus. Park	2,592,748	500	5,185
Total	**5,073,150**		**11,124**

1 Assumes street front retail employment factor.

Source: Employment density factors from HR&A's Phase III Technical Memo (January 15, 1998).

Table F4.4.2-9

Alternative A Acquisition Area Potential Loss of Employment (Phase I)

	Un-Accommodated Floor Area (SF)	Employment Factor	Jobs
Office	747,936	240	3,116
Hotel (1,929 rooms)	990,622	890	1,113
Retail[1]	81,806	530	154
Light Industrial/Bus. Park	2,592,748	500	5,185
Total	**4,413,112**		**9,568**

1 Assumes street front retail employment factor.

Source: Employment density factors from HR&A's Phase III Technical Memo (January 15, 1998).

Acquisition-related employment impacts resulting from implementation of Alternative A, although less than significant, would be greater than those associated with the No Action/No Project Alternative, which would not involve the acquisition of any businesses.

Annual Property Taxes

There would be some loss in property tax revenue immediately following acquisition; but, over the life of the Master Plan (2015), new property tax revenues would more than compensate for those lost. According to the Los Angeles County Assessor, property tax in 1998 for the land to be acquired in Alternative A totaled $2,998,975. If LAWA acquires the property, it would be tax exempt, and all of the property tax from this property would be lost by the various agencies that share property tax. However, this loss would be recouped rather quickly, as uses relocate to LAWA property, and as the Westchester Southside and Manchester Square areas are fully developed. It is unknown at this time whether LAWA would sell or rent land in these areas. In any case, tenants on government owned land would pay a possessory interest tax equivalent to property tax. The tax basis would also rise due to the higher valuations under the Proposition 13 tax formula of one percent of purchase price. The rise in taxes would also be true for residential uses, as homes are bought under the residential relocation program.

Impacts related to property taxes resulting from implementation of Alternative A, although less than significant, would be greater than those associated with the No Action/No Project Alternative.

Business Taxes

There would be some loss in business tax revenue immediately following property acquisition. Over the life of the Master Plan (2015), however, new business tax revenues would more than compensate for those lost. Estimates of sales tax to the City of Los Angeles, business license fees, bed tax, LAWA freight tax (non-signatory aircraft), and parking tax from the acquisition area total approximately $17,000,000 per year. Business taxes associated with those uses, with no identifiable relocation opportunity and with the potential to be lost by the City of Los Angeles, total approximately $11.3 million. This includes approximately $2 million from the office/retail/light industrial uses, $3.36 million from air freight uses, $1.45 million from parking/Rent-A-Car, and $4.5 million from hotels. The extent to which this revenue might be lost to the City of Los Angeles would depend on the relocation choices of affected property owners. Hotels in particular generate high levels of business tax that could be lost if there are no replacement sites within the city. However, like the property tax, business taxes would be quickly recouped as LAWA collateral development proceeds and acquired businesses move to airport-owned property. Parking tax, for example, would become revenue for LAWA. Further discussion on how the temporary economic consequences of this potential loss in tax revenue would be more than offset by the revenue generated directly and indirectly by the project is further described in Section 4.4.1, *Employment/Socio-Economics*.

Business tax impacts resulting from implementation of Alternative A, although less than significant, would be greater than those associated with the No Action/No Project Alternative, which would not involve the acquisition of any businesses.

4.4.2.6.3 Alternative B - Added Runway South

Under Alternative B, approximately 345 acres of land to the north and east of the airport would be acquired in Phase I to accommodate new airfield, cargo, rental car, parking and ancillary facilities, and to meet minimum safety requirements. This is a 72-acre increase over Alternative A. The acquisition area includes a total of 323 businesses and 84 dwelling units with an estimated 172 residents. All properties are located in the City of Los Angeles, with the exception of 5.4 acres of industrial use in Inglewood, and 5.2 acres of right-of-way in the County of Los Angeles. Summary statistics are presented below in **Table F4.4.2-10**, Alternative B Land Acquisition Summary Statistics, and the area is shown in Chapter 3, *Alternatives*, in Figure F3-11, Alternative B Proposed Property Acquisition Areas, and in Table F3-2, Summary of Facilities by Alternative - 2015.

Table F4.4.2-10

Alternative B Land Acquisition Summary Statistics

Land Use	Total Businesses	Acres[1]	Square Feet (Developed)	Dwelling Units	Population
Light Industrial	61	90.93	1,921,164	-	
Air Freight	52	79.30	1,784,799		
Office	167	38.14	1,140,000	-	
Retail (including hotels)	43	27.45	1,531,579	-	
Residential					
Single-Family		8.39	76,254	57	145
Multi-Family		0.44	15,134	27	27
Right-of-Way/Other		100.66			
Total	**323**	**345.31**	**6,468,930**	**84**	**172**

1 Based on preliminary engineering plans proposed for the improvements to State Route 1, it is possible that additional land acquisition may occur. The environmental consequences of these proposed transportation improvements are discussed in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements.*

Source: Draft LAX Master Plan, Chapter V, Appendix P.

Residential Relocation

Alternative B would acquire the same 84 housing units as Alternative A, with the same consequences - there would be sufficient available housing resources within a 10-mile radius to serve the needs of relocated residents. With implementation of a relocation program in compliance with the Uniform Act, and as outlined under Master Plan Commitment RBR-1, impacts associated with residential relocation would be less than significant.

Residential relocation impacts resulting from implementation of Alternative B would be greater than those associated with the No Action/No Project Alternative due to residential property acquisition proposed separate from the Existing ANMP Relocation Plan, which would continue independent of the Master Plan.

Business Relocation

In Phase I, Alternative B would acquire 334 acres of the 345 acres of land occupied by a total of 323 businesses. Similar to Alternative A, there would be a deficit of on-airport relocation opportunities during Phase I that would result in the need for businesses to relocate off of the airport. The calculations for the uses that can and cannot be accommodated are contained in **Table F4.4.2-11**, Alternative B On-Airport Relocation Opportunities in Phase I.

Table F4.4.2-11

Alternative B On-Airport Relocation Opportunities in Phase I

	Acquisition Properties[1]	On-Airport Relocation Opportunities[1]	Unaccommodated[1]
Office	1,140,000	250,000	890,000
Retail (non-hotel)	126,586	70,000	56,586
Hotel	1,404,993 (2,083 rooms)	340,000 (523 rooms)	1,064,993 (1560 rooms)
Light Industrial/ Business Park	1,921,164	388,000	1,533,164
Air Freight	1,784,799	188,000	1,596,799

1 Floor Area (SF).

Source: Draft LAX Master Plan, Chapter V, Appendix P.

In Phase I, shortfalls in on-airport relocation opportunities would potentially affect office, retail, hotel, and light industrial/business park uses including airport-dependent air freight uses. The deficit in space available on the airport for industrial/business park uses (1.53 MSF) is considered a significant impact.

