California High-Speed Rail Authority

# *Los Angeles to Anaheim Project Section*

## Draft Relocation Impact Report

**October 2025**




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 22, 2024, and executed by the Federal Railroad Administration and the State of California.

# TABLE OF CONTENTS

EXECUTIVE SUMMARY ..... ix

1 INTRODUCTION ..... 1-1
- 1.1 California High-Speed Rail System Background ..... 1-1
- 1.2 Los Angeles to Anaheim Project Section Background ..... 1-2
- 1.3 Project Description Purpose ..... 1-3
- 1.4 Report Purpose ..... 1-4

2 PROJECT DESCRIPTION ..... 2-1
- 2.1 No Project Alternative ..... 2-1
- 2.2 High-Speed Rail Build Alternatives ..... 2-1
  - 2.2.1 Shared Passenger Track Alternative A ..... 2-3
  - 2.2.2 Shared Passenger Track Alternative B ..... 2-29
- 2.3 Early Action Projects ..... 2-34
  - 2.3.1 Grade Separations ..... 2-34
  - 2.3.2 Metrolink Station Relocations ..... 2-34
  - 2.3.3 Fullerton Metrolink/Amtrak Modifications (Fullerton Interlocker) ..... 2-35
  - 2.3.4 Reconfiguration of Freight Rail Facilities ..... 2-35
- 2.4 Optional High-Speed Rail Station ..... 2-35
  - 2.4.1 High-Speed Rail Station Option: Norwalk/Santa Fe Springs ..... 2-35
  - 2.4.2 High-Speed Rail Station Option: Fullerton ..... 2-36
- 2.5 Project Construction ..... 2-39
- 2.6 Independent Utility of the Los Angeles to Anaheim Project Section ..... 2-40
- 2.7 Operation of the Los Angeles to Anaheim Project Section ..... 2-41

3 LAWS, REGULATIONS, AND ORDERS ..... 3-1
- 3.1 Federal ..... 3-1
  - 3.1.1 Americans with Disabilities Act (42 U.S. Code [U.S.C.] 12101–12213) ..... 3-1
  - 3.1.2 Federal Railroad Administration, Procedures for Considering Environmental Impacts (64 *Federal Register* 28545) ..... 3-1
  - 3.1.3 Improving Access to Services for Persons with Limited English Proficiency (U.S. Presidential Executive Order 13166) ..... 3-1
  - 3.1.4 Designating English as the Official Language of the United States (U.S. Presidential Executive Order 14224) ..... 3-1
  - 3.1.5 Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 U.S.C. 61) ..... 3-1
- 3.2 State ..... 3-2
  - 3.2.1 California Relocation Act (California Government Code Section 7260 et seq.) ..... 3-2
  - 3.2.2 California Code of Civil Procedure (Code of Civil Procedure Section 1245.330 et seq.) ..... 3-2
- 3.3 Regional and Local ..... 3-2
  - 3.3.1 General Plan Policies ..... 3-2
  - 3.3.2 Ordinances and Codes ..... 3-7

4 METHODS FOR EVALUATING IMPACTS ..... 4-1
- 4.1 Definition of Resource Study Area ..... 4-1
- 4.2 Methodology for Impact Analysis ..... 4-3

4.2.1 Property Displacement Analysis: Overview ..... 4-3
4.2.2 Parcel Analysis ..... 4-3

5 AFFECTED ENVIRONMENT ..... 5-1
5.1 Population Characteristics ..... 5-1
5.1.1 Population and Ethnicity ..... 5-1
5.1.2 City ..... 5-2
5.1.3 Community ..... 5-4
5.2 Linguistic Isolation ..... 5-5
5.2.1 Region ..... 5-6
5.2.2 City ..... 5-6
5.2.3 Community ..... 5-7
5.3 Income ..... 5-8
5.3.1 Region ..... 5-8
5.3.2 City ..... 5-8
5.3.3 Community ..... 5-9
5.4 Households ..... 5-10
5.4.1 Region ..... 5-10
5.4.2 City ..... 5-11
5.4.3 Community ..... 5-12
5.5 Housing ..... 5-13
5.5.1 Region ..... 5-13
5.5.2 City ..... 5-15
5.5.3 Community ..... 5-18
5.6 Economy ..... 5-23
5.6.1 Region ..... 5-23
5.6.2 City ..... 5-24
5.6.3 Community ..... 5-29

6 EFFECT ANALYSIS ..... 6-1
6.1 Introduction ..... 6-1
6.2 No Project Alternative ..... 6-1
6.3 Shared Passenger Track Alternatives ..... 6-1
6.3.1 Residential ..... 6-1
6.3.2 Commercial and Industrial ..... 6-3
6.3.3 Agricultural ..... 6-21
6.3.4 Community Facilities ..... 6-21

7 RELOCATION RESOURCES AND RELOCATION PLAN ..... 7-1
7.1 Project Assurances ..... 7-1
7.1.1 Impact Avoidance and Minimization Features ..... 7-1
7.2 Residential Relocations ..... 7-3
7.2.1 Residential Property Resources ..... 7-3
7.2.2 Other Residential Relocation Resources ..... 7-3
7.3 Businesses on Commercial and Industrial Properties ..... 7-5
7.3.1 Commercial and Industrial Property Resources ..... 7-5
7.3.2 Other Business Relocation Resources ..... 7-6
7.4 Relocation Plan Elements and Recommendations ..... 7-7
7.4.1 Assumptions ..... 7-7
7.4.2 Relocation Plan Elements ..... 7-7
7.4.3 Special Relocation Considerations and Steps to Address Them ..... 7-7

8 REFERENCES ..... 8-1
8.1 Persons and Agencies Consulted ..... 8-4
9 PREPARER QUALIFICATIONS ..... 9-1

## Tables

Table ES-1 Regional Population Growth 2010–2040 ..... x
Table ES-2 City Population Growth 2010–2021 ..... x
Table ES-3 Household Income and Family Poverty Characteristics: 2021 (Inflation-Adjusted Dollars) ..... xi
Table ES-4 Regional Household Characteristics: 2021 ..... xii
Table ES-5 Regional Housing Unit Type Characteristics: 2021 ..... xiii
Table ES-6 City Housing Unit Type Characteristics: 2021 ..... xiii
Table ES-7 Gap Analysis of Single-Family Residential Displacements ..... xiv
Table ES-8 Gap Analysis of Commercial Displacements for Shared Passenger Track Alternative A ..... xv
Table ES-9 Gap Analysis of Commercial Displacements for Shared Passenger Track Alternative B ..... xv
Table ES-10 Gap Analysis of Industrial Displacements for Shared Passenger Track Alternative A ..... xvi
Table ES-11 Gap Analysis of Industrial Displacements for Shared Passenger Track Alternative B ..... xvii
Table 2-1 Summary of Design Features of Shared Passenger Track Alternative A and Shared Passenger Track Alternative B ..... 2-1
Table 2-2 Shared Passenger Track Alternative A Alignment ..... 2-3
Table 2-3 Traction Power, Paralleling, and Switching Station Locations ..... 2-9
Table 2-4 BNSF Railway Facility or Track to Be Removed or Modified ..... 2-14
Table 2-5 Modifications to Roadway Crossings (from northwest to southeast) ..... 2-22
Table 2-6 New Grade Separations with Roadway Vertical Realignments ..... 2-25
Table 2-7 Los Angeles to Anaheim Project Section Construction Schedule ..... 2-39
Table 3-1 General Plans ..... 3-2
Table 3-2 Zoning Codes ..... 3-7
Table 5-1 Regional Population Growth 2010–2040 ..... 5-1
Table 5-2 Regional Race and Ethnicity Characteristics by Percentage: 2021 ..... 5-2
Table 5-3 City Population Growth 2010–2021 ..... 5-2
Table 5-4 City Race and Ethnicity Characteristics by Percentage: 2021 ..... 5-3
Table 5-5 Race and Ethnicity Characteristics by Percentage in the Neighborhood Council Areas: 2021 ..... 5-4
Table 5-6 Resource Study Area Race and Ethnicity Characteristics by Percentage: 2021 ..... 5-5
Table 5-7 Regional Limited English Proficiency Households: 2021 ..... 5-6
Table 5-8 City Limited English Proficiency Households: 2021 ..... 5-6

Table 5-9 Limited English Proficiency Households in the Neighborhood Council Areas: 2021 ..... 5-7
Table 5-10 Limited English Proficiency Households in the Population and Communities Resource Study Area: 2021 ..... 5-7
Table 5-11 Regional Household Income and Family Poverty Characteristics: 2021 (Inflation-Adjusted Dollars) ..... 5-8
Table 5-12 City Household Income and Family Poverty Characteristics: 2021 (Inflation-Adjusted Dollars) ..... 5-9
Table 5-13 Household Income and Family Poverty Characteristics in the Neighborhood Council Areas: 2021 ..... 5-9
Table 5-14 Household Income and Family Poverty Characteristics in the Population and Communities Resource Study Area: 2021 ..... 5-10
Table 5-15 Regional Household Characteristics: 2021 ..... 5-11
Table 5-16 City Household Characteristics: 2021 ..... 5-11
Table 5-17 Household Characteristics in the Neighborhood Council Areas: 2021 ..... 5-12
Table 5-18 Household Characteristics in the Population and Communities Resource Study Area: 2021 ..... 5-13
Table 5-19 Regional Housing Unit Type Characteristics: 2021 ..... 5-14
Table 5-20 Regional Housing Unit Occupancy Characteristics: 2021 ..... 5-14
Table 5-21 Regional Foreclosure Rate: July 2024 ..... 5-14
Table 5-22 Regional Housing Unit Tenure (Percentage of Owner-Occupied Housing Units): 2021 ..... 5-15
Table 5-23 City Housing Unit Type Characteristics: 2021 ..... 5-15
Table 5-24 City Housing Unit Occupancy Characteristics: 2021 ..... 5-16
Table 5-25 City Foreclosure Rates: July 2024 ..... 5-17
Table 5-26 City Housing Unit Tenure (Percentage of Owner-Occupied Housing Units): 2021 ..... 5-18
Table 5-27 Housing Unit Type Characteristics in the Neighborhood Council Areas: 2021 ..... 5-19
Table 5-28 Housing Unit Type Characteristics in the Population and Communities Resource Study Area: 2021 ..... 5-19
Table 5-29 Housing Unit Occupancy Characteristics in the Neighborhood Council Areas: 2021 ..... 5-20
Table 5-30 Housing Unit Occupancy Characteristics in the Population and Communities Resource Study Area: 2021 ..... 5-21
Table 5-31 Housing Unit Tenure (Percentage of Owner-Occupied Housing Units) in the Neighborhood Council Areas: 2021 ..... 5-21
Table 5-32 Housing Unit Tenure (Percentage of Owner-Occupied Housing Units) in the Population and Communities Resource Study Area: 2021 ..... 5-22
Table 5-33 Regional Employment Status: 2021 ..... 5-23
Table 5-34 Regional Employment by Industry: 2021 ..... 5-23
Table 5-35 Employment Status by City: 2021 ..... 5-24
Table 5-36 City Employment by Industry: 2021 ..... 5-27

