

California High-Speed Rail Authority

Burbank to Los Angeles

Project Section

Draft Relocation Impact Report

May 2020



CALIFORNIA
High-Speed Rail Authority

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

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A: Property Acquisition and Easement Maps

B: Right-of-Way Table

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ACRONYMS AND ABBREVIATIONS

ACS	American Community Survey
Amtrak	National Railroad Passenger Corporation
Authority	California High-Speed Rail Authority
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
C.F.R.	Code of Federal Regulations
CMF	Central Maintenance Facility
DRIR	Draft Relocation Impact Report
DS&S	decent, safe, and sanitary
EIR	environmental impact report
EIS	environmental impact statement
Fed. Reg.	Federal Register
GIS	geographic information system
FRA	Federal Railroad Administration
HMF	heavy maintenance facility
HSR	high-speed rail
LAUS	Los Angeles Union Station
Link US	Link Union Station Project (Los Angeles Metropolitan Transportation Authority)
LMF	light maintenance facility
LOSSAN	Los Angeles – San Diego – San Luis Obispo Rail Corridor
Metro	Los Angeles County Metropolitan Transportation Authority
MLS	Multiple Listing Service
MOIF	maintenance of infrastructure facility
MOIS	maintenance of infrastructure siding facility
NCA	Neighborhood Council Area
OCS	overhead catenary system
PTC	positive train control
PUC	Public Utilities Commission
RSA	resource study area
SAA	Supplemental Alternatives Analysis
SCRRA	Southern California Regional Rail Authority
SR	State Route
SS	traction power substation
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act

UPRR	Union Pacific Railroad
U.S.	United States
U.S.C.	U.S. Code

EXECUTIVE SUMMARY

This summary section presents an overview of regional information. City-specific information is presented in the main body of this technical report.

S.1 Introduction

This Draft Relocation Impact Report (DRIR) is for the Burbank to Los Angeles Project Section of the California High Speed Rail (HSR) System. This report provides information on property displacements and resident and business relocations as well as the availability and suitability of relocation resources within the resource study area (RSA).

- The term “displacement” is used to represent property acquisitions that result in the acquisition of a parcel or structure.
- The term “relocation” is used to represent the need to find new homes/facilities for the residents and institutions, such as businesses, that are in affected structures.

The Burbank to Los Angeles Project Section begins at the proposed HSR station at Hollywood Burbank Airport and extends to the proposed HSR station at Los Angeles Union Station (LAUS). The HSR Build Alternative is in Los Angeles County (region), and more specifically traverses the cities of Burbank, Glendale, and Los Angeles. The RSA is defined as those privately held properties (parcels) currently in residential, commercial, or industrial use that fall within the proposed project footprint. The proposed project footprint is defined as the area required to build, operate, and maintain HSR service based on the following elements of design: station areas, hydrology, track, roadway, structures, systems, and utilities.

This document presents background information on the demographic composition of the RSA, including:

- Population characteristics
- Income
- Household characteristics
- Housing characteristics
- Economy

Information about the affected environment is presented in geographical order from north to south within the RSA. Data sources for this information include the U.S. Census, the American Community Survey (ACS), Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy, the California Employment Development Department, and RealtyTrac.¹

This report also identifies and discusses required property type displacements, available replacement properties for proposed project displacees, potential relocation issues, and relocation assistance requirements as mandated by federal laws.

Information from this report is summarized in the project environmental impact report/environmental impact statement (EIR/EIS) for the Burbank to Los Angeles Project Section and will be part of the administrative record supporting the environmental review of the proposed project.

S.2 Population Characteristics

The population in Los Angeles County increased substantially between 2000 and 2010 and is forecast to continue to grow substantially over the next 25 years. The total population in the county increased by approximately 0.3 percent annually from 2000 to 2010. Total population in the county is projected to increase by approximately 17 percent between 2010 and 2040. The county's total population is forecasted to be more than 11.5 million residents by 2040.

¹ RealtyTrac is a subscription-based real estate information company that publishes a monthly report on foreclosed and defaulted properties in the U.S.

Minority groups (populations that self-identify as Hispanic of All Races, Native American, Asian, Hawaiian and Pacific Islander, African-American, Some Other Race, and Two or More Races in the U.S. Census) represented a substantial part of the county's population in 2000 (69.1 percent) and in the 2010–2014 ACS estimate period (72.8 percent). Hispanics of All Races were the largest minority represented in Los Angeles County in both 2000 and the 2010–2014 ACS estimate periods. The total percentage of those minority populations in the county slightly increased between 2000 and the 2010–2014 ACS estimate period.

As reported in the 2010–2014 ACS, Los Angeles County's median annual household income was \$55,870.

In 2000, there were 3,133,774 households in Los Angeles County, with an average household size of approximately 3 people. The 2010–2014 ACS reports that the county had 3,269,112 households (a 4.3 percent increase over 2000), with an average household size of approximately 3 people. Approximately 67 percent of all households-couple families were family households between 2010 and 2014, with married-couple families representing approximately 45 percent of households. The 2010–2014 ACS also reports that single-parent households headed by females represent approximately 16 percent of the total households in the county.

Single-family housing units account for more than 56 percent of the total housing units in Los Angeles County. Multifamily housing units and mobile homes account for 42 percent and 2 percent of the housing stock, respectively, in the county. The 2010–2014 ACS reports that the housing vacancy rate for Los Angeles County as a whole was approximately 6 percent, and the percentage of owner-occupied housing units in the county was approximately 47 percent. According to the 2010–2014 ACS data, approximately 40 percent of the householders in Los Angeles County moved into their housing units between 2000 and 2009. In contrast, approximately 4 percent of householders moved into their housing units prior to 1969. The tenure in the county is slightly higher than the state's rate. As of November 2017, the foreclosure rate in Los Angeles County (1 in every 2,365 housing units) was similar to the overall rate for the state (1 in every 2,249 housing units).

S.3 Local Economy

According to the preliminary data issued by the State Employment Development Department (November 2017), 5,152,800 people were employed in the civilian labor force in the county, and 212,600 people (approximately 4.1 percent) were unemployed. The county's unemployment rate is slightly higher than that of California (4 percent). Educational Services, and Health Care and Social Assistance is the largest industry sector in terms of employment, comprising 20.7 percent of the total employed population, followed by Professional, Scientific, and Management, and Administrative and Waste Management Services (12.3 percent).

S.4 Relocation Analysis Methods

A multistep relocation analysis conducted for the HSR Build Alternative yielded the following:

- An inventory of the parcels within the RSA under the HSR Build Alternative
- An evaluation of the actual or zoned land use of each parcel
- An analysis of the relocation-related impacts from the potential property displacements

Property displacements were identified through intensive review of geographic information system (GIS) data that presented the spatial relationship among the RSA, the existing parcel boundaries, and aerial photo imagery of the structures located on affected parcels. In cases where the aerial imagery and other geographic databases were not sufficient to identify the land use or the type or number of structures on a parcel, site visits were made to collect additional information.

Parcel impacts were reviewed to determine whether the proposed project would require a full or partial acquisition of the affected property and to estimate the number of individual residences, residents, businesses, and employees/jobs that would be displaced and require relocation. These were all totaled for each jurisdiction.

An analysis was performed to evaluate the capacity of each affected jurisdiction to absorb relocated residents and businesses. Data from a variety of sources, including public and private databases of commercial and residential real estate available for rent or purchase, were collected and used to generate an estimate of the available supply of suitable replacement properties. Where shortfalls (gaps) or surpluses existed, these were noted and discussed, along with any special relocation issues or needs that were identified in the course of the analysis.

S.5 Findings

This DRIR describes potential displacements and relocations in terms of whether the affected land uses are primarily residential, or commercial and industrial. Findings are summarized below for each category.

S.5.1 Residential

The HSR Build Alternative would displace 1 single-family residential unit in the City of Los Angeles, which correlates to an estimated 3 residents, and 5 single-family residential units in the City of Burbank, which correlates to an estimated 13 residents. The HSR Build Alternative would also displace 2 multifamily residential units in the City of Burbank, which correlates to an estimated 6 residents, and 4 multifamily residential units in the City of Los Angeles, which correlates to an estimated 12 residents. No residential displacements would occur in the City of Glendale. Examination of suitable replacement housing alternatives determined that a sufficient number of comparable replacement residences are currently available for sale in the cities of Burbank and Los Angeles, where the displacement and relocation would occur. Research also indicates that at the time of this report, very few comparable replacement rental properties are available within the replacement area. Replacement properties currently for lease would likely demand slightly higher rents. In the event the cost to rent a comparable replacement unit is higher than the present rent of the unit to be displaced, occupants may be entitled to a rental differential payment as set forth under the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act).

The sections related to environmental justice in the *Burbank to Los Angeles Project Section: Community Impact Assessment* (Authority 2019) technical report provide a more detailed evaluation of impacts on minority and low-income populations and sensitive populations (the elderly, disabled, female heads of households, and linguistically isolated) in the affected communities. While the displaced property is not subject to affordability covenants, low-income populations are often clustered along transportation corridors and floodplains, where housing is less costly. Substantial concentrations of low-income, minority, elderly, and limited-English-proficiency residents exist within or adjacent to the project footprint where acquisitions would occur. The residential displacements would occur in census tracts where environmental justice populations reside. Measures will be taken to assist with relocation and expense compensation. Given the small number of residential displacements, the potential effects of displacement and relocation would not be considerable.

S.5.2 Commercial, Industrial, and Retail

The HSR Build Alternative would require the displacement of 84 commercial, industrial, and retail businesses in the cities of Burbank, Glendale, and Los Angeles. The affected businesses employ an estimated 1,747 employees. The HSR Build Alternative would result in 39 displaced businesses that are estimated to employ 1,264 persons in the City of Burbank, 20 displaced businesses that are estimated to employ 136 persons in the City of Glendale, and 25 displaced businesses that are estimated to employ 347 persons in the City of Los Angeles.

Examination of suitable replacement locations for these businesses finds that a sufficient number of alternative sites are available for the industrial, commercial, and retail sectors in the cities of Burbank, Glendale, and Los Angeles. There are two automotive repair businesses or related services proposed to be displaced in the City of Burbank, two automotive repair businesses proposed to be displaced in the City of Glendale, and three automotive repair businesses or related services proposed to be displaced in the City of Los Angeles. Most of these facilities are

not open to the public, and further research will need to be conducted to determine the exact nature of their use. Relocating automotive businesses could require the modification of equipment or the configuration of other properties to meet needed specifications.

S.5.3 Community Facilities

The HSR Build Alternative would not displace any community facilities.

S.5.4 Relocation Resources and Relocation Plan

Relocation resources include the physical space available to accept relocated residents, businesses, and other land uses; these are discussed at length in Section 7 of this report. Relocation resources also include the policies, programmatic assistance, funding sources, and other resources to support and assist individuals in relocating. The Uniform Act; Code of Federal Regulations (C.F.R.) Title 49, Part 24; Government Code 7260 et seq.; and California Code of Regulations 600 et seq. and other prevailing regulations established guidelines for relocation assistance to be provided to persons relocated as a result of land acquisition for public projects. Much of the information presented below comes from Chapter 10 of the *Caltrans Right of Way Manual*, as the California Department of Transportation (Caltrans) has long been the source for guidance regarding relocation of displacees resulting from federally funded projects. The Caltrans Manual continues to be a source of supplemental information as the California High-Speed Rail Authority (Authority) develops its own right-of-way manual and relocation assistance guidelines.

In accordance with the Uniform Act, the implementing agencies will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use. The implementing agencies will assist displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe, and sanitary.” Commercial displacees will receive information on comparable properties for lease or purchase.

The Authority intends to finance the proposed project with state and federal funding, including funds provided by the Federal Railroad Administration (FRA) and funding made available through the American Recovery and Reinvestment Act of 2009. The Authority will act as the FRA-designated recipient for federal transportation funds.

1 INTRODUCTION

1.1 California High-Speed Rail System Background

The California High-Speed Rail Authority (Authority) is responsible for planning, designing, building, and operating the first high-speed passenger rail service in the nation. The California High-Speed Rail (HSR) System will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs, and preserve agricultural and protected lands. When it is completed, it will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of exceeding 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations, as shown on Figure 1-1.¹ In addition, the Authority is working with regional partners to implement a statewide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.

The California HSR System is planned to be implemented in two phases. Phase 1 would connect San Francisco to Los Angeles and Anaheim via the Pacheco Pass and the Central Valley.² Phase 2 would connect the Central Valley to Sacramento, and another extension is planned from Los Angeles to San Diego. The California HSR System would meet the requirements of Proposition 1A,³ including the requirement for a maximum nonstop service travel time between San Francisco and Los Angeles of two hours and 40 minutes.

1.2 Burbank to Los Angeles Project Section Background

The Burbank to Los Angeles Project Section would be a critical link in Phase 1 of the California HSR System connecting the San Francisco Bay Area to the Los Angeles Basin. The Authority and the Federal Railroad Administration (FRA) selected the existing railroad right-of-way as the corridor for the preferred alternative between Sylmar and Los Angeles Union Station (LAUS) in the 2005 *Statewide Program Environmental Impact Report/Environmental Impact Statement* (EIR/EIS) (Authority and FRA 2005). The Sylmar to Los Angeles railroad corridor includes Burbank, which is southeast of Sylmar. Therefore, the Project EIR/EIS for the Burbank to Los Angeles Project Section focuses on alignment alternatives along the existing Sylmar to Los Angeles railroad corridor.

The Burbank to Los Angeles Project Section was initially considered as part of the Palmdale to Los Angeles Project Section. The Authority and FRA announced their intention to prepare a joint EIR/EIS for the Palmdale to Los Angeles Project Section in March 2007. On March 12, 2007, the Authority released a Notice of Preparation, and the FRA published a Notice of Intent on March 15, 2007. Over the next several years, the Authority and FRA conducted scoping and prepared alternatives analysis documents for that section. The 2010 Palmdale to Los Angeles Preliminary Alternatives Analysis recommended alignment alternatives and station options for the Palmdale to Los Angeles Project Section based on the program-level corridor selected in 2005. The 2011 Palmdale to Los Angeles Supplemental Alternatives Analysis (SAA) focused specifically on the subsections from the community of Sylmar to LAUS, and reevaluated the alternatives and station options. In June 2014, the Authority published a Palmdale to Los Angeles SAA Report, which introduced the concept of splitting the Palmdale to Los Angeles Project Section into two sections. On July 24, 2014, the Authority released a Notice of Preparation and the FRA published a Notice of Intent to prepare EIR/EIS documents for the Palmdale to Burbank and Burbank to Los Angeles project sections.

¹ The alignments on Figure 1-1 are based on Authority/FRA decisions made in the 2005, 2008, and 2012 Programmatic EIR/EIS documents.

² Phase 1 may be constructed in smaller operational segments, depending on available funds.

³ <http://www.catc.ca.gov/programs/hsptbp.htm>.



Source: California High-Speed Rail Authority and Federal Railroad Administration (2017)

Figure 1-1 California High-Speed Rail System

One of the main reasons for the project section split was the Initial Operating Section⁴ concept and its interim terminus in the San Fernando Valley, which was discussed in the Authority's 2012 and 2014 Business Plans. Additionally, the Authority and FRA determined that separate environmental documents would be more beneficial to address environmental impacts and conduct stakeholder outreach. The key environmental resources likely to be impacted were different between the two sections, and separate environmental documents better supported project phasing and sequencing.

In April 2016, the Authority released the Burbank to Los Angeles SAA, which refined the previously studied alignments. Additionally, the Authority released the 2016 Palmdale to Burbank SAA, which refined the concepts at the Burbank Airport Station and the alignments from south of the Burbank Airport Station to Alameda Avenue in the City of Burbank. The 2016 Burbank to Los Angeles SAA Report proposed to evaluate one build alternative south of Alameda Avenue to LAUS. The subsection between the Burbank Airport Station and Alameda Avenue was studied in the 2016 Palmdale to Burbank SAA, which proposed two station options and two alignment options. Table 1-1 summarizes the conclusions of the two SAA reports.

Table 1-1 2016 Supplemental Alternatives Analysis Recommendations for the Burbank to Los Angeles Project Section

Alternative	Alignment/Station	Area/Station	Alignment/Station Type
No Project Alternative			
HSR Build Alternative	Alignments	Burbank Airport Station to Alameda Avenue	Alignment Option A (Surface) Alignment Option B (Below-Grade and Surface)
		Alameda Avenue to LAUS	Surface Alignment
	Stations	Burbank Airport Station	Station Option A (Surface) Station Option B (Below-Grade)
		LAUS	Surface Station Option

Sources: California High-Speed Rail Authority and Federal Railroad Administration (2016). "Palmdale to Burbank Supplemental Alternatives Analysis"; "Burbank to Los Angeles Supplemental Alternatives Analysis."

HSR = High-Speed Rail

LAUS = Los Angeles Union Station

Since the release of the two SAA documents in 2016, the design has undergone further refinements. The surface options from Burbank Airport to Alameda Avenue (Alignment Option A and Station Option A) have been eliminated from consideration. The below-grade options (Alignment Option B and Station Option B) have been refined in order to minimize potential environmental effects and reduce cost. Therefore, this environmental document evaluates one build alternative for the project section.

FRA requires logical termini for project level analysis. The Authority has determined that logical termini are defined by stations, with Burbank Airport Station as the northern terminus and LAUS as the southern terminus for the Burbank to Los Angeles Project Section. These two stations are also termini for the Palmdale to Burbank and Los Angeles to Anaheim Project Sections. The analysis for the Burbank Airport Station is consistent with what is included in the Palmdale to Burbank EIR/EIS. Similarly, the analysis for LAUS is consistent with what is included in the Los Angeles to Anaheim EIR/EIS.

⁴ The Initial Operating Section was the first segment planned for construction and operations, as outlined in the 2014 Business Plan. The segment permitted operation of HSR service from Merced to the San Fernando Valley. The 2016 Business Plan revised the initial segment termini to the Central Valley and Silicon Valley.

1.3 Project Description Purpose

This project description describes the project for use during environmental impact analyses to complete technical reports to inform the Burbank to Los Angeles Project Section EIR/EIS. The basis of this project description is the HSR Build Alternative as defined in the *Burbank to Los Angeles Project Section Draft Preliminary Engineering for Project Definition* document. This project description describes the physical design elements of the project and does not define all operating plans and scenarios, construction plans, or capital and operating costs. This project description will serve as the basis for Chapter 2, Alternatives, of the project EIR/EIS. Chapter 2 of the EIR/EIS will include additional detail beyond the content of this report.

This report documents the detailed environmental resource analysis conducted for the Burbank to Los Angeles Project Section of the California HSR System and includes the following:

- A brief description of the project and the alternatives under study
- A discussion of pertinent statutes and regulations
- A description of the existing environmental resource conditions in the study area
- A description of the analytical methodologies and assumptions used for this study
- The results of these analyses, including effects or benefits resulting from the project

2 PROJECT DESCRIPTION

The Burbank to Los Angeles Project Section of the California HSR System is approximately 14 miles long, crossing the cities of Burbank, Glendale, and Los Angeles on an existing railroad corridor. HSR for this project section would be within a narrow and constrained urban environment, crossing major streets and highways and, in some portions, adjacent to the Los Angeles River. The Los Angeles County Metropolitan Transportation Authority (Metro) owns the railroad right-of-way, the Southern California Regional Rail Authority owns the track and operates the Metrolink commuter rail service, the National Railroad Passenger Corporation (Amtrak) provides intercity passenger service, and the Union Pacific Railroad (UPRR) holds track access rights and operates freight trains.

This section describes the No Project Alternative and the HSR Build Alternative to be evaluated in the Burbank to Los Angeles Project EIR/EIS.

2.1 No Project Alternative

Under the No Project Alternative, the California HSR System would not be built. The No Project Alternative represents the condition of the Burbank to Los Angeles Project Section as it existed in 2015, and as it would exist without the HSR System at the horizon year (2040).

The No Project Alternative assumes that all currently known programmed and funded improvements to the intercity transportation system (highway, transit, and rail) and reasonably foreseeable local land development projects (with funding sources identified) would be developed by 2040. The No Project Alternative is based on a review of the following: regional transportation plans for all modes of travel; the State Transportation Improvement Program; the Federal Transportation Improvement Program; Southern California Regional Rail Authority strategic plans, transportation plans and programs for Los Angeles County; airport master plans; and city and county general plans.

2.2 High-Speed Rail Build Alternative

The HSR Build Alternative includes new and upgraded track, maintenance facilities, grade separations, drainage improvements, communications towers, security fencing, passenger train stations, and other necessary facilities to introduce HSR service into the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor from near Hollywood Burbank Airport to LAUS. In portions of the alignment, new and upgraded tracks would allow other passenger trains to share tracks with the HSR system. HSR stations would be located near Hollywood Burbank Airport and at LAUS. The alignment would be entirely grade-separated at crossings, meaning that roads, railroads, and other transport facilities would be located at different heights so the HSR system would not interrupt or interface with other modes of transport, including vehicle, bicycle, and pedestrian.

For most of the project section, the HSR alignment would be within the existing railroad right-of-way, which is typically 70 to 100 feet wide. The HSR alignment includes northbound and southbound electrified tracks for high-speed trains. The right-of-way would be fenced to prohibit pedestrian and public or unauthorized vehicle access.

The project footprint (the area required to build, operate, and maintain HSR service) is based on the following elements of design: station areas, hydrology, track, roadway, structures, systems, and utilities.

Figure 2-1 shows an overview of the Burbank to Los Angeles Project Section.



Source: California High-Speed Rail Authority (2019)

Figure 2-1 Overview of Burbank to Los Angeles Project Section

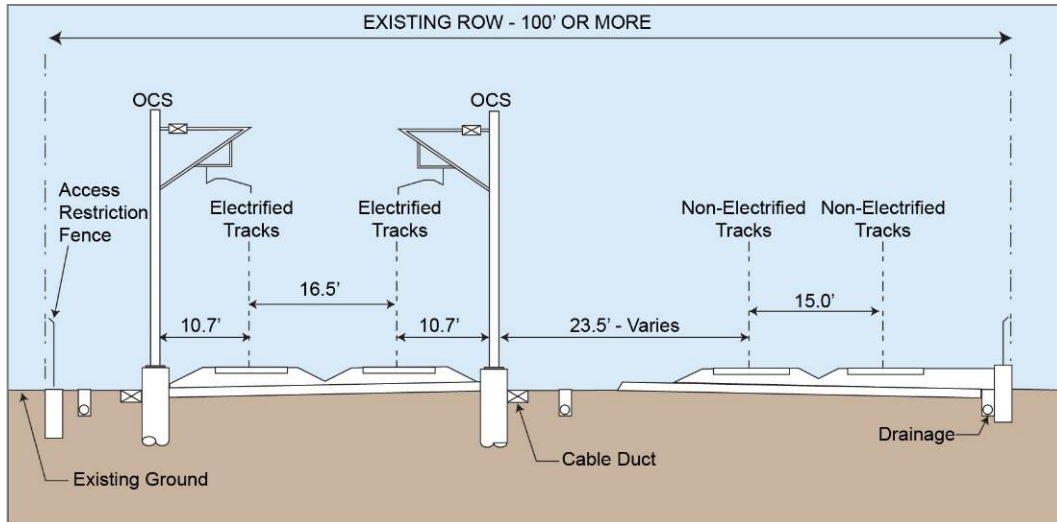
The Burbank to Los Angeles Project Section includes a combination of at-grade, below-grade, and retained-fill track, depending on corridor and design constraints. The at-grade and retained-fill portions of the alignment would be designed with structural flexibility to accommodate shared operations with other passenger rail operators. Throughout most of the project section (between Alameda Avenue and State Route [SR] 110), two new electrified tracks would be placed along the west side of the existing railroad right-of-way and would be useable for HSR and other passenger rail operators. The existing non-electrified tracks would be realigned closer to the east side of the existing right-of-way, for a total of four tracks; these realigned, non-electrified tracks would be usable for freight and other passenger rail operators, but not for HSR. Figure 2-2 illustrates the placement of the new electrified tracks and realigned, non-electrified tracks relative to the existing tracks.



Source: California High-Speed Rail Authority (2019)

Figure 2-2 New Electrified and Non-Electrified Tracks Within Existing Right-of-Way

Throughout most of the Burbank to Los Angeles Project Section, the electrified track centerline and the non-electrified track centerline would have a minimum separation of 23.5 feet, and the northbound and southbound electrified tracks would have a separation of 16.5 feet, following the Authority's *Technical Memorandum 1.1.21 Typical Cross Sections for 15% Design*. These standard separations are illustrated on Figure 2-3.

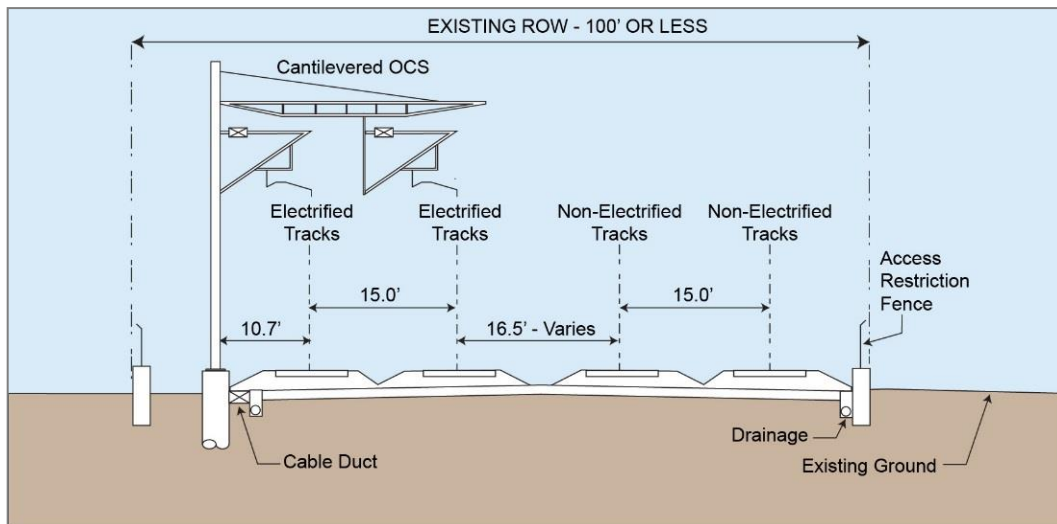


Source: California High-Speed Rail Authority (2019)

This illustration shows the standard separations between the electrified and non-electrified tracks in areas where the railroad right-of-way is at least 100 feet wide. (Figure not to scale.)

Figure 2-3 Standard Track Separations within Non-Constrained Right-of-Way

However, in several areas of the corridor, the right-of-way is less than 100 feet wide, a threshold that constrains the design. As a result, reduced track separations were used in these constrained areas in order to stay within the existing right-of-way to the greatest extent possible and thus minimize property impacts. The reduced separations between the electrified and non-electrified track centerlines would be a minimum of 16.5 feet, and between the two electrified track centerlines would be 15 feet. The narrower cross-section separations are illustrated on Figure 2-4.



Source: California High-Speed Rail Authority (2019)

This illustration shows the narrow separations between the electrified and non-electrified tracks, which would minimize property impacts in areas where right-of-way is constrained. The reduced separations are applied in areas where the railroad right-of-way is less than 100 feet wide. (Figure not to scale.)

Figure 2-4 Reduced Track Separations within Constrained Right-of-Way

2.2.1 HSR Build Alternative Description

The following section describes the HSR Build Alternative in greater detail. Figure 2-5 (Sheets 1 to 3) shows the HSR Build Alternative, including the HSR alignment, new/modified non-electrified tracks, and roadway crossings.

The HSR alignment would begin at the underground Burbank Airport Station and would consist of two new electrified tracks. After exiting the underground station, the alignment would travel southeast beneath the Hollywood Burbank Airport runway in a tunnel, which would be constructed using the sequential excavation method without any disruptions to airport operations. The alignment from south of the airport to where it would join the Metrolink Ventura Subdivision would be constructed as cut-and-cover, and the alignment would then transition to a trench within the Metrolink Ventura Subdivision. The existing Metrolink Ventura Subdivision tracks would be realigned north within the existing right-of-way, and an existing UPRR siding track between Buena Vista Street and Beachwood Drive would be realigned north of the relocated Metrolink Subdivision tracks within the existing right-of-way. These non-electrified tracks would remain at-grade. The trench, which would be south of and parallel to the relocated non-electrified tracks, would be dedicated for HSR tracks only. Figure 2-6, Figure 2-7, and Figure 2-8 depict the typical cross-sections of the below-grade portion of the alignment. During construction of the below-grade alignment, shoofly tracks would be provided to support Metrolink operations. The proposed shoofly tracks would be aligned between Hollywood Way and Buena Vista Street outside the existing right-of-way and would result in temporary roadway impacts to Vanowen Street.

The HSR tracks would transition from the trench and emerge to at-grade within the existing railroad right-of-way near Beachwood Drive in the City of Burbank. Near Beachwood Drive, the HSR tracks would curve south out of the existing railroad right-of-way and cross Victory Place on a new railroad bridge, which would be directly south of the existing Victory Place bridge. South of Burbank Boulevard, the HSR tracks would re-enter the railroad right-of-way and run parallel to the Metrolink Antelope Valley Subdivision tracks. Between Burbank Boulevard and Magnolia Boulevard, several UPRR industry tracks west of the right-of-way would be removed.

Continuing south, the HSR alignment would pass the Downtown Burbank Metrolink Station, which would be modified. HSR tracks would be placed within the existing parking lot west of the southbound platforms, and new pedestrian connections and relocated parking would be provided. Section 2.6.1 provides more details on design modifications for the Downtown Burbank Metrolink station.