As previously stated, vacant land for development in the immediate area is limited, and vacancy rates show only 500,000 SF of space available in the LAX/El Segundo/Hawthorne area. Alternative B has additional cargo building space available on the airport to accommodate some of the acquired air freight uses. The facility requirements for cargo buildings are 3,406,863 SF in Phase I and 4,735,305 SF in 2015. Alternative B provides 4,192,000 SF in Phase I and 4,871,000 SF in 2015. Therefore, the total surplus of approximately 136,000 SF would be available during Phase I to relocate acquired air freight uses. Also, considering the 38 percent increase of efficiency cited in subsection 4.4.2.3, *Affected Environment/Environmental Baseline*, this would accommodate 188,000 SF of acquired uses. Nevertheless, there remains nearly 1.6 million SF of air freight uses without a suitable relocation site. In total, Alternative B would not provide adequate relocation sites for approximately 3.1 million SF of light industrial building space. This is considered a significant impact.

The acquired hotels are largely dependent on airport users and their proximity to the airport. The loss of 1,560 hotel rooms during Phase I would be partially compensated for by the low (77 percent) occupancy rate in the area, which converts to 2,423 available rooms. The existing hotels would then operate at 98 percent occupancy, creating a potential shortfall only during peak periods. In 2015, Alternative B would create a deficit of 555,000 square feet of hotel space and 775 rooms for peak conditions. However, as hotels are very desirable uses within a municipality because they generate large amounts of revenue, it is expected that with increased demand from additional air passengers, the private sector would construct hotels to take advantage of the market and limit the severity of impacts. Mitigation for this impact is, nonetheless, provided.

Effects on office and retail businesses are considered to be less than significant. The approximate 890,000 SF of office space that cannot be accommodated in the LAWA developments can be absorbed into the nearly 3 MSF of office space available in the surrounding areas, as discussed above in subsection 4.4.2.3, *Affected Environment/Environmental Baseline*.

Business relocation impacts resulting from implementation of Alternative B would be greater than those associated with the No Action/No Project Alternative, which would not involve the acquisition of any businesses.

Acquisition-Related Employment

While there is potential for a temporary loss in jobs and displacement of employees during the initial years of the Master Plan, new jobs would be created to more than compensate for those lost. **Table F4.4.2-12**, Alternative B Acquisition Area Estimated Current Employment, and **Table F4.4.2-13**, Alternative B Acquisition Area Potential Loss of Employment (Phase I), use employment factors and square footage of land use type to estimate the number of jobs and the potential loss of jobs due to relocation. Within the businesses to be acquired, there are a total of 13,978 jobs. The on-airport opportunities for relocation during Phase I would accommodate only 2,706 of those jobs, creating a potential for a loss of 11,272 jobs if these businesses cannot find a suitable relocation site. For those jobs that would be displaced, whether they would be lost to the City of Los Angeles or the region, cannot be accurately determined. By the time of the complete buildout of the Master Plan (2015), an estimated 40,413 direct jobs would be created by airport development.

Table F4.4.2-12

Alternative B Acquisition Area Estimated Current Employment

	Floor Area (SF)	Employment Factor	Jobs
Office	1,140,000	240	4,750
Hotel (2,083 rooms)	1,404,993	890	1,579
Retail[1]	126,586	530	238
Light Industrial/Bus. Park	3,705,963	500	7,411
Total	**6,377,542**		**13,978**

1 Assumes street front retail employment factor.

Source: Employment density factors from HR&A's Phase III Technical Memo (January 15, 1998).

Table F4.4.2-13

Alternative B Acquisition Area Potential Loss of Employment (Phase I)

	Un-Accommodated Floor Area (SF)	Employment Factor	Jobs
Office	890,000	240	3,708
Hotel (2,083 rooms)	1,064,933	890	1,197
Retail[1]	56,586	530	107
Light Industrial/Bus. Park	3,129,963	500	6,260
Total	**5,141,482**		**11,272**

1 Assumes street front retail employment factor.

Source: Employment density factors from HR&A's Phase III Technical Memo (January 15, 1998).

Acquisition-related employment impacts resulting from implementation of Alternative B, although less than significant, would be greater than those associated with the No Action/No Project Alternative, which would not involve the acquisition of any businesses.

Annual Property Taxes

There would be some loss in property tax revenue immediately following acquisition; but over the life of the Master Plan (2015), new property tax revenues would more than compensate for such loss. According to the Los Angeles County Assessor, property tax in 1998 for the land to be acquired in Alternative B totaled $4,285,687. If LAWA acquires the property it would be tax exempt, and all of the property tax from this property would be lost to the various agencies that share property tax. However, this loss would be recouped rather quickly as uses relocate to the LAWA property and Westchester Southside is fully developed. It is unknown at this time whether LAWA would sell or rent land in these areas. Regardless, tenants on government-owned land would pay a possessory interest tax equivalent to property tax. The tax basis would also rise due to the higher valuations under the Proposition 13 tax formula of one percent of purchase price. The rise in taxes would also be true for residential uses as homes are bought under the residential relocation program.

Impacts related to property taxes resulting from implementation of Alternative B, although less than significant, would be greater than those associated with the No Action/No Project Alternative.

Business Taxes

There would be some loss in business tax revenue immediately following property acquisition; over the life of the Master Plan (2015), however, new business tax revenues would more than compensate for those lost. Estimates of sales tax in 1999 to the City of Los Angeles, business license fees, bed tax, LAWA freight tax (non-signatory aircraft) and parking tax from the acquisition area totaled approximately $18,000,000. Business taxes associated with those uses with no identifiable relocation opportunity would have the potential to be lost by the City of Los Angeles, totaling approximately $13.5 million. This includes approximately $2 million from the office/retail/light industrial uses, $5 million from air freight uses, $1.4 million from parking/Rent-A-Car, and $5 million from hotels. The extent to which this revenue might be lost to the City of Los Angeles would depend on the relocation choices of affected property owners. Hotels in particular generate high levels of business tax that could be lost if there are no replacement sites within the city. However, like the property tax, business taxes would be quickly recouped as LAWA collateral development proceeds and acquired businesses move to airport-owned property. Parking tax, for example, would become revenue for LAWA.

Business tax impacts resulting from implementation of Alternative B, although less than significant, would be greater than those associated with the No Action/No Project Alternative, which would not involve the acquisition of any businesses.