Table 5-37 Employment by Industry in Los Angeles Neighborhood Council Areas: 2021 ....5-29
Table 5-38 Employment by Industry in the Population and Communities Resource Study Area: 2021 ....5-31
Table 6-1 Single-Family Residential Displacements ....6-1
Table 6-2 Gap Analysis of Single-Family Residential Displacements ....6-2
Table 6-3 Commercial and Industrial Displacements for Shared Passenger Track Alternative A (without High-Speed Rail Station Options) ....6-3
Table 6-4 Commercial and Industrial Displacements for Shared Passenger Track Alternative A with the Fullerton High-Speed Rail Station Option ....6-4
Table 6-5 Commercial and Industrial Displacements for Shared Passenger Track Alternative B (without High-Speed Rail Station Options) ....6-5
Table 6-6 Commercial and Industrial Displacements for Shared Passenger Track Alternative B with the Fullerton High-Speed Rail Station Option ....6-6
Table 6-7 Commercial and Industrial Displacements by City and Category for Shared Passenger Track Alternative A ....6-6
Table 6-8 Commercial and Industrial Displacements by City and Category for Shared Passenger Track Alternative A with the Fullerton High-Speed Rail Station Option ....6-7
Table 6-9 Commercial and Industrial Displacements by City and Category for Shared Passenger Track Alternative B ....6-8
Table 6-10 Commercial and Industrial Displacements by City and Category for Shared Passenger Track Alternative B with the Fullerton High-Speed Rail Station Option ....6-8
Table 6-11 Inventory of Available Commercial and Industrial Properties for Lease ....6-10
Table 6-12 Inventory of Available Commercial and Industrial Properties for Sale ....6-10
Table 6-13 Gap Analysis of Commercial Displacements for Shared Passenger Track Alternative A (No Change with High-Speed Rail Station Options Included) ....6-11
Table 6-14 Gap Analysis of Commercial Displacements for Shared Passenger Track Alternative B (No Change with High-Speed Rail Station Options Included) ....6-12
Table 6-15 Gap Analysis of Industrial Displacements for Shared Passenger Track Alternative A ....6-13
Table 6-16 Gap Analysis of Industrial Displacements for Shared Passenger Track Alternative A with the Fullerton High-Speed Rail Station Option ....6-13
Table 6-17 Gap Analysis of Industrial Displacements for Shared Passenger Track Alternative B ....6-14
Table 6-18 Gap Analysis of Industrial Displacements for Shared Passenger Track Alternative B with the Fullerton High-Speed Rail Station Option ....6-15
Table 6-19 Commercial and Industrial Displacements for High-Speed Rail Stations ....6-18
Table 6-20 Commercial and Industrial Displacements for 26th Street and 15th Street Light Maintenance Facilities ....6-19
Table 6-21 Summary of Business Displacements by Electric Power Utility Improvements ....6-20

Table 6-22 Summary of Business Displacements at Grade Separations ..... 6-20
Table 6-23 Summary of Business Displacements at Metrolink Station Relocation Sites ..... 6-21
Table 6-24 Summary of Business Displacements at BNSF Railway Storage and Intermodal Facilities ..... 6-21

## Figures

Figure 1-1 California High-Speed Rail System ..... 1-2
Figure 2-1 Los Angeles to Anaheim Project Section Alignment ..... 2-2
Figure 2-2 High-Speed Rail and Link Union Station Project ..... 2-5
Figure 2-3 At-Grade Cross Section between 1st Street and 4th Street ..... 2-6
Figure 2-4 Elevated Cross Section between Atlantic Boulevard and Eastern Avenue (Commerce Flyover) ..... 2-6
Figure 2-5 At-Grade Cross Section from Slauson Avenue to Telegraph Road ..... 2-7
Figure 2-6 Elevated Cross Section South of Lakeland Road ..... 2-7
Figure 2-7 Braced Trench Cross Section East of Fullerton Airport ..... 2-8
Figure 2-8 At-Grade Cross Section between La Palma Avenue and Ball Road ..... 2-8
Figure 2-9 High-Speed Rail Platform and Facilities at ARTIC ..... 2-11
Figure 2-10 Shared Passenger Track Alternative A: 26th Street Light Maintenance Facility ..... 2-13
Figure 2-11 BNSF Railway Infrastructure Affected by the Los Angeles to Anaheim Project Section ..... 2-15
Figure 2-12 Hobart Yard Modifications (Shared Passenger Track Alternative A) ..... 2-16
Figure 2-13 Commerce Flyover and Commerce Yard Modifications ..... 2-17
Figure 2-14 Modified Norwalk/Santa Fe Springs Metrolink Station Site Plan ..... 2-19
Figure 2-15 Modified Fullerton Metrolink/Amtrak Station Site Plan ..... 2-20
Figure 2-16 Pioneer Boulevard Grade Separation ..... 2-26
Figure 2-17 Norwalk Boulevard and Los Nietos Road Grade Separations ..... 2-27
Figure 2-18 Cerritos Avenue Grade Separation ..... 2-27
Figure 2-19 State College Boulevard Grade Separation ..... 2-28
Figure 2-20 Shared Passenger Track Alternative B: 15th Street Light Maintenance Facility ..... 2-30
Figure 2-21 Trenches for 15th Street Light Maintenance Facility Yard Lead Tracks Under Olympic Boulevard ..... 2-31
Figure 2-22 Shared Passenger Track Alternative B: Hobart Yard ..... 2-33
Figure 2-23 Norwalk/Santa Fe Springs High-Speed Rail Station Option ..... 2-37
Figure 2-24 Fullerton High-Speed Rail Station Option ..... 2-38
Figure 4-1 Resource Study Area ..... 4-2

## Appendices

Appendix A: Potential Property Acquisitions, Easements, and Displacements
Appendix B: Residential Displacements
Appendix C: Commercial and Industrial Business Displacements
Appendix D: Right-of-Way Acquisition Estimate

# ACRONYMS AND ABBREVIATIONS

| Term | Definition |
|---|---|
| ACS | American Community Survey |
| Amtrak | National Railroad Passenger Corporation |
| ARTIC | Anaheim Regional Transportation Intermodal Center |
| Authority | California High-Speed Rail Authority |
| BNSF | BNSF Railway |
| CDP | Census-Designated Place |
| CFR | Code of Federal Regulations |
| DRIR | Draft Relocation Impact Report |
| EIR | Environmental Impact Report |
| EIS | Environmental Impact Statement |
| FRA | Federal Railroad Administration |
| GIS | geographic information system |
| HSR | high-speed rail |
| IAMF | impact avoidance and minimization feature |
| LAUS | Los Angeles Union Station |
| LEP | Limited English Proficiency |
| LMF | light maintenance facility |
| MFR | multifamily residential |
| NCA | Neighborhood Council Area |
| OCS | overhead contact system |
| project section | Los Angeles to Anaheim Project Section |
| RSA | resource study area |
| SFR | single-family residential |
| TPSS | traction power substation |
| U.S.C. | U.S. Code |
| Uniform Act | Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970 as amended |
| UPRR | Union Pacific Railroad |
| US 101 | U.S. Highway 101 |

# EXECUTIVE SUMMARY

The California High-Speed Rail Authority (Authority) proposes to build, operate, and maintain an electric-powered high-speed rail (HSR) system in California. The Los Angeles to Anaheim Project Section (project section) of the California HSR System would extend approximately 30 miles and travel through the cities of Los Angeles, Vernon, Bell, Commerce, Montebello, Pico Rivera, Santa Fe Springs, Norwalk, La Mirada, Buena Park, Fullerton, and Anaheim. The project's alignment would share the existing Los Angeles – San Diego – San Luis Obispo Rail Corridor with existing rail operations, including National Railroad Passenger Corporation (Amtrak) passenger trains, Metrolink commuter trains, and BNSF Railway (BNSF) freight trains. In addition to new tracks for HSR, this project section would include an HSR station in Anaheim, as well as a maintenance of infrastructure siding, a light maintenance facility (LMF) with alternatives at 26th Street or 15th Street, and electric power utility improvements. Design options for one additional HSR station option in either Norwalk/Santa Fe Springs or Fullerton are included in the proposed Los Angeles to Anaheim Project Section.

Shared Passenger Track Alternative A has the LMF at 26th Street and Shared Passenger Track Alternative B has the LMF at 15th Street. A description of the alternatives and their locations can be found in Chapter 2, Alternatives, of the Draft Environmental Impact Report/Environmental Impact Statement. This technical report focuses on analysis carried out for the Shared Passenger Track Alternatives exclusively in the project section between Los Angeles and Anaheim.

This Draft Relocation Impact Report (DRIR) identifies proposed property acquisitions along the project corridor that would result in the displacement of existing homes and businesses as well as the resources available for relocating displacees. Chapters 1 through 5 of this report contain supporting information that provides context for a discussion of the potential effects on properties, and Chapter 6 contains the discussion of effects. Specifically:

- Chapter 1, Introduction, provides information on the history and background of the California HSR Project and specifically the Los Angeles to Anaheim Project Section.
- Chapter 2, Project Description, provides a description of the project section, including the location of the proposed track, station sites, maintenance facilities, and electric power utility improvements.
- Chapter 3, Laws, Regulations, and Orders, lists regulations that provide the regulatory framework for acquisition and relocation activities anticipated to be required for the project section.
- Chapter 4, Methods for Evaluating Impacts, discusses the methods used to identify and evaluate potential effects on properties within the project footprint as well as methods for determining whether there are sufficient replacement properties available to accommodate displacements identified by the analysis.
- Chapter 5, Affected Environment, describes the affected environment, including detailed information regarding the project area's population and ethnicity, households, housing, and economy.
- Chapter 6, Effect Analysis, identifies properties that would be displaced by project features and the availability of suitable replacement sites. The section is divided into a discussion of the effects on residential and nonresidential (commercial or industrial) properties. The analysis did not identify affected agricultural properties of community facilities.