Source: California High-Speed Rail Authority (2019)

Figure 2-5 HSR Build Alternative Overview
(Sheet 1 of 3)



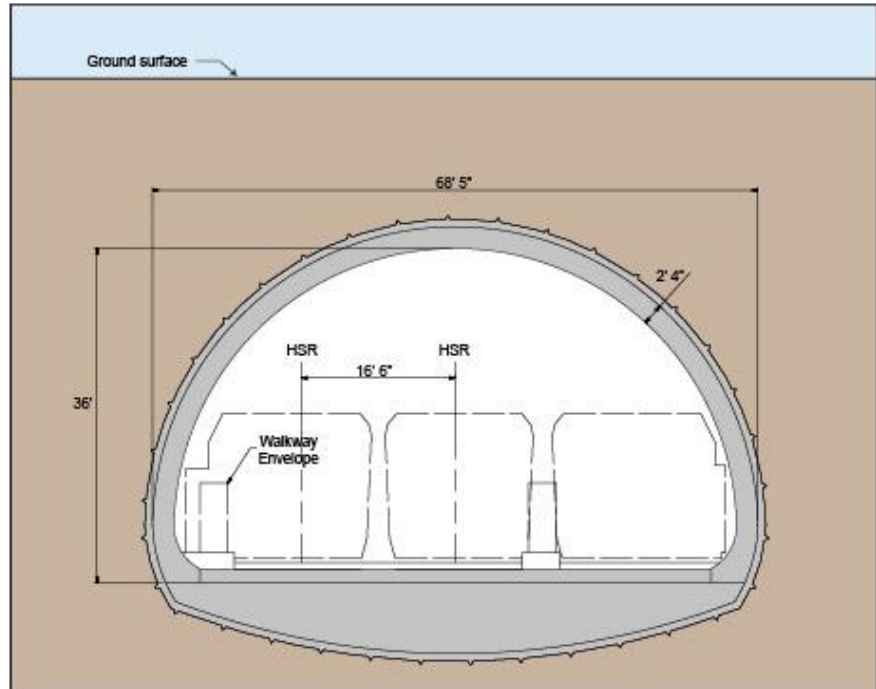
Source: California High-Speed Rail Authority (2019)

Figure 2-5 HSR Build Alternative Overview
(Sheet 2 of 3)



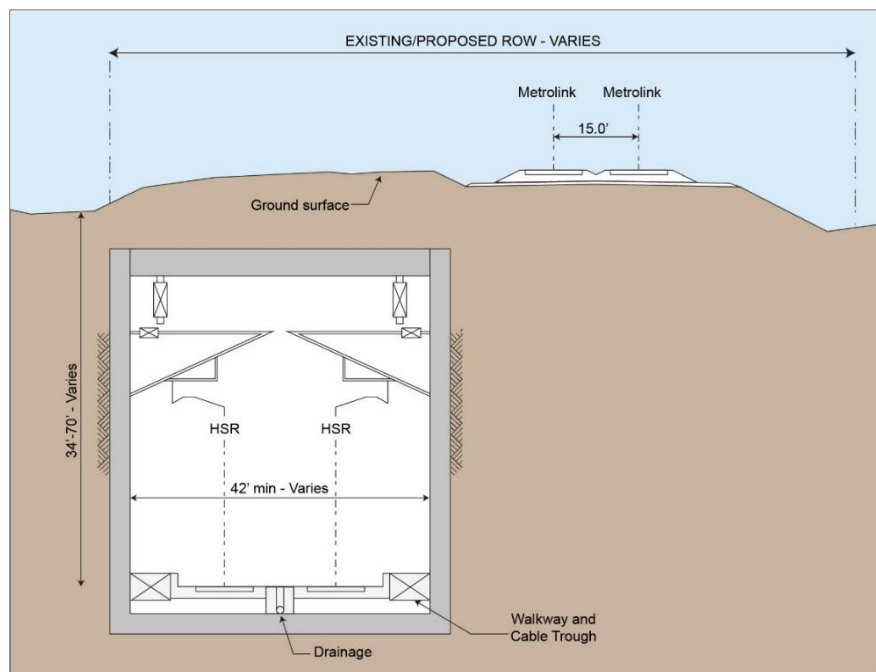
Source: California High-Speed Rail Authority (2019)

Figure 2-5 HSR Build Alternative Overview
 (Sheet 3 of 3)



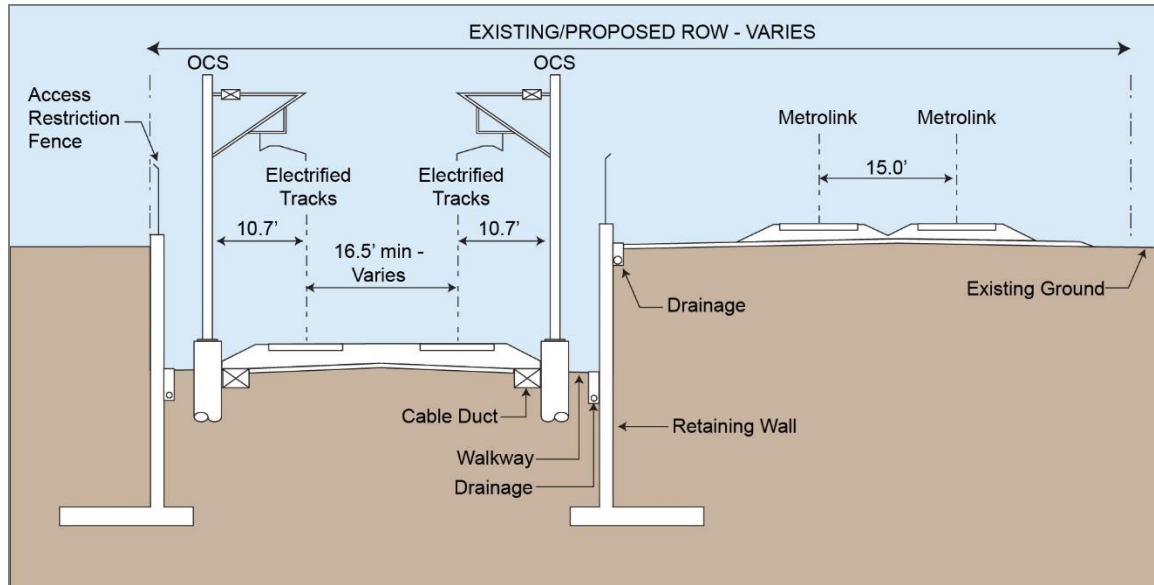
Source: California High-Speed Rail Authority (2019)

Figure 2-6 Typical Tunnel Cross-Section



Source: California High-Speed Rail Authority (2019)

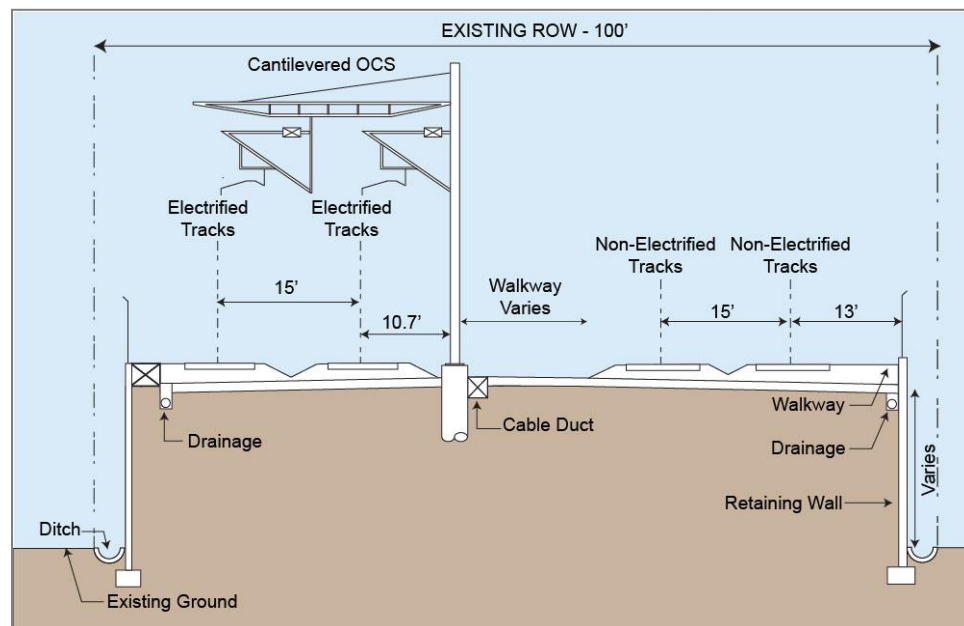
Figure 2-7 Typical Cut-and-Cover Tunnel Cross-Section



Source: California High-Speed Rail Authority (2019)

Figure 2-8 Typical Trench Cross-Section

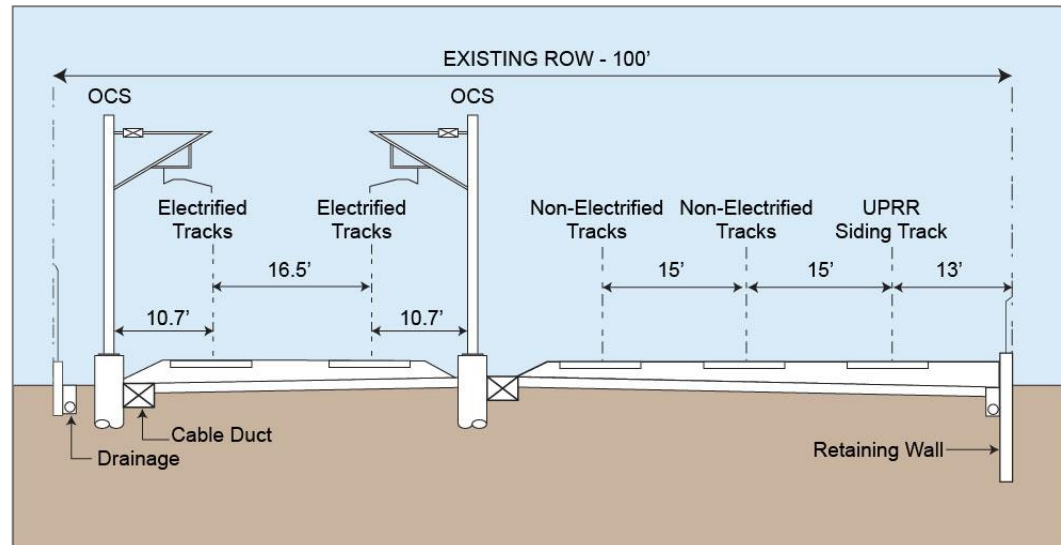
Between Olive Avenue to the north end of the Metrolink Central Maintenance Facility (CMF), the existing non-electrified tracks would be shifted east within the right-of-way to accommodate the addition of the electrified tracks within the right-of-way. Throughout this area, both sets of tracks would be at-grade, with a retained fill segment between Western Avenue and SR 134. Figure 2-9 shows a typical cross-section of the alignment on retained fill.



Source: California High-Speed Rail Authority (2019)

Figure 2-9 Typical Retained-Fill Cross-Section

The alignment would cross Verdugo Wash, where an existing railroad bridge would be rebuilt as a new clear-span structure, to accommodate the additional set of electrified tracks. The alignment would continue south within the existing railroad right-of-way, which follows the Glendale and Los Angeles city borders. Between SR 134 and Chevy Chase Drive, a UPRR siding track would be realigned to the east of the non-electrified tracks, for a total of five tracks within the right-of-way through this area. This siding track is currently located at the Metrolink Central Maintenance CMF but would need to be relocated to accommodate HSR at the CMF. Figure 2-10 shows the typical cross-section for this area.

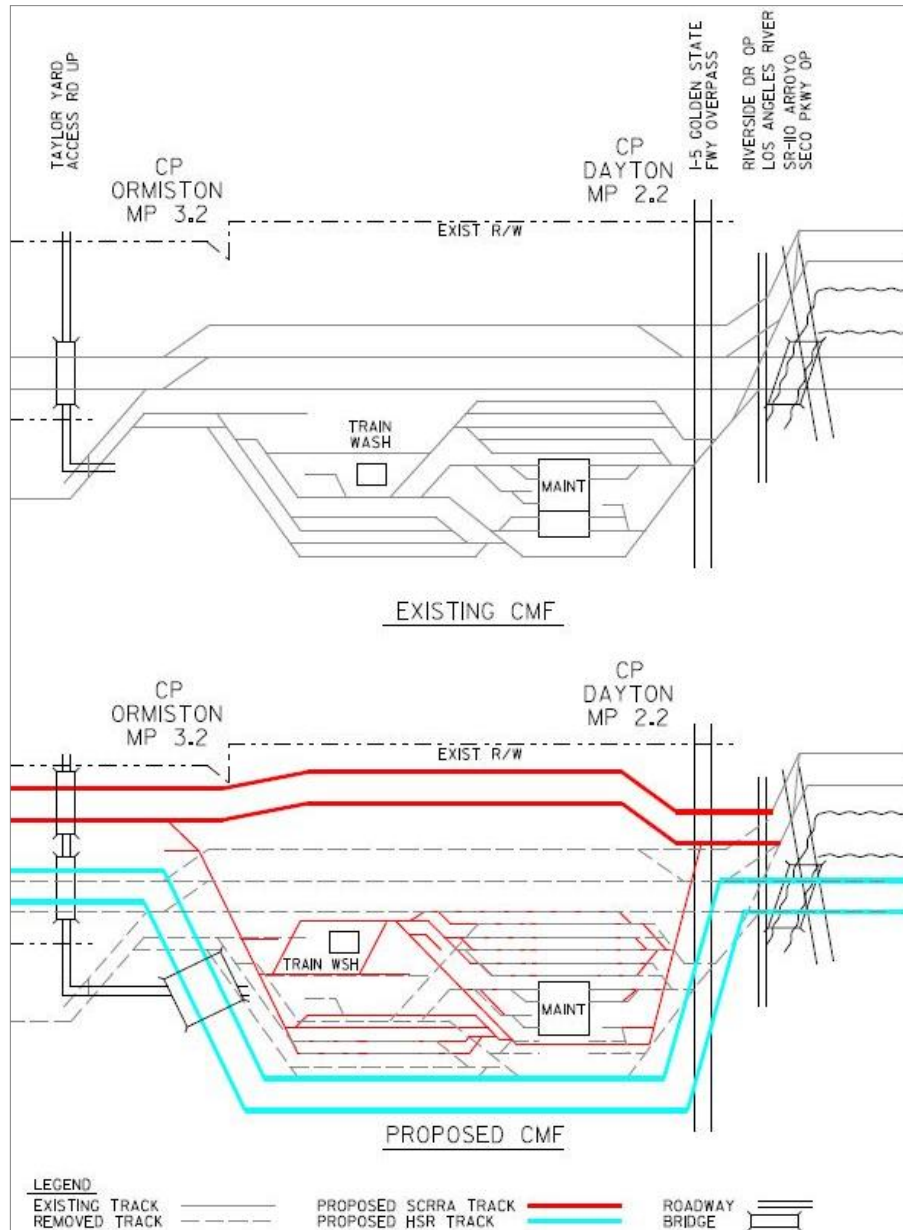


Source: California High-Speed Rail Authority (2019)

Figure 2-10 Typical Cross-Section Between State Route 134 and Chevy Chase Drive

The alignment would pass by the Glendale Metrolink Station (originally known as the Southern Pacific Railroad Depot), a known historical resource listed on the National Register of Historic Places and located north of Glendale Boulevard. No modifications would be needed for the Glendale Metrolink Station. At Tyburn Street, the alignment would enter the City of Los Angeles. Continuing south, the two sets of tracks would diverge at the north end of the Metrolink CMF. The electrified tracks would travel along the west side of the CMF, and the non-electrified, mainline tracks would travel along the east side of the facility.

The CMF is Metrolink's major daily servicing location and maintenance facility in the region. The Burbank to Los Angeles Project Section proposes reconfiguring the various yard and maintenance facilities within the CMF to accommodate HSR, while maintaining as many of the existing yard operations as possible. Figure 2-11 displays a schematic diagram of the existing CMF and the proposed changes, which include new mainline-to-yard track connections, partial demolition of the existing maintenance shop, a revised roadway network with reconfigured parking areas, track relocation shifts, and construction to provide additional storage capacity. Additionally, several facilities would need to be relocated or reconstructed within the CMF, including a train washing/reclamation building, a yard pump house, and two service and inspection tracks. Utilities would also need to be relocated with the CMF, including domestic and fire water, underdrains and reconstructed catch basins, power facilities, fueling facilities and storage tanks, and sanitary sewer systems. The proposed design would not be able to accommodate wheel truing operations or progressive maintenance bays; these would relocate to another Metrolink facility. All other facilities and infrastructure would remain in place. The construction work at the CMF would be phased to minimize the disruption to the existing operations and to maintain the key operational facilities.



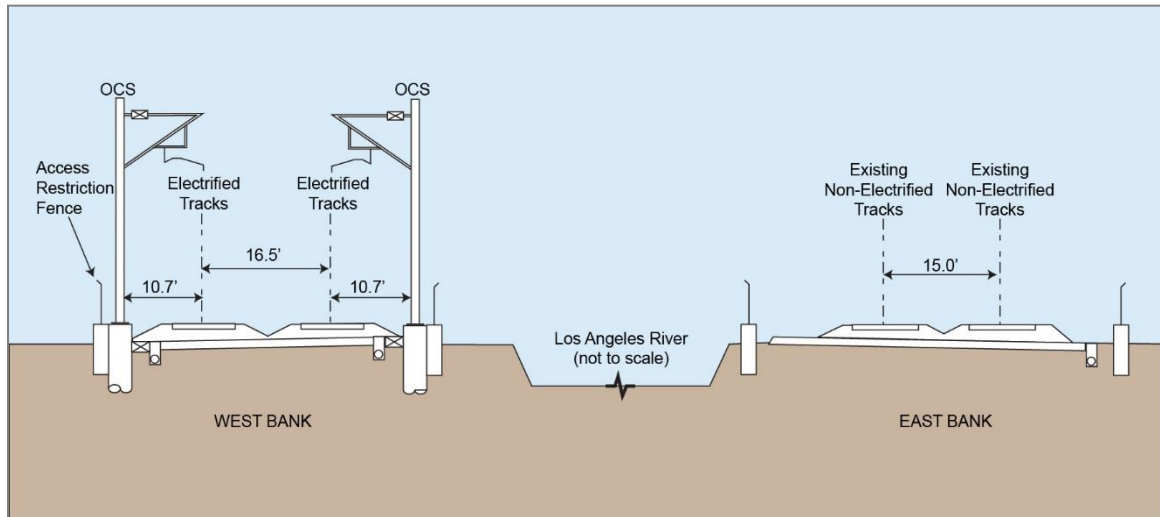
Source: Burbank to Los Angeles Draft Preliminary Engineering for Project Description Design Submittal (2019)

Figure 2-11 Diagram of Existing and Proposed Metrolink Central Maintenance Facility

At the south end of the CMF, the two electrified and two non-electrified tracks would converge briefly within the right-of-way and then diverge again south of Figueroa Street. The electrified tracks would cross over to the west bank of the Los Angeles River on the existing Metrolink Downey Bridge. The existing tracks on the Downey Bridge would be electrified, which would allow for both HSR and passenger rail operations. The non-electrified tracks would remain on the east bank of the Los Angeles River and cross the Arroyo Seco on an existing railroad bridge, which would not require modifications. These non-electrified tracks would connect with the existing tracks on the east bank, which currently serve UPRR and nonrevenue trains. An illustrative cross-section for this area is shown on Figure 2-12.

South of Main Street, on the east bank of the river, the existing tracks would be modified at Mission Junction to be used by freight and passenger rail. They would cross the Los Angeles River on the existing Mission Tower bridge to join the electrified tracks within the railroad right-of-way. The existing Mission Tower bridge has two tracks, but currently only one track is functional and used by Metrolink. The HSR Build Alternative would replace the trackwork to conform to the most current design standards and specifications, which may require a retrofit to the bridge.

The two sets of tracks would continue south to terminate at LAUS. The electrified tracks and HSR station platforms would be located on the west side of the station, while the non-electrified tracks would merge with the Metrolink and Amtrak tracks. The configuration at LAUS is described in further detail in Section 2.3.2.



Source: California High-Speed Rail Authority (2019)

The electrified tracks would cross the Los Angeles River just north of State Route 110 and run along the west bank of the river. The non-electrified tracks would run along the east bank of the river. (Figure not to scale.)

Figure 2-12 Typical Cross-Section from State Route 110 to Mission Junction

2.2.2 Roadway Crossings

The HSR Build Alternative would cross a total of 34 roadways, 15 of which would require modifications. Figure 2-5 shows the crossings throughout the project section, and Table 2-1 lists their configurations before and after the introduction of the HSR Build Alternative.

Modifications to existing crossings

- Victory Place: a new bridge for the HSR tracks would be constructed directly south of the existing railroad bridge over Victory Place, and the roadway would be lowered to cross under the new bridge.
- Burbank Boulevard: the roadway bridge would be reconstructed to cross over the tracks, and Burbank Boulevard would be raised in elevation on the west side.
- Alameda Avenue: the railroad bridge would be reconstructed to be wider.
- Colorado Street: the railroad bridge would be reconstructed to be wider.
- Los Felix Boulevard: the railroad bridge would be reconstructed to be wider, and the roadway would be lowered slightly
- Glendale Boulevard: the railroad bridge would be reconstructed to be wider, and the roadway would be lowered slightly

- **Kerr Road:** the railroad bridge would be reconstructed to be wider, and the roadway would be lowered slightly

New grade separations

- **Buena Vista Street:** the crossing would be modified and remain at-grade for Metrolink and UPRR tracks, but a new undercrossing would be constructed to grade-separate the HSR tracks only from the roadway.
- **Sonora Avenue:** a new roadway undercrossing would be constructed, with the tracks slightly raised on retained fill and the roadway slightly lowered (see Section 2.6).
- **Grandview Avenue:** a new roadway undercrossing would be constructed, with the tracks slightly raised on retained fill and the roadway slightly lowered (see Section 2.6).
- **Flower Street:** a new roadway undercrossing would be constructed, with the tracks slightly raised on retained fill and the roadway slightly lowered (see Section 2.6).
- **Goodwin Avenue:** the road currently does not cross the railroad right-of-way, but the project would grade-separate it as a new roadway undercrossing (see Section 2.6).
- **Main Street:** a new roadway bridge would be constructed north of the existing Main street bridge, which would cross the railroad right-of-way and the Los Angeles River (see Section 2.6).

Closures

- **Chevy Chase Drive:** the roadway would be closed, and a new pedestrian undercrossing would be provided (see Section 2.6).
- **Private driveway:** a driveway that currently provides access to a Los Angeles Department of Water and Power facility parking lot would be closed, and the Los Angeles Department of Water and Power parking would be relocated to a new facility on Main Street.

Table 2-1 Roadway Crossings within the Burbank to Los Angeles Project Section

Roadway	Current Crossing Configuration	Proposed Crossing Configuration ¹
Buena Vista Street	At-Grade*	At-Grade* (modified) Undercrossing** (new)
Victory Place	Undercrossing"	Undercrossing* Undercrossing (new)
Burbank Boulevard	Overcrossing	Overcrossing (modified)
Magnolia Boulevard	Overcrossing	Overcrossing
Olive Avenue	Overcrossing	Overcrossing
Interstate 5	Overcrossing	Overcrossing
Alameda Avenue	Undercrossing	Undercrossing (modified)
Western Avenue	Overcrossing	Overcrossing
Sonora Avenue	At-Grade	Undercrossing (new)
Grandview Avenue	At-Grade	Undercrossing (new)
Flower Street	At-Grade	Undercrossing (new)
Fairmont Avenue	Overcrossing	Overcrossing
SR 134	Overcrossing	Overcrossing
Salem/Sperry St ²	No Crossing	Overcrossing (Metro project)
Colorado Street	Undercrossing	Undercrossing (modified)

Roadway	Current Crossing Configuration	Proposed Crossing Configuration ¹
Goodwin Avenue	No Crossing	Undercrossing (new)
Chevy Chase Drive	At-Grade	Closed
Los Feliz Boulevard	Undercrossing	Undercrossing (modified)
Glendale Boulevard	Undercrossing	Undercrossing (modified)
Fletcher Drive	Undercrossing	Undercrossing
SR 2	Overcrossing	Overcrossing
Kerr Road	Undercrossing	Undercrossing (modified)
Interstate 5	Overcrossing	Overcrossing
Figueroa Street	Overcrossing	Overcrossing
SR 110	Overcrossing	Overcrossing
Metro Gold Line	Overcrossing	Overcrossing
Broadway	Overcrossing	Overcrossing
Spring Street	Overcrossing	Overcrossing
Main Street	At-Grade	Overcrossing (new)
Private LADWP road	At-Grade	Closed
Vignes Street	Undercrossing	Undercrossing
Cesar Chavez Avenue	Undercrossing	Undercrossing

Source: California High-Speed Rail Authority (2019)

¹ All proposed grade crossing configurations are pending Public Utilities Commission approval.

² Salem/Sperry Street would be grade-separated as a part of the Metro Doran Street and Broadway/Brazil Grade Separation Project. The project also proposes closing the existing at-grade railroad crossings at Doran Street and Broadway/Brazil Street. As the Metro project would be completed before the introduction of HSR service, the crossing configurations are considered part of the existing conditions for the HSR project.

*Crossings apply to Metrolink and/or UPRR tracks only

**Crossing applies to HSR tracks only

Bold denotes change from existing condition under the HSR Build Alternative.

Overcrossing = Road over train tracks

Undercrossing = Road under train tracks

HSR = High-Speed Rail SR = State Route

Source: California High-Speed Rail Authority and Federal Railroad Administration (2019)

2.3 Station Sites

The HSR stations for the Burbank to Los Angeles Project Section would be in the vicinity of Hollywood Burbank Airport and at LAUS. Stations would be designed to optimize access to the California HSR System, particularly to allow for intercity travel and connections to local transit, airports, highways, and the bicycle and pedestrian network. Both stations would include the following elements:

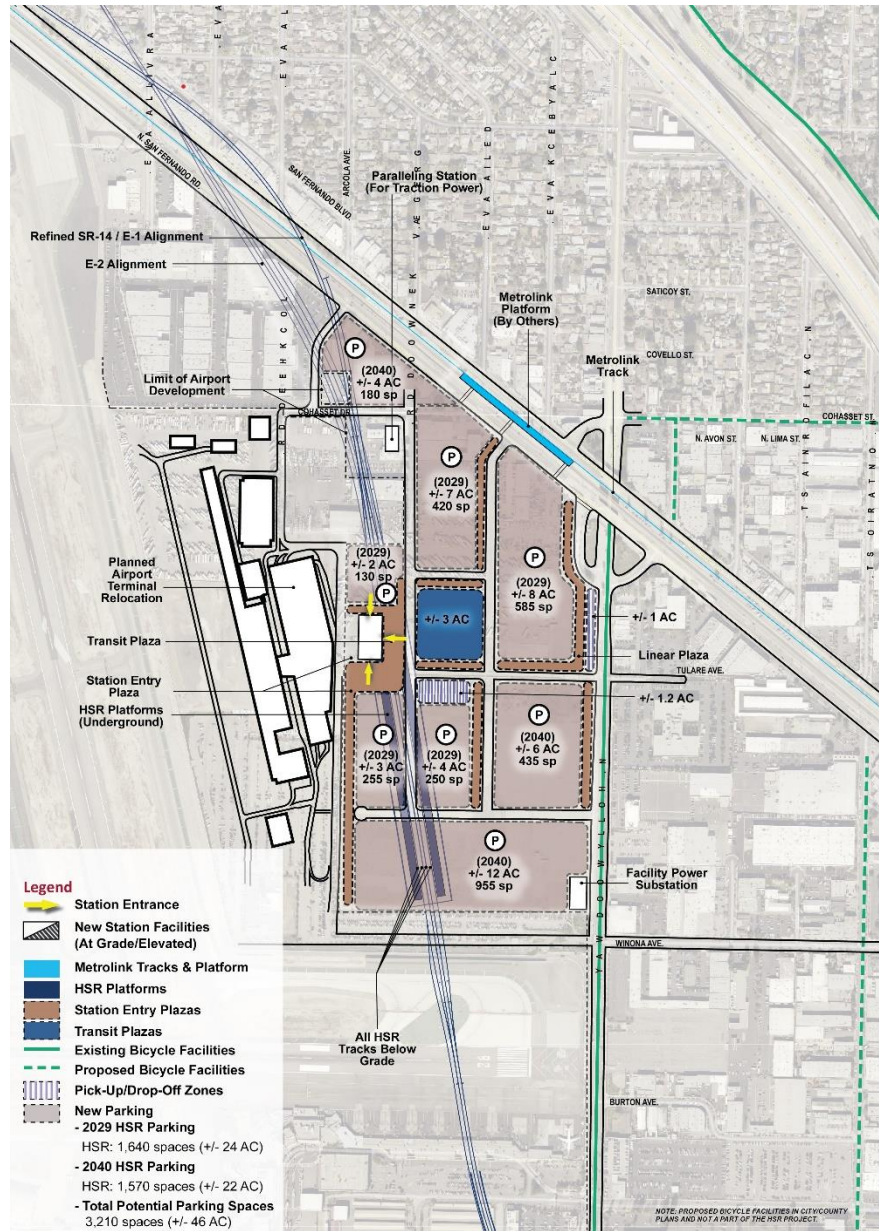
- Passenger boarding and alighting platforms
- Station head house with ticketing, waiting areas, passenger amenities, vertical circulation, administration and employee areas, and baggage and freight-handling service
- Vehicle parking (short-term and long-term)
- Pick-up and drop-off areas
- Motorcycle/scooter parking
- Bicycle parking
- Waiting areas and queuing space for taxis and shuttle buses
- Pedestrian walkway connections

2.3.1 Burbank Airport Station

The Burbank Airport Station site would be located west of Hollywood Way and east of Hollywood Burbank Airport. The airport and ancillary properties occupy much of the land south of the Burbank Airport Station site, while industrial and light industrial land uses are located to the east and residential land uses are found north of the Burbank Airport Station site. Interstate 5 runs parallel to the station site, approximately 0.25 mile north of the proposed Metrolink platform.

The Burbank Airport Station would have both underground and aboveground facilities that would span approximately 70 acres. Station facilities would include train boarding platforms, a station building (that would house ticketing areas, passenger waiting areas, restrooms, and related facilities), pick-up/drop-off facilities for private autos, a transit center for buses and shuttles, and surface parking areas. Underground portions of the station would be beneath Cohasset Street, along which runs the boundary between the City of Los Angeles to the north and the City of Burbank to the south. There would be two HSR tracks at the station.

The Burbank Airport Station would have up to 3,200 surface parking spaces. About 2,980 spaces would be located between the proposed Replacement Terminal and N Hollywood Way. An additional 220 spaces would be located in surface lots in the area bounded by Lockheed Drive to the west, Cohasset Street to the south, and N San Fernando Boulevard to the north and east. The preliminary station layout concept plan is shown on Figure 2-13. The Burbank to Los Angeles Project Section EIR/EIS analyzes the Burbank Airport Station project footprint displayed on Figure 2-13 as permanently impacted because no additional temporary construction easements are identified beyond the permanent area required to construct, operate, and maintain the station. This is the assumption based on the current level of design.



Source: California High-Speed Rail Authority (2019)

Figure 2-13 Preliminary Station Concept Layout Plan, Burbank Airport Station

2.3.2 Los Angeles Union Station

The existing LAUS campus and surrounding tracks are being reconfigured as a part of the Metro Link Union Station (Link US)⁵ Project. The Metro Link US Project would reconfigure the station entry tracks from north of Mission Junction and construct an elevated structure through the station arrival and boarding area, which would extend south over U.S. Route 101 and come back to grade near First Street. Reconfiguration would occur over two construction phases. The first phase would include an elevated structure for non-HSR passenger rail operators between Vignes Street and First Street. The second phase would add additional tracks to the structure for use by HSR. The Metro Link US EIR/EIS, on which the Authority is a cooperating agency, would evaluate these changes, along with an expanded passenger concourse area and changes to the Metro Gold Line. These changes would be completed prior to the introduction of HSR service.

While Metro would environmentally clear and construct the trackwork and new passenger concourse, the HSR project would require additional modifications within the Link US area. HSR improvements include raising the platform heights and installing an overhead contact system. The Burbank to Los Angeles Project EIR/EIS evaluates these modifications, as well as potential increases in traffic associated with the introduction of HSR service.

The proposed HSR station at LAUS would include up to four HSR tracks and two 870-foot platforms (with the possibility of extending to 1,000 feet). The HSR system would share passenger facilities, such as parking and pick-up/drop-off, with other operators. HSR would require 1,180 parking spaces in 2029 and 2,010 spaces in 2040. This new demand may be met by existing underutilized parking supply within 0.5 mile of LAUS. This parking would be shared with other LAUS service providers and businesses.

⁵ Link US will transform LAUS from a “stub-end” station to a “run-through” station by extending tracks south over U.S. Route 101. The project will add a new passenger concourse that will provide improved operational flexibility for rail service. The Draft FIR is available at: <https://www.metro.net/projects/link-us/final-ei-report/>.