4.4.2.6.4 Alternative C - No Additional Runway

In Phase I, under Alternative C, there would be 216 acres of land to the north and east of the airport acquired to accommodate new airfield, cargo, rental car, parking, and ancillary facilities, and to meet minimum safety requirements. This is 57 fewer acres than for Alternative A and 129 fewer acres than for Alternative B. The acquisition area includes a total of 239 businesses and 84 dwelling units. All properties are located in the City of Los Angeles, with the exception of 13 acres of industrial land in the City of Inglewood. Summary statistics are presented below in **Table F4.4.2-14,** Alternative C Land Acquisition Summary Statistics, and the area is shown in Chapter 3, *Alternatives*, on Figure F3-13, Alternative C Proposed Property Acquisition Areas, and in Table F3-2, Summary of Facilities by Alternative - 2015.

Table F4.4.2-14

Alternative C Land Acquisition Summary Statistics

Land Use	Total Businesses	Acres[1]	Square Feet (Developed)	Dwelling Units/Population
Light Industrial	15	55.17	895,217	-
Air Freight	59	36.17	686,138	
Office	124	27.54	603,020	-
Retail(includes hotels)	41	15.90	574,360	-
Residential				
Single-Family		8.39	76,254	57/145
Multi-Family		0.44	15,134	27/27
Right-of-Way		72.9		
Total	**239**	**216.51**	**2,850,123**	**84/172**

[1] Based on preliminary engineering plans proposed for the LAX Expressway and improvements to State Route 1, it is possible that additional land acquisition may occur. The environmental consequences of these proposed transportation improvements are discussed in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements.*

Source: Draft LAX Master Plan, Chapter V, Appendix P.

Residential Relocation

Alternative C would acquire the same 84 housing units as Alternatives A and B, with the same consequences - there would be ample available housing resources within a 10-mile radius to serve the needs of relocated residents. With implementation of a relocation program in compliance with the Uniform Act, and as outlined under Master Plan Commitment RBR-1, impacts associated with residential relocation would be less than significant.

Residential relocation impacts resulting from implementation of Alternative C would be greater than those associated with the No Action/No Project Alternative due to residential property acquisition proposed separate from the Existing ANMP Relocation Plan, which would continue independent of the Master Plan.

Business Relocation

In Phase I, Alternative C would acquire 216.51 acres of industrial, retail, office, hotel, and other non-residential uses occupied by a total of 239 businesses. The Preliminary Relocation Plan for Alternative C would provide as many businesses as possible the opportunity to relocate onto the airport or into the airport-owned developments. All Rent-A-Car uses, flight kitchens, and remote parking lots proposed for acquisition would be accommodated on the airport. As a result, impacts on these businesses would be less than significant. The calculations for the amount of space available for relocation are shown in **Table F4.4.2-15**, Alternative C On-Airport Relocation Opportunities in Phase I.

Table F4.4.2-15

Alternative C On-Airport Relocation Opportunities in Phase I

	Acquisition Properties[1]	On-Airport Relocation Opportunities[1]	Unaccommodated[1]
Office	603,020	250,000	353,020
Retail (non-hotel)	199,707	70,000	129,707
Motel/Hotel	374,653 (729 rooms)	340,000 (523 rooms)	34,653 (206 rooms)
Light Industrial/ Business Park	895,217	388,000	507,217
Air Freight	686,138	231,400	454,738

1 Floor Area (SF).

Source: Draft LAX Master Plan, Chapter V, Appendix P.

During Phase I, shortfalls in on-airport relocation opportunities would potentially affect office, retail, and light industrial/business park uses, including airport-dependent air freight uses. The deficit of 507,217 SF in space available for industrial/business park uses is considered to be a significant impact. As previously stated, vacant developable land in the immediate area is limited, and vacancy rates show limited industrial square footage available in the LAX/El Segundo/Hawthorne area.

There is limited availability of suitable space in proximity to the airport to accommodate the need to relocate freight handling and warehousing space displaced by acquisition. The facility requirements for cargo buildings are 3,406,863 SF in Phase I and 4,735,305 SF in 2015. Alternative C provides 3,664,000 SF in Phase I and 4,903,000 SF in 2015. Therefore, the total surplus of approximately 168,000 SF would be available during Phase I to relocate some acquired air freight uses. Also, considering the 38 percent increase of efficiency cited in subsection 4.4.2.3, *Affected Environment/ Environmental Baseline*, this surplus would accommodate 231,400 SF of acquired uses. Nevertheless, this leaves a remainder of approximately 455,000 SF of air freight uses without suitable relocation sites, which is a significant impact.

Effects on office, hotel, and retail businesses are considered to be less than significant. The approximate 480,000 SF of office and retail space that cannot be accommodated in the Westchester Southside development can be absorbed into the nearly 3 MSF of office space available in the surrounding areas as discussed above in subsection 4.4.2.3, *Affected Environment/Environmental Baseline*. Also, not all the acquired space is fully occupied and the true need is less than that stated. The 35,000 SF of hotel space that cannot be accommodated in Westchester Southside is not considered to be a significant impact.

Business relocation impacts resulting from implementation of Alternative C would be greater than those associated with the No Action/No Project Alternative, which would not involve the acquisition of any businesses.

Acquisition-Related Employment

While there is potential for a temporary loss in jobs and displacement of employees during the initial years of the Master Plan, new jobs would be created to more than compensate for those lost. **Table F4.4.2-16**, Alternative C Acquisition Area Estimate of Current Employment, and **Table F4.4.2-17**, Alternative C Acquisition Area Potential Loss of Employment (Phase I), use employment factors and square footage of land use type to estimate the number of jobs and the potential loss of jobs due to relocation. There are a total of 6,474 jobs in the businesses to be acquired. However, the on-airport opportunities for relocation in Phase I would accommodate only 2,792 jobs. Thus, there would be a potential for a loss of 3,681 jobs if these businesses cannot find a suitable relocation site. For those jobs that would be displaced, the extent to which they would be lost to the City of Los Angeles or the region cannot be accurately determined. However, during the Master Plan period (2015), an estimated 17,699 direct jobs would be created by airport development.

Table F4.4.2-16

Alternative C Acquisition Area Estimate of Current Employment

	Floor Area (SF)	Employment Factor	Jobs
Office	603,020	240	2,513
Hotel (1,929 rooms)	374,653	890	421
Retail[1]	199,707	530	377
Light Industrial/Bus. Park	1,581,355	500	3,163
Total	**2,756,735**		**6,474**

1 Assumes street front retail employment factor.

Source: Employment density factors from HR&A's Phase III Technical Memo (January 15, 1998).

Table F4.4.2-17

Alternative C Acquisition Area Potential Loss of Employment (Phase I)

	Un-Accommodated Floor Area (SF)	Employment Factor	Jobs
Office	353,020	240	1,471
Hotel (1,929 rooms)	34,653	890	39
Retail[1]	129,707	530	245
Light Industrial/Bus. Park	962,955	500	1,926
Total	**1,480,335**		**3,681**

1 Assumes street front retail employment factor.

Source: Employment density factors from HR&A's Phase III Technical Memo (January 15, 1998).