The term *displacement* refers to businesses and residences occupying property acquired for the project section. The term *relocation* refers to the movement of affected businesses and residences into suitable replacement sites.

## Environment

Two counties, Los Angeles and Orange, define the region for this project section. Within these counties, the project section would directly affect the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Norwalk, Santa Fe Springs, La Mirada, Buena Park, Fullerton, and Anaheim, as well as West Whittier–Los Nietos Census-Designated Place (CDP).

Population characteristics include total population and ethnicity, age distribution, income, household types, linguistic isolation, and disabilities. 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 2021 population in Los Angeles County and Orange County (74.5 percent and 61 percent, respectively). Hispanics of All Races were the largest minority represented in both Los Angeles County and Orange County in 2021. Overall, the communities in the resource study area (RSA) can be described as urban and suburban communities with populations that are typical to the Southern California region.

Los Angeles County is expected to decrease in growth at an average annual rate of -0.7 percent from 2021 to 2040, when the project is expected to be under construction and operation. Within the same timeframe, Orange County is projected to grow at average annual rate of 0.3 percent. Comparatively, the rest of the state of California is forecasted to have a relatively stagnant growth rate of about 0.1 percent during the same period (refer to Table ES-1).

**Table ES-1 Regional Population Growth 2010–2040**

| Location | 2010 Total Population | 2021 Total Population | Percent Average Annual Growth Rate, 2010–2021 | 2040 Forecasted Population | Percent Average Annual Growth Rate, 2021–2040 |
|---|---|---|---|---|---|
| California | 37,253,956 | 39,455,353 | 0.5 | 40,106,449 | 0.1 |
| Los Angeles County | 9,818,605 | 10,019,635 | 0.2 | 9,306,759 | -0.7 |
| Orange County | 3,010,232 | 3,182,923 | 0.5 | 3,283,811 | 0.3 |

*Sources: U.S. Census Bureau 2010, 2021, Table P1 and DP05; California Department of Finance 2023*

Cities with the highest population include Los Angeles, followed by Anaheim, Fullerton, Orange, and Norwalk. Vernon is an industrial city with a small resident population, which consisted of only 328 residents in 2021 per American Community Survey 5-year estimates of population. Because of its small population and emphasis on industrial land uses, population demographics in Vernon can be atypical compared to demographics of other corridor cities. Average annual growth rates in the RSA cities were lower than the statewide average of 0.5 percent, and the cities of Bell, Commerce, Pico Rivera, Norwalk, and La Mirada reported negative growth between 2010 and 2021 (refer to Table ES-2).

**Table ES-2 City Population Growth 2010–2021**

| Location | 2010 Total Population | 2021 Total Population | Average Annual Percent Change, 2010–2021 |
|---|---|---|---|
| California | **37,254,000** | **39,455,300** | **0.5** |
| **Los Angeles County** | | | |
| Los Angeles | 3,792,621 | 3,902,440 | 0.3 |
| Vernon | 112 | 328 | 10.3 |

| Location | 2010 Total Population | 2021 Total Population | Average Annual Percent Change, 2010–2021 |
|---|---|---|---|
| Commerce | 12,823 | 12,459 | -0.3 |
| Bell | 35,477 | 33,915 | -0.4 |
| Montebello | 62,500 | 62,828 | 0.0 |
| Pico Rivera | 62,942 | 62,383 | -0.1 |
| West Whittier–Los Nietos CDP | 25,540 | 26,275 | 0.3 |
| Norwalk | 105,549 | 103,330 | -0.2 |
| Santa Fe Springs | 16,223 | 18,817 | 1.4 |
| South Whittier CDP | 57,156 | 58,800 | 0.3 |
| La Mirada | 48,500 | 47,900 | -0.1 |
| **Orange County** | | | |
| Buena Park | 80,500 | 84,000 | 0.4 |
| Fullerton | 135,200 | 143,000 | 0.5 |
| Anaheim | 336,300 | 348,200 | 0.3 |
| Orange | 136,400 | 139,200 | 0.2 |

*Sources: California Department of Finance 2025; U.S. Census Bureau 2010, 2021; SCAG 2020*
CDP = Census-Designated Place

Median household income ranged in 2021 from $51,183 in Bell to $102,125 in Orange. The percentage of population below the poverty level ranges from 5.5 percent in La Mirada to 23.3 percent in Bell, with none of the population below the poverty level in Vernon (refer to Table ES-3).

**Table ES-3 Household Income and Family Poverty Characteristics: 2021 (Inflation-Adjusted Dollars)**

| Location | Median Household Income: Dollars | Population Below the Poverty Level: Percent |
|---|---|---|
| **Los Angeles County** | | |
| Los Angeles | $69,778 | 16.6 |
| Vernon | $62,000 | 0.0 |
| Commerce | $58,226 | 14.8 |
| Bell | $51,183 | 23.3 |
| Montebello | $66,584 | 11.4 |
| Pico Rivera | $78,056 | 10.0 |
| West Whittier–Los Nietos CDP | $83,692 | 11.0 |
| Norwalk | $83,217 | 8.9 |
| Santa Fe Springs | $75,086 | 11.5 |
| La Mirada | $97,672 | 5.5 |
| South Whittier CDP | $85,579 | 8.7 |

| Location | Median Household Income: Dollars | Population Below the Poverty Level: Percent |
|---|---|---|
| **Orange County** | | |
| Buena Park | $90,503 | 9.8 |
| Fullerton | $92,718 | 12.5 |
| Anaheim | $81,806 | 13.0 |
| Orange | $102,125 | 10.3 |

*Source: U.S. Census Bureau 2021, Table DP03*
CDP = Census-Designated Place

According to the ACS 5-Year estimates, Los Angeles County had 3,342,811 occupied households and Orange County had 1,057,592 occupied households in 2021, as presented in Table ES-4. The average household size for the two counties was similar at 2.9 people per household in Los Angeles County and 3.0 people per household in Orange County. Both counties had similar family characteristics, with Orange County having a higher percentage of households that are family households (71.1 percent) compared to Los Angeles County (66.3 percent). Orange County also had a higher percentage of married couple family households (54.2 percent) compared to Los Angeles County (44.6 percent) (refer to Table ES-4).

**Table ES-4 Regional Household Characteristics: 2021**

| Location | Number of Occupied Households | Average Household Size | Average Family Size | Percentage of Total Households | | | |
|---|---|---|---|---|---|---|---|
| | | | | Family Household | Married Couple Family | Female House-holder (No Husband Present) | Nonfamily Household |
| Los Angeles County | 3,342,811 | 2.9 | 3.6 | 66.3 | 44.6 | 14.7 | 33.7 |
| Orange County | 1,057,592 | 3.0 | 3.5 | 71.1 | 54.2 | 11.5 | 28.9 |

*Source: U.S. Census Bureau 2021, Table B11001*

The two-county region can be characterized as an urban mix of single-family and multifamily housing, with a majority of the housing units being single-family; Los Angeles County has a higher proportion of housing units characterized as multifamily housing (42.7 percent) relative to Orange County (33.7 percent). A higher percentage of the housing stock is single-family housing in Orange County (63.7 percent) compared to Los Angeles County (55.6 percent) The percentage of housing that is mobile homes is low for both counties when compared to single-family and multifamily housing types (refer to Table ES-5).

**Table ES-5 Regional Housing Unit Type Characteristics: 2021**

| Location | Total Housing Units | Percentage Single-Family (1 Unit in Structure) | Percentage Multifamily (2 or more Units in Structure) | Percentage Mobile Home |
|---|---|---|---|---|
| Los Angeles County | 3,578,801 | 55.6 | 42.7 | 1.7 |
| Orange County | 1,121,753 | 63.7 | 33.7 | 2.7 |

*Source: U.S. Census Bureau 2021, Table DP04*

Los Angeles County has lower levels of home ownership and higher levels of renters than Orange County. In addition, the vacancy rate is slightly lower in Orange County compared to Los Angeles County, although both counties are generally similar in terms of occupancy rates.

Housing characteristics in the RSA cities vary greatly. In terms of housing type, most of the RSA cities have high proportions of single-family structures. In Los Angeles County, only the cities of Los Angeles and Vernon have lower percentages of single-family homes than the countywide average (55.6 percent). In Orange County, Anaheim and Fullerton have lower percentages of single-family homes than the countywide average (63.7 percent). This reflects the more urbanized and dense development in these cities. The proportion of single-family homes is highest in the West Whittier–Los Nietos CDP, South Whittier CDP, and La Mirada, all of which have housing stock that is over 80 percent single-family homes. Also notable is the relatively high proportion of mobile home housing in Bell and the West Whittier–Los Nietos CDP, which were in excess of 4 percent of the total housing stock (Table ES-6).

**Table ES-6 City Housing Unit Type Characteristics: 2021**

| Location | Total Housing Units | Percentage Single-Family (1 Unit in Structure) | Percentage Multifamily (2 or more Units in Structure) | Percentage Mobile Home |
|---|---|---|---|---|
| Los Angeles | 1,503,915 | 43.0 | 54.6 | 0.6 |
| Vernon | 90 | 33.3 | 68.2 | 0.0 |
| Commerce | 3,529 | 74.5 | 25.4 | 0.6 |
| Bell | 8,935 | 59.1 | 36.8 | 4.7 |
| Montebello | 20,040 | 57.1 | 43.3 | 1.6 |
| Pico Rivera | 17,388 | 79.5 | 18.5 | 2.5 |
| West Whittier–Los Nietos CDP | 7,007 | 86.9 | 7.6 | 5.7 |
| Norwalk | 27,128 | 78.9 | 19.9 | 1.7 |
| Santa Fe Springs | 5,713 | 72.2 | 26.7 | 1.9 |
| La Mirada | 15,000 | 82.7 | 16.3 | 1.4 |
| South Whittier CDP | 15,931 | 80.7 | 19.2 | 0.6 |
| **Orange County** | | | | |
| Buena Park | 24,934 | 66.5 | 32.5 | 2.1 |
| Fullerton | 48,877 | 60.9 | 38.8 | 2.1 |
| Anaheim | 108,652 | 49.9 | 49.3 | 3.0 |

| Location | Total Housing Units | Percentage Single-Family (1 Unit in Structure) | Percentage Multifamily (2 or more Units in Structure) | Percentage Mobile Home |
|---|---|---|---|---|
| Orange | 45,308 | 65.7 | 32.6 | 3.0 |

*Source: U.S. Census Bureau 2021, Table DP04*
CDP = Census-Designated Place

## Residential

The term *displacement* refers to businesses and residences occupying property acquired for the project and displaced by that acquisition. The term *relocation* refers to the movement of affected businesses and residences into suitable replacement sites.