Sources: California High-Speed Rail Authority (2019); Los Angeles Metropolitan Transportation Authority (2018)

Figure 2-14 Preliminary Station Elements Plan, Los Angeles Union Station

2.4 Maintenance of Infrastructure

The California HSR System includes four types of maintenance facilities: maintenance of infrastructure facilities (MOIF), Maintenance of infrastructure siding facilities (MOIS), heavy maintenance facilities, and light maintenance facilities (LMF).⁶ The California HSR System would require one heavy maintenance facility for the system, located in the Central Valley. The design and spacing of maintenance facilities along the HSR system do not require the Burbank to Los Angeles Project Section to include any of the maintenance facilities within the limits of the project section.

For purposes of environmental analysis, the Authority has defined each project section to have the capability to operate as a stand-alone project in the event that other project sections of the

⁶ Maintenance facilities are described in the Authority's *Summary of Requirements for O&M Facilities* (2013).

HSR system are not constructed. Because this project section does not provide a heavy maintenance facility or MOIF, an independent contractor would need to be retained to handle all maintenance functions for vehicles and infrastructure if this project section were built as a stand-alone project for purposes of independent utility. Independent utility is discussed further in Section 2.9.

2.4.1 Maintenance of Infrastructure Facilities

The HSR system infrastructure will be maintained from regional MOIFs located at approximately 150-mile intervals. Each MOIF is estimated to be approximately 28 acres in size and would provide a location for regional maintenance machinery servicing storage, materials storage, and maintenance and administration. The MOIFs could be co-located with the MOIS within each 75-mile segment. The MOIFs would be located outside of the Burbank to Los Angeles Project Section.

2.4.2 Maintenance of Infrastructure Sidings

The MOISs would be centrally located within the 75-mile maintenance sections on either side of each MOIF. Each MOIS would support MOIF activities by providing a location for the layover of maintenance of infrastructure equipment and temporary storage for materials. The MOIS is estimated to be about 4 acres in size. The MOISs would be located outside of the Burbank to Los Angeles Project Section.

2.4.3 Heavy Maintenance Facility

Only one heavy maintenance facility is required for the HSR system, and it would be within either the Merced to Fresno Project Section or the Fresno to Bakersfield Project Section. The heavy maintenance facility would include all activities associated with train fleet assembly, disassembly, and complete rehabilitation; all on-board components of the trainsets; and overnight layover accommodations and servicing facilities. The site would include a maintenance shop, a yard Operations Control Center building, one traction power substation (TPSS), other support facilities, and a train interior cleaning platform.

2.4.4 Light Maintenance Facility

An LMF would be used for all activities associated with fleet storage, cleaning, repair, overnight layover accommodations, and servicing facilities. The LMF closest to the Burbank to Los Angeles Project Section would be sited in proximity to LAUS but within the Los Angeles to Anaheim Project Section, and would likely support the following functions:

- **Train Storage:** Some trains would be stored at the LMF prior to start of revenue service.
- **Examinations in Service:** Examinations would include inspections, tests, verifications, and quick replacement of certain train components on the train.
- **Inspection:** Periodic inspections would be part of the planned preventive maintenance program requiring specialized equipment and facilities.

The LMF site will be sized to support the level of daily revenue service dispatched by the nearby terminal at the start of each revenue service day. The Authority defines three levels of maintenance that can be performed at an LMF:

- **Level I:** Daily inspections, pre-departure cleaning, and testing
- **Level II:** Monthly inspections
- **Level III:** Quarterly inspections, including wheel-truing

A Level I LMF is proposed on the west bank of the Los Angeles River at the existing Amtrak Railroad Yard. The facility would be where the current BNSF Railway storage tracks are located and would require their relocation.

2.5 Ancillary and Support Facilities

2.5.1 Electrification

Trains on the California HSR System would draw power from California's existing electricity grid distributed via an overhead contact system. The Burbank to Los Angeles Project Section would not include the construction of a separate power source, although it would include the extension of power lines from potential TPSSs to a series of independently owned power substations positioned along the HSR corridor if necessary. The transformation and distribution of electricity would occur in three types of stations:

- TPSSs transform high-voltage electricity supplied by public utilities to the train operating voltage. TPSSs would be adjacent to existing utility transmission lines and the right-of-way, and would be located approximately every 30 miles along the HSR system route.
- Switching stations connect and balance the electrical load between tracks, and switch overhead contact system power on or off to tracks in the event of a power outage or emergency. Switching stations would be midway between, and approximately 15 miles from, the nearest TPSSs. Each switching station would be 120x80 feet and be adjacent to the HSR right-of-way.
- Paralleling stations, or autotransformer stations, provide voltage stabilization and equalize current flow. Paralleling stations would be located approximately every 5 miles between the TPSSs and the switching stations. Each paralleling station would approximately be 100x80 feet and located adjacent to the right-of-way.

Table 2-2 lists the proposed switching station and paralleling station sites within the Burbank to Los Angeles Project Section. A TPSS is not required for the Burbank to Los Angeles Project Section because of the HSR system's facilities spacing requirements. The Burbank to Los Angeles Project Section would be able to use the TPSSs within the Palmdale to Burbank Project Section and/or Los Angeles to Anaheim Project Section. In the event the other project sections of the HSR system are not constructed, a standalone TPSS would be required within the Burbank to Los Angeles Project Section for purposes of independent utility. Independent utility is discussed further in Section 2.8.

Table 2-2 Traction Power Facility Locations for the Burbank to Los Angeles Project Section

Type of Facility	Location
Paralleling Station	Los Angeles, south of Main Street between railroad right-of-way and Los Angeles River
Switching Station	Los Angeles, south of Verdant Street and west of railroad right-of-way

Source: California High-Speed Rail Authority and Federal Railroad Administration (2019)

2.5.2 Signaling and Train-Control Elements

To reduce the safety risks associated with freight and passenger trains, the National Transportation Safety Board, FRA, and other agencies have mandated Positive Train Control (PTC). PTC is a train safety system designed to automatically implement safety protocols and provide communication with other trains to reduce the risk of a potential collision. The U.S. Rail Safety Improvement Act of 2008 requires the implementation of PTC technology across most railroad systems; in October 2015, Congress extended the deadline for implementation to December 31, 2018. The FRA published the Final Rule regarding PTC regulations on January 15, 2010.

Communication towers and ancillary facilities are included in the Burbank to Los Angeles Project Section to implement the FRA PTC requirements. PTC infrastructure consists of integrated command, control, communications, and information systems for controlling train movements that

improve railroad safety by significantly reducing the probability of collisions between trains, casualties to roadway workers and equipment, and over-speed accidents. PTC is especially important in “blended”⁷ corridors, such as in the Burbank to Los Angeles Project Section, where passenger and freight trains need to share the same tracks safely.

PTC for the HSR project would use a radio-based communications network that would include a fiber-optic backbone and communications towers approximately every 2 to 3 miles, depending on the terrain and selected radio frequency. The towers would be located in the fenced HSR corridor in a fenced area of approximately 20x15 feet, including a 10x8-foot communications shelter and a 6- to 8-foot-diameter, 100-foot-tall communications pole. These communications facilities could be co-located within the TPSSs. Where communications towers cannot be located with TPSSs or other HSR facilities, the communications facilities would be located near the HSR corridor in a fenced area of approximately 20 feet by 15 feet.

2.6 Early Action Projects

As described in the 2016 Business Plan, the Authority has made a commitment to invest in regionally significant connectivity projects in order to provide early benefits to transit riders and local communities while laying a solid foundation for the HSR system. These early actions will be made in collaboration with local and regional agencies. These types of projects include grade separations and improvements at regional passenger rail stations, which increase capacity, improve safety, and provide immediate benefits to freight and passenger rail operations. Local and regional agencies may take the lead on coordinating the construction of these early action projects. Therefore, they are described in further detail below and are analyzed within the Burbank to Los Angeles Project Section EIR/EIS to allow the agencies, as Responsible Agencies under CEQA, to adopt the findings and mitigation measures as needed to construct these projects.

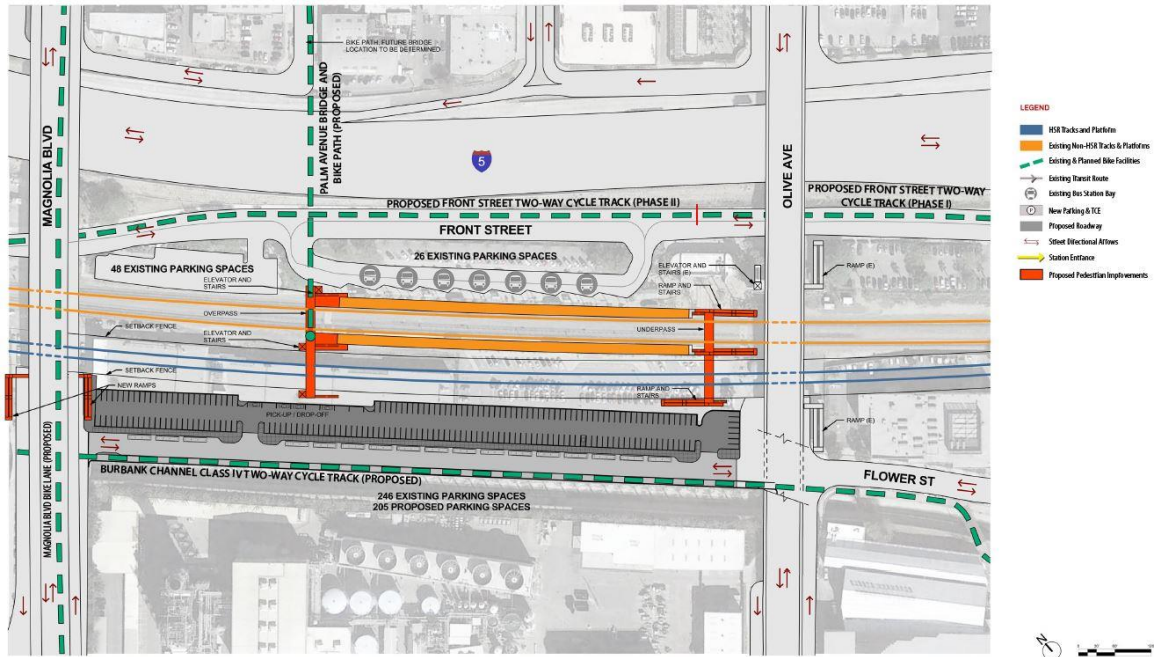
2.6.1 Downtown Burbank Metrolink Station

Although the HSR system will not serve the Downtown Burbank Metrolink Station, modifications at the station would be required to ensure continued operations of existing operators. The HSR tracks would be located within the existing parking lot west of the southbound platforms; the platforms and existing Metrolink tracks would not change. The parking would be relocated to between Magnolia Boulevard and Olive Avenue, and Flower Street would be extended from where it currently ends at the south side of the Metrolink Station. Pedestrian bridges would be provided for passengers to cross over the HSR tracks to access the Metrolink platforms. Other accessibility improvements would include additional vehicle parking, bus parking, and bicycle pathways. Figure 2-15 shows the proposed site plan for the Downtown Burbank Metrolink Station.

2.6.2 Sonora Avenue Grade Separation

Sonora Avenue is an existing at-grade crossing. The existing roadway configuration consists of two traffic lanes in both the eastbound and westbound directions. The Burbank to Los Angeles Project Section proposes a “hybrid” grade separation, with Sonora Avenue slightly depressed and the HSR alignment and non-electrified tracks raised on a retained-fill structure. A 10-foot-wide median would be added and the lanes would be narrowed, so the overall width of Sonora Avenue would not change. Sonora Avenue would be lowered in elevation between Air Way and San Fernando Road, and the lowest point of the undercrossing would be approximately 10 feet below the original grade. The height of the new retained-fill structure would be approximately 28 feet. Figure 2-16 shows the temporary and permanent project footprint areas.

⁷ California HSR Project Business Plans (http://www.hsr.ca.gov/About/Business_Plans/) suggest blended railroad systems and operations. These terms refer to integrating the HSR system with existing intercity, and commuter and regional rail systems through coordinated infrastructure (blended systems) and scheduling, ticketing, and other means (blended operations).



Source: California High-Speed Rail Authority (2019)

Figure 2-15 Downtown Burbank Metrolink Station Site Plan



Source: California High-Speed Rail Authority (2019)

Figure 2-16 Sonora Avenue Grade Separation Footprint

2.6.3 Grandview Avenue Grade Separation

Grandview Avenue is an existing at-grade crossing. The existing roadway configuration consists of three traffic lanes in both the eastbound and westbound directions. The Burbank to Los Angeles Project Section proposes a “hybrid” grade separation, with Grandview Avenue slightly depressed and the HSR alignment and non-electrified tracks raised on retained fill. Grandview Avenue would be lowered in elevation between Air Way and San Fernando Road, and the lowest point of the undercrossing would be approximately 3 feet below original grade. The lanes and overall width of Grandview Avenue would not change. The height of the new retained-fill structure would be approximately 30 feet. Figure 2-17 shows the temporary and permanent project footprint areas.



Source: California High-Speed Rail Authority (2019)

Figure 2-17 Grandview Avenue Grade Separation Footprint

2.6.4 Flower Street Grade Separation

Flower Street is an existing at-grade crossing, with Flower Street ending in a T-shaped intersection with San Fernando Road, which runs parallel on the east side of the railroad right-of-way. Existing Flower Street consists of two traffic lanes in both the westbound and eastbound directions, with a right-turn-only lane in the westbound direction. The Burbank to Los Angeles Project Section proposes a “hybrid” grade separation, with Flower Street and San Fernando Road slightly depressed, and the HSR alignment and non-electrified tracks raised on a retained-fill structure. Flower Street would be lowered in elevation between Air Way and San Fernando Road,

and the lowest point of the undercrossing would be approximately 10 feet below original grade. The existing median would be modified on Flower Street, and the overall width of Flower Street would remain the same. San Fernando Road would be lowered in grade between Norton Avenue and Alma Street, and Pelanconi Avenue would be extended to connect to San Fernando Road. The height of the new retained-fill structure would be approximately 28 feet. Figure 2-18 shows the temporary and permanent project footprint areas.



Source: California High-Speed Rail Authority (2019)

Figure 2-18 Flower Street Grade Separation Footprint

2.6.5 Goodwin Avenue/Chevy Chase Drive Grade Separation

There is currently no crossing at Goodwin Avenue, which ends in a cul-de-sac on the west side of the railroad right-of-way. The Burbank to Los Angeles Project Section proposes a grade separation, with Goodwin Avenue realigned and depressed to cross under a new railroad bridge supporting the HSR and non-electrified tracks. A new roadway bridge would also be required to carry Alger Street over the depressed Goodwin Avenue, connecting to W San Fernando Road. The new depressed roadway would curve north from Brunswick Avenue, cross under the new roadway and railroad bridges, and connect with Pacific Avenue on the east side of the railroad right-of-way. The lowest point of the undercrossing would be approximately 28 feet below original grade.

Chevy Chase Drive is an at-grade crossing. With the construction of a new grade separation at Goodwin Avenue, Chevy Chase Drive would be closed on either side of the rail crossing and a

pedestrian undercrossing would be provided. Figure 2-19 shows the temporary and permanent project footprint areas for Goodwin Avenue and Chevy Chase Drive.



Source: California High-Speed Rail Authority (2019)

Figure 2-19 Goodwin Avenue Grade Separation

2.6.6 Main Street Grade Separation

Main Street is an existing at-grade crossing. It crosses the existing tracks at-grade on the west bank of the Los Angeles River, crosses over the river on a bridge, and then crosses the existing tracks at-grade on the east bank of the river. The existing bridge carries two traffic lanes in both directions. The Burbank to Los Angeles Project Section proposes a grade separation, with a new Main Street bridge spanning the tracks on the west bank, the Los Angeles River, and the tracks on the east bank. The new Main Street bridge would be 86 feet wide and 75 feet high at its highest point over the Los Angeles River and would place three columns within the river channel. Main Street would be raised in elevation, starting from just east of Sotello Street on the west side of the Los Angeles River. The new bridge would come down to grade at Clover Street on the east side of the Los Angeles River. Several roadways on the east side of the Los Angeles River would be reconfigured, including Albion Street, Lamar Street, Avenue 17, and Clover Street. The existing Main Street bridge would not be modified, but it would be closed to public access. Figure 2-20 shows the temporary and permanent project footprint areas.



Source: California High-Speed Rail Authority (2019)

Figure 2-20 Main Street Grade Separation Footprint

2.7 Project Construction

For the Burbank to Los Angeles Project Section of the California HSR System, specific construction elements would include at-grade and underground track, grade-separated roadway crossings, retaining walls, and installation of a PTC system. Surface track sections would be built using conventional railroad construction techniques. A typical construction sequence includes clearing, grubbing, grading, and compacting the railbed; applying crushed rock ballast; laying track; and installing electrical and communications systems. The at-grade track would be laid on an earthen railbed topped with rock ballast approximately 3 feet off the ground. Fill and ballast for the railbed would be obtained from permitted borrow sites and quarries.

Retaining walls are used when it is necessary to transition between an at-grade and elevated profile. In this project section, retained fill would be used between Western Avenue and SR 134. The tracks would be raised in elevation on a retained-fill platform made of reinforced walls, much

like a freeway ramp. Short retaining walls would have a similar effect and would protect the adjacent properties from a slope extending beyond the proposed rail right-of-way.

The preferred construction method for the tunnel alignment underneath the Burbank Airport runway is the Sequential Excavation Methods. The tunnel alignment south of the airport would be constructed using cut-and-cover.

Pre-construction activities would be conducted during final design and would include geotechnical investigations, interpretation of anticipated ground behavior and ground support requirements, identification of staging areas, initiation of site preparation and demolition, relocation of utilities, and implementation of temporary, long-term, and permanent road closures. Additional studies and investigations to develop construction requirements and worksite traffic control plans would be conducted as needed.

Major construction activities for the Burbank to Los Angeles Project Section would include earthwork and excavation support, systems construction, bridge and aerial structure construction, and railway systems construction (including trackwork, traction electrification, signaling, and communications).

During peak construction periods, work is envisioned to be underway at several locations along the route simultaneously, with overlapping construction of various project elements. Working hours and the number of workers present at any time would vary depending on the activities being performed but could be expected to extend to 24 hours per day, seven days per week.

2.8 Independent Utility of the Burbank to Los Angeles Project Section

The Burbank to Los Angeles Project Section would have independent utility if it is able to operate as a standalone project in the event the other project sections of the HSR system are not constructed. As none of the four types of maintenance facilities would be located within the limits of the Burbank to Los Angeles Project Section, all maintenance functions for vehicles and infrastructure would be handled through an independent contractor to achieve independent utility. For power, one potential location for a TPSS has been preliminarily identified within the project section. Because the addition of a TPSS would alter the spacing of the other systems facilities, further design and environmental study would be required to environmentally clear the TPSS site and the alteration of the other systems facilities in the absence of the Palmdale to Burbank and Los Angeles to Anaheim project sections being built and operated.

Any electrical interconnections between a potential future TPSS site and existing utility providers would also have to be environmentally evaluated and cleared in subsequent documentation.

2.9 Operations of the Burbank to Los Angeles Project Section

The conceptual HSR service plan for Phase 1, starting in 2029, begins with service between Los Angeles/Anaheim running through the Central Valley from Bakersfield to Merced, and traveling northwest into the Bay Area. Subsequent sections in Phase 2 of the HSR system include a southern extension from Los Angeles to San Diego and an extension from Merced to north of Sacramento. These extensions do not have an anticipated implementation date.

Currently, the Metrolink Ventura and Antelope Valley Lines, Amtrak Pacific Surfliner and Coast Starlight, and UPRR freight trains operate within the Burbank to Los Angeles Project Section. As the proposed HSR Build Alternative is within the active LOSSAN passenger and freight rail corridor, all existing operators would have to change their operation patterns and frequency. New and realigned tracks would change the tracks on which the various users operate, with passenger rail and freight trains shifted closer to the east side of the right-of-way. With the introduction of HSR service, the proposed general operational characteristics are shown in Table 2-3.

Table 2-3 Existing and Future Trains per Day in the Los Angeles–San Diego–San Luis Obispo Rail Corridor Within the Burbank and Los Angeles Project Section

Operator	2016 Existing Conditions	2029 Opening Day	2040 Horizon Year
California High-Speed Rail Authority ¹	N/A	196	196
Metrolink ²	61	99	99
Amtrak ³	12	16	18
UPRR ⁴	11	18	23

¹ 2029 Opening Day and 2040 Horizon Year projections are from the California High-Speed Rail Authority's "Year 2029 and Year 2040 Concept Timetable for EIR/EIS Analysis."

² Existing Conditions data are from the 2016 Metrolink Schedule (effective October 3, 2016); 2029 Opening Day projections are extrapolated from the 2016 Metrolink 10-Year Strategic Plan, "Growth Scenario 2: Overlay of Additional Service Patterns."

³ Existing Conditions data are from the 2016 LOSSAN Corridor Schedule; 2029 Opening Day projections are extrapolated from 2012 LOSSAN Corridorwide Strategic Implementation Plan "Long-Term Operations Analysis" (increase of approximately one train every four years for the Amtrak Pacific Surfliner and no growth for the Amtrak Coast Starlight between Hollywood Burbank Airport and LAUS).

⁴ Existing Conditions data are from the 2012 LOSSAN Corridorwide Strategic Implementation Plan "Long-Term Operations Analysis"; 2029 Opening Day projections are extrapolated from the 2012 LOSSAN Corridorwide Strategic Implementation Plan "Long-Term Operations Analysis" (increase of approximately one train every two years for UPRR between Hollywood Burbank Airport and LAUS).

Amtrak = National Railroad Passenger Corporation

LAUS = Los Angeles Union Station

N/A = not applicable

UPRR = Union Pacific Railroad

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3 LAWS, REGULATIONS, ORDERS

Applicable federal, state, and local legislation and policies related to relocations are summarized below.

3.1 Federal

3.1.1 Americans with Disabilities Act (42 U.S.C. §§ 12101–12213)

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

3.1.2 Procedures for Considering Environmental Impacts (64 Fed. Reg. 28545)

These FRA procedures state that an EIS should consider possible impacts on transportation, including impacts of passengers and freight transportations; impacts by all modes of transport (including bicycle and pedestrian transport); impacts from relevant perspectives (including local, regional, and state perspectives); and impacts on roadway traffic congestion.

3.1.3 Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 U.S.C. § 61)

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

3.2 State

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

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

3.2.2 California Code of Civil Procedure (Code of Civil Procedure § 1245.330 et seq.)

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

3.3 Regional and Local

3.3.1 General Plan Policies

Table 3-1 identifies local regulations associated with housing and relocations that are applicable to the proposed project.

3.3.2 Ordinance and Codes

Table 3-2 identifies ordinances and codes associated with housing and relocations that are applicable to the proposed project.

Table 3-1 Local Policies

Plan Title and Applicable Goals/Policies	Summary
City of Burbank	
Burbank General Plan, Housing Element (December 2013)	<p>Goal 1, Policy 1.1: Preserve the character, scale and quality of established residential neighborhoods.</p> <p>Goal 5, Policy 5.1: Take positive steps to ensure all segments of the population are aware of their rights and responsibilities regarding fair and equal housing opportunities.</p>
City of Glendale	
Glendale General Plan, 2014-2021 Housing Element (January 28, 2014)	<p>Goal 1, Policy 1.1: Provide a variety of residential development opportunities in the City through the zoning of sufficient land with a range of densities.</p> <p>Goal 2, Policy 2.2: Retain the quality and prominent characteristics of existing neighborhoods while improving those in need of change through neighborhood and community planning. Monitor the effects of growth and change.</p> <p>Goal 5, Policy 5.3: Continue to provide information to the public about housing rights, responsibilities, and opportunities including the provisions of the Glendale Just Cause Eviction Ordinance, which outlines the legal reasons for eviction, required lease terms, and any relocation assistance that may be due to tenants.</p>
The Eight-Year Housing Plan Implementing Programs (January 28, 2014)	<p>Program Strategy #1: Preservation and Enhancement of Existing Housing Stock. The goal of housing preservation is to protect the existing quality and investment in housing and to avoid a degree of physical decline that will require a larger rehabilitation effort to restore quality and value.</p>
City of Los Angeles	
Los Angeles General Plan, Housing Element (1990)	<p>Goal 1, Objective 1.2: Preserve quality rental and ownership housing for households of all income levels and special needs.</p> <p>Goal 3, Objective 3.2: Promote fair housing practices and accessibility among residents, community stakeholders and those involved in the production, preservation and operation of housing.</p>
Northeast Los Angeles Community Plan (1999)	<p>Goal 1, Objective 1-1: To preserve and enhance existing residential neighborhoods.</p> <p>Goal 1, Objective 1-3: To preserve and enhance the residential character and scale of existing single- and multifamily neighborhoods.</p> <p>Goal 1, Objective 1-6: To promote and ensure the provision of fair and equal housing opportunities for all persons regardless of income and age groups or ethnic, religious, or racial background.</p> <p>Goal 2, Objective 2-1: To conserve and strengthen potentially viable commercial areas in order to stimulate and revitalize existing businesses and create opportunities for appropriate new commercial development.</p> <p>Goal 2, Objective 2-3: To minimize conflicts between auto-related and pedestrian-oriented activities and encourage use of public transportation in commercial areas.</p>
Silver Lake – Echo Park – Elysian Valley Community Plan (2004)	<p>Goal 1, Objective 1-3: Preserve and enhance the varied and distinct character and integrity of existing single and multiple family neighborhoods.</p>

Plan Title and Applicable Goals/Policies	Summary
Central City North Community Plan (2000)	<p>Goal 1, Objective 1-4: To promote and insure the provision of adequate housing for all persons regardless of income, age, or ethnic background.</p> <p>Goal 2, Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.</p> <p>Goal 2, Objective 2-2: To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.</p>
Central City Community Plan (2003)	<p>Goal 2, Objective 2-1: To improve Central City's competitiveness as a location for offices, business, retail, and industry.</p> <p>Goal 2, Objective 2-2: To retain the existing retail base in Central City.</p> <p>Goal 2, Objective 2-3: To promote land uses in Central City that will address the needs of all the visitors to Downtown for business, conventions, trade shows, and tourism.</p> <p>Goal 2, Objective 2-4: To encourage a mix of uses which create an active, 24-hour downtown environment for current residents and which would also foster increased tourism.</p>
Boyle Heights Community Plan (1998)	<p>This Plan sets forth objectives that encourage compatibility between land uses, preserve and strengthen existing viable development, create more job opportunities, and provide adequate recreation/open space and services. This Plan also encourages alternate modes of travel and provides an integrated transportation system that is coordinated with land uses and which can accommodate the total travel needs of the community.</p>
Los Angeles River Revitalization Plan (2006)	<p>The Los Angeles River Revitalization Master Plan provides a framework for restoring the River's ecological function and for transforming it into an amenity for residents and visitors to the City. The Plan includes recommendations for physical improvements to the River corridor, and to the green space network in adjacent neighborhoods; and recommendations at a policy level for managing public access and ensuring public health and safety.</p> <p>Goal 2: Development should establish a positive interface with the River and create new open space opportunities within the River Greenway, thereby integrating the River into the daily life of the City.</p> <p>Goal 3: Blocks around the River should be developed to promote pedestrian, bicycle, and other nonmotorized transportation connections to the River and thereby extend the City to and across the River.</p>

Table 3-2 Ordinances and Codes

Plan Title and Applicable Goals/Policies	Summary
City of Burbank	
Burbank Municipal Code, Title 10, Chapter 1, Article 2, Zoning Ordinances and Definitions (City of Burbank, 2016)	The Zoning Ordinance of the City of Burbank was adopted to “promote the public health, safety, peace, comfort, convenience, prosperity and welfare of the City and its inhabitants.” The code creates a precise guide for development to meet the land use arrangement in the General Plan, protect property values, and ensure that public and private lands will be used in a way that is “most appropriate and most beneficial from the standpoint of the City as a whole.”
City of Glendale	
Glendale Municipal Code, Title 30, Zoning (City of Glendale, 2004)	The Zoning Ordinance of the City of Glendale was established to create one comprehensive zoning ordinance. The objective of the ordinance is to regulate and restrict the use of land and structures to promote health, safety, general welfare and economic viability and meet the objectives in the general plan. The zoning designations are deemed necessary to “conserve and enhance the value of property; to maximize the quality of the environment; to provide adequate open spaces for light and air; to provide protection against fires; to prevent undue concentration of population; to provide housing for all economic and social segments of the community; to conserve and improve the condition of the existing affordable housing stock and preserve existing housing and neighborhoods.”
City of Los Angeles	
Los Angeles Municipal Code, Chapter 1, General Provisions and Zoning (City of Los Angeles, 2004)	The purpose of Chapter 1 of the Los Angeles Municipal Code is to establish a comprehensive zoning plan in order to “encourage the most appropriate use of land; to conserve and stabilize the value of property; to provide adequate open spaces for light and air, and to prevent and fight fires; to prevent undue concentration of population; to lessen congestion on streets; to facilitate adequate provisions for community utilities and facilities such as transportation, water, sewerage, schools, parks and other public requirements; and to promote health, safety, and the general welfare all.” Chapter 1 governs the use, form, and location of land and structures for commerce, industry, and residence to protect health and welfare and meet the objectives of the Los Angeles General Plan.

4 METHODS FOR EVALUATING IMPACTS

This section presents the methods that were used to identify the residential, commercial, and industrial property displacements and relocations expected under the HSR Build Alternative. Section 7 presents the evaluation of the availability of suitable replacement properties. The term “displacement” is used to represent property acquisition of a full parcel or structure, while the term “relocation” is used to represent the need to find new homes for the residents and institutions, such as businesses, that are located in affected parcels.⁸

4.1 Definition of Resource Study Area

For the purposes of this report, the resource study area (RSA) is the area impacted by the proposed project footprint (described in Chapter 2). Additionally, a larger area was defined as the replacement area (area containing proposed replacement sites for residents and businesses displaced by the proposed project).

In this case, the term “relocation” refers to the act of locating new properties for displaced residents, businesses, and organizations inhabiting structures that have or will be acquired for project construction. The replacement area refers to the area within which displacees would be relocated, and is distinct from the RSA. The areas studied and/or considered for replacement sites are located within a 5-mile radius immediately surrounding the areas where displacements are anticipated to occur (shaded in blue on Figure 4-1). The replacement area includes neighborhoods within the affected cities of Burbank, Glendale, and Los Angeles. The 5-mile radius was chosen in order to accommodate all displacees within or in close proximity to their neighborhoods. The relocation of displaced residents, businesses, or organizations within the replacement area would not pose an undue burden on households or businesses because relocation would not move them substantially far from their current locations.

Both the RSA and the replacement area are shown on Figure 4-1.

4.2 Methodology for Effect Analysis

4.2.1 Property Displacement Analysis—Overview

Property displacements were identified through a review of the design geographic information system (GIS) and KMZ⁹ files, which presented the spatial relationship between the RSA, the existing county parcel boundaries, and the structures located on affected parcels. Specifically, the GIS and KMZ files included the RSA, aerial imagery of current structure locations, U.S. Census demographic information, photos and field notes of properties obtained during site visits, and county parcel data providing parcel size, land use designations, and structure characteristics such as address, value, and square footage. This information was used to (1) identify each parcel that falls within the proposed project footprint, (2) determine the need for full or partial acquisition of the affected parcel, and (3) count the number and characterize the types of structures displaced. This evaluation of parcel acquisitions and the structures affected by the proposed project was recorded in a database. Additional information was added to this database to record the following:

- Number of residential units associated with each displaced parcel.
- The number of businesses associated with each acquired parcel, including business names, addresses, type of business, and the estimated number of employees and annual sales.