Acquisition-related employment impacts resulting from implementation of Alternative C, although less than significant, would be greater than those associated with the No Action/No Project Alternative, which would not involve the acquisition of any businesses.

Annual Property Taxes

There would be some loss in property tax revenue immediately following acquisition; but over the life of the Master Plan (2015), new property tax revenues would more than compensate for those lost. According to the Los Angeles County Assessor, property tax in 1998 for the land to be acquired in Alternative C totaled approximately $2,622,036. If LAWA acquires the property it would be tax exempt and all of the property tax from this property would be lost to the various agencies that share property tax. However, this loss would be recouped rather quickly as uses relocate to the LAWA property and Westchester Southside is fully developed. It is unknown at this time whether LAWA would sell or rent land in Westchester Southside. Regardless, tenants on government-owned land pay a possessory interest tax equivalent to property tax. The tax basis would also rise due to the higher valuations under the Proposition 13 tax formula of one percent of purchase price. The rise in taxes is also true for residential uses as homes are bought under the residential relocation program.

Impacts related to property taxes resulting from implementation of Alternative C, although less than significant, would be greater than those associated with the No Action/No Project Alternative.

Business Taxes

There would be some loss in business tax revenue immediately following property acquisition; but over the life of the Master Plan (2015), however, new business tax revenues would more than compensate for those lost. Estimates of sales tax in 1999 to the City of Los Angeles, business license fees, bed tax, LAWA freight tax (non-signatory aircraft), and parking tax from the acquisition area total $7,068,007. Business taxes associated with those uses with no identifiable relocation opportunity and that have the potential to be lost by the City of Los Angeles are estimated to total $5.1 million. This includes $1.73 million from the office/retail/light industrial, $1.77 million from air freight uses, $1.4 million from parking/Rent-A-Car and $0.2 million from hotels. The extent to which this revenue might be lost to the City of Los Angeles would depend on the relocation choices of affected property owners. Hotels in particular generate high levels of business tax that could be lost if there are no replacement sites within the City. However, like the property tax, business taxes would be quickly recouped as LAWA collateral development proceeds and acquired businesses move to airport owned property. Parking tax, for example, would become revenue for LAWA.

Business tax impacts resulting from implementation of Alternative C, although less than significant, would be greater than those associated with the No Action/No Project Alternative, which would not involve the acquisition of any businesses.

4.4.2.6.5 Alternative D - Enhanced Safety and Security Plan

A complete description of the project features associated with Alternative D is provided in Chapter 3, *Alternatives*. The features of Alternative D that are relevant to the analysis of relocation of residences or businesses are summarized herein. Under Alternative D, approximately 77 acres of land to the north and east of the airport would be acquired to accommodate new airfield, ground transportation, passenger processing, rental car, people mover, parking, and ancillary facilities, and to meet minimum safety requirements. The acquisition area represents a decrease of 196 acres relative to Alternative A, 268 acres compared to Alternative B, and 139 acres in relation to Alternative C. The acquisition area includes 38 businesses and no residential units. All properties are located in the City of Los Angeles. Summary statistics are provided below in **Table F4.4.2-18**, Alternative D Land Acquisition Summary Statistics. The acquisition area itself is shown in Chapter 3, *Alternatives*, on Figure F3-19, 2015 Alternative D Proposed Property Acquisition Areas, and described in Table F3-2, Summary of Facilities by Alternative - 2015.

Table F4.4.2-18

Alternative D Land Acquisition Summary Statistics

Land Use[1]	Total Businesses	Acres	Square Feet (Developed)	Dwelling Units	Population
Light Industrial	6	15.49	96,901		
Air Freight	4	9.88	146,867		
Office	18	41.64	240,607		
Retail	10	7.73	121,538		
Residential					
Single-Family		0	0	0	0
Multi-Family		0	0	0	0
Right-of-Way/Other[2]		2.12			
Total	38	76.86	605,913	0	0

1 Reflects parcel data updated as of October 2002.
2 Includes properties indicated as vacant, public service, building frontage, and utilities.

Source: Draft LAX Master Plan Addendum, Chapter 2, May 2003.

Residential Relocation

In contrast to the other build alternatives, no residential acquisition is proposed for Alternative D. However, should the ANMP land acquisition under LAWA's Existing ANMP Relocation Plan for the Belford and Manchester Square areas not be completed by the time the Master Plan is approved, the City of Los Angeles and LAWA will begin to explore the most appropriate and practical measures (e.g., voluntary acquisition, leasing, and/or public condemnation) to ensure that the designated areas are vacated consistent with the Construction Sequencing Plan.[200, 201] These measures would be available to pursue any needed acquisition that cannot be obtained through negotiations. In addition, if surface transportation Mitigation Measure MM-ST-13, Create a New Interchange at I-405 and Lennox Boulevard (Alternative D), recommending a new interchange at I-405 and Lennox Boulevard is carried forward under Alternative D, it is possible that 9 to 12 homes may need to be acquired.[202] In the event such measures are required, compliance with the Uniform Act would adequately address residential relocation, and impacts would therefore be less than significant.

Although residential acquisition is not directly proposed for Alternative D, residential relocation impacts would be similar to those associated with the No Action/No Project Alternative, as ANMP land acquisition under the Existing ANMP Relocation Plan would continue independent of the Master Plan. Limited residential acquisition could occur under Alternative D with implementation of Mitigation Measure MM-ST-13, if approved; however, upon compliance with the Uniform Act, such activities would not represent a greater impact as compared to the No Action/No Project Alternative.

Business Relocation

Alternative D would necessitate the acquisition of approximately 77 acres of light industrial, air freight, office, and retail uses occupied by a total of 38 businesses.[203] Acquisition activities are expected to occur during Phase I of the Master Plan. The Preliminary Relocation Plan provides as many businesses as possible the opportunity to relocate onto the airport or into airport-owned developments. All RAC uses and remote parking lots proposed for acquisition would be accommodated on the airport. As a result, impacts on these businesses would be considered less than significant. A number of the other acquired

200 As previously discussed, under the ANMP, LAWA will acquire the Belford and Manchester Square areas east of and adjacent to the airport. These properties are heavily impacted by noise, traffic, and incompatible adjacent land uses. Residents in those areas approached the airport and requested that their properties be acquired rather than soundproofed.

201 The Construction Sequencing Plan for Alternative D indicates that access to the Belford and Manchester Square properties would be necessary roughly by the end of 2006.