The RSA is defined in terms of the displacement area and the replacement area. The RSA for displacements includes privately held residential, commercial, and industrial properties (parcels) that fall within the project footprint.

Property displacements were determined by evaluating the extent to which the project section would affect existing properties within the footprint and identifying those properties where the current use would not be possible to maintain or continue if the project section were built.

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. Acquisition of an easement means that only certain rights would be acquired and the owner would retain fee ownership of the property.

The proposed route closely follows the existing Los Angeles – San Diego – San Luis Obispo Rail Corridor, with most of the planned facility falling within the existing railroad right-of-way. Land use along the corridor is primarily industrial with warehouses, manufacturing facilities, and rail-related uses dominating the majority of adjacent properties. Table ES-7 presents anticipated single-family residential unit displacements and the number of single-family residential units available for sale in each affected city. The number of residential displacements would be the same for Shared Passenger Track Alternatives A and B.

**Table ES-7 Gap Analysis of Single-Family Residential Displacements**

| Location | Residential (Single-Family Residential) Units Displaced | Residential Units Available | Size of Surplus |
|---|---|---|---|
| West Whittier–Los Nietos CDP | 3 | 84[1] | 81 |
| **Total** | **3** | **84** | **81** |

*Sources: LandVision 2025; CRMLS 2025; Google Earth 2023; Google Street View 2025*
[1] This represents the number of available units in West Whittier–Los Nietos CDP, South Whittier CDP, and the city of Whittier. The footprint is for Shared Passenger Track Alternatives A and B, because both are the same in this area.
CDP = Census-Designated Place

The term *surplus* in this context refers to the amount by which the available units for sale exceed the number of units needed to accommodate the displaced individuals. Based on the surplus of available units for sale, there would be sufficient replacement sites available to accommodate the relocation of displacees.

## Commercial and Industrial

Commercial properties refer to properties that are used for the sale of goods or services, such as restaurants, cafés, boutiques, and shopping centers. Industrial properties are land and buildings that support industrial activities, such as manufacturing, assembly, warehousing, research, storage, and distribution. It is where goods are made and shipped.

Based on the prevailing property use types in the project footprint, the project section would displace a much higher number of commercial and industrial properties relative to residential properties. Table ES-8 through Table ES-11 present the anticipated commercial and industrial displacements and the number of available replacement units for lease or sale in each city for Shared Track Alternatives A and B.

**Table ES-8 Gap Analysis of Commercial Displacements for Shared Passenger Track Alternative A**

| City | Businesses Displaced | Commercial Units Available | Size of Surplus |
|---|---|---|---|
| **Los Angeles County** | | | |
| Los Angeles | -- | 1,379[1] | 1,379 |
| Vernon | 19 | 3 | -16 |
| Commerce | 58 | 15 | -43 |
| Bell | -- | 14 | 14 |
| Montebello | -- | 23 | 23 |
| Pico Rivera | -- | 20 | 20 |
| West Whittier–Los Nietos CDP | -- | 67 | 67 |
| Norwalk | -- | 39 | 39 |
| Santa Fe Springs | 9 | 9 | 0 |
| La Mirada | 6 | 20 | 14 |
| **Total** | **92** | **1,589** | **1,497** |
| **Orange** | | | |
| Buena Park | -- | 20 | 20 |
| Fullerton | 13 | 46 | 33 |
| Anaheim | 8 | 123 | 115 |
| Orange | -- | 69 | 69 |
| **Total** | **21** | **258** | **237** |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
[1] This represents the number units available in the following zip codes in Los Angeles: 90012, 90013, 90021, 90023, 90033.
[2] This represents the number of available units in West Whittier–Los Nietos CDP, South Whittier CDP, and the city of Whittier
CDP = Census-Designated Place

**Table ES-9 Gap Analysis of Commercial Displacements for Shared Passenger Track Alternative B**

| City | Businesses Displaced | Commercial Units Available | Size of Surplus |
|---|---|---|---|
| **Los Angeles County** | | | |
| Los Angeles | 9 | 1,379[1] | 1,370 |
| Vernon | 19 | 3 | -16 |
| Commerce | 58 | 15 | -43 |

| City | Businesses Displaced | Commercial Units Available | Size of Surplus |
|---|---|---|---|
| Bell | -- | 14 | 14 |
| Montebello | -- | 23 | 23 |
| Pico Rivera | -- | 20 | 20 |
| West Whittier–Los Nietos CDP | -- | 67 | 67 |
| Norwalk | -- | 39 | 39 |
| Santa Fe Springs | 9 | 9 | 0 |
| La Mirada | 6 | 20 | 14 |
| **Total** | **101** | **1,589** | **1,488** |
| **Orange County** | | | |
| Buena Park | -- | 20 | 20 |
| Fullerton | 13 | 46 | 33 |
| Anaheim | 8 | 123 | 115 |
| Orange | -- | 69 | 69 |
| **Total** | **21** | **258** | **237** |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
[1] This represents the number units available in the following zip codes in Los Angeles: 90012, 90013, 90021, 90023, 90033.
[2] This represents the number of available units in West Whittier–Los Nietos CDP, South Whittier CDP, and the city of Whittier
CDP = Census-Designated Place

**Table ES-10 Gap Analysis of Industrial Displacements for Shared Passenger Track Alternative A**

| City | Businesses Displaced | Industrial Units Available | Size of Surplus |
|---|---|---|---|
| **Los Angeles County** | | | |
| Los Angeles | -- | 530[1] | 530 |
| Vernon | 18 | 80 | 62 |
| Commerce | 57 | 74 | 17 |
| Bell | -- | 6 | 6 |
| Montebello | 2 | 22 | 20 |
| Pico Rivera | 1 | 15 | 14 |
| West Whittier–Los Nietos CDP | -- | 16 | 16 |
| Norwalk | -- | 9 | 9 |
| Santa Fe Springs | 8 | 120 | 112 |
| La Mirada | -- | 28 | 28 |
| **Total** | **86** | **900** | **814** |
| **Orange County** | | | |
| Buena Park | 12 | 23 | 11 |

| City | Businesses Displaced | Industrial Units Available | Size of Surplus |
|---|---|---|---|
| Fullerton | 10 | 37 | 27 |
| Anaheim | 35 | 100 | 65 |
| Orange | -- | 34 | 34 |
| **Total** | **57** | **194** | **137** |

*Sources: Reference USA 2016; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
[1] This represents the number units available in the following zip codes in Los Angeles: 90012, 90013, 90021, 90023, 90033.
[2] This represents the number of available units in the unincorporated areas of West Whittier–Los Nietos CDP, South Whittier CDP, and the city of Whittier.
CDP = Census-Designated Place

**Table ES-11 Gap Analysis of Industrial Displacements for Shared Passenger Track Alternative B**

| City | Businesses Displaced | Industrial Units Available | Size of Surplus |
|---|---|---|---|
| **Los Angeles County** | | | |
| Los Angeles | 9 | 530[1] | 521 |
| Vernon | 18 | 80 | 62 |
| Commerce | 57 | 74 | 17 |
| Bell | -- | 6 | 6 |
| Montebello | 2 | 22 | 20 |
| Pico Rivera | 1 | 15 | 14 |
| West Whittier–Los Nietos CDP | -- | 16 | 16 |
| Norwalk | -- | 9 | 9 |
| Santa Fe Springs | 8 | 120 | 112 |
| La Mirada | -- | 28 | 28 |
| **Total** | **95** | **900** | **805** |
| **Orange County** | | | |
| Buena Park | 12 | 23 | 11 |
| Fullerton | 10 | 37 | 37 |
| Anaheim | 35 | 100 | 65 |
| Orange | -- | 34 | 34 |
| **Total** | **57** | **194** | **147** |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
[1] This represents the number units available in the following zip codes in Los Angeles: 90012, 90013, 90021, 90023, 90033.
[2] This represents the number of available units in the unincorporated areas of West Whittier–Los Nietos CDP, South Whittier CDP, and the city of Whittier.
CDP = Census-Designated Place

The comparative analysis between the inventory of available commercial and industrial units and number of displaced businesses finds there are sufficient replacement units to accommodate a majority of displaced properties within each of the respective cities. There are some circumstances, however, where replacement sites would need to be sought in adjacent cities. As

an example, a shortage of suitable commercial replacement sites in Vernon and Commerce led to identification of replacement sites in adjacent cities of Montebello and Los Angeles. In terms of industrial displacements, all cities appear to have a sufficient number of replacement sites.

## Agricultural

On reviewing land use and zoning information for affected properties in the project corridor, it was determined that no agricultural properties would be affected. There would be no displacements of agricultural property. As a result, displacement of agricultural properties is not analyzed in this report.

## Community Facilities

There would be no displacements of community facilities.

In addition to identifying replacement property sites, this report describes the list of additional resources that would be available to homeowners, tenants, and businesses displaced by the project. Chapter 7, Relocation Resources and Relocation Plan, provides information about and references to the Authority's residential and nonresidential Relocation Assistance Programs as well as other project assurances under state and federal law. Chapter 7 also identifies some special relocation considerations for the project and potential steps to address them. Finally, Chapter 7 outlines the elements of a relocation plan that the Authority would adopt to ensure adequate resources exist to provide the required relocation assistance services.