⁸ The existing conditions baseline year for this report is generally 2015, the time when the environmental analysis for the Burbank to Los Angeles Project Section began following issuance of the federal Notice of Intent and state Notice of Preparation for the project section. The affected environment discussions, including the descriptions of infrastructure projects and land development projects considered in the cumulative impacts analysis, describe the existing and planned conditions provided in the most recent, publicly available data as of December 31, 2017 or collected during field work conducted in 2015, 2016, and 2017.

⁹ KMZ is a file extension for a placemark file used by Google Earth.

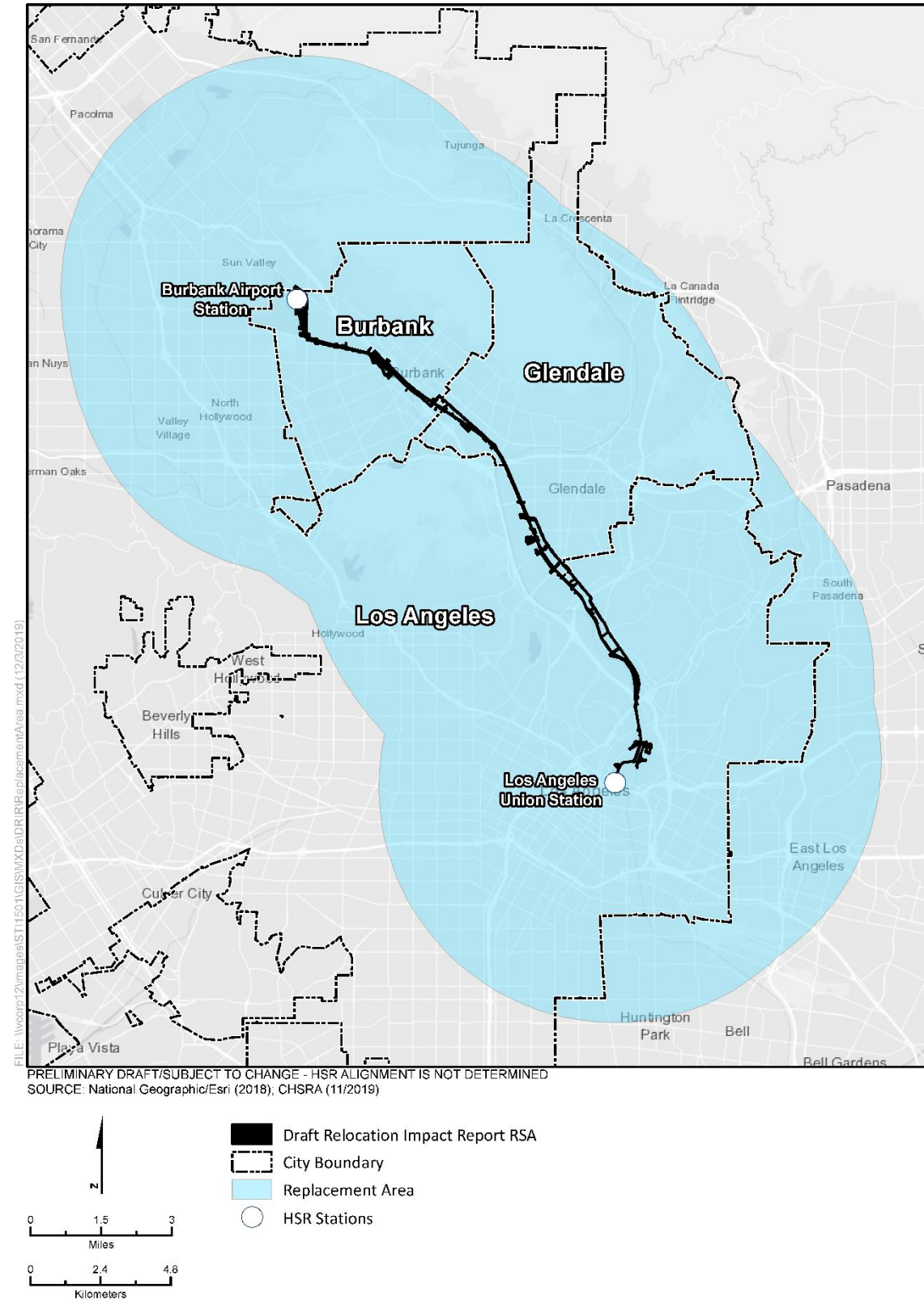


Figure 4-1 Resource Study Area and Replacement Area

- The number and types of community facilities that would be displaced by the HSR Build Alternative.
- Average number of residents per household in the area.
- Current vacancies for suitable replacement residences and businesses in the vicinity of projected displacements.

This detailed information enabled the analysis to identify the following:

- The number of units and residents affected and types of residential structures displaced.
- The number and type of commercial and industrial businesses that would be displaced and the specific economic sectors affected.
- The number and types of community facilities affected.
- The availability of suitable replacement residences and business locations in the vicinity of displacements was evaluated using data from the U.S. Department of Housing and Urban Development and available real estate databases listing current residential and business vacancies.

4.2.2 Parcel Analysis

A “full acquisition” means the entire property would be purchased for the project. A “partial acquisition” means only a portion of the property would be purchased and the owner would retain the remaining portion of the property. Many of the parcels with partial acquisitions would also have temporary construction easements. Potential full parcel displacement was determined if the HSR Build Alternative would displace existing structures or acquire a substantial portion of the property that would affect its continued use. In the case of full displacement, all residences and businesses on the parcel are assumed to be displaced. Many parcels will be partially acquired under the HSR Build Alternative and displacement of the residences or businesses located on these parcels may not be necessary. However, this does not mean there are no potential impacts on these structures. The Authority intends to relocate some residents and businesses, temporarily, from parcels that would be affected or disturbed by construction activities and nuisances, but that would not be permanently physically affected by the presence of the proposed project nearby.

For example, residences may not be displaced, but the residents may be temporarily moved if they are located close to such construction area nuisances as noise, dust, and traffic during the construction period. In these cases, residential structures would not be permanently acquired but their occupants would be temporarily relocated if the construction would cause access difficulties or if living in the residence during construction would be unsafe or extremely unpleasant. Also, businesses located near construction areas may need to close temporarily to allow for construction laydown areas in cases where access in and out of the facility would be restricted or where buildings would need to be modified to remain adjacent to the proposed project. Due to the current preliminary stage of proposed project design, identifying the individual circumstances surrounding each of these potential occurrences on partial acquisitions is not possible.

The final full and partial parcel acquisition decisions will ultimately be determined on a case-by-case basis during the land acquisition and real estate appraisal phase of the proposed project. The analysis of potential suitable replacement real estate (residential and commercial-industrial) available for sale or rent in the study region was conducted in December 2017, with findings reported below. Real estate market conditions are constantly changing along with overall economic conditions in the region. Specific and more-detailed methods are presented below for the analysis conducted on the displacement of residential, commercial and industrial, and community facilities.

4.2.2.1 Residential Properties

Residential properties or portions thereof that would need to be acquired were identified using aerial photographs, conceptual engineering plans and profiles, and right-of-way data. Land and

structures within the RSA were assumed to be displaced. These property acquisitions were compiled in the database containing details for each affected parcel including the estimated number of residential units, land use, assessed value, size of parcel, and street address. The number of residential units on a parcel was approximated using the available county land use assessment and field observations. Field visits were conducted to obtain necessary additional information on properties, such as verifying listed structural uses and identifying vacant/unoccupied buildings. To identify displaced multifamily properties, the county zoning and land use codes for displaced residential properties were used. Additionally, to confirm accurate zoning codes for the affected parcels, spot-checks of city zoning codes were conducted throughout the RSA.

Potential full and partial acquisitions were tabulated for each parcel located in the RSA. Full acquisition was assumed if the HSR Build Alternative would displace existing residential structures or acquire a substantial portion of the front yard or other important residential amenities (e.g., the driveway or garage). While these definitions were used to make initial estimates of the proposed project's impact, such full and partial acquisition decisions will ultimately be determined on a case-by-case basis during the land acquisition and real estate appraisal portion of the proposed project, and therefore may change in the future.

The number of residents to be displaced was estimated for each community using average household size data for 2014 from the U.S. Census Bureau American Community Survey (ACS) for 2010–2014, Table S1101 (shown in Table 5-19). The average number of household occupants was multiplied by the number of units displaced and then rounded up to the nearest whole number to arrive at the estimated number of displaced residents.

Analysis was also conducted to determine the number of suitable replacement housing units available in the communities of the displaced residents. Land acquisition would begin no sooner than 2020, so current vacancy rates were considered to be a good indicator of the availability of suitable replacement properties. This involved a community search for vacant housing units (for sale and lease) in each zip code within the replacement area using available real estate listings such as Zillow and the Multiple Listing Service (MLS). Each vacant residential property listing was identified by city name and address and mapped to determine if they were located within the replacement area. The vacant residential properties in the replacement area were then compared with the projected numbers of displaced residences in these areas to identify the likely availability of suitable replacement housing.

4.2.2.2 Commercial and Industrial Properties

Non-residential properties containing commercial and industrial businesses, or the portions thereof, that would be displaced were identified using aerial photographs, conceptual engineering plans and profiles, and right-of-way data showing potential parcel acquisitions.

County data on parcel characteristics were obtained to identify specific information such as land use, assessed value, size of parcel, and street address. The direct effects as a result of the HSR Build Alternative were compiled in the database containing details for each affected parcel, including a count of the number of businesses and relevant business characteristics (i.e., type of business, number of employees, and annual sales). The number and type of businesses, as classified in the North American Industry Classification System, on each parcel were identified using the Reference USA database, a service of InfoGroup. The corresponding number of employees displaced was also identified using the Reference USA database. For businesses where employee information was not available, the number of employees was estimated by multiplying the approximate building square footage by the average number of employees per square foot for that business category using data derived from the *Employment Density Study Summary Report prepared for the Southern California Association of Governments* (The Natelson Company 2001).

Potential full and partial acquisitions were tabulated for each parcel within the RSA. Potential full nonresidential property acquisition was determined if the proposed project would physically intrude on existing buildings or remove enough of a portion of the available use of the site (such

as parking) such that the continued operation of the business would be infeasible. The analysis for commercial and industrial business parcels included estimating the number, type, and size (by number of employees and amount of annual sales) of businesses displaced. While these definitions were used to estimate the effect of the HSR Build Alternative, such full and partial acquisition decisions will ultimately be determined on a case-by-case basis during the land acquisition and real estate appraisal portion of the proposed project, and therefore may change in the future.

Analysis was also conducted to determine the number of suitable replacement properties in the communities where there would be relocated businesses. Land acquisition would begin no sooner than 2020, so current vacancy rates are considered a good indicator of the likely availability of suitable replacement properties. Locations of vacant commercial and industrial properties were identified by Census tract and zip code within the replacement area and compared with the projected numbers of displaced businesses in these areas to identify the likely availability of suitable replacement properties. This involved a community search for vacant commercial and industrial properties in the replacement area using available real estate listings for vacant commercial and industrial properties (for sale and lease), such as Loopnet and MLS.

The current vacancies were then tallied for the various types of properties for sale or lease in each respective city. The data were further narrowed down by focusing only on properties within the replacement area. This vacancy information was combined to arrive at a total count. The resulting information was subsequently used in a gap analysis¹⁰ to compare the availability of commercial property to the need for similar types of properties that would result from relocations.

The available properties for each of the above categories were then aggregated and compared directly to the estimated number of displacements of similar properties, as determined in the gap analysis. The resulting data were used to determine potential shortfalls (gaps) and/or surpluses of commercial real estate currently available in Burbank, Glendale, and portions of Los Angeles.

4.2.2.3 Agricultural Properties

There are no agricultural properties located in the RSA; therefore, no analysis was necessary.

4.2.2.4 Community Facilities

Preliminary impacts were identified through review of aerial photographs and GIS layers showing the spatial relationship between the RSA and existing community facilities (libraries, parks, museums, fire stations, sheriff and police stations, correctional facilities, medical facilities, senior services, early childhood centers, public and private schools, college/adult education facilities, homeless shelters, places of worship, post office, and other public facilities). Assessor's parcel data was used to identify those parcels containing community facilities, and other databases (e.g., Reference USA) were used to identify the number and type of community facilities that may be displaced or disrupted. The RSA was considered in relationship to the locations of key community facilities and services to determine potential impacts due to displacing community or public service facilities and services.

¹⁰ A gap analysis is a comparison of needed versus available properties.

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5 AFFECTED ENVIRONMENT

This section discusses the affected environment for the DRIR for the Burbank to Los Angeles Project Section. This chapter specifically presents information related to population and ethnicity, income, households, housing, and economic conditions in the region and the RSA established for this DRIR.

The region is defined as the County of Los Angeles. As discussed in Chapter 4 of this DRIR, the RSA for the DRIR is the project footprint. Figure 5-1 depicts the boundaries of the DRIR RSA and the cities within it.

As shown on Figure 5-1, the DRIR RSA includes the three incorporated cities of Burbank, Glendale, and Los Angeles. The City of Los Angeles was determined to be too large and composed of too many distinct neighborhoods and heterogeneous populations to be examined as a whole. Therefore, this DRIR provides data for both the entire city and the 13 defined Neighborhood Council Areas (NCA) within 0.5 mile of the DRIR RSA. These NCAs include:

- Sun Valley
- Los Feliz
- Atwater Village
- Glassell Park
- Arroyo Seco
- Silver Lake
- Elysian Valley Riverside
- Greater Echo Park Elysian
- Greater Cypress Park
- Historic Cultural
- Lincoln Heights
- Downtown Los Angeles
- Boyle Heights

Neighborhood Councils

Neighborhood councils are city-certified local groups made up of community members who are elected or selected to their positions by their neighborhoods. Neighborhood councils were established by the City of Los Angeles Department of Neighborhood Empowerment to foster local engagement in addressing communities' issues of concern, such as safety or health services. The city provides operational support to neighborhood councils, such as supplying meeting spaces and translators, and the councils receive public funds to support their local projects, programs, and events that address the unique needs of their communities. Council meetings are held at least once every three months.

The boundaries of these NCAs are shown on Figure 5-1. Appropriate NCAs and their associated census tracts were approximated as closely as possible based on reviewing project maps and examination of U.S. Census boundaries (tract, block group, and block).

Burbank and Glendale were examined as whole cities because their overall geographic areas are smaller and their demographic characteristics are less varied. The communities and neighborhoods are discussed in the following sections in geographical order from north to south within the RSA.

5.1 Population and Ethnicity

5.1.1 Region

As stated previously, the region is defined as Los Angeles County. Los Angeles County had a total population of 9,818,605 persons in 2010 and encompasses approximately 4,100 square miles, including coastal, desert, and mountain areas. It includes 75 miles of coastline along the Pacific Ocean and two offshore islands, Santa Catalina Island and San Clemente Island. Los Angeles County is largely characterized by urban and suburban development but also includes rural areas. Major development constraints include natural hazards, environmental issues, lack of infrastructure, and limited water supply. Employment centers are distributed throughout the county. Increased population growth and the limited availability of affordable housing have contributed to the expansion of development into more rural areas of the county, which has contributed to increases in commute distances.

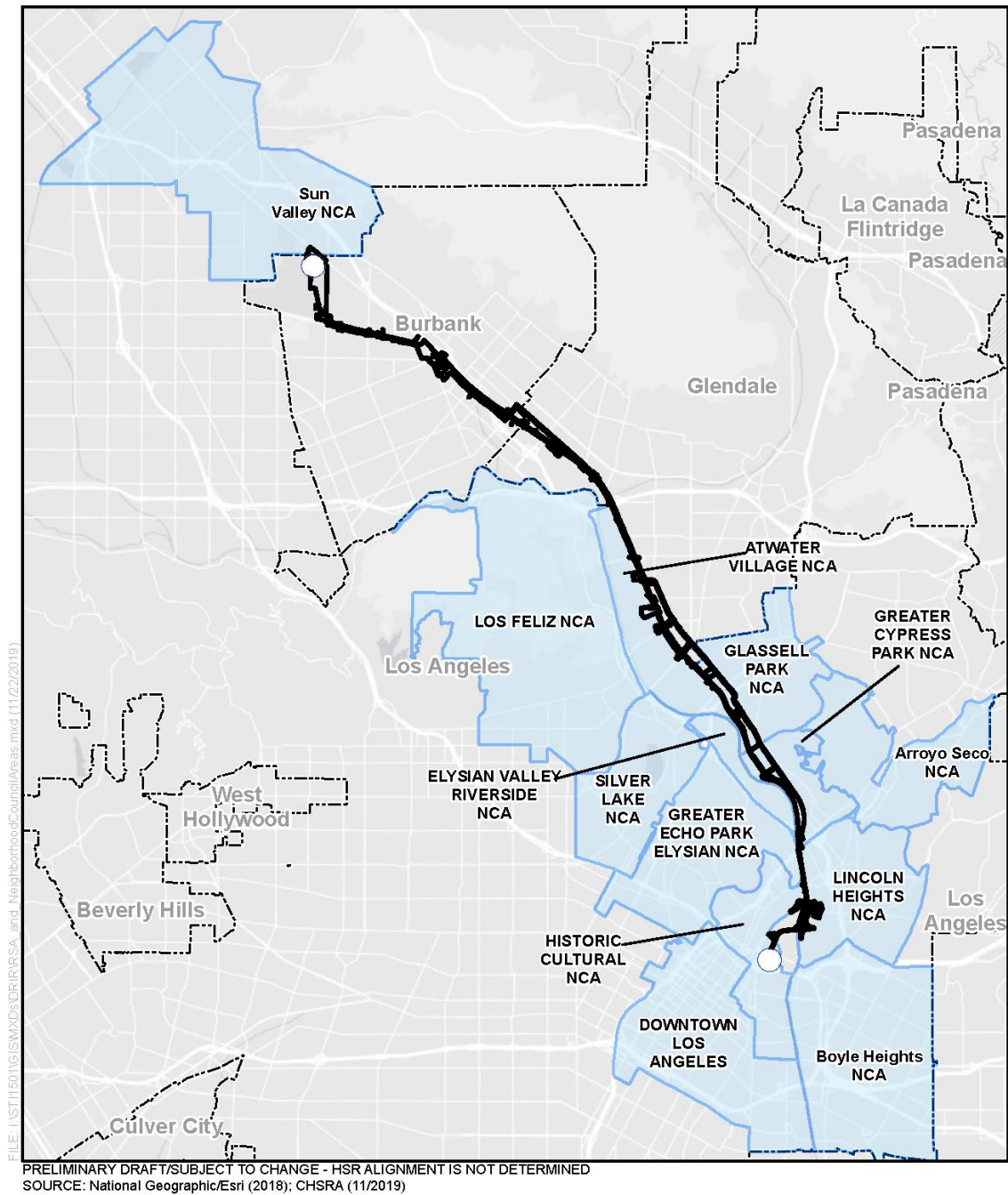


Figure 5-1 Resource Study Area Cities and Neighborhood Council Areas

5.1.1.1 Population in the Region

The population in the region increased substantially between 2000 and 2010 and is forecast to continue to grow substantially over the next 25 years. The 2000 and 2010 data is shown here to illustrate the changes in population over time and to provide context for the continued population changes that are forecasted up to year 2040. As shown in Table 5-1, the total population in Los Angeles County increased by approximately 0.3 percent annually from 2000 to 2010. Table 5-1 also shows that the total population in the region is projected to increase by approximately 17.3 percent between 2010 and 2040, reaching over 11.5 million residents by 2040.

Table 5-1 State and Region Population Growth (2000–2040)

Location	2000 Total Population	2010 Total Population	Percent Average Annual Growth Rate, 2000–2010	2040 Forecasted Population	Percent Change, 2010–2040
California ¹	33,871,648	37,253,956	1.0	47,233,240	26.8
County of Los Angeles	9,519,338	9,818,605	0.3	11,514,000	17.3

Sources: U.S. Census Bureau 2000 and 2010, Table DP-1; Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy, April 2016; Southern California Association of Governments Adopted 2016 Regional Transportation Plan Growth Forecast (accessed June 24, 2016)

¹ The 2040 forecasted population for California is from the California Department of Finance, 2016.

5.1.1.2 Ethnicity of the Regional Population

Minorities, in this analysis, are defined as all individuals not identified as “White only” in the U.S. Census, including those who identify as Hispanic. As shown in Table 5-2 and Table 5-3, minority populations in the region, cities, and the NCAs in the RSA were identified as Hispanic of All Races, Native American, Asian, Hawaiian and Pacific Islander, African-American, Some Other Race, and Two or More Races. Those minority groups represented a substantial part of the population in the region in 2000 (69.1 percent) and in the 2010–2014 ACS estimate period (72.8 percent). Hispanics of All Races were the largest minority represented in the region in both 2000 and the 2010–2014 ACS estimate period.

Table 5-2 State and Region Minority Group Representation (2000)

Location	Percentage of Population							Minority
	Hispanic of All Races	Native American	Asian	Hawaiian and Pacific Islander	African-American	Some Other Race	Two or More Races	
California	32.4	1.0	10.9	0.3	6.7	16.8	4.7	53.3
County of Los Angeles	44.6	0.3	11.8	0.3	9.4	0.2	2.6	69.1

Source: U.S. Census Bureau 2000, Table P007, Table DP-1

Table 5-3 State and Region Minority Group Representation (2010–2014 American Community Survey)

Location	Percentage of Population							Minority
	Hispanic of All Races	Native American	Asian	Hawaiian and Pacific Islander	African-American	Some Other Race	Two or More Races	
California	38.2	0.4	13.3	0.4	5.7	0.2	1.7	60.8
County of Los Angeles	48.1	0.2	13.8	0.2	8.0	0.3	2.2	72.8

Source: U.S. Census Bureau, 2010–2014 American Community Survey, Table B03002

ACS = American Community Survey

Table 5-4 provides a comparison of the total percentages of minority populations between 2000 and the 2010–2014 ACS estimate period. As shown, the total percentage of those minority populations in the region slightly increased between 2000 and the 2010–2014 ACS estimate period.

Table 5-4 Summary of State and Region Minority Group Representation Trends (2000 vs. 2010–2014 American Community Survey)

Location	Percentage of Population	
	2000 Total Minority Group Population	2010–2014 ACS Total Minority Group Population
California	53.3	60.8
County of Los Angeles	69.1	72.8

Source: U.S. Census Bureau 2000 (Table DP-1) and 2010–2014 American Community Survey, Table B03002
ACS = American Community Survey

5.1.2 Cities

5.1.2.1 City of Burbank

The City of Burbank, located in the San Fernando Valley, is approximately 12 miles northwest of downtown Los Angeles. The City of Burbank covers approximately 17 square miles and is bordered by the City of Glendale to the east and the City of Los Angeles in all other directions.

As shown in Table 5-5, Burbank had a population of 100,316 in 2000. The city's population increased to 103,340 in 2010, for an annual growth rate of 0.3 percent. This growth rate is almost identical to the region's growth rate over the same period.

Table 5-5 City Population Growth (2000–2040)

Location	2000 Total Population	2010 Total Population	Percent Average Annual Growth Rate, 2000–2010	2040 Forecasted Population	Percent Change, 2010–2040
City of Burbank	100,316	103,340	0.3	118,700	14.9
City of Glendale	194,973	191,719	-0.2	214,000	11.6
City of Los Angeles	3,694,820	3,792,621	0.3	4,609,400	21.5

Sources: U.S. Census Bureau 2000 and 2010, Table DP-1; Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy, April 2016; Southern California Association of Governments Adopted 2016 Regional Transportation Plan Growth Forecast (accessed June 24, 2016)
SCAG = Southern California Association of Governments

Table 5-5 also shows that the City of Burbank's total population is projected to increase by approximately 15 percent between 2010 and 2040. The city's total population is forecasted to be 118,700 by 2040.

As shown in Table 5-6 and Table 5-7, Hispanics of All Races were the largest minority represented in the City of Burbank in 2000 (24.8 percent) and the 2010–2014 ACS estimate period (25.8 percent). Table 5-8 provides a comparison of the total percentages of minority populations between 2000 and the 2010–2014 ACS estimate period in each of the cities in the RSA. As shown in Table 5-8, the minority population percentage in the city changed very little between 2000 and the 2010–2014 ACS estimate period, increasing by 4.8 percent, from 41.3 percent to 43.3 percent. Table 5-8 also shows that the City of Burbank's minority percentage was much less than that of Los Angeles County in both 2000 (69.1 percent) and the 2010–2014 ACS estimate period (72.8 percent).

Table 5-6 City Minority Group Representation (2000)

Location	Percentage of Population							
	Hispanic of All Races	Native American	Asian	Hawaiian and Pacific Islander	African-American	Some Other Race	Two or More Races	Minority
City of Burbank	24.8	0.3	9.0	0.2	1.6	0.2	5.2	41.3
City of Glendale	19.6	0.2	16.3	0.1	1.0	0.3	8.6	45.9
City of Los Angeles	46.6	0.3	9.9	0.1	10.8	0.2	2.6	70.4

Source: U.S. Census Bureau 2000, Table P007

Table 5-7 City Minority Group Representation (2010–2014 American Community Survey)

Location	Percentage of Population							
	Hispanic of All Races	Native American	Asian	Hawaiian and Pacific Islander	African-American	Some Other Race	Two or More Races	Minority
City of Burbank	25.8	0.1	11.4	0.0	1.7	0.7	3.6	43.3
City of Glendale	17.4	0.2	16.0	0.1	1.1	0.1	2.4	37.3
City of Los Angeles	48.6	0.2	11.4	0.2	8.9	0.3	2.1	71.5

Source: U.S. Census Bureau, 2010–2014 American Community Survey, Table B03002

Table 5-8 Summary of Minority Group Representation Trends (2000 vs. 2010–2014 American Community Survey)

Location	Percentage of Population	
	2000 Total Minority Group Population	2010–2014 American Community Survey Total Minority Group Population
County of Los Angeles	69.1	72.8
City of Burbank	41.3	43.3
City of Glendale	45.9	37.3
City of Los Angeles	70.4	71.5

Source: U.S. Census Bureau 2000 (Table DP-1) and 2010–2014 American Community Survey, Table B03002

5.1.2.2 City of Glendale

The City of Glendale, located in the San Fernando Valley, is approximately 10 miles north of downtown Los Angeles. The City covers approximately 31 square miles and is bordered by the City of La Cañada Flintridge and the unincorporated community of La Crescenta to the northeast, the City of Pasadena to the east, the City of Burbank to the west, and the City of Los Angeles to the north and south.

As shown in Table 5-5, Glendale had a population of 194,973 in 2000. The city's population decreased to 191,719 in 2010, for an annual negative growth (loss) rate of 0.2 percent. This growth rate is well below the region's growth rate of 0.3 percent.

Table 5-5 also shows that the total population in the City of Glendale is projected to increase by approximately 12 percent between 2010 and 2040, totaling 214,000 residents by 2040. This growth is forecasted based on information on specific planned development projects with entitlements, other planned projects, or recently completed developments compiled by the

Southern California Association of Governments (SCAG) and reflected in the *SCAG Regional Transportation Plan Growth Forecast* (2016).

As shown in Table 5-6 and Table 5-7, Hispanics of All Races were the largest minority represented in the City of Glendale in both 2000 (19.6 percent) and the 2010–2014 ACS estimate period (17.4 percent). Table 5-8 shows that the city's minority population represented 45.9 percent in 2000, decreasing slightly to 37.3 percent in the 2010–2014 ACS estimate period. The city's minority population percentage was lower than that of the region (69.1 percent in 2000 and 72.8 percent in the 2010–2014 ACS estimate period). In contrast to Los Angeles County, the minority population percentage in the City of Glendale decreased from 2000 to the 2010–2014 ACS estimate period, as indicated in Table 5-8.

5.1.2.3 City of Los Angeles

The City of Los Angeles lies mostly within a basin generally to the southwest of the San Gabriel Mountains and bordered to the west by several Pacific Coastal cities. The City of Los Angeles is divided into numerous neighborhoods.

As shown in Table 5-5, the City of Los Angeles had a population of 3,694,820 in 2000. The city's population increased to 3,792,621 in 2010, for an annual growth rate of 0.3 percent. This growth rate is identical to Los Angeles County's growth rate of 0.3 percent.

Table 5-5 also shows that the total population in the City of Los Angeles is projected to increase by approximately 22 percent between 2010 and 2040, reaching over 4.6 million residents by 2040.

As shown in Table 5-6 and Table 5-7, Hispanics of All Races were the largest minority represented in the City of Los Angeles in both 2000 (46.6 percent) and the 2010–2014 ACS estimate period (48.6 percent). Table 5-8 indicates that the minority population represented 70.4 percent of the city's population in 2000, increasing to 71.5 percent in the 2010–2014 ACS estimate period. The city's minority population percentage was similar to that of the region in 2000 (69.1 percent) and the 2010–2014 ACS estimate period (72.8 percent), as shown in Table 5-8.

5.1.3 Communities

5.1.3.1 Neighborhood Council Areas Within the City of Los Angeles

Neighborhood councils are city-certified local groups made up of community members who are elected or selected to their positions by their neighborhoods. The City of Los Angeles Department of Neighborhood Empowerment established neighborhood councils to foster local engagement in addressing communities' issues of concern, such as safety or health services. The city provides operational support to neighborhood councils, such as supplying meeting spaces and translators, and the councils receive public funds to support their local projects, programs, and events that address the unique needs of their communities. Neighborhood councils represent neighborhoods with a minimum population of 20,000 people. There are currently 96 neighborhood councils across the City of Los Angeles, with more in development. The NCAs are those neighborhoods that have established boundaries and maintain a neighborhood council, whose members meet with the City of Los Angeles Mayor to discuss priorities in the annual development of the city's Los Angeles budget, and receive advance notice of issues and projects that are important to the neighborhoods so they can understand, discuss, and voice the opinions of the neighborhood to the city before final decisions are made. Table 5-9, Table 5-10, Table 5-11, and Table 5-12 display U.S. Census Bureau data specific to each NCA.

Table 5-9 Neighborhood Council Area Population Growth (2000–2040)

Location	2000 Total Population	2010 Total Population	Percent Average Annual Growth Rate, 2000–2010	2040 Forecasted Population	Percent Change, 2010–2040
Neighborhood Council Areas Within the City of Los Angeles					
Sun Valley	52,427	50,966	-0.3	N/A	N/A
Los Feliz	38,013	35,402	-0.7	N/A	N/A
Atwater Village	14,891	14,101	-0.5	N/A	N/A
Glassell Park	31,157	26,776	-1.4	N/A	N/A
Arroyo Seco	40,344	30,087	-2.5	N/A	N/A
Silver Lake	37,512	38,392	0.2	N/A	N/A
Elysian Valley Riverside	8,157	6,889	-1.6	N/A	N/A
Greater Echo Park Elysian	51,744	52,564	0.2	N/A	N/A
Greater Cypress Park	15,685	15,145	-0.3	N/A	N/A
Historic Cultural	32,906	30,133	-0.8	N/A	N/A
Lincoln Heights	26,378	27,997	0.6	N/A	N/A
Downtown Los Angeles	28,901	38,286	3.2	N/A	N/A
Boyle Heights	88,126	86,354	-0.2	N/A	N/A

Sources: U.S. Census Bureau 2000 and 2010, Table DP-1; Southern California Association of Governments Regional Transportation Plan/ Sustainable Communities Strategy, April 2016; Southern California Association of Governments Adopted 2016 Regional Transportation Plan Growth Forecast (accessed June 24, 2016)

Note: 2040 growth forecasts are not available for the neighborhood council areas within the City of Los Angeles.