202 Refer to Section 4.3.2, *Off-Airport Surface Transportation* (subsection 4.3.2.9.1) for further discussion.

203 The land acquisition data for Alternative D reflects parcel data updated as of October 2002. Any land use changes that have occurred since development of comparable data for Alternatives A, B, and C, as addressed in the Draft EIS/EIR, do not represent a material difference relative to the overall uses in the acquisition areas analyzed under all build alternatives.

uses would be able to relocate to the LAX Northside development or within surrounding communities within the City of Los Angeles.

As shown in **Table F4.4.2-19**, Alternative D On-Airport Relocation Opportunities in 2015, most of the acquired uses could be accommodated either on the airport or in airport-owned developments.[204] However, at the point at which acquisition would occur, sufficient relocation space would not yet be available for all of the displaced uses. As such, while specific businesses have been targeted to relocate to LAX Northside, a number of affected businesses are expected to be absorbed by the local market. A total of approximately 273,500 SF of office, retail, and light industrial uses are expected to be relocated within available space in the surrounding areas. Such uses could also potentially relocate to future development at LAX Northside upon buildout of that site. It should be noted that, in contrast to the other build alternatives, Alternative D would not involve acquisition within the Westchester Business District.

Table F4.4.2-19

Alternative D On-Airport Relocation Opportunities in 2015

	Acquired Properties[1]	On-Airport Relocation Opportunities[1,2]	Unaccommodated[1,3]
Office	240,607	1,730,000	50,026
Retail (non-hotel) [4]	57,943	130,000	8,129
Hotel	63,595 (154 rooms)	870,000 (1,400 rooms)	63,595 (154 rooms)
Light Industrial [5]	96,901	1,290,000	4,865
Air Freight [6]	146,867	750,000	146,867

1 Floor Area (SF).
2 Includes proposed floor area at LAX Northside, the consolidated RAC facility, and other on-airport facilities.
3 Unaccommodated uses are targeted for relocation within space available in the local market. Although the on-airport relocation opportunities listed for 2015 may appear sufficient for acquired properties, the indicated uses could not be accommodated due to conflicts between the timing of acquisition activities and that associated with completion of new on-airport development.
4 Land use category referred to as Retail/Restaurant for the LAX Northside Development.
5 Land use category referred to as R/D Business Park for the LAX Northside Development.
6 Land use category referred to as Airport-Related for the LAX Northside Development.

Source: Draft LAX Master Plan Addendum, Chapter 2, May 2003.

An estimated 50,000 SF of office space would not be accommodated on LAWA property, but could be easily absorbed into the nearly 3 million square feet (MSF) of office space that is available in the surrounding areas. Similarly, the limited 8,129 SF of displaced retail space could be accommodated locally. The loss of 154 hotel rooms during Phase I of Alternative D would be compensated for by the low occupancy rate in the area (average 77 percent), which converts to an estimated excess of 2,423 rooms. Ultimately, the loss would be more than compensated for by the development of 1,400 hotel rooms within LAX Northside. It is also expected that with increased demand from additional air passengers, the private sector would construct hotels to take advantage of the market, and that local governments would be supportive since hotels generate large amounts of tax revenue. Consequently, the effects of acquisition activities on office and retail businesses, including hotel uses, are considered to be less than significant.

As of the first quarter of 2000, vacancy rates indicated only 0.5 MSF of industrial building space available in the LAX/El Segundo/Hawthorne area, and vacant developable land for industrial space in the immediate area remained limited. This limited availability of suitable space in proximity to the airport, however, would be able to accommodate the approximately 4,900 SF of displaced light industrial floor area targeted for off-airport areas.

204 In addition to the 38 businesses located on property to be acquired, a number of businesses currently leasing property from LAWA would be affected by Master Plan implementation. Such businesses would be relocated to other airport property. Lease terminations began in January 2004 and will continue through January 2005, with "good faith" moving expenses paid by LAWA in excess of legally required relocation expenses.

An estimated 146,867 SF of air freight uses are targeted for relocation within the local market. Taking into account an anticipated 38 percent increase in efficiency associated with updated facilities, this existing floor area would be equivalent to 106,425 SF of new air freight processing space. As further described in subsection 4.4.2.3, *Affected Environmental/Environmental Baseline,* opportunities for relocation to off-airport industrial property in proximity to LAX is extremely limited for these uses, in part due to a lack of interest on the part of some jurisdictions to entitle freight/warehousing uses. Impacts on air freight operations would be significant.

Business relocation impacts resulting from implementation of Alternative D would be greater than those associated with the No Action/No Project Alternative, which would not involve the acquisition of any businesses.

Acquisition-Related Employment

While there is potential for a loss in jobs due to displacement of employees during the initial years of the Master Plan, newly created jobs in the first phase of the project would more than compensate for those lost due to property acquisition.[205, 206] **Table F4.4.2-20**, Alternative D Acquisition Area Estimate of Current Employment, and **Table F4.4.2-21**, Alternative D Acquisition Area Potential Loss of Employment (Phase I), use employment factors and square footage of land use type to estimate the number of jobs and the potential loss of jobs due to relocation. There are an estimated total of 1,671 jobs in the businesses to be acquired. Based on the floor area of uses not expected to be accommodated within airport developments, there is potential for a loss of 597 jobs if these businesses cannot find a suitable relocation site. For those jobs that would be displaced, it is not possible to accurately determine if they would be lost to the City of Los Angeles or the region. Overall, impacts would be less than significant.

Table F4.4.2-20

Alternative D Acquisition Area Estimate of Current Employment

	Floor Area (SF)	Employment Factor	Jobs
Office	240,607	240	1,003
Hotel (154 rooms)	63,595	890	71
Retail[1]	57,943	530	109
Light Industrial (incl. freight)	243,768	500	488
Total	**605,913**		**1,671**

1 Assumes street front retail employment factor.

Source: Employment density factors from HR&A's Phase III Technical Memo (January 15, 1998).

205 Similar to the No Action/No Project Alternative and Alternatives A, B, and C, Alternative D would support an estimated 424,968 jobs in the Los Angeles region in Phase I, compared to baseline (1996) employment of 407,670. Of the new jobs expected during Phase I, an estimated 1,156 jobs would be located on the airport. Refer to Technical Report 5, *Economic Impacts Technical Report,* and Technical Report S-3, *Supplemental Economic Impacts Technical Report*, for further discussion.

206 Separate from any potential loss in acquisition-related employment, a net decrease in total jobs would occur under Alternative D over the entire planning period (2015) due to productivity increases in airport-related manufacturing sectors over time. Please refer to Section 4.4.1, *Employment/Socio-Economics* (subsection 4.4.1.6), for further discussion.

Table F4.4.2-21

Alternative D Acquisition Area Potential Loss of Employment (Phase I)

	Un-Accommodated Floor Area (SF)	Employment Factor	Jobs
Office	50,026	240	208
Hotel (154 rooms)	63,595	890	71
Retail[1]	8,129	530	15
Light Industrial (incl. freight)	151,732	500	303
Total	**273,482**		**597**

1 Assumes street front retail employment factor.

Source: Employment density factors from HR&A's Phase III Technical Memo, January 15, 1998.