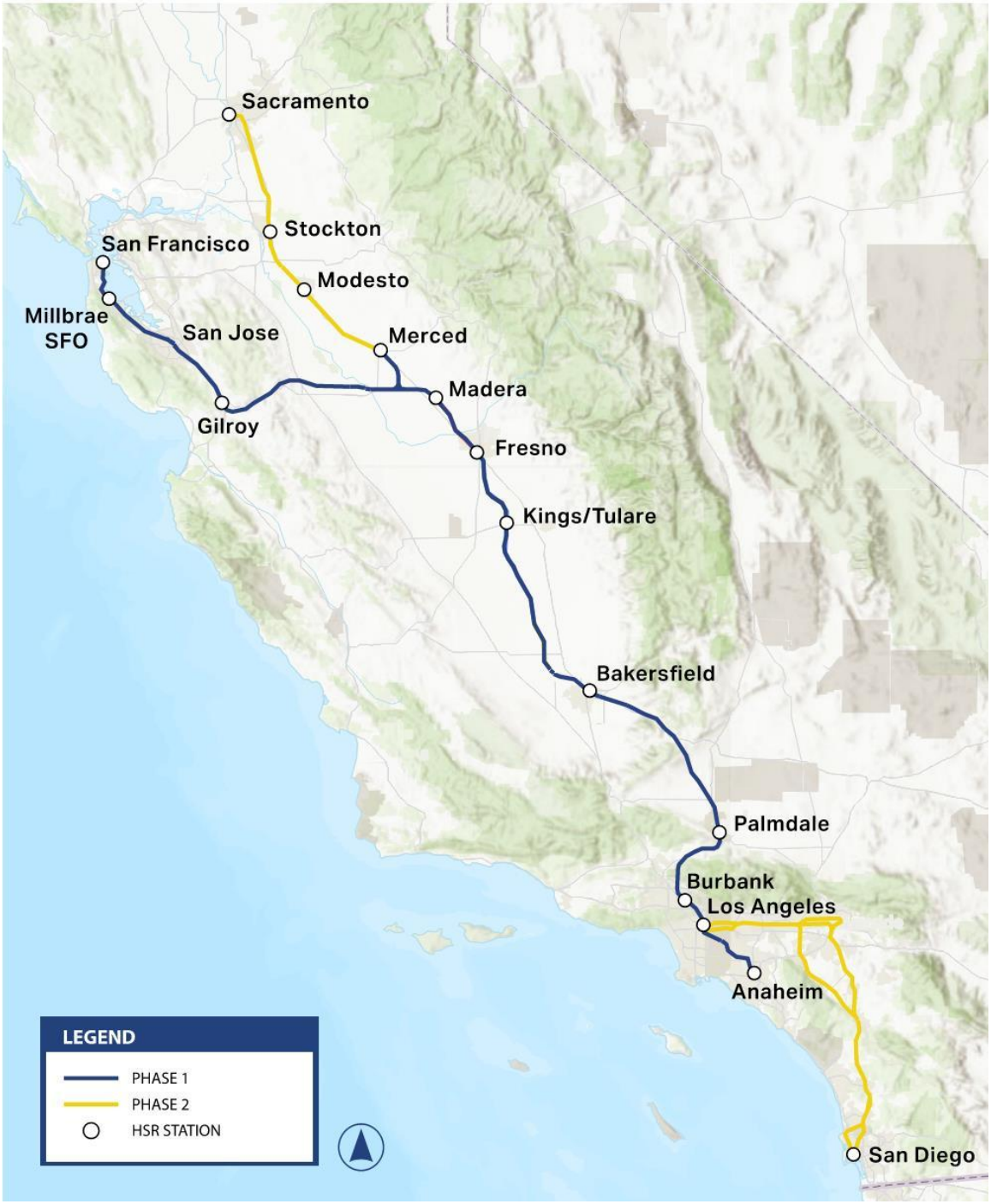
# 1 INTRODUCTION

## 1.1 California High-Speed Rail System Background

The California High-Speed Rail Authority (Authority), a state governing board formed in 1996, is responsible for planning, designing, building, and operating the California High-Speed Rail (HSR) System. Its statutory mandate is to develop an HSR system that coordinates with the state's existing transportation network, which includes intercity rail and bus lines, regional commuter rail lines, urban rail and bus transit lines, highways, and airports. The California HSR System will provide intercity, high-speed service on more than 800 miles of tracks throughout California, connecting the major population centers of Sacramento, the San Francisco Bay Area, the southern Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego, as depicted on Figure 1-1.[1] It will use state-of-the-art, electrically powered, high-speed, steel-wheel-on-steel-rail technology, including contemporary safety, signaling, and automated train control systems, with trains capable of operating up to 220 miles per hour.

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. Phase 2 would extend the HSR system from the Central Valley (starting at the Merced Station) to the state's capital in Sacramento and from Los Angeles to San Diego.

[1] The alignments depicted on Figure 1-1 reflect the Authority/Federal Railroad Administration decisions made in the 2005, 2008, and 2012 Programmatic Environmental Impact Report/Environmental Impact Statement documents.




*Source: Authority 2023a*

**Figure 1-1 California High-Speed Rail System**

## 1.2 Los Angeles to Anaheim Project Section Background

The Los Angeles to Anaheim Project Section (project section) of the HSR system would extend approximately 30 miles between Los Angeles Union Station (LAUS) in Los Angeles and Anaheim Regional Transportation Intermodal Center (ARTIC) in Anaheim. This narrow, existing railroad corridor is constrained by the surrounding urban environment and other existing rail operators in

the area, including trains operated by the National Railroad Passenger Corporation (Amtrak), Metrolink (governed by the Southern California Regional Rail Authority), the Union Pacific Railroad (UPRR), and BNSF Railway (BNSF).

The Authority, in cooperation with the Federal Railroad Administration (FRA), completed the *Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Proposed California High-Speed Train System* in November 2005 (Authority and FRA 2005). For the Los Angeles to Anaheim Project Section, the Authority and FRA selected the existing Los Angeles – San Diego – San Luis Obispo Rail Corridor, with the intent of sharing the existing right-of-way as the alignment.

In 2007, the Authority and FRA released the Notice of Preparation/Notice of Intent to inform the public of the beginning of the preparation of a Draft EIR/EIS for the project section.[2] The Authority and FRA engaged in project scoping, completed a Preliminary Alternatives Analysis Report in 2009, and completed Supplemental Alternatives Analysis Reports in 2010 and 2016. The 2016 Supplemental Alternatives Analysis considered two alternatives: Alternative 1 (formerly called the Dedicated High-Speed Track Alternative) and Alternative 2 (formerly called the Consolidated Shared-Track Alternative), and advanced Alternative 2 (HSR Project Alternative) for analysis in the project Draft EIR/EIS.

In 2017 and 2018, BNSF conducted operational modeling that indicated a need for additional capacity during construction and operation of this project section. Consequently, the Authority added BNSF staging tracks in Lenwood (Lenwood Component) and a Colton Intermodal Facility (Colton Component) in San Bernardino County to the project. In 2020, the Authority initiated revised scoping to include the Lenwood and Colton Components in the project section. Stakeholder feedback received during scoping included substantial opposition to the BNSF Components far outside the project corridor.

In response, the Authority prepared a Supplemental Alternatives Analysis (Authority 2023b) to evaluate a new alternative that would eliminate the need for a BNSF Intermodal Facility in San Bernardino County. The 2023 Supplemental Alternatives Analysis examined three new build alternatives that did not include an Intermodal Facility and proposed advancing the Shared Passenger Track Alternative for further consideration in the EIR/EIS, which closely resembled the 2018 HSR Project Alternative without the Lenwood and Colton Components. Operationally, the Shared Passenger Track Alternative would reduce the peak service level for HSR trains to two trains per hour per direction, and up to 10 freight trains per day could operate on the passenger tracks, eliminating the need for the BNSF Intermodal Facility.

Additional design refinements and outreach occurred, and in May 2024, a Preliminary Impacts Assessment Report further defined elements of the Shared Passenger Track Alternative, such as HSR station options, light maintenance facility (LMF) sites, and grade crossings. The Preliminary Impacts Assessment Report recommended the Shared Passenger Track Alternative be split into two build alternatives, Shared Passenger Track Alternative A and Shared Passenger Track Alternative B, which are similar in all aspects, except for the LMF size and location. Shared Passenger Track Alternative A proposes an LMF at 26th Street in Vernon, and Shared Passenger Track Alternative B proposes an LMF at 15th Street in Los Angeles. In May 2024, the Board identified Shared Passenger Track Alternative A as the Preferred Alternative.

## 1.3 Project Description Purpose

This project description provides a condensed version of the technical information discussed in Chapter 2, Alternatives, of the Draft EIR/EIS and includes references to other documents for additional details and discussion. The basis of this project description is the Draft Los Angeles to Anaheim Preliminary Engineering for Project Definition document. Chapter 2 of the Draft EIR/EIS

[2] The Notice of Intent was issued in the *Federal Register* on March 15, 2007 (72 Fed. Reg. 12,250).

includes additional details beyond the content discussed herein, including information on the proposed operating plans and scenarios, construction plans, and capital and operating costs.

## 1.4 Report Purpose

The purpose of this Draft Relocation Impact Report (DRIR) is to provide information regarding the anticipated relocation caused by property acquisition for the project section and its potential effects. This report specifically addresses the potential displacement of existing residential and nonresidential property improvements and their owners/occupants. This report discusses:

- Project background
- Project description
- Applicable laws, regulations, and orders
- Methods for evaluating impacts
- Affected environment
- Analysis of the potential effects and availability of replacement properties
- Relocation resources and programs
- Relocation plan

This DRIR provides an evaluation of the relocation effects that would result from construction of the project section. Specifically, this report identifies residential, commercial, industrial, and community facility parcels that would be displaced by the project section and discusses the availability of suitable replacement properties to which displacees could be relocated. Additionally, this report identifies other relocation assistance resources that would be made available to displacees in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended.

# 2 PROJECT DESCRIPTION

The project section is approximately 30 miles long and travels through the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Santa Fe Springs, Norwalk, La Mirada, Buena Park, Fullerton, and Anaheim. The project's alignment would share a portion of the existing Los Angeles – San Diego – San Luis Obispo Rail Corridor with existing rail operators. The Authority adopted a strategy of sharing the existing corridor and blending HSR with existing rail systems on shared infrastructure (referred to as "blended operations"[3]) to accelerate and broaden benefits, improve efficiency, minimize community impacts, and reduce construction costs.

This section describes the No Project Alternative and Shared Passenger Track Alternatives A and B.

## 2.1 No Project Alternative

Under the No Project Alternative, the project section would not be built. The No Project Alternative represents the condition of the project section as it currently exists in the base year, and as it would exist without the California HSR System at the planning horizon year of 2040.

In assessing future conditions, it was assumed that all currently known, programmed, and funded improvements to the statewide transportation system (highway, rail, and transit) and reasonably foreseeable local land development projects would be implemented by the year 2040. The No Project Alternative is based on a review of and consultation with several documents and data sources, including, but not limited to, transportation plans such as the 2020 Southern California Association of Governments' Regional Transportation Plan[4]; the Governor's Office of Land Use and Climate Innovation CEQAnet Database; the Federal Aviation Administration's Air Carrier Activity Information System and Airport Improvement Plan grant data; the California State Transportation Commission's State Transportation Improvement Program; airport master plans and interviews with airport officials; intercity passenger rail plans; and city and county general plans and planning officials.