N/A = not available

Table 5-10 Neighborhood Council Area Minority Group Representation (2000)

Location	Percentage of Population							
	Hispanic of All Races	Native American	Asian	Hawaiian and Pacific Islander	African-American	Some Other Race	Two or More Races	Minority
Neighborhood Council Areas Within the City of Los Angeles								
Sun Valley	70.1	0.2	6.4	0.0	1.2	0.0	2.1	80.0
Los Feliz	17.9	0.1	13.5	0.1	3.6	0.3	6.4	42.0
Atwater Village	51.3	0.4	19.7	0.0	1.4	0.1	5.0	77.8
Glassell Park	61.4	0.1	19.4	0.2	1.7	0.0	1.7	84.5
Arroyo Seco	61.3	0.2	16.7	0.2	3.0	0.1	2.3	83.8
Silver Lake	46.1	0.3	18.3	0.0	2.8	0.3	2.2	70.0
Elysian Valley Riverside	59.8	0.1	27.2	0.0	1.1	0.1	2.4	90.7
Greater Echo Park Elysian	59.6	0.4	22.3	0.0	1.9	0.3	1.8	86.3
Greater Cypress Park	77.2	0.2	9.6	0.0	1.3	0.1	1.3	89.7
Historic Cultural	36.5	0.3	35.2	0.1	17.2	0.2	1.0	90.5
Lincoln Heights	70.2	0.2	25.9	0.0	0.4	0.3	0.6	97.5
Downtown Los Angeles	44.0	0.6	17.3	0.0	19.1	0.4	2.6	83.9
Boyle Heights	93.6	0.3	2.5	0.0	0.8	0.0	0.4	97.7

Source: U.S. Census Bureau 2000, Table P007

Table 5-11 Neighborhood Council Area Minority Group Representation (2010–2014 American Community Survey)

Location	Percentage of Population							
	Hispanic of All Races	Native American	Asian	Hawaiian and Pacific Islander	African-American	Some Other Race	Two or More Races	Minority
Neighborhood Council Areas Within the City of Los Angeles								
Sun Valley	70.4	0.2	8.1	0.0	1.9	0.1	0.6	81.4
Los Feliz	15.8	0.0	13.6	0.1	2.2	0.4	2.8	34.9
Atwater Village	48.0	0.8	20.8	0.4	1.0	0.0	2.0	72.2
Glassell Park	57.2	0.0	21.4	0.2	1.1	0.2	2.5	82.6
Arroyo Seco	54.6	0.4	17.3	0.1	3.8	0.2	1.6	78.0
Silver Lake	32.5	0.2	15.5	0.1	2.9	0.4	3.0	54.4
Elysian Valley Riverside	61.8	0.0	28.1	0.9	0.9	0.2	1.5	93.4
Greater Echo Park Elysian	54.0	0.3	19.9	0.1	2.6	0.4	1.3	78.6
Greater Cypress Park	75.4	0.4	9.3	0.0	2.1	0.0	0.6	87.7
Historic Cultural	26.2	0.2	41.7	0.4	13.4	0.2	1.8	83.8
Lincoln Heights	69.6	0.0	25.2	0.0	0.4	0.3	0.9	96.4
Downtown Los Angeles	30.4	0.4	19.5	0.4	17.5	0.6	2.3	71.1
Boyle Heights	93.1	0.1	3.2	0.1	1.0	0.0	0.1	97.7

Source: U.S. Census Bureau, 2010–2014 American Community Survey, Table B03002

Table 5-12 Summary of Neighborhood Council Area Minority Group Representation Trends (2000 vs. 2010–2014 American Community Survey)

Location	Percentage of Population	
	2000 Total Minority Group Population	2010–2014 ACS Total Minority Group Population
Neighborhood Council Areas Within the City of Los Angeles		
Sun Valley	80.0	81.4
Los Feliz	42.0	34.9
Atwater Village	77.8	72.2
Glassell Park	84.5	82.6
Arroyo Seco	83.8	78.0
Silver Lake	70.0	54.4
Elysian Valley Riverside	90.7	93.4
Greater Echo Park Elysian	86.3	78.6
Greater Cypress Park	89.7	87.7
Historic Cultural	90.5	83.8
Lincoln Heights	97.5	96.4
Downtown Los Angeles	83.9	71.1
Boyle Heights	97.7	97.7

Source: U.S. Census Bureau 2000 (Table P007) and 2010–2014 American Community Survey, Table B03002

Sun Valley

The Sun Valley NCA is located across portions of Los Angeles City Council Districts 2 and 6, and was certified in 2002. The Sun Valley NCA is bordered by the City of Burbank to the south. A small part of the Sun Valley NCA southern boundary contains the Verdugo Foothills, where Sun Valley also abuts the City of Burbank and the Foothills Trails District NCA (City of Los Angeles Department of Neighborhood Empowerment 2015).

As shown in Table 5-9, the Sun Valley NCA's population decreased from 52,427 in 2000 to 50,966 in 2010, for an annual negative growth rate of 0.3 percent. This growth rate is substantially below Los Angeles County's growth rate of 0.3 percent.

As shown in Table 5-10 and Table 5-11, Hispanics of All Races were the largest minority represented in the Sun Valley NCA in both 2000 (70.1 percent) and the 2010–2014 ACS estimate period (70.4 percent). As shown in Table 5-12, minorities represented 80.0 percent of the Sun Valley NCA's population in 2000, increasing to 81.4 percent in the 2010–2014 ACS estimate period. The minority population percentage in the Sun Valley NCA was higher than that of Los Angeles County in 2000 (69.1 percent) and the 2010–2014 ACS estimate period (72.8 percent), as shown in Table 5-12.

Los Feliz

The Los Feliz NCA is located across portions of Los Angeles City Council Districts 4 and 13, and was certified¹¹ in 2002. The Los Feliz NCA encompasses a large part of Griffith Park. The remaining area is divided into five districts. Generally, the Los Feliz NCA is bordered to the south by the East Hollywood and Silver Lake NCAs, to the east by the Atwater Village NCA, and to the west by the Hollywood United NCA.

As shown in Table 5-9, the Los Feliz NCA's population decreased from 38,013 in 2000 to 35,402 in 2010, for an annual negative growth rate of 0.7 percent. This growth rate is well below Los Angeles County's growth rate of 0.3 percent.

As shown in Table 5-10 and Table 5-11, Hispanics of All Races were the largest minority represented in the Los Feliz NCA in both 2000 (17.9 percent) and the 2010–2014 ACS estimate period (15.8 percent). As shown in Table 5-12, minorities represented 42 percent of the NCA's population in 2000, decreasing to 34.9 percent in the 2010–2014 ACS estimate period. The NCA's minority population percentage was much lower than that of Los Angeles County in 2000 (69.1 percent) and the 2010–2014 ACS estimate period (72.8 percent). In contrast to the county, the minority population percentage in the Los Feliz NCA decreased from 2000 to the 2010–2014 ACS estimate period, as shown in Table 5-12.

Atwater Village

The Atwater Village NCA is located within Los Angeles City Council District 13 and was officially certified in 2003. The Atwater Village NCA lies between the Los Angeles River to the west and the City of Glendale to the north and east. In addition, the Atwater Village NCA shares borders with the Silver Lake NCA to the south, the Elysian Valley NCA to the southeast, the Glassell Park NCA to the northeast, and the Los Feliz and Griffith Park NCAs across the river to the west.

As shown in Table 5-9, the Atwater Village NCA's population decreased from 14,891 in 2000 to 14,101 in 2010, for an annual negative growth rate of 0.5 percent. This growth rate is substantially below Los Angeles County's growth rate of 0.3 percent.

As shown in Table 5-10 and Table 5-11, Hispanics of All Races were the largest minority represented in the Atwater Village NCA in both 2000 (51.3 percent) and the 2010–2014 ACS estimate period (48 percent). As shown in Table 5-12, minorities represented 77.8 percent of the Atwater Village NCA's population in 2000, decreasing slightly to 72.2 percent in the 2010–2014 ACS estimate period. The minority population percentage was similar to that of Los Angeles

¹¹ NCAs are certified under the City of Los Angeles Department of Neighborhood Empowerment. For more information, refer to <http://empowerla.org/councils/>.

County in 2000 (69.1 percent) and the 2010–2014 ACS estimate period (72.8 percent). In contrast to the county, the Atwater Village NCA's minority population percentage decreased from 2000 to the 2010–2014 ACS estimate period, as shown in Table 5-12.

Glassell Park

The Glassell Park NCA is located across portions of Los Angeles City Council Districts 1, 13, and 14, and was certified in 2002. The Glassell Park NCA is bordered by the City of Glendale to the north, the Eagle Rock NCA to the east, and the Greater Cypress Park and Arroyo Seco NCAs to the south. A small part of its western boundary is defined by the Los Angeles River, where the Glassell Park NCA also abuts the Elysian Valley Riverside NCA.

As shown in Table 5-9, the Glassell Park NCA's population decreased from 31,157 in 2000 to 26,776 in 2010, for an annual negative growth rate of 1.4 percent. This growth rate is substantially below Los Angeles County's growth rate of 0.3 percent.

As shown in Table 5-10 and Table 5-11, Hispanics of All Races were the largest minority represented in the Glassell Park NCA in both 2000 (61.4 percent) and the 2010–2014 ACS estimate period (57.2 percent). As shown in Table 5-12, minorities represented 84.5 percent of the Glassell Park NCA's population in 2000, decreasing to 82.6 percent in the 2010–2014 ACS estimate period. The minority population percentage in the Glassell Park NCA was higher than that of Los Angeles County in 2000 (69.1 percent) and the 2010–2014 ACS estimate period (72.8 percent), as shown in Table 5-12.

Arroyo Seco

The Arroyo Seco NCA is located across portions of Los Angeles City Council Districts 14 and was certified in 2002. The Arroyo Seco NCA is bordered by the Glassell Park NCA to the north, and by the Cypress Park and Lincoln Height NCAs to the south. Interstate 110 and the Arroyo Seco bisect the Arroyo Seco NCA and define a portion of its border (City of Los Angeles Department of Neighborhood Empowerment 2015). A small part of the Arroyo Seco NCA western boundary is defined by the Los Angeles River, where the Glassell Park NCA also abuts the Elysian Valley Riverside NCA.

As shown in Table 5-9, the Arroyo Seco NCA's population decreased from 40,344 in 2000 to 30,087 in 2010, for an annual negative growth rate of 2.5 percent. Much of this population decline is likely due to the fact that the census tract boundaries that best fit the Arroyo Seco NCA changed substantially between the 2000 Census and the 2010–2014 ACS estimate period. This growth rate is substantially below Los Angeles County's growth rate of 0.3 percent.

As shown in Table 5-10 and Table 5-11, Hispanics of All Races were the largest minority represented in the Arroyo Seco NCA in both 2000 (61.3 percent) and the 2010–2014 ACS estimate period (54.6 percent). Minorities represented 83.8 percent of the Arroyo Seco NCA population in 2000, increasing to 78.0 percent in the 2010–2014 ACS estimate period. The minority population percentage in the Arroyo Seco NCA was higher than that of Los Angeles County in 2000 (69.1 percent) and the 2010–2014 ACS estimate period (72.8 percent), as shown in Table 5-12.

Silver Lake

The Silver Lake NCA is located across portions of Los Angeles City Council Districts 4 and 13, and was certified in 2003. The Silver Lake NCA is bounded on the northeast by the Los Angeles River. It shares borders on the northwest with the Los Feliz NCA and on the south with the East Hollywood, Rampart Village, and Greater Echo Park Elysian NCAs. The Silver Lake NCA is situated around the Silver Lake Reservoir.

As shown in Table 5-9, the Silver Lake NCA's population increased from 37,512 in 2000 to 38,392 in 2010, for an annual growth rate of 0.2 percent. This growth rate is similar to that of Los Angeles County (0.3 percent).

As shown in Table 5-10 and Table 5-11, Hispanics of All Races were the largest minority represented in the Silver Lake NCA in both 2000 (46.1 percent) and the 2010–2014 ACS

estimate period (32.5 percent). As shown in Table 5-12, minorities represented 70.0 percent of the Silver Lake NCA's population in 2000, decreasing substantially to 54.4 percent in the 2010–2014 ACS estimate period. The Silver Lake NCA's minority population percentage was similar to that of Los Angeles County in 2000 (69.1 percent) but lower in the 2010–2014 ACS estimate period (72.8 percent). In contrast to the county, the minority population percentage in the Silver Lake NCA decreased from 2000 to the 2010–2014 ACS estimate period (Table 5-12).

Elysian Valley Riverside

The Elysian Valley Riverside NCA is located within Los Angeles City Council District 13 and was certified in 2002. The Elysian Valley Riverside NCA is bounded to the north and east by the Los Angeles River, which is its defining geographical characteristic. In addition, the Elysian Valley Riverside NCA borders the Silver Lake NCA to the northwest and the Greater Echo Park Elysian NCA to the southwest, where each of those neighborhoods border the extensive Elysian Park property.

As shown in Table 5-9, the Elysian Valley Riverside NCA had a population of 8,157 in 2000. Its population decreased to 6,889 in 2010, for an annual negative growth rate of 1.6 percent. This growth rate is substantially below Los Angeles County's growth rate of 0.3 percent.

As shown in Table 5-10 and Table 5-11, Hispanics of All Races were the largest minority represented in the Elysian Valley Riverside NCA in both 2000 (59.8 percent) and the 2010–2014 ACS estimate period (61.8 percent). As shown in Table 5-12, minorities represented 90.7 percent of the Elysian Valley Riverside NCA's population in 2000, increasing to 93.4 percent in the 2010–2014 ACS estimate period. The minority population percentage in the Elysian Valley Riverside NCA was higher than that of the Los Angeles County in 2000 (69.1 percent) and the 2010–2014 ACS estimate period (72.8 percent) (Table 5-12).

Greater Echo Park Elysian

The Greater Echo Park Elysian NCA is located in portions of Los Angeles City Council Districts 1 and 13, and was certified in 2002. The Greater Echo Park Elysian NCA borders the Silver Lake and Rampart Village NCAs to the northwest, the Westlake North and Downtown Los Angeles NCAs to the southwest, and the Historic Cultural NCA to the southeast. The Greater Echo Park Elysian NCA encompasses several notable attractions, including Dodger Stadium and both Echo Park and Elysian Park.

As shown in Table 5-9, the Greater Echo Park Elysian NCA had a population of 51,744 in 2000. Its population increased to 52,564 in 2010, for an annual growth rate of 0.2 percent. This growth rate is below Los Angeles County's growth rate of 0.3 percent.

As shown in Table 5-10 and Table 5-11, Hispanics of All Races were the largest minority represented in the Greater Echo Park Elysian NCA in both 2000 (59.6 percent) and the 2010–2014 ACS estimate period (54 percent). As shown in Table 5-12, minorities represented 86.3 percent of the Greater Echo Park Elysian NCA's population in 2000, decreasing to 78.6 percent in the 2010–2014 ACS estimate period. The Greater Echo Park Elysian NCA's minority population percentage was higher than that of Los Angeles County in 2000 (69.1 percent) and the 2010–2014 ACS estimate period (72.8 percent). In contrast to the county, the minority population percentage in the Greater Echo Park Elysian NCA decreased from 2000 to the 2010–2014 ACS estimate period, as shown in Table 5-12.

Greater Cypress Park

The Greater Cypress Park NCA is located in Los Angeles City Council District 1 and was certified in 2002. The Greater Cypress Park NCA's western border is the Los Angeles River. The Greater Cypress Park NCA is adjacent to the Arroyo Seco NCA to the east, the Lincoln Heights NCA to the south, and the Glassell Park NCA on the north (City of Los Angeles Department of Neighborhood Empowerment 2015).

As shown in Table 5-9, the Greater Cypress Park NCA's population decreased from 15,685 in 2000 to 15,145 in 2010, for an annual negative growth rate of 0.3 percent. This growth rate is substantially below Los Angeles County's growth rate of 0.3 percent.

As shown in Table 5-10 and Table 5-11, Hispanics of All Races were the largest minority represented in this neighborhood in both 2000 (77.2 percent) and the 2010–2014 ACS estimate period (75.4 percent). As shown in Table 5-12, minorities represented 89.7 percent of the Greater Cypress Park NCA's population in 2000, decreasing slightly to 87.7 percent in the 2010–2014 ACS estimate period. The Greater Cypress Park NCA's minority population percentage was higher than that of Los Angeles County in 2000 (69.1 percent) and the 2010–2014 ACS estimate period (72.8 percent). In contrast to the county, the minority population percentage in the Greater Cypress Park NCA decreased from 2000 to the 2010–2014 ACS estimate period (Table 5-12).

Historic Cultural

The Historic Cultural NCA is located across portions of Los Angeles City Council Districts 1 and 14, and was certified in 2002. The Historic Cultural NCA is made up of six historic communities around the original center of Los Angeles, whose names and boundaries have their roots in the 19th century and beyond. The Historic Cultural NCA borders the Boyle Heights and Lincoln Heights NCAs to the east, and the Downtown Los Angeles NCA to the south-southwest. To the north, it borders and partially overlaps the Greater Echo Park Elysian NCA.

As shown in Table 5-9, the Historic Cultural NCA had a population of 32,906 in 2000. Its population decreased to 30,133 in 2010, for an annual negative growth rate of 0.8 percent. This growth rate is substantially below Los Angeles County's growth rate of 0.3 percent.

As shown in Table 5-10 and Table 5-11, Hispanics of All Races were the largest minority represented in the Historic Cultural NCA in 2000 (36.5 percent). By the 2010–2014 ACS estimate period, Non-Hispanic Asians became the largest minority group in the Historic Cultural NCA (41.7 percent). As shown in Table 5-12, minorities represented 90.5 percent of the Historic Cultural NCA's population in 2000, decreasing to 83.8 percent in the 2010–2014 ACS estimate period. The Historic Cultural NCA's minority population percentage was higher than that of Los Angeles County in 2000 (69.1 percent) and the 2010–2014 ACS estimate period (72.8 percent). In contrast to the county, the minority population percentage in the Historic Cultural NCA decreased from 2000 to the 2010–2014 ACS estimate period (Table 5-12).

Lincoln Heights

The Lincoln Heights NCA is located across portions of Los Angeles City Council Districts 1 and 14, and was certified in 2002. The Lincoln Heights NCA's western border is defined by the Los Angeles River. To the north, the Lincoln Heights NCA borders both the Cypress Park and Arroyo Seco NCAs, mostly along the Arroyo Seco. To the south and west, the Lincoln Heights NCA borders the Boyle Heights and LA-32 NCAs, respectively.

As shown in Table 5-9, the Lincoln Heights NCA's population increased from 26,378 in 2000 to 27,997 in 2010, for an annual growth rate of 0.6 percent. This growth rate is well above Los Angeles County's growth rate of 0.3 percent.

As shown in Table 5-10 and Table 5-11, Hispanics of All Races were the largest minority represented in the Lincoln Heights NCA in both 2000 (70.2 percent) and the 2010–2014 ACS estimate period (69.6 percent). As shown in Table 5-12, minorities represented 97.5 percent of the Lincoln Heights NCA's population in 2000, decreasing slightly to 96.4 percent in the 2010–2014 ACS estimate period. The Lincoln Heights NCA's minority population percentage was much higher than that of Los Angeles County in 2000 (69.1 percent) and the 2010–2014 ACS estimate period (72.8 percent). In contrast to the county, the minority population percentage in the Lincoln Heights NCA decreased from 2000 to the 2010–2014 ACS estimate period (Table 5-12).

Downtown Los Angeles

The Downtown Los Angeles NCA is located across portions of Los Angeles City Council Districts 1, 9, and 14 and was officially certified in 2002. The Downtown Los Angeles NCA is bounded to the east by the Los Angeles River and the Historic Cultural NCA; to the west by the Greater Echo Park Elysian, Westlake North and South, Pico Union, and Empowerment Congress North NCAs; and to the south by the South Central NCA.

As shown in Table 5-9, the Downtown Los Angeles NCA's population increased from 28,901 in 2000 to 38,286 in 2010, for an annual growth rate of 3.3 percent. This growth rate is substantially above Los Angeles County's growth rate of 0.3 percent.

As shown in Table 5-10 and Table 5-11, Hispanics of All Races were the largest minority represented in the Downtown Los Angeles NCA in both 2000 (44.0 percent) and the 2010–2014 ACS estimate period (30.4 percent). As shown in Table 5-12, minorities represented 83.9 percent of the Downtown Los Angeles NCA's population in 2000, decreasing to 71.1 percent in the 2010–2014 ACS estimate period. The Downtown Los Angeles NCA's minority population percentage was higher than that of Los Angeles County in 2000 (69.1 percent) and the 2010–2014 ACS estimate period (72.8 percent). In contrast to the county, the minority population percentage in the Downtown Los Angeles NCA decreased from 2000 to the 2010–2014 ACS estimate period, as shown in Table 5-12.

Boyle Heights

The Boyle Heights NCA is located within Los Angeles City Council District 14 and was officially certified in 2002. Boyle Heights is bounded to the north and west by the Historic Cultural and Downtown Los Angeles NCAs; to the west by the unincorporated community of East Los Angeles; and to the south by the City of Vernon (City of Los Angeles Department of Neighborhood Empowerment 2015).

As shown in Table 5-9, the Boyle Heights NCA's population decreased from 88,126 in 2000 to 86,354 in 2010, for an annual negative growth rate of 0.02 percent. This rate is substantially below Los Angeles County's growth rate of 0.3 percent.

As shown in Table 5-10 and Table 5-11, Hispanics of All Races were the largest minority in the Boyle Heights NCA in both 2000 (93.6 percent) and the 2010–2014 ACS estimate period (93.1 percent). As shown in Table 5-12, minorities represented 97.7 percent of the Boyle Heights NCA's population both in 2000 and in the 2010–2014 ACS estimate period. As shown in Table 5-12, the minority population percentage in the Boyle Heights NCA was higher than that of Los Angeles County in 2000 (69.1 percent) and the 2010–2014 ACS estimate period (72.8 percent).

5.2 Income

5.2.1 Region

Table 5-13 provides a summary of median annual household income in the state and county. As shown in Table 5-13 and as reported in the 2010–2014 ACS, the median annual household income in Los Angeles County was \$55,870, which is somewhat lower than that of California. The percentage of families below the federal poverty level was also higher than that of the state.

Table 5-13 Regional Median Annual Household Income and Percentage of Families Below the Poverty Level (2010–2014 American Community Survey)

Location	Median Annual Household Income	Percentage of Families Below Poverty Level
California	\$61,489	12.3
County of Los Angeles	\$55,870	14.6

Source: U.S. Census Bureau, 2010–2014 American Community Survey, Tables B19013, S1903, and DP03

5.2.2 Cities

Table 5-14 illustrates the median annual household income and percentage of families below poverty level of the cities within the RSA. The City of Burbank is the only city within the RSA with a higher median household income and a lower percentage of families below the poverty level than that of Los Angeles County.

Table 5-14 City Median Annual Household Income and Percentage of Families Below the Poverty Level (2010–2014 American Community Survey)

Location	Median Annual Household Income	Percentage of Families Below Poverty Level
City of Burbank	\$66,111	12.8
City of Glendale	\$52,451	17.4
City of Los Angeles	\$49,682	18.2

Source: U.S. Census Bureau, 2010–2014 American Community Survey, Tables B19013, S1903, and DP03

5.2.3 Communities

5.2.3.1 Neighborhood Council Areas Within the City of Los Angeles

Table 5-15 shows the median annual household income and percentage of families living below the poverty level of the City of Los Angeles NCAs within the RSA.

Table 5-15 Neighborhood Council Area Median Annual Household Income and Percentage of Families Below the Poverty Level (2010–2014 American Community Survey)

Location	Median Annual Household Income	Percentage of Families Below Poverty Level
Neighborhood Council Areas Within the City of Los Angeles		
Sun Valley	\$51,582	18.5
Los Feliz	\$70,532	8.8
Atwater Village	\$63,542	8.6
Glassell Park	\$52,364	16.5
Arroyo Seco	\$55,197	17.3
Silver Lake	\$66,152	13.2
Elysian Valley Riverside	\$42,619	13.1
Greater Echo Park Elysian	\$48,540	21.4
Greater Cypress Park	\$50,594	18.2
Historic Cultural	\$32,569	32.8
Lincoln Heights	\$31,823	31.6
Downtown Los Angeles	\$34,260	19.3
Boyle Heights	\$32,778	26.6

Source: U.S. Census Bureau, 2010–2014 American Community Survey, Tables S1903 and B17010

Several of the NCAs within the RSA had higher rates of families living below the poverty level when compared to the county. The Sun Valley, Glassell Park, Arroyo Seco, Greater Echo Park Elysian, Greater Cypress Park, Historic Cultural, Lincoln Heights, Downtown Los Angeles, and Boyle Heights NCAs all had higher percentages of families living below the poverty level than Los Angeles County.

5.3 Households

5.3.1 Region

As shown in Table 5-16, there were 3,133,774 households in Los Angeles County in 2000, with an average household size of approximately three persons. As shown in Table 5-17, the 2010–2014 ACS reports that the region had 3,242,391 households (a 3.5 percent increase over 2000), with an average household size of approximately three persons.

Table 5-16 Regional Number of Households and Average Household Size (2000)

Location	Number of Households	Average Household Size
County of Los Angeles	3,133,774	2.98

Source: U.S. Census Bureau 2000, Table DP-1

Table 5-17 Regional Household Characteristics (2010–2014 American Community Survey)

Location	Number of Households	Average Household Size	Total Households (percent)				
			Family Household	Married-Couple Family	Female Householder (no Husband Present)	Male Householder (no Wife Present)	Nonfamily Household
County of Los Angeles	3,242,391	3.04	67.1	44.5	15.8	6.8	32.9

Source: U.S. Census Bureau, 2010–2014 American Community Survey, Tables B11001 and S1101

According to the 2010–2014 ACS and as shown in Table 5-17, approximately 67 percent of all households in Los Angeles County were family households, with married-couple families representing approximately 45 percent of households in the county. The 2010–2014 ACS also reports that single-parent households headed by females represent approximately 16 percent of the total households in the region.

5.3.2 Cities

5.3.2.1 City of Burbank

As shown in Table 5-18 and Table 5-19, the 2010–2014 ACS reports that Burbank had 41,414 households, with an average household size of 2.51. According to the 2010–2014 ACS, Burbank’s average household size (approximately three persons) was smaller than that of Los Angeles County. Between 2000 and the 2010–2014 ACS estimate period, the average household size in Burbank increased by approximately 5.0 percent and the number of households decreased by approximately 0.5 percent.

Table 5-18 City Number of Households and Average Household Size (2000)

Location	Number of Households	Average Household Size
City of Burbank	41,608	2.39
City of Glendale	71,805	2.68
City of Los Angeles	1,275,412	2.83

Source: U.S. Census Bureau 2000, Table DP-1

Table 5-19 City Household Characteristics (2010–2014 American Community Survey)

Location	Number of Households	Average Household Size	Total Households (Percent)				
			Family Household	Married-Couple Family	Female Householder (No Husband Present)	Male Householder (No Wife Present)	Nonfamily Household
City of Burbank	41,414	2.51	61.5	44.7	11.5	5.4	38.5
City of Glendale	71,132	2.72	69.2	50.7	13.2	5.3	30.8
City of Los Angeles	1,329,372	2.84	60.3	38.0	15.4	6.8	39.8

Source: U.S. Census Bureau, 2010–2014 American Community Survey, Tables B11001 and S1101

As shown in Table 5-19, the 2010–2014 ACS reports that family households comprise approximately 62 percent of the City of Burbank’s households, with married-couple families representing approximately 45 percent of the city’s households. Table 5-19 also shows that, according to the 2010–2014 ACS, single-parent households (male or female householders) represent 16.9 percent of the City of Burbank’s total households, while approximately 12 percent of the city’s households are single-parent households headed by females.

5.3.2.2 City of Glendale

As shown in Table 5-18 and Table 5-19, the 2010–2014 ACS reports that Glendale had 71,132 households, with an average household size of approximately three persons. According to the 2010–2014 ACS, Glendale’s average household size was slightly smaller than that of Los Angeles County. Between 2000 and the 2010–2014 ACS estimate period, the average household size in Glendale increased by approximately 1.5 percent and the number of households decreased by approximately 0.9 percent.

As shown in Table 5-19, the 2010–2014 ACS indicates that family households comprise approximately 69 percent of the City of Glendale’s households, with married-couple families representing approximately 51 percent of the city’s households. Table 5-19 also shows that, according to the 2010–2014 ACS, single-parent households (male or female householders) represent 18.5 percent of the City of Glendale’s total households, while approximately 13 percent of the city’s households are single-parent households headed by females.

5.3.2.3 City of Los Angeles

As shown in Table 5-18 and Table 5-19, the 2010–2014 ACS reports that Los Angeles had 1,329,372 households, with an average household size of approximately two persons. According to the 2010–2014 ACS, Los Angeles’ average household size was slightly smaller than that of Los Angeles County. Between 2000 and the 2010–2014 ACS estimate period, the average household size in the City of Los Angeles increased by approximately 0.4 percent and the number of households increased by approximately 4.2 percent.

As shown in Table 5-19, the 2010–2014 ACS reports that family households comprise approximately 60 percent of the City of Los Angeles’ households, with married-couple families representing approximately 38 percent of the city’s households. Table 5-19 also shows that, according to the 2010–2014 ACS, single-parent households (male or female householders) represent 22.2 percent of the City of Los Angeles’ total households, while approximately 15 percent of the city’s households are single-parent households headed by females.

5.3.3 Communities

5.3.3.1 Neighborhood Council Areas Within the City of Los Angeles

Sun Valley

As shown in Table 5-20 and, Table 5-21, the 2010–2014 ACS reports that the Sun Valley NCA had 13,509 households, with an average household size of approximately four persons. According to the 2010–2014 ACS, the Sun Valley NCA's average household size was higher than that of Los Angeles County and the City of Los Angeles. Between 2000 and the 2010–2014 ACS estimate period, the average household size in the Sun Valley NCA decreased by approximately 2.3 percent and the number of households in the Sun Valley NCA decreased by approximately 2.9 percent.

Table 5-20 Neighborhood Council Area Number of Households and Average Household Size (2000)

Location	Number of Households	Average Household Size
Neighborhood Council Areas Within the City of Los Angeles		
Sun Valley	13,509	3.85
Los Feliz	18,641	2.03
Atwater Village	5,436	2.74
Glassell Park	9,514	3.27
Arroyo Seco	13,491	2.96
Silver Lake	15,410	2.40
Elysian Valley Riverside	2,356	3.46
Greater Echo Park Elysian	16,833	3.04
Greater Cypress Park	4,447	3.53
Historic Cultural	7,335	2.66
Lincoln Heights	6,937	3.75
Downtown Los Angeles	12,560	1.75
Boyle Heights	21,811	3.95

Source: U.S. Census Bureau 2000, Table DP-1

Table 5-21 Neighborhood Council Area Household Characteristics (2010–2014 American Community Survey)

Location	Number of Households	Average Household Size	Total Households (Percent)				
			Family Household	Married-Couple Family	Female Householder (No Husband Present)	Male Householder (No Wife Present)	Nonfamily Householder
Neighborhood Council Areas Within the City of Los Angeles							
Sun Valley	13,236	3.76	79.1	51.0	19.1	9.0	20.9
Los Feliz	18,103	1.98	36.8	26.8	7.1	3.0	63.2
Atwater Village	5,429	2.43	56.0	36.0	15.6	4.4	44.0
Glassell Park	8,686	3.08	68.7	42.3	17.6	8.8	31.3
Arroyo Seco	10,666	2.79	62.0	41.8	14.1	6.1	38.0
Silver Lake	17,259	2.22	43.1	30.9	8.5	3.7	56.9
Elysian Valley Riverside	2,016	3.39	73.7	47.0	13.0	13.7	26.3
Greater Echo Park Elysian	19,652	2.69	54.1	31.8	16.1	6.2	45.9
Greater Cypress Park	4,597	3.36	67.6	43.6	16.9	7.1	32.4
Historic Cultural	9,389	2.26	43.6	28.7	10.2	4.6	56.4
Lincoln Heights	7,941	3.47	73.9	42.9	22.5	8.6	26.1
Downtown Los Angeles	19,826	1.55	19.9	13.6	3.2	3.1	80.1
Boyle Heights	21,937	3.87	77.7	43.1	24.3	10.3	22.3

Source: U.S. Census Bureau, 2010–2014 American Community Survey, Tables B11001 and S1101

As shown in Table 5-21, the 2010–2014 ACS reports that family households accounted for approximately 79.1 percent of the Sun Valley NCA's households, with married-couple families representing approximately 51.0 percent of households and single-parent households (male or female householders) representing approximately 28.1 percent of households in the Sun Valley NCA. Table 5-21 also shows that, according to the 2010–2014 ACS, the Sun Valley NCA had a slightly higher percentage of single-parent households headed by females (19.1 percent) than the county overall (15.8 percent).