Acquisition-related employment impacts resulting from implementation of Alternative D, although less than significant, would be greater than those associated with the No Action/No Project Alternative, which would not involve the acquisition of any businesses.

Annual Property Taxes

There would be some loss in property tax revenue immediately following acquisition; however, over the life of the Master Plan (2015), new property tax revenues would more than compensate for those lost. According to the Los Angeles County Assessor, property tax as of October 2002 for the land to be acquired in Alternative D totaled $745,666. If LAWA acquires the property, it would be tax exempt, and all of the property tax from this property would be lost by the various agencies that share property tax. However, this loss would be recouped rather quickly, as uses relocate to LAWA property, and as LAX Northside is fully developed. It is unknown at this time whether LAWA would sell or rent land in these areas. In any case, tenants on government owned land would pay a possessory interest tax equivalent to property tax. The tax basis would also rise due to the higher valuations under the Proposition 13 tax formula of one percent of purchase price. Thus, impacts on property tax revenues would be less than significant.

Impacts related to property taxes resulting from implementation of Alternative D, although less than significant, would be greater than those associated with the No Action/No Project Alternative.

Business Taxes

There would be some loss in business tax revenue immediately following property acquisition. Over the life of the Master Plan (2015), however, new business tax revenues would more than compensate for those lost. Estimates of sales tax to the City of Los Angeles, business license fees, hotel occupancy tax, LAWA freight tax (non-signatory aircraft), and parking tax from the acquisition area total less than $2 million per year. Business taxes associated with those uses with no specifically identified relocation site and with the potential to be lost by the City of Los Angeles total less than $500,000. The extent to which this revenue might be lost to the City of Los Angeles would depend on the relocation choices of affected property owners. However, similar to the property tax, business taxes would be quickly recouped as LAWA collateral development proceeds and acquired businesses move to airport-owned property. Parking tax, for example, would become revenue for LAWA. Overall, impacts on business tax revenues would be less than significant.

Business tax impacts resulting from implementation of Alternative D, although less than significant, would be greater than those associated with the No Action/No Project Alternative, which would not involve the acquisition of any businesses.

4.4.2.7 Cumulative Impacts

4.4.2.7.1 No Action/No Project Alternative

Under the No Action/No Project Alternative, cumulative impacts on residential relocation are considered to be less than significant. As previously indicated, a survey conducted for the Existing ANMP Relocation Plan determined that there are no known ongoing or proposed acquisition projects in nearby areas that would compete for relocation housing sites. As no business acquisition is assumed to take place under the No Action/No Project Alternative, there would be no cumulative impacts on business relocation.

4.4.2.7.2 Alternatives A, B, and C

Residential Relocation

As discussed in subsection 4.4.2.6, *Environmental Consequences,* under Alternatives A, B, and C, 84 dwelling units would be acquired and approximately 172 residents would be relocated. Due to the ample available housing identified within a 10-mile radius, it was concluded that impacts would be less than significant. As discussed in subsection 4.4.2.2, *General Approach and Methodology*, a 1999 LAWA survey indicated that there are no known projects involving relocation in nearby areas that might compete for replacement housing resources and contribute to cumulative impacts. However, it is acknowledged that LAWA's Existing ANMP Relocation Plan included in the No Action/No Project Alternative would add to the demand for replacement housing in the area. The Existing ANMP Relocation Plan would involve a maximum relocation of 2,568 dwelling units, a process that began in the Year 2000 and is ongoing. Combined with the proposed Master Plan project, 2,652 replacement units could require relocation. While it is possible that project relocation could overlap with relocation under the Existing ANMP Relocation Plan, this cumulative impact is considered to be less than significant based on the analysis provided for Alternatives A, B, and C. This analysis concluded that even with combined demand from the two projects, ample replacement housing resources would be available within a 10-mile radius of the acquisition areas. An estimated 27,800 available rental units are available to replace a maximum of 2,315 rental units acquired; and an estimated minimum of 526 comparably priced single-family residential units are available to replace cumulative demand for 315 units. In addition to currently available housing stock, other known independent projects that are planned or under construction in the area, including Playa Vista, would contribute a minimum of over 5,800 single-family residential units to the area, which would also serve demand associated with relocated residents.

As further described in Section 4.5, *Induced Socio-Economic Impacts (Growth Inducement)*, demand induced from project employees within a 10-mile radius within the same period could generate the need for an additional 4,863 housing units. Combining this demand with overall demand from the Existing ANMP Relocation Plan and project acquisition could result in a total demand for 7,515 units over the period extending to 2015. As further discussed in Section 4.5, *Induced Socio-Economic Impacts (Growth Inducement)*, SCAG forecasts show that within a 10-mile radius, there would be an increase of 95,334 housing units by 2015, easily accommodating this combined cumulative demand. Based on the above, overall cumulative impacts from residential relocation, combined with other independent projects and project induced housing demand, are considered to be less than significant.

Business Relocation

As previously indicated, Alternatives A, B, and C would require the acquisition and relocation of airport-dependent industrial businesses where currently available relocation sites are in short supply. The limited supply of off-airport industrial space would be exacerbated as demand for cargo related space increases with expanded cargo processing under Alternatives A, B, and C. This combined effect could further constrain the ability of displaced airport-dependent businesses to find suitable relocation sites in proximity to LAX. However, acquisition would be completed in Phase I of the project. As a result, businesses would be relocated in advance of major increases in cargo volume. To the extent that there would be some airport-induced increase in demand for cargo space as business relocation is taking place, assistance provided by LAWA under Master Plan Commitment RBR-1, Residential and Business Relocation Program (Alternatives A, B, C, and D), would provide a competitive advantage to affected businesses in securing relocation sites. However, this cumulative effect would be considered significant due to the potential shortfall of suitable business relocation sites. Mitigation providing for changes in acquisition phasing to increase the availability of relocation sites on the airport would reduce this cumulative impact to a less than significant level under Alternative A, but the cumulative impact would remain significant even after mitigation under Alternatives B and C.

4.4.2.7.3 Alternative D - Enhanced Safety and Security Plan

Residential Relocation

Since acquisition of residential uses is not proposed under Alternative D and would only occur if the Master Plan is approved and LAWA's Existing ANMP Relocation Plan is not completed, or if Mitigation Measure MM-ST-13 is approved, any contribution from Alternative D to cumulative residential relocation impacts would be limited. Additionally, as discussed in Section 4.5, *Induced Socio-Economic Impacts (Growth Inducement)* (subsection 4.5.6), the projected decrease in employment at LAX under Alternative D would trigger a net decline in population in the surrounding area, resulting in the availability of an estimated 3,809 housing units within a 10-mile radius of LAX. As such, cumulative impacts related to residential relocation are considered to be less than significant.