## 2.2 High-Speed Rail Build Alternatives

The project proposes two build alternatives: Shared Passenger Track Alternative A and Shared Passenger Track Alternative B. Shared Passenger Track Alternative A proposes an LMF at 26th Street, whereas Shared Passenger Track Alternative B proposes an LMF at 15th Street. Both alternatives include an HSR station option in either Norwalk/Santa Fe Springs or Fullerton. The main elements of the build alternatives are summarized in Table 2-1 and depicted on Figure 2-1.

**Table 2-1 Summary of Design Features of Shared Passenger Track Alternative A and Shared Passenger Track Alternative B**

| Feature | Total |
|---|---|
| Total length (linear miles) | 29.7 |
| At-grade profile (linear miles) | 23.8 |
| Elevated profile (linear miles) | 5 |
| Below-grade/braced trench profile (linear miles) | 0.9 |

[3] California High-Speed Rail Business Plans (California High-Speed Rail 2022 Business Plan) 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).

[4] The No Project Alternative uses the 2020 Southern California Association of Governments Regional Transportation Plan as the basis for analysis, with the exception of the transportation analysis, which uses the 2016 Regional Transportation Plan as the baseline. This is because of the date and availability of traffic counts collected for the project.

| Feature | Total |
|---|---|
| Number of straddle bents[1] | 16 |
| Number of at-grade railroad crossings[2] | 8 |
| Number of major water crossings[3] | 9 |
| Number of roadway overcrossings and undercrossings | 58 |

[1] A straddle bent is a pier structure that spans (or "straddles") the functional/operational limit of a roadway, highway, or railway.
[2] Railroad crossing means a railroad crossing another railroad.
[3] Features considered major water crossings are Los Angeles River, Rio Hondo (and basins), San Gabriel River, North Fork Coyote Creek, La Mirada Creek, Coyote Creek, Brea Creek, Fullerton Creek, and Carbon Creek.




*Source: Authority 2025a*

**Figure 2-1 Los Angeles to Anaheim Project Section Alignment**

Currently, two to three mainline tracks occur throughout the corridor, with a variable number of freight siding tracks. The HSR project seeks to maintain existing operations in the corridor while minimizing impacts outside of the existing right-of-way. To accomplish this, the HSR project would add one new mainline track from LAUS to Fullerton Junction and would use existing tracks, where possible, to ensure that, overall, the project section includes two electrified tracks along the corridor for HSR, which would be shared with other passenger rail operators. These two electrified tracks are referred to herein as *shared tracks*. The specific details of Shared Passenger Track Alternative A and Shared Passenger Track Alternative B are discussed further below.

## 2.2.1 Shared Passenger Track Alternative A

### *2.2.1.1 Alignment*

Table 2-2 summarizes the alignment of Shared Passenger Track Alternative A through the corridor cities. Figure 2-2 depicts the northern project section limit and its relationship with Los Angeles County Metropolitan Transportation Authority's proposed Link Union Station Project. Figure 2-3 through Figure 2-8, as referenced therein, provide cross-sections of various points along the project alignment discussed in Table 2-2. Where applicable, Table 2-2 also provides references to later sections of this project description that provide further details of other project components including, but not limited to, ancillary facilities, HSR and passenger rail stations, and the LMFs.

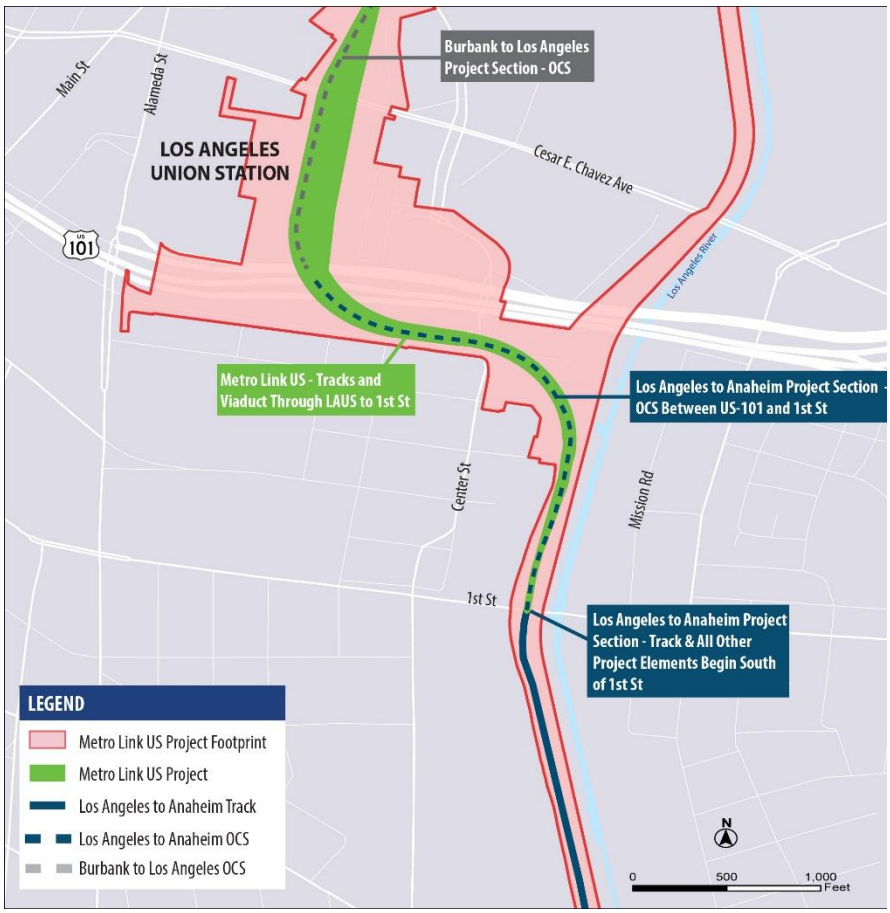
**Table 2-2 Shared Passenger Track Alternative A Alignment**

| Project Section Segment | Segment Alignment Description |
|---|---|
| Los Angeles and Vernon | • The project section would begin immediately south of LAUS, at the northern edge of US 101, where a viaduct built as part of the Link US Project would begin. The installation of the OCS north of US 101 was previously approved as part of the Burbank to Los Angeles Project Section in January 2022. From US 101 to 1st St, the Authority would build the OCS for HSR. At 1st St, Shared Passenger Track Alternative A would include the HSR project tracks and all other project infrastructure south to ARTIC.<br>• Starting at the LAUS platforms, HSR trains would run on tracks built as part of Link US, cross over US 101, Commercial St, and Ducommun St on a viaduct, and come down to grade just before 1st St, joining the existing railroad right-of-way. From this tie-in point south, the HSR trains would use the existing tracks, which would be upgraded with an OCS. Refer to Figure 2-3 for a cross section of the track between 1st St and 4th St.<br>• Between 7th St and I-10, two HSR layover tracks would be added west of the shared tracks; refer to Section 2.2.1.2, Ancillary Facilities, for more information. The shared tracks would cross under the Olympic Blvd roadway overcrossing and rise onto an existing railroad bridge to cross over Washington Blvd and the Los Angeles River. The shared tracks would return to at grade east of Soto St and enter Vernon.<br>• The BNSF and shared tracks would pass by the BNSF Los Angeles Intermodal Facility (referred to as Hobart Yard). The proposed 26th St LMF would be south of Hobart Yard and is described in more detail in Section 2.2.1.4, Light Maintenance Facility. |
| Commerce, Bell, Montebello, and Pico Rivera | • East of Hobart Yard, the tracks would cross at grade under I-710 and enter Commerce. Starting from west of Eastern Ave, the shared tracks would rise onto a new elevated structure, referred to as the *Commerce Flyover*; refer to Section 2.2.1.5, Freight or Passenger Railroad Modifications, and Figure 2-4 for more information on the Commerce Flyover, which is designed to pass by the BNSF Commerce Intermodal Facility (referred to as *Commerce Yard*).<br>• The Commerce Flyover would cross over Eastern Ave and pass by the existing Commerce Metrolink Station. The elevated shared tracks would not connect with the Commerce Metrolink Station's existing location, which would be relocated. Refer to Section 2.2.1.5 for more information on the Commerce Metrolink Station's relocation. The elevated tracks would return to grade before I-5 and would remain so throughout Montebello and Pico Rivera. |

| Project Section Segment | Segment Alignment Description |
|---|---|
| Santa Fe Springs and Norwalk | • The tracks would continue east into Santa Fe Springs and cross over Pioneer Blvd, Norwalk Blvd, and Los Nietos Rd. All of these would be new grade separations, with the roadway lowered and tracks crossing over on new railroad bridges; refer to Section 2.2.1.6, State Highway or Local Roadway Modifications.<br>• From Slauson Ave to Telegraph Ave, the track configuration would remain at grade with four tracks, as depicted on Figure 2-5.<br>• South of Telegraph Rd, the shared tracks would diverge outside of the existing railroad right-of-way and rise onto retained fill to cross over Florence Ave on a new bridge, while three BNSF mainline tracks would cross Florence Ave on the existing railroad bridge. The shared tracks would transition from retained fill onto an elevated structure that crosses over Lakeland Rd, while the BNSF tracks would remain at grade in their current configuration throughout this segment. The elevated structure would continue south and transition from the west side of the corridor over to the east side. Figure 2-6 depicts the track configuration south of Lakeland Rd.<br>• The elevated structure would veer east out of the existing railroad corridor and cross over Imperial Hwy, necessitating modifications to the existing Norwalk/Santa Fe Springs Metrolink Station, described in Section 2.2.1.3, High-Speed Rail Station Facilities, in more detail. Under Shared Passenger Track Alternative A, HSR trains would not stop at the Norwalk/Santa Fe Springs Metrolink Station.<br>• South of the station, the elevated structure would rejoin the existing railroad corridor and transition back down to at grade just west of Carmenita Rd. |
| La Mirada and Buena Park | • The tracks would continue at grade through La Mirada and Buena Park. In Buena Park, the track design would conflict with the location of the existing Buena Park Metrolink Station platform, necessitating the station's relocation (refer to Section 2.2.1.5 for more information). |
| Fullerton | • East of Dale St, the tracks would enter Fullerton. The Fullerton Municipal Airport is south of the railroad corridor, and the shared tracks would require lowering as they pass by the airport to prevent the HSR project, including the OCS, trains, and all other project components, from conflicting with the airport runway protection zone. The shared tracks on the north side of the corridor would also need to transition to the south side in order to serve the existing Fullerton Metrolink/Amtrak Station farther south.<br>• The shared tracks would transition underneath the BNSF tracks via a short below-grade section, in a braced trench. The trench would start approximately 850 feet east of Dale St and, approaching the eastern end of the Fullerton Airport, would cross under the BNSF tracks to the south side of the corridor, continuing adjacent to the existing BNSF tracks (which would remain at grade). Refer to Figure 2-7 for a cross section of the shared tracks in the trench after they transition to the south side of the corridor.<br>• The shared tracks would return to grade just before Gilbert St. Continuing east, a fourth track would be added to the south side of the corridor at the Fullerton Metrolink/Amtrak Station, which would require modifications, described in more detail in Section 2.2.1.3. Under Shared Passenger Track Alternative A, HSR trains would not stop at the Fullerton Metrolink/Amtrak Station.<br>• East of the station at Fullerton Junction, the three tracks along the north side of the corridor would be dedicated to BNSF trains and would continue east through Fullerton Junction. The tracks along the south side of the corridor would be dedicated to passenger trains and travel south to ARTIC. |