Los Feliz

As shown in Table 5-20 and Table 5-21, the 2010–2014 ACS reports that the Los Feliz NCA had 18,103 households, with an average household size of approximately two persons. According to the 2010–2014 ACS, the Los Feliz NCA's average household size was substantially lower than that of the county. Between 2000 and the 2010–2014 ACS estimate period, the average household size in the Los Feliz NCA decreased by approximately 2.5 percent and the number of households decreased by approximately 2.9 percent.

As shown in Table 5-21, the 2010–2014 ACS reports that family households represent approximately 37 percent of the Los Feliz NCA's households, with married-couple family households representing approximately 27 percent of the Los Feliz NCA's total households. Table 5-21 also shows that, according to the 2010–2014 ACS, single-parent households (male or female householders) represent approximately 10.1 percent of Los Feliz NCA's households, while single-parent households headed by females represent approximately 7 percent of the Los Feliz

NCA's total households. The Los Feliz NCA had a substantially lower percentage of single-parent households headed by females than the county overall.

Atwater Village

As shown in Table 5-20 and Table 5-21, the 2010–2014 ACS reports that the Atwater Village NCA had 5,429 households, with an average household size of approximately two persons. According to the 2010–2014 ACS, the Atwater Village NCA's average household size was smaller than that of Los Angeles County and the City of Los Angeles. Between 2000 and the 2010–2014 ACS estimate period, the average household size in the Atwater Village NCA decreased by approximately 11.0 percent and the number of households decreased by approximately 0.1 percent.

As shown in Table 5-21, the 2010–2014 ACS reports that family households accounted for approximately 56 percent of the Atwater Village NCA's households, with married-couple families representing approximately 36 percent of households and single-parent households (male or female householders) representing approximately 20 percent of households in the Atwater Village NCA. Table 5-21 also shows that, according to the 2010–2014 ACS, single-parent households headed by females represent approximately 16 percent of the Atwater Village NCA's total households. The Atwater Village NCA had a slightly lower percentage of single-parent households headed by females than Los Angeles County overall.

Glassell Park

As shown in Table 5-20 and Table 5-21, the 2010–2014 ACS reports that the Glassell Park NCA had 8,686 households, with an average household size of approximately three persons. According to the 2010–2014 ACS, the Glassell Park NCA's average household size was slightly larger than that of Los Angeles County. Between 2000 and the 2010–2014 ACS estimate period, the average household size in the Glassell Park NCA decreased by approximately 5.8 percent and the number of households decreased by approximately 5.0 percent.

As shown in Table 5-21 the 2010–2014 ACS reports that family households represent approximately 69 percent of the Glassell Park NCA's households, with married-couple family households representing approximately 42 percent of households and single-parent households (male or female householders) representing approximately 26 percent of households in the Glassell Park NCA. Table 5-21 also shows that, according to the 2010–2014 ACS, single-parent households headed by females represent approximately 18 percent of the Glassell Park NCA's total households. The Glassell Park NCA had a slightly higher percentage of single-parent households headed by females than Los Angeles County overall.

Arroyo Seco

As shown in Table 5-20 and Table 5-21, the 2010–2014 ACS reports that the Arroyo Seco NCA had 10,666 households, with an average household size of approximately three persons. According to the 2010–2014 ACS, the Arroyo Seco NCA's average household size was slightly smaller than that of Los Angeles County. Between 2000 and the 2010–2014 ACS estimate period, the average household size in the Arroyo Seco NCA decreased by approximately 6 percent and the number of households decreased by approximately 21 percent.

As shown in Table 5-21, the 2010–2014 ACS reports that family households represent approximately 62 percent of the Arroyo Seco NCA's households, with married-couple family households representing approximately 41.8 percent of households and single-parent households (male or female householders) representing approximately 20 percent of households in the Arroyo Seco NCA. Table 5-21 also shows that, according to the 2010–2014 ACS, single-parent households headed by females represent approximately 14 percent of the Arroyo Seco NCA's total households. The Arroyo Seco NCA had a lower percentage of single-parent households headed by females than Los Angeles County overall.

Silver Lake

As shown in Table 5-20 and Table 5-21, the 2010–2014 ACS reports that the Silver Lake NCA had 17,259 households, with an average household size of approximately two persons. According to the 2010–2014 ACS, the Silver Lake NCA's average household size was slightly smaller than that of Los Angeles County. Between 2000 and the 2010–2014 ACS estimate period, the average household size in the Silver Lake NCA decreased by approximately 7.9 percent and the number of households increased by approximately 12.0 percent.

As shown in Table 5-21, the 2010–2014 ACS reports that family households represent approximately 43 percent of the Silver Lake NCA's households, with married-couple family households representing approximately 31 percent of the Silver Lake NCA's total households and single-parent households (male or female householders) representing approximately 12 percent of households in the Silver Lake NCA. Table 5-21 also shows that, according to the 2010–2014 ACS, single-parent households headed by females represent approximately 9 percent of the Silver Lake NCA's total households. The Silver Lake NCA had a much lower percentage of single-parent households headed by females than Los Angeles County overall.

Elysian Valley Riverside

As shown in Table 5-20 and Table 5-21, the 2010–2014 ACS reports that the Elysian Valley Riverside NCA had 2,016 households, with an average household size of approximately three persons. According to the 2010–2014 ACS, the Elysian Valley Riverside NCA's average household size was larger than that of Los Angeles County. Between 2000 and the 2010–2014 ACS estimate period, the average household size in the Elysian Valley Riverside NCA decreased by approximately 2.0 percent and the number of households decreased by approximately 14.4 percent.

As shown in Table 5-21, the 2010–2014 ACS reports that family households represent approximately 74 percent of the Elysian Valley Riverside NCA's households, with married-couple families representing approximately 47 percent of households and single-parent households (male or female householders) representing approximately 27 percent of households in the Elysian Valley Riverside NCA. Table 5-21 also shows that, according to the 2010–2014 ACS, single-parent households headed by females represent approximately 13 percent of the Elysian Valley Riverside NCA's total households. The Elysian Valley Riverside NCA had a slightly lower percentage of single-parent households headed by females than Los Angeles County overall.

Greater Echo Park Elysian

As shown in Table 5-20 and Table 5-21, the 2010–2014 ACS reports that the Greater Echo Park Elysian NCA had 19,652 households, with an average household size of approximately three persons. According to the 2010–2014 ACS, the Greater Echo Park Elysian NCA's average household size was lower than that of Los Angeles County. Between 2000 and the 2010–2014 ACS estimate period, the average household size in the Greater Echo Park Elysian NCA decreased by approximately 11.5 percent and the number of households increased by approximately 16.7 percent.

As shown in Table 5-21, the 2010–2014 ACS reports that family households represent approximately 54 percent of the Greater Echo Park Elysian NCA's households, with married-couple family households representing approximately 32 percent of households and single-parent households (male or female householders) representing approximately 22 percent of households in the Greater Echo Park Elysian NCA. Table 5-21 also shows that, according to the 2010–2014 ACS, single-parent households headed by females represent approximately 16 percent of the Greater Echo Park Elysian NCA's total households. The Greater Echo Park Elysian NCA had a slightly higher percentage of single-parent households headed by females than Los Angeles County overall.

Greater Cypress Park

As shown in Table 5-20 and Table 5-21, the 2010–2014 ACS indicates that the Greater Cypress Park NCA had 4,597 households, with an average household size of approximately three persons. According to the 2010–2014 ACS, the Greater Cypress Park NCA's average household size was slightly larger than that of Los Angeles County. Between 2000 and the 2010–2014 ACS estimate period, the average household size in the Greater Cypress Park NCA decreased by approximately 4.5 percent and the number of households increased by approximately 3.4 percent.

As shown in Table 5-21, the 2010–2014 ACS reports that family households represent approximately 68 percent of the Greater Cypress Park NCA's households, with married-couple family households representing approximately 44 percent of households and single-parent households (male or female householders) representing approximately 21 percent of households in the Greater Cypress Park NCA. Table 5-21 also shows that, according to the 2010–2014 ACS, single-parent households headed by females represent approximately 17 percent of the Greater Cypress Park NCA's total households. The Greater Cypress Park NCA had a slightly higher percentage of single-parent households headed by females than Los Angeles County overall.

Historic Cultural

As shown in Table 5-20 and Table 5-21, the 2010–2014 ACS reports that the Historic Cultural NCA had 9,389 households, with an average household size of approximately two persons. According to the 2010–2014 ACS, the Historic Cultural NCA's average household size was well below that of Los Angeles County. Between 2000 and the 2010–2014 ACS estimate period, the average household size in the Historic Cultural NCA decreased by approximately 14.7 percent and the number of households increased by approximately 28.0 percent.

As shown in Table 5-21, the 2010–2014 ACS reports that family households represent approximately 44 percent of the Historic Cultural NCA's households, with married-couple family households representing approximately 29 percent of households and single-parent householders (male or female householders) representing approximately 15 percent of households in the Historical Cultural NCA. Table 5-21 also shows that, according to the 2010–2014 ACS, single-parent households headed by females represent approximately 10 percent of the Historic Cultural NCA's total households. The Historic Cultural NCA had a substantially lower percentage of single-parent households headed by females than Los Angeles County overall.

Lincoln Heights

As shown in Table 5-20 and Table 5-21, the 2010–2014 ACS reports that the Lincoln Heights NCA had 7,941 households, with an average household size of approximately three persons. According to the 2010–2014 ACS, the Lincoln Heights NCA's average household size was substantially higher than that of Los Angeles County. Between 2000 and the 2010–2014 ACS estimate period, the average household size in the Lincoln Heights NCA decreased by approximately 7.5 percent and the number of households increased by approximately 14.5 percent.

As shown in Table 5-21, the 2010–2014 ACS reports that family households represent approximately 74 percent of the Lincoln Heights NCA's households, with married-couple family households representing approximately 43 percent of the Lincoln Heights NCA's total households. Table 5-21 also shows that, according to the 2010–2014 ACS, single-parent households headed by females represent approximately 23 percent of households and single-parent households (male or female householders) representing approximately 31 percent of households in the Lincoln Heights NCA. The Lincoln Heights NCA had a substantially higher percentage of single-parent households headed by females than Los Angeles County overall.

Downtown Los Angeles

As shown in Table 5-20 and Table 5-21, the 2010–2014 ACS reports that the Downtown Los Angeles NCA had 19,826 households, with an average household size of approximately two persons. According to the 2010–2014 ACS, the Downtown Los Angeles NCA's average

household size was substantially smaller than that of Los Angeles County and the City of Los Angeles. Between 2000 and the 2010–2014 ACS estimate period, the average household size in the Downtown Los Angeles NCA decreased by approximately 13.4 percent and the number of households increased by 54.7 percent.

As shown in Table 5-21, the 2010–2014 ACS reports that the Downtown Los Angeles NCA had the lowest percentage of family households (approximately 20 percent) of all of the NCAs in the RSA. Married-couple families represented approximately 14 percent of the Downtown Los Angeles NCA's households. Table 5-13 also shows that, according to the 2010–2014 ACS, single-parent households headed by females represent approximately 3 percent of the Downtown Los Angeles NCA's total households, while single-parent households (male or female householders) represent approximately 6 percent of households in the Downtown Los Angeles NCA. The Downtown Los Angeles NCA had a much lower percentage of single-parent households headed by females than Los Angeles County overall.

Boyle Heights

As shown in Table 5-20 and Table 5-21, the 2010–2014 ACS reports that the Boyle Heights NCA had 21,937 households, with an average household size of approximately four persons. According to the 2010–2014 ACS, the average household size in the Boyle Heights NCA was larger than that of Los Angeles County and the City of Los Angeles. Between 2000 and the 2010–2014 ACS estimate period, the average household size in the Boyle Heights NCA decreased by approximately 2 percent; however, the number of households increased by 0.5 percent.

As shown in Table 5-21, the 2010–2014 ACS reports that the Boyle Heights NCA had the highest percentage of family households (approximately 78 percent) of all the NCAs in the RSA. Married-couple families represented approximately 43 percent of households and single-parent households (male or female householders) represented approximately 34 percent of households in the Boyle Heights NCA. Table 5-21 also shows that, according to the 2010–2014 ACS, single-parent households headed by females represent approximately 24 percent of the Boyle Heights NCA's total households. Boyle Heights had a higher percentage of single-parent households headed by females than Los Angeles County overall.

5.4 Housing

5.4.1 Region

Table 5-22 provides 2010–2014 ACS data regarding the various types of housing stock, the housing vacancy rate, and the percentage of owner-occupied housing units in Los Angeles County. As shown in Table 5-22, the 2010–2014 ACS reports that the predominant housing type in the county is single-family homes (detached and attached), which account for more than 56 percent of the total housing units. Multifamily housing units and mobile homes account for 42 percent and 2 percent of the housing stock, respectively, in the region. As shown in Table 5-22, the 2010–2014 ACS reports that the housing vacancy rate for the county as a whole was approximately 6 percent, and the percentage of owner-occupied housing units in the county was approximately 46 percent. Similar state data is not provided, as the drastic diversity in and sheer number of housing stock across the state would not provide for meaningful comparison.

Table 5-23 summarizes the housing unit tenures in California and Los Angeles County. According to 2010–2014 ACS data, approximately 40 percent of the householders in the county moved into their housing units between 2000 and 2009. In contrast, approximately 4 percent of householders moved into their housing units prior to 1969. The tenure in the county is slightly higher than the state's rate.

Table 5-22 Regional Housing Characteristics (2010–2014 American Community Survey)

Location	Total Housing Units	Single-Family Housing Units		Multifamily Housing Units		Mobile Homes	Occupied	Vacant	Percentage of Units Occupied by Owners
		Detached	Attached	2 to 4	5+				
County of Los Angeles	3,462,075	1,720,032 (49.7%)	226,435 (6.5%)	280,101 (8.1%)	1,180,554 (34.1%)	52,995 (1.5%)	3,242,391 (93.7%)	219,684 (6.3%)	46.4%

Source: U.S. Census Bureau, 2010–2014 American Community Survey

Table 5-23 Regional Housing Unit Tenure (2010–2014 American Community Survey)

Location	Percentage of Regional Housing Unit Tenure					
	Moved in 2010 or later	Moved in 2000 to 2009	Moved in 1990 to 1999	Moved in 1980 to 1989	Moved in 1970 to 1979	Moved in 1969 or earlier
California	19.0	50.1	17.4	7.2	4.0	2.3
Los Angeles County	26.7	39.5	17.1	7.7	5.2	3.7

Source: U.S. Census Bureau, 2010–2014 American Community Survey, Table B25038

Table 5-24 provides recent foreclosure data for the state and county. As of November 2017, the foreclosure rate in the county (1 in every 2,365 housing units) was similar to the overall rate for the state (1 in every 2,249 housing units). Higher foreclosure rates may be expected to decrease levels of community cohesion and could affect property values as a whole.

Table 5-24 State and Regional Foreclosure Rate (November 2017)

Location	Foreclosure Rate (%)	Foreclosure Rate (per housing unit)
California	0.04	1 in every 2,249
Los Angeles County	0.04	1 in every 2,365

Source: RealtyTrac, www.realtytrac.com/statsandtrends/foreclosuretrends/ca (accessed December 29, 2017)

5.4.2 Cities

5.4.2.1 City of Burbank

As shown in Table 5-25, the 2010–2014 ACS reports that the composition of Burbank’s housing stock was similar to that of Los Angeles County except for the larger percentage of multifamily housing units and the smaller percentage of mobile homes. The housing vacancy rate in the City of Burbank was 5 percent, which is slightly lower than the rate of the county (6 percent). As shown in Table 5-25, the 2010–2014 ACS reports that approximately 42 percent of the housing units in Burbank were owner-occupied, which is slightly lower than the county (46.4 percent).

As shown in Table 5-26, according to the 2010–2014 ACS, approximately 68 percent of Burbank householders moved into their homes after 2000, while approximately 14 percent of the householders moved into their current residences prior to 1990. Based on the 2010–2014 ACS data, the City of Burbank’s housing tenure rates were similar to those of Los Angeles County overall.

Table 5-25 City Housing Characteristics (2010–2014 American Community Survey)

Location	Total Housing Units	Single-Family Housing Units		Multifamily Housing Units		Mobile Homes	Occupied	Vacant	Percentage of Units Occupied by Owners
		Detached	Attached	2 to 4	5+				
City of Burbank	43,571	19,470 (44.7%)	1,642 (3.8%)	4,362 (10.0%)	17,998 (41.3%)	99 (0.2%)	41,414 (95.0%)	2,157 (5.0%)	41.6%
City of Glendale	75,033	26,995 (36.0%)	2,763 (3.7%)	6,557 (8.7%)	38,626 (51.5%)	79 (0.1%)	71,132 (94.8%)	3,901 (5.2%)	36.2%
City of Los Angeles	1,427,355	554,006 (38.8%)	86,296 (6.0%)	121,135 (8.5%)	656,837 (46.0%)	8,471 (0.6%)	1,329,372 (93.1%)	97,983 (6.9%)	37.2%

Source: U.S. Census Bureau, 2010–2014 American Community Survey

Table 5-26 City Housing Unit Tenure (2010–2014 American Community Survey)

Location	Percentage of City Housing Unit Tenure					
	Moved in 2010 or later	Moved in 2000 to 2009	Moved in 1990 to 1999	Moved in 1980 to 1989	Moved in 1970 to 1979	Moved in 1969 or earlier
City of Burbank	28.5	39.7	17.9	6.0	4.5	3.4
City of Glendale	28.5	41.2	17.1	7.0	3.7	2.5
City of Los Angeles	29.7	39.4	16.3	6.6	4.6	3.4

Source: U.S. Census Bureau, 2010–2014 American Community Survey, Table B25038

As shown in Table 5-27, the foreclosure rate in the City of Burbank (1 in every 2,957 housing units) is lower than the foreclosure rate in the county (1 in every 2,365 housing units). The City of Burbank's foreclosure rate was also lower than that of the state (1 in every 2,249 housing units).

Table 5-27 City Foreclosure Rate (November 2017)

Location	Foreclosure Rate (%)	Foreclosure Rate (per housing unit)
City of Burbank	0.03	1 in every 2,957
City of Glendale	0.03	1 in every 3,539
City of Los Angeles	0.04	1 in every 2,836

Source: RealtyTrac, www.realtytrac.com/statsandtrends/foreclosuretrends/ca/los-angeles-county (accessed December 29, 2017)

5.4.2.2 City of Glendale

As shown in Table 5-25, the 2010–2014 ACS indicates that the City of Glendale had a larger percentage of multifamily housing units than Los Angeles County. The housing vacancy rate was approximately 5 percent, which was slightly lower than the county. As shown in Table 5-25, the 2010–2014 ACS reports that approximately 36 percent of the housing units in Glendale were owner-occupied, which is lower than the county (46.4 percent).

As shown in Table 5-26, according to the 2010–2014 ACS, approximately 70 percent of Glendale householders moved into their residences after 2000, while approximately 13 percent of the householders moved into their current residences prior to 1990. The percentage of householders who moved into their residences since 2000 is similar to the county overall.

As shown in Table 5-27, the foreclosure rate in the City of Glendale (1 in every 3,539 housing units) is substantially lower than the foreclosure rate in the county (1 in every 2,365 housing units). The City of Glendale's foreclosure rate was also well below that of the state (1 in every 2,249 housing units).

5.4.2.3 City of Los Angeles

Similar to the City of Glendale, the 2010–2014 ACS data shown in Table 5-25 indicates that the City of Los Angeles had a larger percentage of multifamily housing units than Los Angeles County. The housing vacancy rate was approximately 7 percent, which was slightly higher than the county. As shown in Table 5-25, the 2010–2014 ACS reports that approximately 37 percent of the housing units in the City of Los Angeles were owner-occupied, which is lower than the county (46.6 percent).

As shown in Table 5-26, according to the 2010–2014 ACS, approximately 69 percent of City of Los Angeles householders moved into their residences after 2000, while approximately 15 percent of the householders moved into their current residences prior to 1990. The percentage of householders who moved into their residences since 2000 is similar to Los Angeles County overall.

As shown in Table 5-27, the foreclosure rate in the City of Los Angeles (1 in every 2,836 housing units) is lower than the foreclosure rate in Los Angeles County (1 in every 2,365 housing units). The City of Los Angeles' foreclosure rate was also lower than that of the state (1 in every 2,249 housing units).

5.4.3 Communities

5.4.3.1 Neighborhood Council Areas Within the City of Los Angeles

Sun Valley

As shown in Table 5-28, 2010–2014 ACS data indicate that the Sun Valley NCA had a slightly lower percentage of multifamily housing units than Los Angeles County (8.1 percent for two to four units and 34.1 percent for five or more units). The Sun Valley NCA's housing vacancy rate was approximately 3.1 percent, which was slightly lower than that of the county (6.3 percent). As shown in Table 5-28, the 2010–2014 ACS reports that approximately 53 percent of the housing units in the Sun Valley NCA were owner-occupied, which is higher than the county (46.4 percent) but similar to the cities in the RSA.

As shown in Table 5-29, according to the 2010–2014 ACS, approximately 57 percent of the householders in the Sun Valley NCA moved into their residences after 2000, while approximately 21 percent of the householders had lived in the same residence since at least 1990. The percentage of householders who moved into their residences since 2000 is slightly lower than the county (about 66 percent) overall.

Foreclosure data is compiled at the city and zip code level. Therefore, a foreclosure rate for the Sun Valley NCA was not available.

Los Feliz

As shown in Table 5-28, 2010–2014 ACS data indicate that the Los Feliz NCA had a higher percentage of multifamily housing units than Los Angeles County (8.1 percent for two to four units and 34.1 percent for five or more units). The housing vacancy rate was approximately 8 percent, which was slightly higher than that of the county (6.3 percent). As shown in Table 5-28, the 2010–2014 ACS reports that approximately 27 percent of the housing units in the Los Feliz NCA were owner-occupied, which is lower than the county (46.4 percent).

As shown in Table 5-29, according to the 2010–2014 ACS, approximately 69 percent of the householders in the Los Feliz NCA moved into their residences after 2000, while approximately 13 percent of the householders moved into their current residences prior to 1990. The percentage of householders who moved into their residences since 2000 is similar to Los Angeles County (about 66 percent) overall.

Table 5-28 Neighborhood Council Area Housing Characteristics (2010–2014 American Community Survey)

Location	Total Housing Units	Single-Family Housing Units		Multifamily Housing Units		Mobile Homes	Occupied	Vacant	Percentage of Units Occupied by Owners
		Detached	Attached	2 to 4	5+				
Neighborhood Council Areas Within the City of Los Angeles									
Sun Valley	13,655	8,077 (59.2%)	1,085 (7.9%)	644 (4.7%)	3,643 (26.7%)	147 (1.1%)	13,236 (96.9%)	419 (3.1%)	7,020 (53.0%)
Los Feliz	19,621	5,589 (28.5%)	560 (2.9%)	2,355 (12.0%)	11,079 (56.5%)	38 (0.2%)	18,103 (92.3%)	1,518 (7.7%)	4,962 (27.4%)
Atwater Village	5,825	3,076 (52.8%)	463 (7.9%)	1,065 (18.3%)	1,209 (20.8%)	12 (0.2%)	5,429 (93.2%)	396 (6.8%)	2,012 (37.1%)
Glassell Park	9,240	5,053 (54.7%)	535 (5.8%)	945 (10.2%)	2,700 (29.2%)	7 (0.1%)	8,686 (94.0%)	554 (6.0%)	3,638 (41.9%)
Arroyo Seco	11,399	6,325 (55.5%)	968 (8.5%)	987 (8.7%)	3,060 (26.8%)	59 (0.5%)	10,666 (93.6%)	733 (6.4%)	5,971 (56.0%)
Silver Lake	18,568	7,070 (38.1%)	1,279 (6.9%)	3,937 (21.2%)	6,227 (33.5%)	29 (0.2%)	17,259 (93%)	1,309 (7.0%)	5,404 (31.3%)
Elysian Valley Riverside	2,099	1,432 (68.2%)	188 (9.0%)	367 (17.5%)	101 (4.8%)	11 (0.5%)	2,016 (96.0%)	83 (4.0%)	901 (44.7%)
Greater Echo Park Elysian	20,989	6,580 (31.3%)	1,322 (6.3%)	4,797 (22.9%)	8,226 (39.2%)	28 (0.1%)	19,652 (93.6%)	1,337 (6.4%)	4,449 (22.6%)
Greater Cypress Park	4,953	3,115 (62.9%)	513 (10.4%)	661 (13.3%)	634 (12.8%)	30 (0.6%)	4,597 (92.8%)	356 (7.2%)	2,186 (47.6%)
Historic Cultural	10,538	680 (6.5%)	387 (3.7%)	863 (8.2%)	8,591 (81.5%)	0 (0.0%)	9,389 (89.1%)	1,149 (10.9%)	1,540 (16.4%)
Lincoln Heights	8,474	3,209 (37.9%)	878 (10.4%)	1,334 (15.7%)	3,013 (35.6%)	40 (0.5%)	7,941 (93.7%)	533 (6.3%)	1,946 (24.5%)
Downtown Los Angeles	23,262	235 (1.0%)	152 (0.7%)	307 (1.3%)	22,552 (96.9%)	0 (0.0%)	19,826 (85.2%)	3,436 (14.8%)	2,076 (10.5%)
Boyle Heights	23,477	9,469 (40.3%)	3,278 (14.0%)	3,464 (14.8%)	7,164 (30.5%)	102 (0.4%)	21,937 (93.4%)	1,540 (6.6%)	5,129 (23.4%)

Source: U.S. Census Bureau, 2010–2014 American Community Survey, B25024 and DP04

Table 5-29 Neighborhood Council Area Housing Unit Tenure (2010–2014 American Community Survey)

Location	Percentage of Areas Within the City of Los Angeles					
	Moved in 2010 or later	Moved in 2000 to 2009	Moved in 1990 to 1999	Moved in 1980 to 1989	Moved in 1970 to 1979	Moved in 1969 or earlier
Neighborhood Council Areas Within the City of Los Angeles						
Sun Valley	19.8	37.7	21.4	11.1	5.9	4.1
Los Feliz	33.0	35.7	18.7	5.1	4.7	2.9
Atwater Village	23.7	37.9	19.8	9.3	5.8	3.5
Glassell Park	21.9	40.2	19.6	9.0	6.1	3.2
Arroyo Seco	25.3	36.2	19.9	8.0	6.6	4.0
Silver Lake	29.6	36.9	19.0	6.7	5.5	2.3
Elysian Valley Riverside	22.5	28.2	23.7	10.3	11.1	4.2
Greater Echo Park Elysian	30.1	39.2	17.4	7.3	4.3	1.7
Greater Cypress Park	20.8	35.8	18.5	9.0	9.1	6.9
Historic Cultural	37.0	42.5	12.6	4.3	2.5	1.1
Lincoln Heights	28.8	39.4	15.1	7.5	6.3	2.9
Downtown Los Angeles	49.0	41.5	6.3	2.6	0.4	0.2
Boyle Heights	22.4	42.7	18.0	6.9	5.7	4.4

Source: U.S. Census Bureau, 2010–2014 American Community Survey, Table B25038

Foreclosure data is compiled at the city and zip code levels. Therefore, a foreclosure rate for the Los Feliz NCA was not available.

Atwater Village

As shown in Table 5-28, 2010–2014 ACS data indicate that the Atwater Village NCA had a slightly higher percentage of single-family housing units than Los Angeles County (52.8 percent for detached and 7.9 percent for attached). The housing vacancy rate was approximately 7 percent, which was slightly higher than that of the county (6.3 percent). As shown in Table 5-28, the 2010–2014 ACS reports that approximately 37 percent of the housing units in the Atwater Village NCA were owner-occupied, which is lower than the county (46.4 percent) but similar to the cities in the RSA.

As shown in Table 5-29, according to the 2010–2014 ACS, approximately 61 percent of the householders in the Atwater Village NCA moved into their residences after 2000, while approximately 19 percent of the householders moved into their current residences prior to 1990. The percentage of householders who moved into their residences since 2000 is slightly lower than Los Angeles County (about 66 percent) overall.

Foreclosure data is compiled at the city and zip code levels; therefore, a foreclosure rate for the Atwater Village NCA was not available.

Glassell Park

As shown in Table 5-28, 2010–2014 ACS data indicate that the Glassell Park NCA had a slightly higher percentage of single-family housing units than Los Angeles County (52.8 percent for detached and 7.9 percent for attached). The housing vacancy rate was approximately 6 percent, which was similar to that of the county (6.3 percent). As shown in Table 5-28, the 2010–2014 ACS reports that approximately 42 percent of the housing units in the Glassell Park NCA were owner-occupied, which is slightly lower than the county (46.4 percent).

As shown in Table 5-29, according to the 2010–2014 ACS, approximately 62 percent of the householders in the Glassell Park NCA moved into their residences after 2000, while approximately 18 percent of the householders moved into their current residences prior to 1990. The percentage of householders who moved into their residences since 2000 is slightly lower than the county (about 66 percent) overall.

Foreclosure data is compiled at the city and zip code levels; therefore, a foreclosure rate for the Glassell Park NCA was not available.

Arroyo Seco

As shown in Table 5-28, 2010–2014 ACS data indicate that the Arroyo Seco NCA had a slightly lower percentage of multifamily housing units than Los Angeles County (8.1 percent for two to four units and 34.1 percent for five or more units). The housing vacancy rate was approximately 6.4 percent, which was lower than that of the county (6.3 percent). As shown in Table 5-28, the 2010–2014 ACS reports that approximately 56 percent of the housing units in the Arroyo Seco NCA were owner-occupied, which is higher than the county (46.4 percent).

As shown in Table 5-29, according to the 2010–2014 ACS, approximately 61.5 percent of the householders in the Arroyo Seco NCA moved into their residences after 2000, while approximately 19 percent of the householders had lived in the same residence since at least 1990. The percentage of householders who moved into their residences since 2000 is slightly lower than the county (about 66 percent) overall.

Foreclosure data is compiled at the city and zip code level; therefore, a foreclosure rate for the Arroyo Seco NCA was not available.