Business Relocation

Implementation of Alternative D would involve the relocation of a limited amount of office, retail, hotel, and light industrial space to off-airport areas. As discussed above, such uses are expected to be absorbed into the local market, and assistance provided by LAWA under Master Plan Commitment RBR-1, Residential and Business Relocation Program (Alternatives A, B, C, and D), would provide a competitive advantage to affected businesses in securing relocation sites. However, significant project-level impacts on acquired air freight businesses would occur since such operations would have limited readily available relocation sites and would incur operational and/or financial hardship due to the need to relocate to locations far removed from the airport. Additionally, the increased volume of cargo processed on-site under Alternative D as compared to baseline conditions would likely increase demand for cargo-related space in the surrounding area, thereby increasing competition with displaced uses for the limited supply of available light industrial space. Consequently, the ability of displaced airport-dependent businesses to find suitable relocation sites in proximity to LAX would be constrained, and the cumulative effect would be considered significant. Mitigation intended to alter the phasing of acquisition and new development, as well as mitigation designed to foster the creation of light industrial sites through the conversion of incompatible residential uses in the surrounding area, would reduce this cumulative impact to a less than significant level.

4.4.2.8 Mitigation Measures

The following mitigation measure is recommended to slow the acquisition of properties and to speed the development of the LAWA-owned LAX Northside/Westchester Southside project to provide more opportunities for acquired businesses to relocate with minimal disruption. This measure would be implemented by LAWA's Master Plan implementation team generally in accordance with the opportunities afforded by the particular design and configuration of each alternative, as discussed in subsection 4.4.2.9, *Level of Significance After Mitigation*.

- **MM-RBR-1. Phasing for Business Relocations (Alternatives A, B, C, and D).**

  To maximize opportunities for airport/airport-dependent businesses and other businesses being acquired to relocate in proximity to their current sites, LAWA shall, to the maximum degree feasible, reschedule acquisition phasing and/or development phasing to accommodate interested parties on airport property in a manner that would avoid delays to the overall construction and development schedule. First priority shall be given to airport/airport-dependent businesses, such as air freight forwarders and hotels, whose relocation off of the airport would present a unique hardship. Master Plan Commitment RBR-1, Residential and Business Relocation Program (Alternatives A, B, C, and D), can also serve to mitigate significant effects stemming from the acquisition program by using LAWA ANMP funds to redevelop noise impacted residential property for industrial uses.

The following mitigation measure is proposed to further address potential project-level and cumulative impacts associated with business relocation.

- **MM-RBR-2. Relocation Opportunities through Aircraft Noise Mitigation Program (Alternatives A, B, C, and D).**

  As a special project under the Aircraft Noise Mitigation Program (ANMP) for LAX, LAWA shall coordinate with the City of Inglewood and the County of Los Angeles to identify residential land uses that are subject to high levels of aircraft noise where land acquisition and conversion to compatible land uses is contemplated under applicable plans or is otherwise deemed appropriate. As residential uses are relocated outside of noise impacted areas under the ANMP, in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended, LAWA shall work with the jurisdictions to identify airport-related businesses interested in these sites. With support from the jurisdictions, as well as other businesses and organizations such as Gateway to L.A. that interact with LAWA. LAWA shall promote these sites for businesses subject to acquisition as part of the proposed LAX Relocation Plan business relocation assistance program. The multiple objectives of the effort shall be to mitigate noise impacted land uses, retain and promote local businesses dependent on airport proximity, and support local employment and economic growth. Areas under the City of Inglewood General Plan and redevelopment plan that are proposed for land use recycling along Century Boulevard shall be given high priority.

4.4.2.9 Level of Significance After Mitigation

4.4.2.9.1 Alternative A - Added Runway North

Several opportunities are available to mitigate business relocation impacts to less than significant levels under Mitigation Measure MM-RBR-1. While the Master Plan calls for acquisition of all property during Phase I to prepare for construction scheduled in Phase II, there are several possibilities for delaying property acquisition and demolition in locations where no facilities are planned for construction during Phase I. All the property in acquisition Area E is to be acquired for air cargo use in 2015 but only a small portion of it is to be used for the realignment of Aviation Boulevard during Phase I. Accordingly, postponing the acquisition of Area E would be a relatively simple matter that would postpone the need to relocate 386,600 SF of light industrial uses and 827,000 SF of air freight uses.

Other opportunities to postpone acquisition and demolition until Phase II include the two hotels located on the northeast corner of Airport Boulevard and 98th Street and the office and hotel uses located on the northeast corner of Sepulveda and Century Boulevards. These uses include approximately 1,860 hotel rooms and 300,000 SF of office space. By delaying the acquisition and demolition, there would be more time and opportunity to relocate these uses to Westchester Southside or other nearby areas.

In Alternative A, the Manchester Square area is to be acquired for noise mitigation purposes but is not to be used for airfield activities as in the other alternatives. This property is suitable for air freight, warehouses, hotels and retail and could serve as a suitable relocation site for acquired uses. A separate development, apart from the Master Plan, could be initiated by LAWA to use this site for relocation purposes. This is reflected in **Table F4.4.2-22,** Alternative A On-Airport Relocation Opportunities in 2015, which shows the maximum floor area that could be made available for relocation if phasing for the alternative was adjusted. With changes in phasing, by 2015, there would be more than adequate available relocation opportunities for hotel and light industrial uses, and much less substantial shortfalls for largely non-airport-dependent commercial uses. Additionally, Mitigation Measure MM-RBR-2 as well as Master Plan Commitment RBR-1, Residential and Business Relocation Program (Alternatives A, B, C, and D), would serve to facilitate the relocation of acquired uses, where feasible, to airport property, neighboring jurisdictions, or sites that could become available through LAWA's ANMP activities. As a result, impacts after mitigation would be considered less than significant.

Table F4.4.2-22

Alternative A On-Airport Relocation Opportunities in 2015

	Acquisition Properties[1]	On-Airport Relocation Opportunities[1, 2]	Difference[1]
Office	997,936	700,000	(297,936)
Retail (non-hotel)	151,806	150,000	(1,806)
Hotel	1,330,662	1,350,000	+19,338
	(1,929 rooms)	(2,077 rooms)	(+148 rooms)
Light Industrial/ Business Park	868,262	970,000	+101,738
Air Freight	1,724,486	1,720,000	(4,486)

1 Floor Area (SF).
2 Includes proposed mixed commercial development in Manchester Square.

Source: Draft LAX Master Plan, Chapter V, Appendix P.