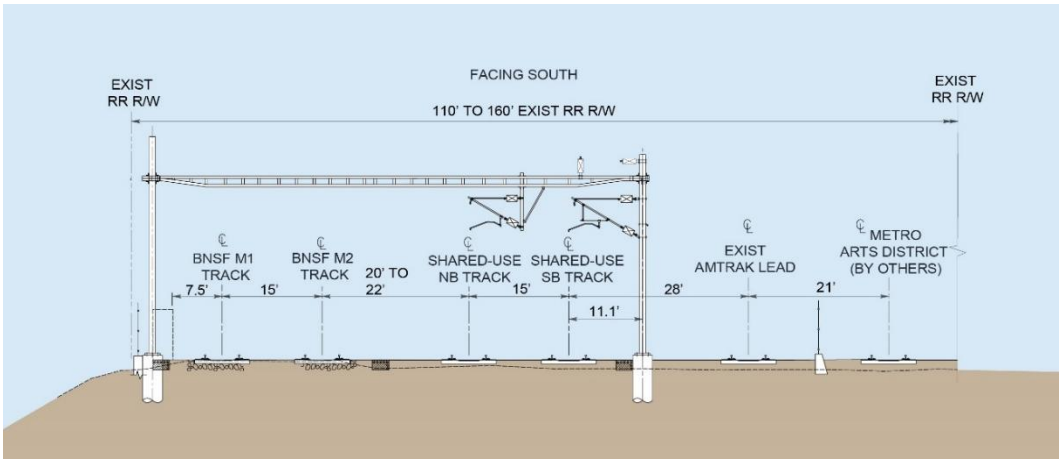
| Project Section Segment | Segment Alignment Description |
|---|---|
| Anaheim | • South of Fullerton Junction, the tracks would enter Anaheim. From Fullerton Junction to ARTIC, the two existing tracks would be electrified to allow for shared operations with Metrolink. Several freight trains per day currently run on the existing tracks and would retain operation rights in the future. The two shared tracks would remain at grade through the rest of Anaheim.<br>• The existing at-grade crossings at Orangethorpe Ave, La Palma Ave, Sycamore St, Broadway St, Santa Ana St, South St, Vermont Ave, and Ball Rd would be maintained. Refer to Figure 2-8 for the cross section that is representative of the two-track configuration throughout this segment.<br>• From south of Ball Rd to south of Cerritos Ave, two HSR layover tracks would be added along the west side of the corridor. Cerritos Avenue and State College Blvd would be grade separated, with the roadways lowered and the tracks crossing over the road on new railroad bridges.<br>• The tracks would end at ARTIC, where HSR platforms and station facilities would be added to the existing station, described in more detail in Section 2.2.1.3. |

ARTIC = Anaheim Regional Transportation Intermodal Center; Authority = California High-Speed Rail Authority; BNSF = BNSF Railway; HSR = high-speed rail; I = interstate; LAUS = Los Angeles Union Station; Link US = Link Union Station; OCS = overhead contact system; project section = Los Angeles to Anaheim Project Section; US 101 = U.S. Highway 101



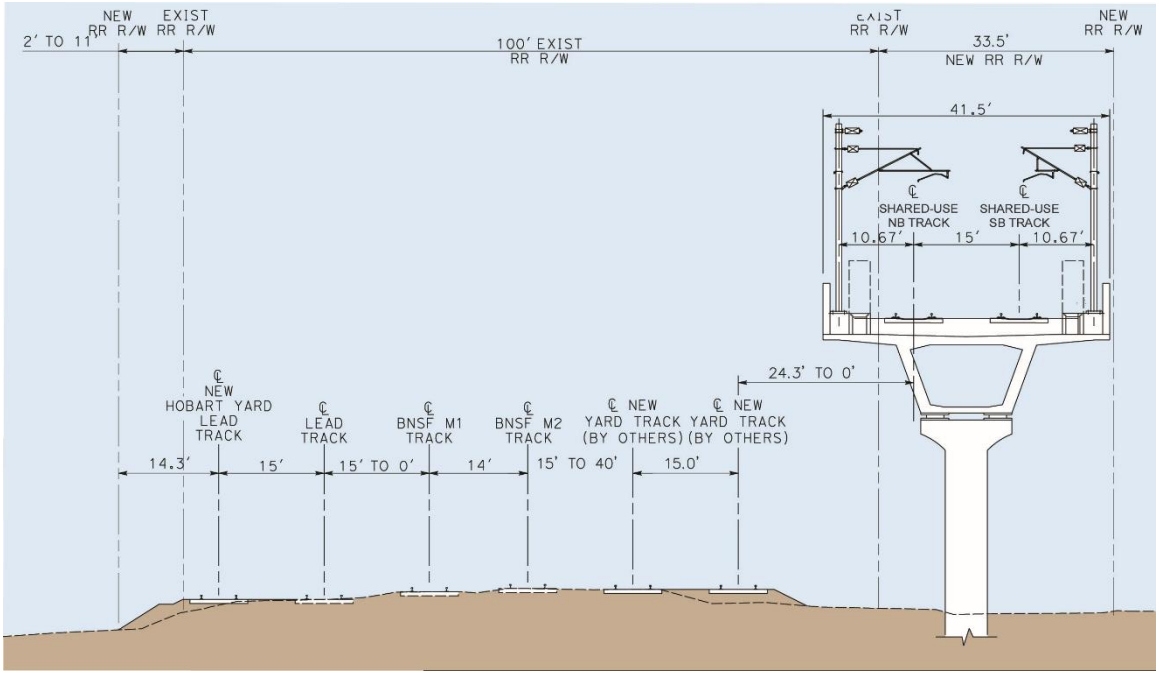

*Source: Authority 2025a*
Link US = Link Union Station; Metro = Los Angeles County Metropolitan Transportation Authority; OCS = overhead contact system

**Figure 2-2 High-Speed Rail and Link Union Station Project**



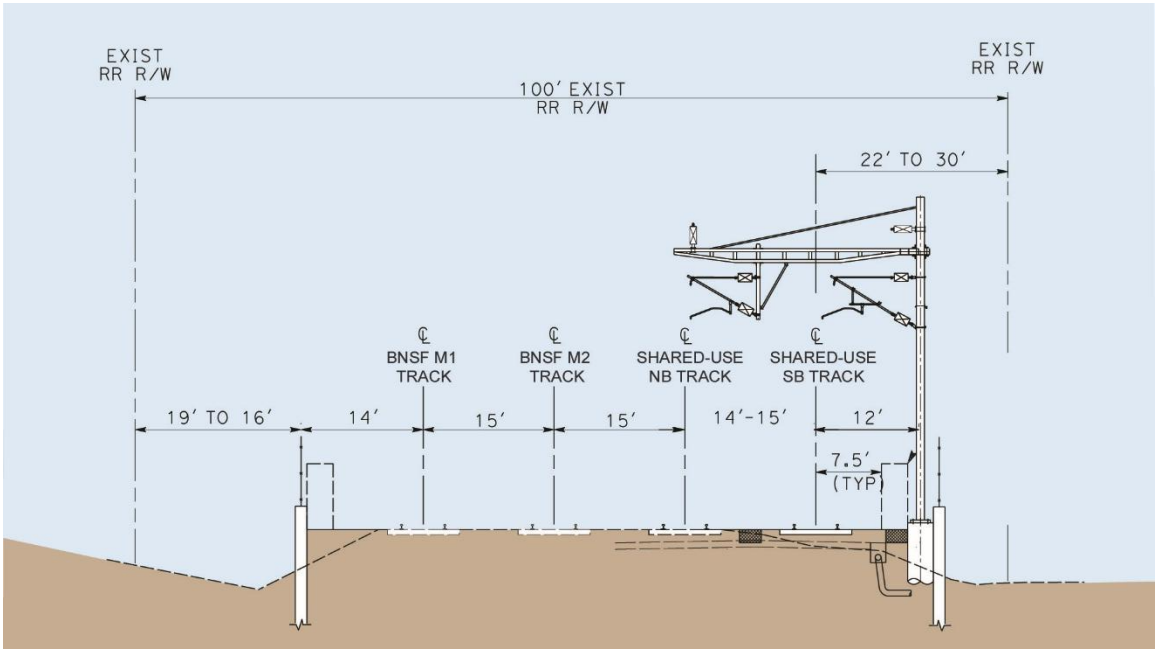

*Source: Authority 2025a*
M = main track; RR = railroad; R/W = right-of-way; NB = northbound; SB = southbound