Silver Lake

As shown in Table 5-28, 2010–2014 ACS data indicate that the Silver Lake NCA had a lower percentage of single-family housing units than Los Angeles County (52.8 percent for detached and 7.9 percent for attached). The housing vacancy rate was approximately 7 percent, which was slightly higher than that of the county (6.3 percent). As shown in Table 5-28, the 2010–2014 ACS reports that approximately 31 percent of the housing units in the Silver Lake NCA were owner-occupied, which is substantially lower than the county (46.4 percent).

As shown in Table 5-29, according to the 2010–2014 ACS, approximately 67 percent of the householders in the Silver Lake NCA moved into their residences after 2000, while approximately 15 percent of the householders moved into their current residences prior to 1990. The percentage of householders who moved into their residences since 2000 is similar to that of Los Angeles County (about 66 percent) overall.

Foreclosure data is compiled at the city and zip code levels; therefore, a foreclosure rate for the Silver Lake NCA was not available.

Elysian Valley Riverside

As shown in Table 5-28, 2010–2014 ACS data indicate that the Elysian Valley Riverside NCA had a higher percentage of single-family housing units than Los Angeles County (52.8 percent for detached and 7.9 percent for attached). The housing vacancy rate was approximately 4 percent, which was lower than that of the county (6.3 percent). As shown in Table 5-28, the 2010–2014 ACS reports that approximately 45 percent of the housing units in the Elysian Valley Riverside NCA were owner-occupied, which is similar to the county (46.4 percent).

As shown in Table 5-29, according to the 2010–2014 ACS, approximately 51 percent of the householders in the Elysian Valley Riverside NCA moved into their residences after 2000, while approximately 26 percent of the householders moved into their current residences prior to 1990. The percentage of householders who moved into their residences since 2000 is lower than Los Angeles County (about 66 percent) overall.

Foreclosure data is compiled at the city and zip code levels; therefore, a foreclosure rate for the Elysian Valley Riverside NCA was not available.

Greater Echo Park Elysian

As shown in Table 5-28, 2010–2014 ACS data indicate that the Greater Echo Park Elysian NCA had a higher percentage of multifamily housing units than Los Angeles County (8.1 percent for two to four units and 34.1 percent for five or more units). The housing vacancy rate was approximately 6 percent, which was similar to that of the county (6.3 percent). As shown in Table 5-28, the 2010–2014 ACS reports that approximately 23 percent of the housing units in the Greater Echo Park Elysian NCA were owner-occupied, which is substantially lower than the county (46.4 percent).

As shown in Table 5-29, according to the 2010–2014 ACS, approximately 69 percent of the householders in the Greater Echo Park Elysian NCA moved into their residences after 2000, while approximately 13 percent of the householders moved into their current residences prior to 1990. The percentage of householders who moved into their residences since 2000 is slightly higher than Los Angeles County (about 66 percent) overall.

Foreclosure data is compiled at the city and zip code levels; therefore, a foreclosure rate for the Greater Echo Park Elysian NCA was not available.

Greater Cypress Park

As shown in Table 5-28, 2010–2014 ACS data indicate that the Greater Cypress Park NCA had a higher percentage of single-family housing units than Los Angeles County (52.8 percent for detached and 7.9 percent for attached). The housing vacancy rate was approximately 7 percent, which was slightly higher than that of the county (6.3 percent). As shown in Table 5-28, the 2010–2014 ACS reports that approximately 48 percent of the housing units in the Greater Cypress Park NCA were owner-occupied, which is slightly higher than the county (46.4 percent).

As shown in Table 5-29, according to the 2010–2014 ACS, approximately 57 percent of the householders in the Greater Cypress Park NCA moved into their residences after 2000, while approximately 25 percent of the householders moved into their current residences prior to 1990. The percentage of householders who moved into their residences since 2000 is slightly lower than Los Angeles County (about 66 percent) overall.

Foreclosure data is compiled at the city and zip code levels; therefore, a foreclosure rate for the Greater Cypress Park NCA was not available.

Historical Cultural

As shown in Table 5-28, 2010–2014 ACS data indicate that the Historic Cultural NCA had a substantially higher percentage of multifamily housing units than Los Angeles County (8.1 percent for two to four units and 34.1 percent for five or more units). The housing vacancy rate was approximately 11 percent, which was higher than that of the county (6.3 percent). As shown in Table 5-28, the 2010–2014 ACS reports that approximately 16 percent of the housing units in the Historic Cultural NCA were owner-occupied, which is substantially lower than the county (46.4 percent).

As shown in Table 5-29, according to the 2010–2014 ACS, approximately 80 percent of the householders in the Historic Cultural NCA moved into their residences after 2000, while approximately 8 percent of the householders moved into their current residences prior to 1990. The percentage of householders who moved into their residences since 2000 is substantially higher than Los Angeles County (about 66 percent) overall. Similar to the Downtown Los Angeles

NCA, the Historic Cultural NCA has experienced a major residential building boom over the past decade, which accounts for the recent influx of new residents.

Foreclosure data is compiled at the city and zip code levels; therefore, a foreclosure rate for the Historic Cultural NCA was not available.

Lincoln Heights

As shown in Table 5-28, 2010–2014 ACS data indicate that the Lincoln Heights NCA had a higher percentage of multifamily housing units than Los Angeles County (8.1 percent for two to four units and 34.1 percent for five or more units). The housing vacancy rate was approximately 6 percent, which was similar to that of the county (6.3 percent). As shown in Table 5-28, the 2010–2014 ACS reports that approximately 25 percent of the housing units in the Lincoln Heights NCA were owner-occupied, which is substantially lower than the county (46.4 percent).

As shown in Table 5-29, according to the 2010–2014 ACS, approximately 68 percent of the householders in the Lincoln Heights NCA moved into their residences after 2000, while approximately 17 percent of the householders moved into their current residences prior to 1990. The percentage of householders who moved into their residences since 2000 is similar to that of Los Angeles County (about 66 percent) overall.

Foreclosure data is compiled at the city and zip code levels; therefore, a foreclosure rate for the Lincoln Heights NCA was not available.

Downtown Los Angeles

As shown in Table 5-28, according to the 2010–2014 ACS, the composition of the housing stock in the Downtown Los Angeles NCA was substantially different from that of the county and of the cities and other NCAs in the RSA. As shown in Table 5-28, the Downtown Los Angeles NCA had a substantially higher percentage of multifamily housing units than Los Angeles County (8.1 percent for two to four units and 34.1 percent for five or more units). This is not surprising given the built-out nature of the NCA and the strong demand for real estate in Downtown Los Angeles. The housing vacancy rate was approximately 15 percent, which was much higher than that of the county (6.3 percent). As shown in Table 5-28, the 2010–2014 ACS reports that approximately 11 percent of the housing units in the Downtown Los Angeles NCA were owner-occupied, which is substantially lower than the county (46.4 percent) and the cities and other NCAs in the RSA.

As shown in Table 5-29, according to the 2010–2014 ACS, approximately 91 percent of the householders in the Downtown Los Angeles NCA moved into their residences after 2000, while approximately 3 percent of the householders moved to their current residences prior to 1990. The percentage of householders who moved into their residences since 2000 is substantially higher than Los Angeles County (about 66 percent) overall and reflects the fact that Downtown Los Angeles has experienced a major residential building boom that started in the early 2000s.

Foreclosure data is compiled at the city and zip code levels; therefore, a foreclosure rate for the Downtown Los Angeles NCA was not available.

Boyle Heights

As shown in Table 5-28, 2010–2014 ACS data indicate that the Boyle Heights NCA had a higher percentage of multifamily housing units than Los Angeles County (8.1 percent for two to four units and 34.1 percent for five or more units). The housing vacancy rate was approximately 6.6 percent, which was slightly higher than that of the county (6.3 percent). As shown in Table 5-28, the 2010–2014 ACS reports that approximately 23 percent of the housing units in the Boyle Heights NCA were owner-occupied, which is substantially lower than the county (46.4 percent).

As shown in Table 5-29, according to the 2010–2014 ACS, approximately 65 percent of the householders in the Boyle Heights NCA moved into their residences after 2000, while approximately 18 percent of the householders had lived in the same residences since at least 1990. The percentage of householders who moved into their residences since 2000 is slightly lower than that of Los Angeles County (about 66 percent) overall.

Foreclosure data is compiled at the city and zip code level; therefore, a foreclosure rate for the Boyle Heights NCA was not available.

5.5 Local Economy

5.5.1 Employment

5.5.1.1 Region

This section provides a general economic overview of the affected environment and a broad discussion of business activities, employment, and fiscal conditions. Historically, due to a reliable water supply and a coastal valley climate, the region became ideal for growing crops. The region was considered an “agricultural gem” set in the San Fernando Valley. The regional economy was driven by farming and agricultural industries. The agricultural output led to other industries such as canning companies, a fruit growers’ association, and fruit preservers. After World War II, suburbs and industry grew, and agricultural land gave way to development. The economy in the region began diversifying after World War II. The region has been a predominantly urbanized community with a variety of commercial and industrial uses. The region represents a dynamic, multicultural economy with a diverse workforce and top universities and colleges throughout. The region is currently the entertainment, manufacturing, and international trade capital of the U.S. With nearly \$544 billion in annual output, the region ranks among the world’s largest economies. The region is divided by eight distinct subregions, each with an individualized economic focus (Los Angeles County Economic Development Corporation):

- The Antelope Valley (aerospace and manufacturing)
- Central Los Angeles (finance, tourism, and entertainment)
- The Gateway Cities (international trade)
- The San Fernando Valley (entertainment)
- The San Gabriel Valley (education, healthcare, and technology)
- The Santa Clarita Valley (high tech, biomedical, and manufacturing)
- The South Bay (global telecommunications, aerospace, and automotive)
- The Westside (entertainment, high tech, and digital media)

Table 5-30 presents the number of employed and unemployed persons in Los Angeles County and the State of California, and the unemployment rate according to preliminary data issued by the Employment Development Department for November 2017. Major employers in Los Angeles County include the County of Los Angeles, Los Angeles Unified School District, the City of Los Angeles (including the Department of Water and Power), and the University of California, Los Angeles. As shown in Table 5-30, according to the preliminary data issued by the Employment Development Department for November 2017, the county’s unemployment rate is 4.1 percent, which is slightly higher than that of California (4.0 percent).

Table 5-30 Unemployment (November 2017)

Location	Total Labor Force	No. of Employed	No. of Unemployed	Unemployment Rate (%)
California	19,344,400	18,568,900	775,500	4.0
Los Angeles County	5,152,800	4,940,200	212,600	4.1

Source: State of California Employment Development Department, Preliminary data, not seasonally adjusted, www.labormarketinfo.edd.ca.gov/msa/lab.html (accessed November 2017)

Data may appear to not add up correctly due to rounding. The unemployment rate is calculated using unrounded data. The Employment Development Department does not provide labor market data at the neighborhood level.

No. = number

Table 5-31 summarizes employment by industry in Los Angeles County. As shown in Table 5-31, Educational and Health Services is the county’s largest industry sector in terms of employment, comprising approximately 20.7 percent of the total employed population, followed by Professional and Business Services (12.3 percent).

Table 5-31 Regional Employment by Industry (2010–2014 American Community Survey)

Industry	Los Angeles County
Agriculture	23,848 (0.5%)
Construction	256,082 (5.6%)
Manufacturing	478,309 (10.5%)
Wholesale Trade	164,278 (3.6%)
Retail Trade	487,221 (10.7%)
Transportation, Warehousing, and Utilities	238,160 (5.2%)
Information	198,576 (4.4%)
Financial Activities	286,493 (6.3%)
Professional and Business Services	560,301 (12.3%)
Educational and Health Services	943,128 (20.7%)
Leisure and Hospitality	478,191 (10.5%)
Other Services	284,924 (6.3%)
Public Administration	149,135 (3.3%)
Total	4,548,646

Source: U.S. Census Bureau, 2010–2014 American Community Survey, Table DP03

5.5.1.2 Cities

City of Burbank

As shown in Table 5-32, the City of Burbank's unemployment rate in November 2017 (3.4 percent) was lower than those of the county and the state (4.1 and 4.0 percent, respectively).

As shown in Table 5-33, Educational and Health Services is the City of Burbank's largest industry sector in terms of employment, comprising approximately 20.5 percent of the total employed population. Information is the second-largest sector in terms of employment (13.8 percent). Major employers in Burbank include Warner Bros. Entertainment, Inc., The Walt Disney Company, Providence Saint Joseph Medical Center, and Hollywood Burbank Airport.

Table 5-32 City Unemployment (November 2017)

Location	Total Labor Force	No. of Employed	No. of Unemployed	Unemployment Rate (%)
City of Burbank	59,400	57,500	2,000	3.4
City of Glendale	104,000	99,800	4,100	4.0
City of Los Angeles	2,075,900	1,985,000	90,800	4.4

Source: State of California Employment Development Department, Preliminary data, not seasonally adjusted, www.labormarketinfo.edd.ca.gov/msa/lab.html (accessed November 2017)

Data may appear to not add up correctly due to rounding. The unemployment rate is calculated using unrounded data. The Employment Development Department does not provide labor market data at the neighborhood level.

No. = number

Table 5-33 City Employment by Industry (2010–2014 American Community Survey)

Industry	City of Burbank	City of Glendale	City of Los Angeles
Agriculture	65 (0.1%)	166 (0.2%)	9,318 (0.5%)
Construction	1,710 (3.2%)	4,343 (4.8%)	109,370 (6.0%)
Manufacturing	4,190 (7.8%)	6,867 (7.6%)	162,006 (8.9%)
Wholesale Trade	1,040 (1.9%)	2,625 (2.9%)	52,362 (2.9%)
Retail Trade	5,040 (9.4%)	10,349 (11.4%)	189,844 (10.4%)
Transportation, Warehousing, and Utilities	1,968 (3.7%)	4,176 (4.6%)	73,389 (4.0%)
Information	7,407 (13.8%)	5,205 (5.7%)	105,732 (5.8%)
Financial Activities	3,973 (7.4%)	6,927 (7.6%)	115,032 (6.3%)
Professional and Business Services	6,848 (12.8%)	11,451 (12.6%)	250,345 (13.8%)
Educational and Health Services	10,952 (20.5%)	21,416 (23.6%)	358,042 (19.7%)
Leisure and Hospitality	5,684 (10.6%)	8,136 (9.0%)	221,904 (12.2%)
Other Services	3,016 (5.6%)	5,837 (6.4%)	131,106 (7.2%)
Public Administration	1,633 (3.1%)	3,154 (3.5%)	42,130 (2.3%)
Total	53,526	90,652	1,820,580

Source: U.S. Census Bureau, 2010–2014 American Community Survey, Table DP03

The proposed HSR alignment bisects the City of Burbank in the northwest-to-southeast direction. Existing businesses along either side of the proposed HSR alignment through the City of Burbank include a diverse mix of industrial, retail, entertainment and media sales, and service-oriented businesses. Along Lake Street and South Flower Street, there are predominantly industrial businesses, including machine shops and contractors, wholesale retailers, automotive repair services, self-storage facilities, and businesses that provide media, marketing, and production and post-production services for the television and film industry. Additionally, there is a small commercial center at the intersection of E Alameda Avenue/S San Fernando Boulevard. Commercial businesses located near the proposed project include restaurants, bars, grocery stores, and retail shops.

City of Glendale

As shown in Table 5-32, the City of Glendale's unemployment rate in November 2017 (4.0 percent) was slightly lower than that of the county (4.1 percent), but similar to that of the state (4.0 percent).

As shown in Table 5-33, Educational and Health Care Services is the City of Glendale's largest industry sector in terms of employment, comprising approximately 23.6 percent of the total employed population. Professional and Business Services is the second-largest sector in terms of employment (12.6 percent). Major employers in Glendale include The Walt Disney Company, DreamWorks Studios, and Glendale Memorial Hospital and Health Center.

The proposed HSR alignment bisects the City of Glendale in the northwest-to-southeast direction and would only affect portions of West and South Glendale. Existing businesses along either side of the proposed HSR alignment include a diverse mix of industrial and commercial businesses. West Glendale has two commercial areas along San Fernando Road and W Glenoaks Boulevard. Businesses near the alignment include fast-food and casual restaurants, grocery stores, retail shops, personal services, and professional offices. There are also mixed industrial uses in this area, including furniture warehouses, wholesale retailers, and automotive repair services. South Glendale also has a mix of industrial and commercial businesses located near the proposed project. Along San Fernando Road, businesses are primarily industrial and include automotive repair services, self-storage facilities, and industrial complexes. Businesses along S Brand Boulevard are primarily commercial and include numerous new and used car dealerships. Additionally, the Glendale Galleria would be located near the proposed project.

City of Los Angeles

As shown in Table 5-32, the City of Los Angeles' unemployment rate in November 2017 (4.4 percent) was higher than those of Los Angeles County (4.1 percent) and that of the State of California (4.0 percent).

As shown in Table 5-33, Educational and Health Care Services is the City of Los Angeles' largest industry sector in terms of employment, comprising approximately 19.7 percent of the total employed population, followed by Professional and Business Services (13.8 percent). Major employers in the City of Los Angeles include the County of Los Angeles, Los Angeles Unified School District, the City of Los Angeles (including the Department of Water and Power), and the University of California, Los Angeles.

The proposed HSR alignment is positioned in northeastern Los Angeles in the northwest-to-southeast direction. Existing businesses along either side of the proposed alignment through the City of Los Angeles include a diverse mix of industrial and commercial businesses. Due to the immense diversity and scale of Los Angeles, business characteristics will be discussed at the community level in the following section in greater detail.

5.5.1.3 Communities

Neighborhood Council Areas Within the City of Los Angeles

The following sections discuss general employment conditions within each of the NCAs in the City of Los Angeles. Unemployment and industry sector information is not available at the NCA level.

Sun Valley

The proposed HSR alignment is not positioned within the Sun Valley NCA, but it is within 0.5 mile of the Sun Valley NCA's southern edge. Existing businesses within 0.5 mile of the proposed HSR alignment are predominantly industrial, but also include a mix of retail and auto-related businesses. The majority of businesses are situated along San Fernando Road, from Cohasset Street in the southeast to Ledge Avenue Street in the northwest, and west of Lockheed Drive.

Los Feliz

The proposed HSR alignment is not positioned within the Los Feliz NCA, but it is within 0.5 mile of the Los Feliz NCA's northwestern edge. The predominant land use in this area is open space. Therefore, no businesses within the Los Feliz NCA are located near the proposed project.

Atwater Village

The proposed HSR alignment is positioned along the eastern side of the Atwater Village NCA in the northwest-to-southeast direction. On the north end of the Atwater Village NCA, the existing businesses along either side of the proposed HSR alignment are predominantly industrial. Situated along W San Fernando Road, these businesses include wholesale retailers, industrial complexes, and warehouses. South of that, there are two small commercial areas along Los Feliz Boulevard and Glendale Boulevard. Businesses located near the proposed project include cafés and restaurants, retail shops, beauty salons and barber shops, thrift stores, and professional offices.

Glassell Park

The proposed HSR alignment is positioned along the western border of the Glassell Park NCA in the northwest-to-southeast direction. Existing businesses along the eastern side of the proposed project are predominantly industrial, but also include a mix of retail and service-oriented businesses. These businesses include wholesale retailers, auto body centers, used car lots, fast-food and fast-casual dining, grocery stores, and self-storage facilities. The majority of businesses are situated along San Fernando Road, from Tyburn Street in the northwest to Division Street in the southeast.

Arroyo Seco

The proposed HSR alignment is not positioned within the Arroyo Seco NCA and is more than 0.5 mile away from the Arroyo Seco NCA's southwestern edge. Therefore, no businesses within the Arroyo Seco NCA are located near the proposed project.

Silver Lake

The proposed HSR alignment is not positioned within the Silver Lake NCA and is more than 0.5 mile away from the Silver Lake NCA's eastern boundary. Therefore, no businesses within the Silver Lake NCA are located near the proposed project.

Elysian Valley Riverside

The proposed HSR alignment is positioned along the eastern border of the Elysian Valley Riverside NCA in the northwest-to-southeast direction. Existing businesses along the western side of the proposed HSR alignment are predominantly industrial. These businesses include manufacturing centers, distribution centers, and self-storage facilities. The majority of these businesses are situated along Ripple Street from Fletcher Drive to Glenview Avenue, as well as directly along the proposed alignment.

Greater Echo Park Elysian

The proposed HSR alignment is not positioned within the Greater Echo Park Elysian NCA, but it is within 0.5 mile of the Greater Echo Park Elysian NCA's western boundary. The predominant land use in this area is open space. Therefore, very few businesses within the Greater Echo Park Elysian NCA are located near the proposed project. These businesses include a theatre company and professional offices. Additionally, Dodger Stadium is located near the proposed HSR alignment because Chavez Ravine falls within these bounds.

Greater Cypress Park

The proposed HSR alignment is positioned along the western border of the Greater Cypress Park NCA in the northwest-to-southeast direction. Existing businesses along the eastern side of the proposed HSR alignment are a diverse mix of industrial and commercial uses. The majority of the industrial businesses are situated along N San Fernando Road, from Division Street in the north to N Figueroa Street in the south. These businesses include distribution centers, stone and metal fabricators, manufacturing centers, used car lots, and automotive repair services. In addition, there is a predominantly commercial area located along N Figueroa Street. The proposed project would likely affect businesses such as fast-food and casual restaurants, grocery stores, gas stations, retail, beauty salons and barber shops, and tattoo studios.

Historic Cultural

The proposed HSR alignment is positioned along the eastern border of the Historic Cultural NCA in the north-to-south direction. Existing businesses along the western side of the proposed HSR alignment are predominantly commercial but also include mixed industrial uses. Chinatown, a vibrant commercial center, is located within the Historic Cultural NCA. Olvera Street, a popular outdoor marketplace, is also situated here within the Plaza District, which is a cultural center known for its historic buildings and monuments. Commercial businesses that would be located near the proposed alignment include retail shops, restaurants, bakeries, markets, hotels and motels, personal services, professional services, and offices. In addition, there is a small industrial area located along N Spring Street that has mostly distribution-related businesses, especially having to do with food products.

Lincoln Heights

The proposed HSR alignment is positioned along the western border of the Lincoln Heights NCA in the north-to-south direction. Existing businesses along the eastern side of the proposed HSR alignment are predominantly industrial. These businesses are positioned on the western side of the Lincoln Heights NCA and include distribution centers, manufacturing centers, storage yards, towing yards, automotive repair services, and some professional offices. The San Antonio Winery, a Los Angeles Historic-Cultural Monument, is located in this area. In addition, there is a small commercial area located where N Spring Street turns into N Broadway. The proposed alignment would be located near commercial businesses such as restaurants, markets, gas stations, retail, beauty salons and barber shops, and tattoo studios.

Downtown Los Angeles

The proposed HSR alignment is not positioned within the Downtown Los Angeles NCA and is more than 0.5 mile away from the Downtown Los Angeles NCA's northeastern boundary. Therefore, no businesses within the Downtown Los Angeles NCA are located near the proposed project.

Boyle Heights

The proposed HSR alignment is positioned along the western border of the Boyle Heights NCA in the north-to-south direction. Existing businesses along the eastern side of the proposed HSR alignment are predominantly industrial. These businesses are positioned on the western side of the Boyle Heights NCA and include distribution centers, manufacturing centers, storage yards, towing yards, automotive repair services, and some professional offices. The proposed HSR alignment would be located near businesses such as restaurants, markets, gas stations, retail,

beauty salons and barber shops, and tattoo studios. Additionally, there is a residential area in the northern part of the Boyle Heights NCA along N Mission Road that is in the general vicinity of the proposed alignment.

5.5.2 Fiscal Conditions

Table 5-34 presents the total revenues collected by Los Angeles County and each of the cities in the RSA in Fiscal Year 2014–2015, including a breakout of the property and sales tax revenues collected by the county and those cities.

Table 5-34 Local Government Revenues in the Resource Study Area

Jurisdiction	Property Tax Revenue	Sales Tax Revenue	Total Revenue
Los Angeles County ¹	\$5,553,336,000	\$99,690,000	\$22,019,523,000
City of Burbank ²	\$32,936,000	\$31,657,000	\$494,329,000
City of Glendale ³	\$50,883,000	\$36,330,000	\$599,075,000
City of Los Angeles ⁴	\$1,782,124,000	\$541,844,000	\$14,183,222,000

Sources:

¹ Los Angeles County, *Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2015*, <http://ceo.lacounty.gov/pdf/portal/CAFR%202015.pdf>, (accessed June 22, 2016)

² City of Burbank, *Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2015*, www.burbankca.gov/home/showdocument?id=34316, (accessed June 22, 2016)

³ City of Glendale, *Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2015*, www.glendaleca.gov/government/departments/finance/accounting/cafr-2015, (accessed June 22, 2016)

⁴ City of Los Angeles *Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2015*, https://d3n8a8pro7vnmx.cloudfront.net/controller/galperin/pages/318/attachments/original/1454723577/FY15_CAFR_final.pdf?1454723577, (accessed June 22, 2016)

All information is for Fiscal Year 2014–2015.

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6 EFFECT ANALYSIS

6.1 Introduction

This section presents the numbers of each type of anticipated displacement and relocation that would occur as a result of the HSR Build Alternative. The adequacy of replacement resources in each jurisdiction to absorb the displaced homes and businesses is also evaluated. It is important to note that the parcel acquisitions examined here are based on current design of the proposed project, and they may change as the proposed project develops. Such changes will be monitored throughout proposed project design to ensure the relocation plan is up-to-date.

6.2 No Project Alternative

Under the No Project Alternative, no improvements would be made within the Burbank to Los Angeles Project Section other than the projects that are already planned and committed to be constructed by or before 2040. Some of these planned and committed projects have the potential to result in residential and nonresidential displacements.

6.3 Residential

This section presents the residential unit displacements and evaluates the need for permanent and temporary relocation of residents. It also evaluates the potential relocation capacity (i.e., comparable residential space currently available) within the replacement area. This section also examines the potential of other projects in the region for relocating residents and competing for available housing resources (cumulative impacts).

6.3.1 High-Speed Rail Build Alternative

The HSR Build Alternative would displace an estimated one single-family residential unit in the City of Los Angeles (Table 6-1), which correlates to an estimated 3 residents, and five single-family residential units in the City of Burbank, which correlates to an estimated 13 residents.¹² See Appendix A for a map of showing the location of potential property acquisitions and Appendix B for right-of-way tables showing all potential property acquisitions and displacements under the HSR Build Alternative.

Table 6-1 Single-Family Residential Displacements Under the High-Speed Rail Build Alternative

Location	Total SFR Units Displaced	Estimated Residents to Be Displaced
Burbank	5	13
Glendale	0	0
Los Angeles	1	3
Total	6	16

Sources: MLS (2017); Loopnet (2017); Google Earth, Google Street View

The HSR Build Alternative would displace an estimated two multifamily residential units in the City of Burbank (Table 6-2), which correlates to an estimated 6 residents, and four multifamily residential units in the City of Los Angeles, which correlates to an estimated 12 residents.

An examination of suitable replacement housing alternatives determined that a sufficient number of comparable replacement residences are currently available in the cities of Los Angeles and Burbank, where the displacements and relocations would occur.

¹² Calculated using number of units multiplied by the average household size per city from the 2010-2014 American Community Survey as noted in Table 5-19.

Table 6-2 Multifamily Residential Displacements

Location	Total Multifamily Units Displaced	Estimated Residents to Be Displaced
Burbank	2	6
Glendale	0	0
Los Angeles	4	12
Total	6	18

Sources: MLS, 2017; Loopnet, 2017; Google Earth, Google Street View

Table 6-3 shows the gap analysis of residential properties (single-family) that are available for relocation. Table 6-4 shows the gap analysis of multifamily residential properties that are available for relocation.

Table 6-3 Gap Analysis of Single-Family Residential Displacements Under the High-Speed Rail Build Alternative

Location	Total SFR Units Displaced	SFR Units Available	Size of Surplus
Burbank	5	46	41
Glendale	0	63	63
Los Angeles ¹	1	56	55
Total	6	165	159

Sources: MLS, 2017; Zillow, 2017; Google Earth, Google Street View

¹ Includes only portions of the cities within the replacement area.

HSR = high-speed rail

SFR = single-family residential

Table 6-4 Gap Analysis of Multifamily Residential Displacements

Location	Total Multifamily Units Displaced	Multifamily Units Available	Size of Surplus
Burbank	2	55	53
Glendale	0	91	91
Los Angeles	4	58	54
Total	6	204	198

Sources: MLS, 2017; Zillow, 2017; Google Earth, Google Street View

6.3.1.1 Replacement Housing

All of the residential unit displacements under the HSR Build Alternative would occur in the cities of Los Angeles and Burbank. These areas have current vacancies in excess of the estimated displacements. Vacant residential properties within the City of Los Angeles alone number 56 single-family residential and 58 multifamily residential units. The City of Burbank has 46 vacant single-family residential units and 55 vacant multifamily residential units. Vacant residential properties within the replacement area number 165 single-family residential and 204 multifamily residential units. These vacant properties would be more than sufficient for the five potential displacements in the City of Los Angeles and the seven potential displacements in the City of Burbank. These vacant residential properties do not include consideration of the remaining portions of the affected city outside the replacement area.

The values of these potential replacement housing units are comparable to the value of the displaced property. This comparison of cost is a good measure of the suitability of replacement housing because it is a function of important attributes, such as size, quality, and neighborhood amenities. The displaced single-family residential units in the cities of Burbank and Los Angeles have estimated values ranging between \$524,000 and \$1,108,000. A review of current vacant home prices in the cities of Burbank and Los Angeles reveals that a number of housing units are available at prices similar to those of the displaced properties (Zillow 2017). The displaced multifamily residential units in the City of Los Angeles have estimated rental rates ranging between \$1,100 and \$1,500. Research indicates that at the time of this report, very few comparable replacement properties are available within the replacement area. Replacement properties currently for lease would likely demand slightly higher rents. In the event the cost to rent a comparable replacement unit is higher than the present rent of the unit to be displaced, occupants may be entitled to a rental differential payment as set forth under the Uniform Act. Refer to Section 7.2.2.2 of this DRIR for additional information.

The composition of the relocated population must be considered because the Uniform Act and other policies and regulations require efforts to avoid disproportionate impacts on any given population group, particularly those considered to be part of environmental justice populations. The demographics, income, ownership rates, and other relevant data on the communities in the RSA were presented in detail in Section 5, Affected Environment.

The sections related to environmental justice in the *Burbank to Los Angeles Project Section: Community Impact Assessment* (Authority 2020) provide a more detailed evaluation of impacts on minority and low-income populations and sensitive populations (the elderly, disabled, female heads of households, and linguistically isolated) in the affected communities. While the displaced properties are not subject to affordability covenants, low-income populations are often clustered along transportation corridors and floodplains, where housing is less costly. Substantial concentrations of low-income, minority, elderly, and limited-English-proficiency residents exist within or adjacent to the project footprint where acquisitions would occur. The residential displacements would occur in census tracts where environmental justice populations reside. Because measures will be taken to assist with relocation and expense compensation, and given the small number of residential displacements, the potential effects of displacement and relocation would not be considerable.

6.3.1.2 Cumulative Impacts

This section presents potential cumulative impacts based on current knowledge of the Burbank to Los Angeles Project Section. Subsequent to this technical report, the Authority will further refine the cumulative impacts described herein and present the information in Section 3.18 of the EIR/EIS.

Cumulative impacts are those resulting from past, present, and reasonably foreseeable future actions, combined with the potential impacts of the proposed project related to displacements and relocations. The RSA for the cumulative impacts analysis is limited to the cities that would be directly impacted by construction and operation of the proposed HSR Build Alternative.