4.4.2.9.2 Alternative B - Added Runway South

Few opportunities are available under Alternative B to delay property acquisition and demolition, primarily because replacement cargo facilities need to be constructed in Phase I to permit demolition of existing cargo uses in Phase II to make room for the new runway in the south airfield. All of acquisition Area H and the eastern portion of acquisition Area F are not needed for the construction of facilities in Phase I. Area H contains 85,000 SF of air freight uses and 54,000 SF of light industrial/retail/office space. The eastern portion of Area F contains 224,000 SF of air freight uses, three flight kitchens with 90,000 SF, and 81,000 SF of assorted office, light industrial and office uses. Postponing these acquisitions or demolition would thus postpone the need to relocate approximately 534,000 SF of assorted land uses. Another minor opportunity exists where some of the interim employee parking included in Phase I located along the realigned Aviation Boulevard could be relocated to the Park One site at Century and Sepulveda or to the All Star parking lot located between Century and 98th Street just west of the Sheraton Hotel. These two sites combined encompass 23 acres, which could serve to postpone the relocation of approximately 250,000 SF of air freight building space from acquisition Area E.

Table F4.4.2-23, Alternative B On-Airport Relocation Opportunities in 2015, shows the maximum floor area that could be made available for relocation if phasing for the alternative was adjusted. Although with changes in phasing there would be substantially greater on-airport opportunities for business relocation, there would still be a deficit in floor area available for light industrial/business park uses. Despite increased efficiencies of new cargo handling (i.e., air freight) facilities, the deficit of available relocation sites would be a significant and unavoidable impact under Alternative B. Similarly, for hotel uses a deficit of 554,993 SF would be considered to be significant and unavoidable.

Table F4.4.2-23

Alternative B On-Airport Relocation Opportunities in 2015

	Acquisition Properties[1]	On-Airport Relocation Opportunities[1]	Difference[1]
Office	1,140,000	650,000	(490,000)
Retail (non-hotel)	126,586	150,000	+23,414
Hotel	1,404,993	850,000	(554,993)
	(2,083 rooms)	(1,308 rooms)	(775 rooms)
Light Industrial/Business Park	1,921,164	970,000	(951,164)
Air Freight	1,785,000	188,000	(1,597,000)

1 Floor Area (SF).

Source: Draft LAX Master Plan, Chapter V, Appendix P.

Mitigation Measure MM-RBR-2 as well as Master Plan Commitment RBR-1, Residential and Business Relocation Program (Alternatives A, B, C, and D), would serve to facilitate the relocation of acquired uses, where feasible, to airport property, neighboring jurisdictions, or sites that could become available through LAWA's ANMP activities. However, impacts would remain significant and unavoidable.

4.4.2.9.3 Alternative C - No Additional Runway

Many opportunities exist under Alternative C to delay property acquisition and demolition to mitigate business relocation impacts through implementation of Mitigation Measure MM-RBR-1. All of acquisition Area E would be used for employee parking. Alternative C would provide a total of 15,917 employee stalls which is 500 more than Alternative B and 2,200 more than Alternative A. With fewer employees than the other alternatives, Alternative C may therefore have a surplus, and all of this property may not need to be acquired. Even if it is required, interim locations for this employee parking could include the RAC storage lot along the west side of Aviation Boulevard between Century and Arbor Vitae and the ANMP acquisition area in Manchester Square. Also, proposed acquisition areas along the north side of Arbor Vitae Street and all uses in acquisition Area D are not needed for construction of the ring road until Phase II. Accordingly, the total amount of property acquisition that could either be omitted completely or postponed until Phase II includes 556,000 SF of air freight uses, 289,000 SF of light industrial uses, and 326,000 SF of assorted retail and office uses. These figures would permit mitigation of all of the potential impacts associated with the deficit of relocation sites for light industrial uses (but not for air freight uses) presented in **Table F4.4.2-15**.

Table F4.4.2-24, Alternative C On-Airport Relocation Opportunities in 2015, shows the maximum floor area that could be made available for relocation. The deficits in floor area shown in **Table F4.4.2-15** would be substantially reduced. The deficit in space for retail use of 49,707 SF is not considered significant. There would also be an excess of 475,000 SF of hotels on the airport for hotel uses. As indicated previously, relocation impacts under Alternative C would be less than significant except for air freight uses, which would remain significant and unavoidable.

Table F4.4.2-24

Alternative C On-Airport Relocation Opportunities in 2015

	Acquisition Properties[1]	On-Airport Relocation Opportunities[1]	Difference[1]
Office	630,782	650,000	+19,218
Retail (non-hotel)	199,707	150,000	(49,707)
Hotel	374,653	850,000	+475,347
	(729 rooms)	(1308 rooms)	+579 rooms
Light Industrial/Business Park	895,217[2]	970,000	+74,783
Air Freight	686,138	231,400	(454,738)

1 Floor Area (SF).
2 Assumes deletion of Merle Norman buildings.

Source: Draft LAX Master Plan, Chapter V, Appendix P.

Mitigation Measure MM-RBR-2 as well as Master Plan Commitment RBR-1, Residential and Business Relocation Program (Alternatives A, B, C, and D), would serve to facilitate the relocation of acquired uses, where feasible, to airport property, neighboring jurisdictions, or sites that could become available through LAWA's ANMP activities. However, impacts would remain significant and unavoidable.

4.4.2.9.4 Alternative D - Enhanced Safety and Security Plan

As discussed above, with the exception of air freight uses, significant business relocation impacts would be avoided under Alternative D given the limited number of displaced businesses and associated floor area. Significant impacts associated with air freight uses is limited to 146,867 SF of space that cannot be accommodated on the airport based on proposed acquisition and development phasing. However, opportunities exist under Alternative D to mitigate relocation impacts relative to air freight through implementation of Mitigation Measure MM-RBR-1. All of the air freight businesses to be acquired under Alternative D are located in acquisition Area E, in an area where the APM line would be constructed. By delaying the acquisition of affected air freight businesses until such properties are needed for APM construction, and by expediting the development of suitable freight space within on-airport property, relocation impacts can be avoided. Additionally, implementation of Mitigation Measure MM-RBR-2 as well as Master Plan Commitment RBR-1, Residential and Business Relocation Program (Alternatives A, B, C, and D), would serve to facilitate the relocation of acquired uses, where feasible, to airport property, neighboring jurisdictions, or sites that could become available through LAWA's ANMP activities. By ensuring the prompt and equitable relocation and re-establishment of displaced businesses, any potential temporary shortfalls of on-airport or locally based space for airport-related businesses would be reduced or eliminated. Mitigation Measure MM-RBR-2 would likewise address potential cumulative effects associated with business relocation where airport dependent uses may be challenged to locate nearby as demand for industrial space increases due to forecasted cargo activity. With implementation of the proposed mitigation measures, both project-level and cumulative relocation impacts under Alternative D would be less than significant.