The combined effect of the proposed project and other development projects planned, recently in construction, or currently in construction would impact the cities throughout the RSA. The proposed project, however, would not contribute to substantial changes to residential relocations in the region. As shown in Table 6-3 and Table 6-4, there is a surplus of residential properties available for relocation opportunities.

Temporary construction impacts associated with the proposed project would not result in substantial cumulative displacement-related impacts because they would be temporary. Operational impacts would generally be less than substantial, as discussed above, and would have some impacts to cities in the immediate project vicinity. Overall, the proposed project would have only an incremental contribution to cumulative impacts related to displacements in the area because it would not substantially impact existing cities in the project vicinity.

6.3.2 Station Sites

The implementation of the Burbank Airport Station and LAUS would not result in residential displacements.

6.3.3 Maintenance Facility

The Burbank to Los Angeles Project Section does not include any maintenance facilities. However, the project section would utilize the HMF located within either the Merced to Fresno Project Section or the Fresno to Bakersfield Project Section. Use of this HMF is analyzed in either the Merced to Fresno Project Section or the Fresno to Bakersfield Project Section. Additionally, the Burbank to Los Angeles Project Section would utilize the LMF proposed within the Los Angeles to Anaheim Project Section. Use of this LMF is analyzed further in the Los Angeles to Anaheim Project Section. Therefore, no further analysis of maintenance facilities is included in this technical report prepared for the Burbank to Los Angeles Project Section.

6.3.4 Electric Power Utility Improvements

The project would not include the construction of a separate power source, although it would include the extension of power lines to a series of power substations positioned along the HSR corridor. The residential displacements associated with the electric power utility improvements are considered in the analysis for the HSR Build Alternative in Section 6.3.1.

6.4 Commercial, Industrial, and Retail

This section presents the commercial, industrial, and retail unit displacements and evaluates the need for permanent and temporary relocation of these businesses. It also evaluates the potential relocation capacity (i.e., comparable commercial, industrial, and retail space currently available) in each affected city. This section also examines the potential of other projects in the region for relocating these uses and competing for available resources (cumulative impacts).

6.4.1 High-Speed Rail Build Alternative

The HSR Build Alternative would require the displacement of an estimated 84 commercial, industrial, and retail businesses in the cities of Burbank, Glendale, and Los Angeles. These displaced businesses employ an estimated 1,747 employees. The HSR Build Alternative would result in an estimated 39 displaced businesses and 1,264 displaced employees in the City of Burbank; an estimated 20 displaced businesses and 136 displaced employees in the City of Glendale; and an estimated 25 displaced businesses and 347 displaced employees in the City of Los Angeles.

Table 6-5 provides a breakdown of the total commercial, industrial, and retail business displacements and affected employees under the HSR Build Alternative.

Table 6-5 Commercial, Industrial, and Retail Displacements Under the High-Speed Rail Build Alternative

Location	Businesses Displaced	Estimated Employees Displaced
Burbank	39	1,264
Glendale	20	136
Los Angeles	25	347
Total	84	1,747

Sources: MLS, 2017; Loopnet, 2017; Google Earth, Google Street View

¹ The number of estimated employees displaced was determined through Reference USA. For those businesses for which no information was available via Reference USA, the number of employees was estimated by multiplying the approximate building square footage by the average number of employees per square foot for that business category using data derived from the *Employment Density Study Summary Report* prepared for the Southern California Association of Governments (The Natelson Company 2001).

Table 6-6 shows the distribution of commercial, industrial, and retail displacements in each city by property category.

Table 6-6 Commercial, Industrial, and Retail Displacements by City and Category

Location	Commercial	Industrial	Retail
Burbank	16	3	20
Glendale	3	4	13
Los Angeles	12	5	8
Total	31	12	41

Sources: MLS, 2017; Loopnet, 2017; Google Earth, Google Street View

Examination of the North American Industry Classification System of displaced commercial, industrial, and retail businesses reveals that the types of businesses being displaced include warehousing, used car dealerships, automotive/tire shops, maintenance yards, rentals and leasing services, tow yards, food services, retail, wholesalers, manufacturing centers, recycling centers, studio centers, recreation services, healthcare services, banks, and business centers. The highest number of businesses and employees potentially displaced would occur in the City of Burbank.

6.4.1.1 Replacement Business Locations

A general assessment was conducted to determine if there are suitable commercial, industrial, and retail business properties available within the replacement area. Table 6-7 and Table 6-8 show the available commercial, industrial, and retail properties for lease and for sale, respectively. Hereafter, the total numbers of available replacement units discussed in this report refer to the aggregate of units for lease and units for sale. It is assumed that the relative proportion of properties for lease and for sale approximately corresponds to the proportion of owner-occupied and tenant-occupied displacements. The actual number of owner- versus tenant-occupied displacements will be verified at the time relocation interviews are performed.

Table 6-7 Inventory of Available Industrial, Commercial, and Retail Properties for Lease

Location	Commercial	Industrial	Retail
Burbank	51	13	28
Glendale	54	8	43
Los Angeles	35	14	15
Total	140	35	86

Sources: MLS, 2017; Loopnet, 2017

Table 6-8 Inventory of Available Industrial, Commercial, and Retail Properties for Sale

Location	Commercial	Industrial	Retail
Burbank	6	6	13
Glendale	10	9	9
Los Angeles	14	28	32
Total	30	43	54

Sources: MLS, 2017; Loopnet 2017

Examination of suitable replacement locations for these businesses determined that a sufficient number of alternative sites are available for the industrial, commercial, and retail properties in the replacement area. There are two automotive repair businesses or related services proposed to be displaced in the City of Burbank, two automotive repair businesses proposed to be displaced in the City of Glendale, and three automotive repair businesses or related services proposed to be displaced in the City of Los Angeles. Most of these facilities are not open to the public and further research will need to be conducted to determine the exact nature of their use. Relocating automotive businesses could require modification of equipment or configuration of other properties to meet needed specifications. Table 6-9, Table 6-10, and Table 6-11 show the results of the gap analysis of the total number of industrial and commercial properties within the replacement area.

Table 6-9 Gap Analysis of Commercial Displacements Under the High-Speed Rail Build Alternative

Location	Total Businesses Displaced	Commercial Units Available	Size of Surplus
Burbank	16	57	41
Glendale	3	64	61
Los Angeles	12	49	37
Total	31	170	139

Sources: MLS, 2017; Loopnet, 2017; Google Earth, Google Street View

Table 6-10 Gap Analysis of Industrial Displacements Under the High-Speed Rail Build Alternative

Location	Total Businesses Displaced	Industrial Units Available	Size of Surplus
Burbank	3	19	16
Glendale	4	17	13
Los Angeles	5	42	37
Total	12	78	66

Sources: MLS, 2017; Loopnet, 2017; Google Earth, Google Street View

Table 6-11 Gap Analysis of Retail Displacements Under the High-Speed Rail Build Alternative

Location	Total Businesses Displaced	Retail Units Available	Size of Surplus
Burbank	20	41	21
Glendale	13	52	39
Los Angeles	8	47	39
Total	41	140	99

Sources: MLS, 2017; Loopnet, 2017; Google Earth, Google Street View

Preliminary research was conducted to address current business vacancy rates in the San Fernando Valley, Central Los Angeles, and Los Angeles Basin areas.¹³ The research supports the findings above, and shows overall current business vacancies as follows:

- **San Fernando Valley and Ventura County**

- Office—13.9%
- Industrial—1.9%
- Retail—Not available

- **Central Los Angeles**

- Office—18.5%
- Industrial—1.4%
- Retail—Not available

- **Los Angeles Basin**

- Office—14.5%
- Industrial—2.2%
- Retail—5.4%

Automotive is an important class of businesses that would be relocated in the replacement area. Automotive businesses usually require specialized facilities, given the services they perform. Based on an examination of alternative automotive-specific locations, current vacancies are available to meet the relocations needs of the proposed project. However, special consideration will need to be given to automotive businesses during the acquisition and relocation process.

6.4.1.2 Cumulative Impacts

This section presents potential cumulative impacts based on current knowledge of the Burbank to Los Angeles Project Section. Subsequent to this technical report, the Authority will further refine the cumulative impacts described herein and present the information in Section 3.18 of the EIR/EIS.

Cumulative impacts are those resulting from past, present, and reasonably foreseeable future actions, combined with the potential impacts of the proposed project related to displacements and relocations. The RSA for the cumulative impacts analysis is limited to the cities that would be directly impacted by construction and operation of the proposed HSR Build Alternative.

The combined effect of the proposed project and other development projects planned, recently in construction, or currently in construction would impact the cities throughout the RSA. The proposed project, however, would not contribute to substantial changes to commercial and/or industrial relocations in the region. However, the potential displacement of 1,264 employees has the potential to contribute to a cumulative effect in the City of Burbank. As shown in Table 6-10, there is a surplus of commercial, industrial, and retail properties available for relocation opportunities.

Temporary construction impacts associated with the proposed project would not result in substantial cumulative displacement-related impacts because they would be temporary. Operational impacts would generally be less than substantial, as discussed above, and would have some impacts to cities in the immediate project vicinity. Overall, the proposed project would have only an incremental contribution to cumulative impacts related to displacements in the area because it would not substantially impact existing cities in the project vicinity.

6.4.2 Station Sites

The business displacements associated with implementation of the Burbank Airport Station and LAUS are included in the analysis for the HSR Build Alternative in Section 6.4.1.

¹³ Colliers. www.colliers.com/en-us/greaterlosangeles/insights/research (accessed December 29, 2017).

6.4.3 Maintenance Facility

The Burbank to Los Angeles Project Section does not include any maintenance facilities. However, the project section would utilize the HMF located within either the Merced to Fresno Project Section or the Fresno to Bakersfield Project Section. Use of this HMF is analyzed in either the Merced to Fresno Project Section or the Fresno to Bakersfield Project Section. Additionally, the Burbank to Los Angeles Project Section would utilize the LMF proposed within the Los Angeles to Anaheim Project Section. Use of this LMF is analyzed further in the Los Angeles to Anaheim Project Section. Therefore, no further analysis of maintenance facilities is included in this technical report prepared for the Burbank to Los Angeles Project Section.

6.4.4 Electric Power Utility Improvements

The project would not include the construction of a separate power source, although it would include the extension of power lines to a series of power substations positioned along the HSR corridor. Because the electric power utility improvements are included in the project footprint, these improvements are included in the analysis for the HSR Build Alternative in Section 6.4.1.

6.5 Agricultural

There are no agricultural land uses within the Burbank to Los Angeles Project Section. Therefore, no relocation analysis of agricultural land uses is necessary.

6.6 Community Facilities

There are no community facilities within the footprint of the Burbank to Los Angeles Project Section that would be displaced by the HSR Build Alternative.

6.7 Early Investment Projects

As described in Section 2.6, early investment projects will be made in collaboration with local and regional agencies. The following early investment projects would result in displacements:

- Downtown Burbank Metrolink Station (City of Burbank)—One nonresidential displacement
- Sonora Avenue Grade Separation (City of Glendale)—One nonresidential displacement
- Flower Street Grade Separation (City of Glendale)—Seven nonresidential displacements
- Goodwin Avenue/Chevy Chase Drive Grade Separation (City of Los Angeles)—Seventeen nonresidential displacements
- Main Street Grade Separation (City of Los Angeles)—One residential displacement and 16 nonresidential displacements

7 RELOCATION RESOURCES AND RELOCATION PLAN

This section describes the relocation resources the Authority and its partnering agencies would provide to displacees in accordance with the Uniform Act; Code of Federal Regulations (C.F.R.) Title 49, Part 24; Government Code 7260 et seq.; and California Code of Regulations 600 et seq. and other prevailing regulations. Much of the information presented below comes from Chapter 10 of the *Caltrans Right of Way Manual*, as the California Department of Transportation (Caltrans) has long been the source for guidance regarding relocation of displacees resulting from federally funded projects. The Caltrans Manual continues to be a source of supplemental information as the Authority develops its own right-of-way manual and relocation assistance guidelines.

7.1 Project Assurances

In accordance with the Uniform Act, the implementing agencies will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use. The implementing agencies will assist displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe, and sanitary” (DS&S). Commercial displacees will receive information on comparable properties for lease or purchase.

Residential replacement dwellings will be in equal or better neighborhoods, at rents or prices within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Comparable replacement dwellings will be offered to displacees before any displacement occurs. All benefits and services would be provided equitably without regard to race, color, religion, sex, age, disability or national origin, consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state assisted housing programs and any other known services offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying a property required for the proposed project will not be asked to move without first being given at least 90 days’ written notice. Occupants eligible for relocation payment(s) will not be required to move unless the Authority offers at least one comparable DS&S replacement residence available on the market.

7.2 Residential Relocations

This section discusses the capacity of replacement areas and assistance programs available to residential displacees.

7.2.1 Residential Property Resources

The most important relocation resource is available space or capacity to absorb residential relocations. An analysis of the replacement area shows there is sufficient availability to relocate all single-family and multifamily residential units within the cities from which they will be displaced. Table 6-3 in Section 6.3.1.2 summarizes the capacity of single-family and multifamily units to be relocated in each affected city.

7.2.2 Other Residential Relocation Resources

In addition to actual residential properties that are available for people requiring relocation, other types of residential relocation resources are available:

- Relocation assistance and counseling for those who would need to relocate
- Direct financial assistance for those who would need to relocate
- Sufficient government funding to carry out all relocation processes and forms of assistance

7.2.2.1 Relocation Assistance and Counseling

The Uniform Act requires the displacing agency to establish a relocation assistance advisory program that satisfies the requirements of Title VI of the Civil Rights Act of 1964 (U.S. Code [U.S.C.] Title 42, Section 2000d et seq.), Title VIII of the Civil Rights Act of 1968 (42 U.S.C. 3601 et seq.), and Executive Order 11063 (27 Fed. Reg. 11527, November 24, 1962), and offers to assist in relocating displacees to DS&S housing that meets their needs and is within their financial means.

Relocation assistance emphasizes that if the comparable replacement properties are in areas of minority concentration, minority persons shall be given reasonable opportunity to relocate to replacement properties not in such areas.

An eligible displacee would be assigned a relocation advisor responsible for providing current and continuing information throughout the relocation process, including;

- An explanation of eligibility requirements for relocation payments and the appeal process
- Translation services to explain the relocation program to persons with limited English proficiency
- Information on the availability, purchase prices, rental costs, and financing terms of comparable replacement dwellings and/or nonresidential sites
- Assurance that no one will be required to move unless at least one comparable replacement dwelling is made available
- An explanation of the eviction policies to be pursued in carrying out the project
- An address, in writing, of the specific comparable replacement dwelling used to establish the maximum replacement housing payment
- Inspection of the replacement property to ensure it meets DS&S standards
- An offer of transportation for all persons to inspect the housing to which they are referred
- Assistance in locating and obtaining the replacement property, including assistance in completing required applications and other forms
- Assistance in completing the agency's claim forms, and if necessary, a request for a relocation assistance appeal
- Counseling advice as to other sources of benefits that may be available, such as information on federal and state housing programs, disaster loans, and other programs (e.g., Small Business Administration, Federal Housing Administration, Department of Housing and Urban Development)
- Other advisory assistance, as needed, to minimize hardship

The goal of relocation assistance and counseling is to minimize the hardship people might experience in adjusting to their relocation. On projects requiring a significant number of displacements, the establishment of a relocation office in a convenient location for displaced persons is encouraged if the district office is not easily accessible to those displaced.

7.2.2.2 Direct Financial Assistance

The residential Relocation Assistance Program¹⁴ will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of the replacement dwellings and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of

¹⁴ "Your Rights and Benefits as a Displacee Under the Uniform Relocation Assistance Program (Residential)," California High-Speed Rail Authority, www.hsr.ca.gov/docs/programs/private_property/RAP_Information_for_Residential.pdf.

the 50 miles are the responsibility of the displacee. The following summarizes the residential Relocation Assistance Program.

Moving Costs

Any displaced person who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles or a fixed payment based on a fixed moving cost schedule.

Purchase Supplement

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing. Homeowners who have owned and occupied their property for 180 days or more prior to the date of the first written offer to purchase the property may qualify to receive a purchase price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. A mortgage differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based on the replacement property interest rate. The maximum combination of these three supplemental payments that the owner-occupant can receive is \$22,500. If the total entitlement (without the moving payments) is in excess of \$22,500, the Last Resort Housing Program may be used.

Rent Differential

Occupants of 90 days or more and nontenured occupants (owner or tenant) may be entitled to a rental differential payment. This payment is made when the implementing agencies determine that the cost to rent a comparable DS&S replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the Down Payment section below. The maximum amount payable to a tenant of 90 days or more and a nontenured occupant (owner or tenant), in addition to moving expenses, is \$5,250. If the total entitlement for rental supplement is to exceed \$5,250, then consideration must be given to Last Resort Housing.

Down Payment

The down payment option is designed to help eligible displacees purchase and relocate to DS&S comparable housing. Eligible displacees may be entitled to receive the full amount of the rental supplement if it is applied toward the down payment for the purchase of the replacement property, even if this results in a 100 percent purchase. Any remaining rental supplement can be applied to incidental expenses related to the purchase, including nonrecurring items paid in escrow. An eligible 90-day occupant (tenant or owner) or nontenured occupant who purchases a DS&S replacement dwelling may convert the rental supplement to a down payment. Even if the rent differential is zero, an eligible 90-day occupant or nontenured occupant is entitled to the minimum down payment of \$5,250 if they meet the "spend-to-get" requirements. A 90-day occupant or nontenured occupant whose rental supplement is \$5,250 or less automatically qualifies for a \$5,250 down payment. If the rental supplement is over \$5,250, the entire amount of the calculated rent differential may be converted to a down payment.

Last Resort

Federal regulations (49 C.F.R. 24) contain the policy and procedure for implementing the Last Resort Housing Program on federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods for making them, the same as those benefits for standard residential relocation, as explained above. Last Resort Housing covers situations where a displacee cannot be relocated due to lack of available comparable replacement housing or when the anticipated replacement housing payments exceed the \$5,250 and \$22,500 limits of the standard relocation procedure because the displacee either lacks the financial ability or has other

valid circumstances. In certain exceptional situations, Last Resort Housing may be used for tenants of fewer than 90 days. After the implementing agency makes the first written offer to acquire the property, it will personally contact the displacees to gather important information. The Authority and implementing agency would make contact within an agreed-upon reasonable length of time. The information gathered would include the following:

- Preferences in area of relocation
- Number of people to be displaced and the distribution of adults and children according to age and sex
- Location of schools and employment
- Specific arrangements needed to accommodate any family member(s) with special needs
- Financial ability to relocate into a comparable replacement dwelling that will adequately house all members of the family

7.2.2.3 Sufficient Government Funding for Relocation

The Authority intends to finance the proposed project with state and federal funding, including funds provided by the FRA and funding made available through the American Recovery and Reinvestment Act of 2009. The Authority will act as the FRA-designated recipient for federal transportation funds.

7.3 Businesses on Commercial and Industrial Properties

This section discusses the availability of replacement properties and assistance programs for displaced businesses.

7.3.1 Commercial and Industrial Property Resources

Section 6.4 discussed commercial and industrial parcel displacements and the relocation of businesses that occupy them. It also compared project-related needs to the inventory of currently available commercial and industrial properties. This analysis was conducted for available properties in each of the affected cities. The discussion that follows in Section 7.3.1.1 will discuss these commercial and industrial property resources.

The gap analysis in Table 6-9 and Table 6-10 in Section 6.4.1.2 shows the availability of replacement commercial and industrial units. The analysis reveals which affected cities have an adequate supply of replacement units available to accommodate the relocation of displacees within their same city. For commercial and industrial displacements, the affected cities have a surplus of available units.

7.3.2 Other Business Relocation Resources

The following section provides information about relocation assistance available to nonresidential displacees.

7.3.2.1 Sufficient Available Properties and Facilities for Relocation

The analysis in Section 6.4.1.2 indicates that there would be a sufficient number of replacement sites available for all nonresidential displacements.

7.3.2.2 Sufficient Government Funding for Relocation

The Authority intends to finance the proposed project with state and federal funding, including funds provided by the FRA and funding made available through the American Recovery and Reinvestment Act of 2009. The Authority will act as the FRA-designated recipient for federal transportation funds.

7.3.2.3 Programs and Policies for Nonresidential Relocation

Relocation Assistance Program for Business, Farm, and Nonprofit Organizations

The nonresidential Relocation Assistance Program¹⁵ provides assistance to businesses, farms, and nonprofit organizations in locating suitable replacement properties and reimbursement for certain relocation costs. The Relocation Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business' specific relocation needs. The types of payments available to eligible businesses, farms, and nonprofit organizations are instead of any moving, searching, and reestablishment expenses. The payment types are summarized as follows.

Moving Expenses

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

Reestablishment Expenses

Re-establishment payments for qualifying expenses may be made available to displaced business owners. These benefits are capped at \$10,000 and must be actual, reasonable, and necessary. They include, but are not limited to: repairs or modifications to the new property to make it suitable, construction and installation costs of signage, lot and structure repaving or redecorating, expenses to advertise the new location, increased operating costs from rent or insurance premium changes (for up to two years), and increased personal or real-property taxes. Finally, compensation for loss of goodwill is provided. Goodwill is defined as the benefit that accrues from the skill, reliability, or location of a business. If these factors can be shown to be reduced as a consequence of the relocation, the business owner will be compensated for the loss. Generally, this is part of the acquisition expense, but some of it may occur as a relocation expense.

Fixed In-Lieu Payment

A fixed payment in lieu of moving and searching payments and reestablishment payment may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to the average annual net earnings for the last two taxable years prior to the relocation and may not be less than \$1,000 or more than \$20,000.

7.4 Relocation Plan Elements and Recommendations

This section describes the relocation planning process according to 49 C.F.R. 24.205 and provides recommendations for development of a relocation plan based on the analysis performed in this DRIR.

7.4.1 Assumptions

The relocation plan will be based on certain assumptions that must approximate those used in the DRIR and the other technical reports prepared in support of the EIR/EIS. These assumptions include the premise that the HSR Build Alternative approved for design and construction will not differ substantially from that presented in the current Project Description and that any major variations would require an updated analysis. Moreover, the relocation plan must include all significant recommendations and considerations discussed herein, and ensure that all forms of

¹⁵ www.hsr.ca.gov/docs/programs/private_property/RAP_Information_for_Business.pdf.

support, guidance, funding, and other forms of assistance will be provided promptly and as required by the relevant federal, state, and local laws and policies.

7.4.2 Relocation Plan Elements

49 C.F.R. 24.205 suggests that a relocation plan include:

1. An estimate of the number of households displaced, including information such as owner/tenant status, estimated value and rental rates of properties to be acquired, family characteristics, and special consideration of the impacts on minorities, the elderly, large families, and persons with disabilities when applicable.
2. An estimate of the number of comparable replacement dwellings in the area (including price ranges and rental rates) expected to be available to fulfill the needs of those households displaced.
3. An estimate of the number, type, and size of the businesses, farms, and nonprofit organizations displaced and the approximate number of employees who may be affected.
4. An estimate of the availability of replacement business sites. When an adequate supply of replacement business sites is not expected to be available, the impacts of displacing the businesses should be considered and addressed. Planning for displaced businesses that are reasonably expected to involve complex or lengthy moving processes or small businesses with limited financial resources and/or few alternative relocation sites should include an analysis of business moving problems.
5. Consideration of any special relocation advisory services that may be necessary from the displacing agency and other cooperating agencies.

Additionally, a relocation plan should provide details of a project's proposed schedule and plan for funding, describe relocation resources and programs available to displacees, and propose a recommended approach to addressing any special relocation needs identified by surveys or previously prepared reports (such as this DRIR).

7.4.3 Special Relocation Considerations and Steps to Address Them

7.4.3.1 Special Relocation Considerations

Special relocation considerations that must be made for this project section revolve primarily around the number of commercial and industrial displacements anticipated and the potentially limited number of replacement sites available. One automotive repair business is proposed to be displaced in the City of Burbank, and seven automotive repair or related services are proposed to be relocated in the City of Glendale. One of the automotive facilities in Glendale belongs to the Walt Disney Company and is listed as a towing facility. These facilities are not open to the public, and further research will need to be conducted to determine the exact nature of their use. Relocating automotive businesses could require modification of equipment or configuration of other properties to meet needed specifications.

Demographic research indicates that many potential displacements may occur in areas where English is spoken as a second language. This may result in higher-than-usual demand for multilingual relocation agents to be assigned to cases.

Certain commercial businesses may be challenging to relocate because replacement sites may put them in direct competition with other businesses of the same type where they may not have had to compete in the location from which they were displaced.

Relocating industrial facilities that currently have direct freight rail access may be difficult as comparable amenities in replacement locations may not exist.

7.4.3.2 Remediation for Special Considerations

Many of the resource constraints identified in the Special Relocation Considerations section above could be mitigated by staging acquisition and relocation activities into phases. It would be prudent to impact a limited number of industrial and commercial businesses in quantities that would allow the marketplace sufficient time to absorb the influx of these businesses searching for replacement sites. Since there is a limited quantity of replacement sites, flooding the marketplace with displacees all seeking to stay within their client base might cause the unintended consequence of businesses not being able to relocate within the time that the project requires. Therefore, by staging the acquisition and relocation, there will be a slow influx of businesses searching for replacement sites, which should enable a higher percentage of businesses to relocate successfully. Relocating occupants in certain strategic areas would allow construction to begin and would preserve the availability of relocation staff and resources.

Another measure to ease constraints on relocation staff includes leveraging qualified consultants to assist in performing relocation activities, allowing Authority staff to manage consultant teams or handle particularly challenging relocation cases.

Allowing additional lead time to carry out relocation activities could be the most effective measure the Authority can take. Additional time for relocation agents to work with displacees on finding suitable replacement sites and facilitating complex moves will increase the probability of successful relocations.

To address the special needs of certain commercial or industrial displacees, expanding the replacement area to include other nearby cities may increase the chances of finding suitable replacement sites if the additional distance from the displacement site does not cause undue damage to the business (such as moving the business too far from existing customers or suppliers). This strategy may also find replacement locations that do not force commercial businesses to compete with businesses of the same type.

A review of the 2016 Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy will provide information about other projects anticipated to occur in the region and any impact those projects may have on available relocation resources, including funding and replacement property sites. Close coordination between participating agencies with regard to overlapping projects will help identify potential conflicts and allow for development of strategies to help minimize compounding impacts.

A number of strategies could be adopted to accommodate limited-English-proficiency or non-English-speaking displacees, including assigning multilingual agents to areas where English is not spoken as a primary language, providing interpreters to accompany agents when interacting with displacees, and producing forms, pamphlets, and other documentation in other languages spoken in the impacted communities. Information about languages prominently spoken in the project vicinity will be available in the Community Impact Assessment. Relocation interviews performed prior to acquisition will provide additional detail about language requirements.

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8 IMPACT AVOIDANCE AND MINIMIZATION MEASURES

The HSR Build Alternative incorporates standardized HSR features to avoid and minimize impacts. These features are referred to as IAMFs. The Authority will implement IAMFs during project design and construction to avoid or reduce impacts.

The following IAMFs would be implemented to avoid and/or minimize adverse effects from displacements and relocations.

SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act

The Authority must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended (Uniform Act). The provisions of the Uniform Act, a federally mandated program, would apply to all acquisitions of real property or displacements of persons resulting from this federally assisted project. It was created to provide for fair and equitable treatment of all affected persons. Additionally, the Fifth Amendment of the U.S. Constitution provides that private property may not be taken for a public use without payment of “just compensation.”

The Uniform Act requires that the owning agency provide notification to all affected property owners of the agency’s intent to acquire an interest in their property. This notification includes a written offer letter of just compensation. A right-of-way specialist is assigned to each property owner to assist him or her through the acquisition process. The Uniform Act also provides benefits to displaced individuals to assist them financially and with advisory services related to relocating their residence or business operation. Benefits are available to both owner occupants and tenants of either residential or business properties.

The Uniform Act requires provision of relocation benefits to all eligible persons regardless of race, color, religion, sex, or national origin. Benefits to which eligible owners or tenants may be entitled are determined on an individual basis and explained in detail by an assigned right-of-way specialist.

The California Relocation Assistance Act essentially mirrors the Uniform Act and also provides for consistent and fair treatment of property owners. However, because the project would receive federal funding, the Uniform Act takes precedence. Owners of private property have federal and state constitutional guarantees that their property would not be acquired or damaged for public use unless owners first receive just compensation. Just compensation is measured by the “fair market value,” where the property value is considered to be the highest price that would be negotiated on the date of valuation. The value must be agreed upon by a seller who is willing, not obliged to sell, but under no particular or urgent necessity and by a buyer who is ready, willing, and able to buy but under no particular necessity. Both the owner and the buyer must deal with the other with the full knowledge of all the uses and purposes for which the property is reasonably adaptable and available (Code of Civil Procedure Section 1263.320a).

More detailed information about how the Authority plans to comply with the Uniform Act and the California Relocation Assistance Act is provided in the following three detailed relocation assistance documents modeled after Caltrans versions:

- Your Rights and Benefits as a Displacee under the Uniform Relocation Assistance Program (Residential)
- Your Rights and Benefits as a Displacee under the Uniform Relocation Assistance Program (Mobile Home)
- Your Rights and Benefits as a Displaced Business, Farm, or Nonprofit Organization under the Uniform Relocation Assistance Program

SOCIO-IAMF#3: Relocation Mitigation Plan

Before any acquisitions occur, the Authority would develop a relocation mitigation plan, in consultation with affected cities and counties and property owners. In addition to establishing a

program to minimize the economic disruption related to relocation, the relocation mitigation plan would be written in a style that also enables it to be used as a public-information document.

The relocation mitigation plan would be designed to meet the following objectives:

- Provide affected property and business owners and tenants a high level of individualized assistance in situations when acquisition is necessary and the property owner desires to relocate the existing land use.
- Coordinate relocation activities with other agencies acquiring property resulting in displacements in the study area to provide for all displaced persons and businesses to receive fair and consistent relocation benefits.
- Make a best effort to minimize the permanent closure of businesses and non-profit agencies as a result of property acquisition.
- Within the limits established by law and regulation, minimize the economic disruption caused to property owners by relocation.
- In individual situations, where warranted, consider the cost of obtaining the entitlement permits necessary to relocate to a suitable location and take those costs into account when establishing the fair market value of the property.
- Provide those business owners who require complex permitting with regulatory compliance assistance.

The relocation mitigation plan would include the following components:

- A description of the appraisal, acquisition, and relocation process as well as a description of the activities of the appraisal and relocation specialists.
- A means of assigning appraisal and relocation staff to affected property owners, tenants, or other residents on an individual basis.
- Individualized assistance to affected property owners, tenants, or other residents in applying for funding, including research to summarize loans, grants, and federal aid available, and research areas for relocation.
- Creation of an ombudsman's position to act as a single point of contact for property owners, residents, and tenants with questions about the relocation process. The ombudsman would also act to address concerns about the relocation process as it applies to the individual situations of property owners, tenants, and other residents.

9 REFERENCES

Included below are the references cited within this report as well as any persons and/or agencies consulted.

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9.2 Persons and Agencies Consulted

No persons and agencies were consulted while preparing this report.

10 PREPARER QUALIFICATIONS

The following individuals have made significant contributions to the development of this technical report.

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CEQA = California Environmental Quality Act

GIS = geographic information systems

IRWA RW/RAC = International Right of Way Association Right of Way/Relocation Assistance Certification

M.U.P. = Master of Urban Planning

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