**Figure 2-3 At-Grade Cross Section between 1st Street and 4th Street**



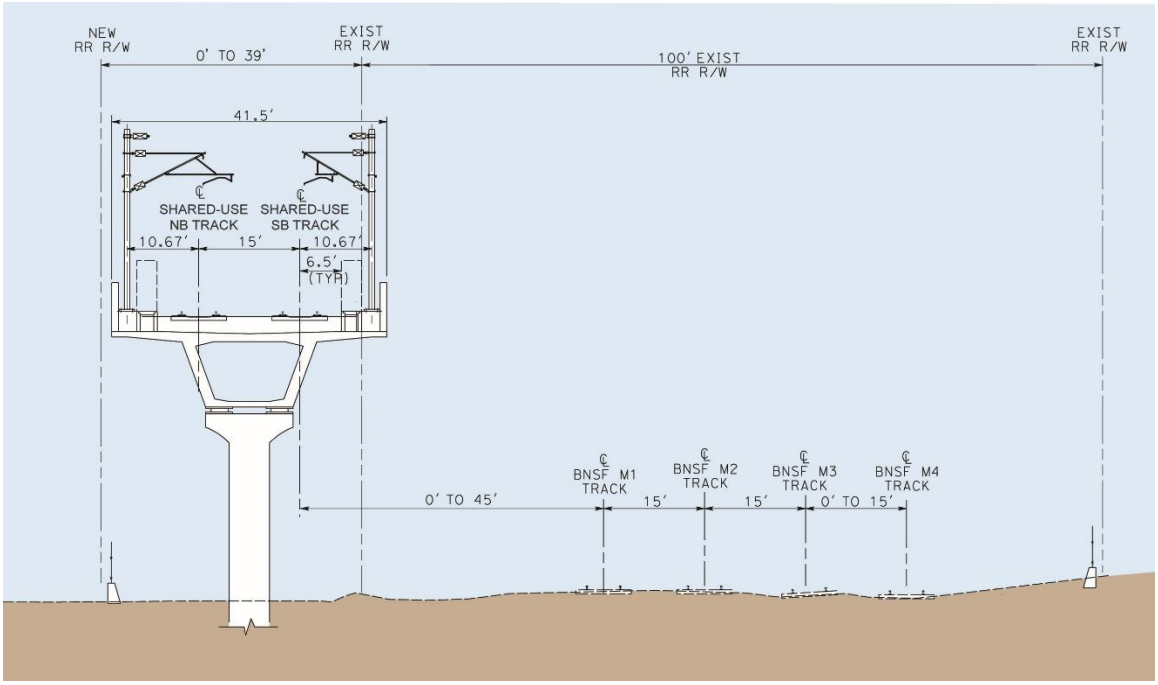

*Source: Authority 2025a*
M = main track; RR = railroad; R/W = right-of-way; NB = northbound; SB = southbound

**Figure 2-4 Elevated Cross Section between Atlantic Boulevard and Eastern Avenue (Commerce Flyover)**



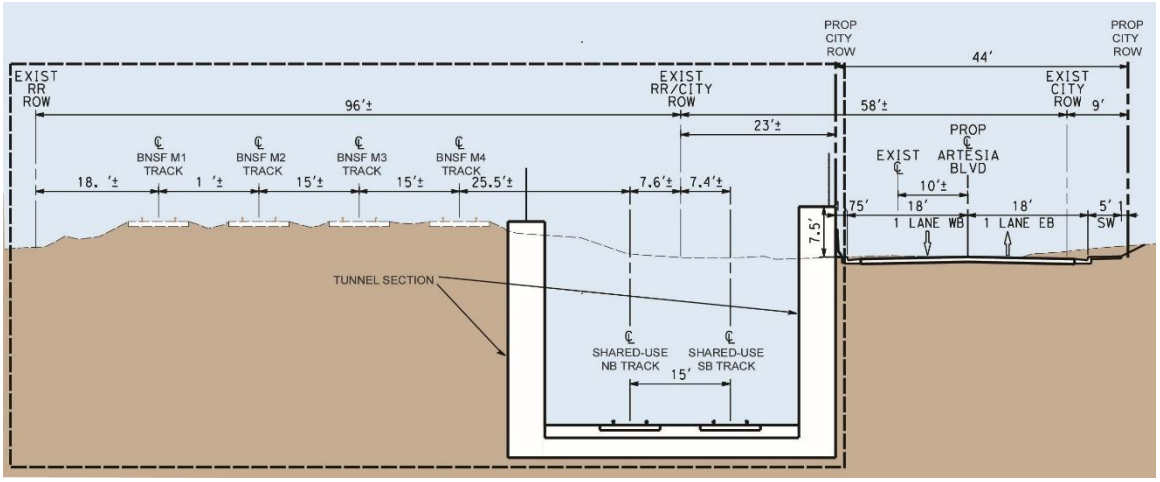

*Source: Authority 2025a*
M = main track; RR = railroad; R/W = right-of-way; NB = northbound; SB = southbound

**Figure 2-5 At-Grade Cross Section from Slauson Avenue to Telegraph Road**



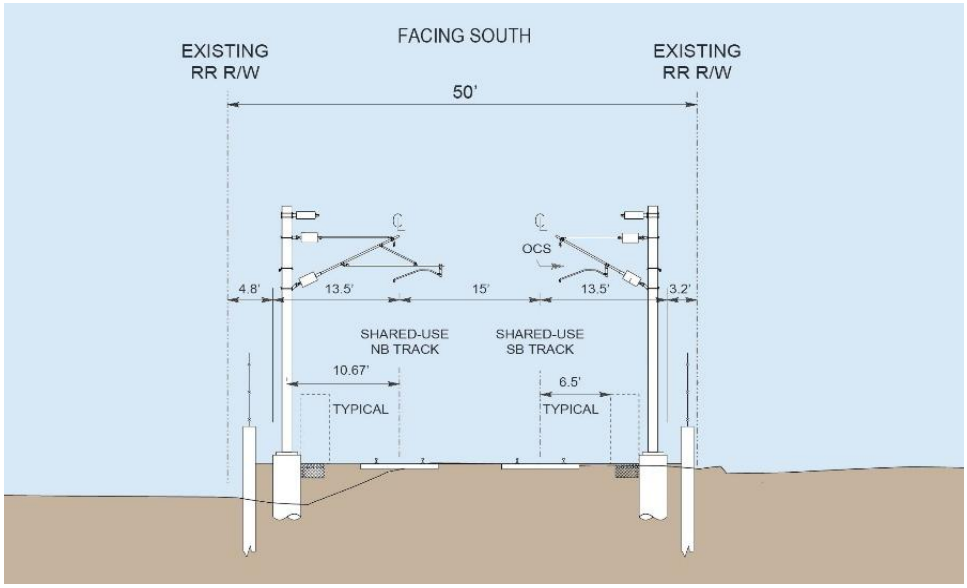

*Source: Authority 2025a*
M = main track; RR = railroad; R/W = right-of-way; NB = northbound; SB = southbound

**Figure 2-6 Elevated Cross Section South of Lakeland Road**




*Source: Authority 2025a*
Figure not to scale
M = main track; OCS = overhead contact system; RR R/W = railroad right-of-way

**Figure 2-7 Braced Trench Cross Section East of Fullerton Airport**




*Source: Authority 2025a*
OCS = overhead contact system; RR = railroad; R/W = right-of-way; NB = northbound; SB = southbound

**Figure 2-8 At-Grade Cross Section between La Palma Avenue and Ball Road**

### *2.2.1.2 Ancillary Facilities*

#### Systems Facilities

HSR trains would draw power from California's existing electricity grid, with power distributed to the trains via the overhead contact system (OCS). The project would not include construction of a separate power source; rather, the existing grid would supply power to the OCS through the extension of underground or overhead transmission lines to a series of power substations positioned along the railroad corridor. The transformation and distribution of electricity would occur through the following three types of stations:

- Traction power substations (TPSS), which would transform high-voltage electricity supplied by public utilities to the train operating voltage. The project section would include two TPSS sites (Los Angeles and Anaheim), which would both be adjacent to existing utility transmission lines and outside of the existing right-of-way. The TPSS sites would be spaced apart by approximately 30 miles along the project alignment and each include an approximately 450-square-foot control room and two 115/50-kilovolt or 230/50-kilovolt, single-phase transformers that would both be rated at 60 megavolt-amperes. The foregoing components would be installed within an approximately 32,000-square-foot area, and screening of each TPSS would be provided by a wall or fence.
- A switching station to connect and balance the electrical load between tracks and switch OCS power on or off in the event of a power outage or emergency. A switching station would be installed in Santa Fe Springs, generally midway between the two TPSS sites, approximately 15 miles from the nearest TPSS and 0.1 mile northeast of the project alignment. Installation of the station's equipment would require approximately 9,600 square feet.
- Paralleling stations, or autotransformer stations, to provide voltage stabilization and equalize current flow. Two paralleling stations would be installed along the project alignment, with one each along the segments between the Santa Fe Springs switching station and the Los Angeles and Anaheim TPSS sites. Each paralleling station would be adjacent to the HSR right-of-way, include an approximately 450-square-foot control room, and require approximately 8,000 square feet.

Table 2-3 provides the locations of the proposed TPSSs, switching station, and paralleling stations.

**Table 2-3 Traction Power, Paralleling, and Switching Station Locations**

| Traction Power Station Type | Location |
|---|---|
| Traction power substation (two sites) | **City of Los Angeles:** South of Washington Blvd, and west of Soto St, adjacent to the existing railroad viaduct<br>**City of Anaheim:** On the northeast corner of Lewis St and Cerritos Ave, southwest of the HSR tracks |
| Paralleling station (two sites) | **City of Montebello:** Southwest corner of Maple Ave and Sycamore St, south of the HSR tracks (co-located with the relocated Commerce Metrolink Station)<br>**City of Fullerton:** Northwest corner of Dale St and Artesia Ave, south of the HSR tracks |
| Switching station | **City of Santa Fe Springs:** Northeast corner of Los Nietos Rd and Santa Fe Springs Rd, north of BNSF Railway tracks |

*Source: Authority 2025a*
HSR = high-speed rail

### Signaling and Train-Control Elements

The National Transportation Safety Board, FRA, and other agencies mandate Positive Train Control, a train safety system designed to automatically implement safety protocols and provide communication with other trains to reduce the risk of a potential collision. Because of the lower operating speed of HSR trains in this project section compared to other HSR project sections, this project section would operate using conventional Positive Train Control signaling rather than a specialized HSR signaling system. This project section would use a radio-based communications network, including 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 in the HSR corridor in a fenced area of approximately 20 feet by 15 feet, including a 10- by 8-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, they would be within or near the HSR corridor in an approximately 20- by 15-foot fenced area.

**Layover Tracks**

Layover tracks are used to store and restock trains during the day, in between service runs, and to store trains at night at terminus stations when they are not in service. Layover tracks are required where high-speed trains would end their runs, near LAUS and ARTIC, to support layover functions such as overnight storage, draining of waste tanks, filling of potable water tanks, and cleaning of windows, among others, as well as daily scheduled interior cleaning of passenger areas that would occur prior to the train entering revenue service. The Los Angeles layover tracks would be between Seventh Street and Interstate 10, and could be accessed for cleaning activities through the Amtrak Eighth Street Yard. The Anaheim layover tracks would be from south of Ball Road to south of Cerritos Avenue, and would have a layover support facility at the northeast corner of Lewis Street and Cerritos Avenue.

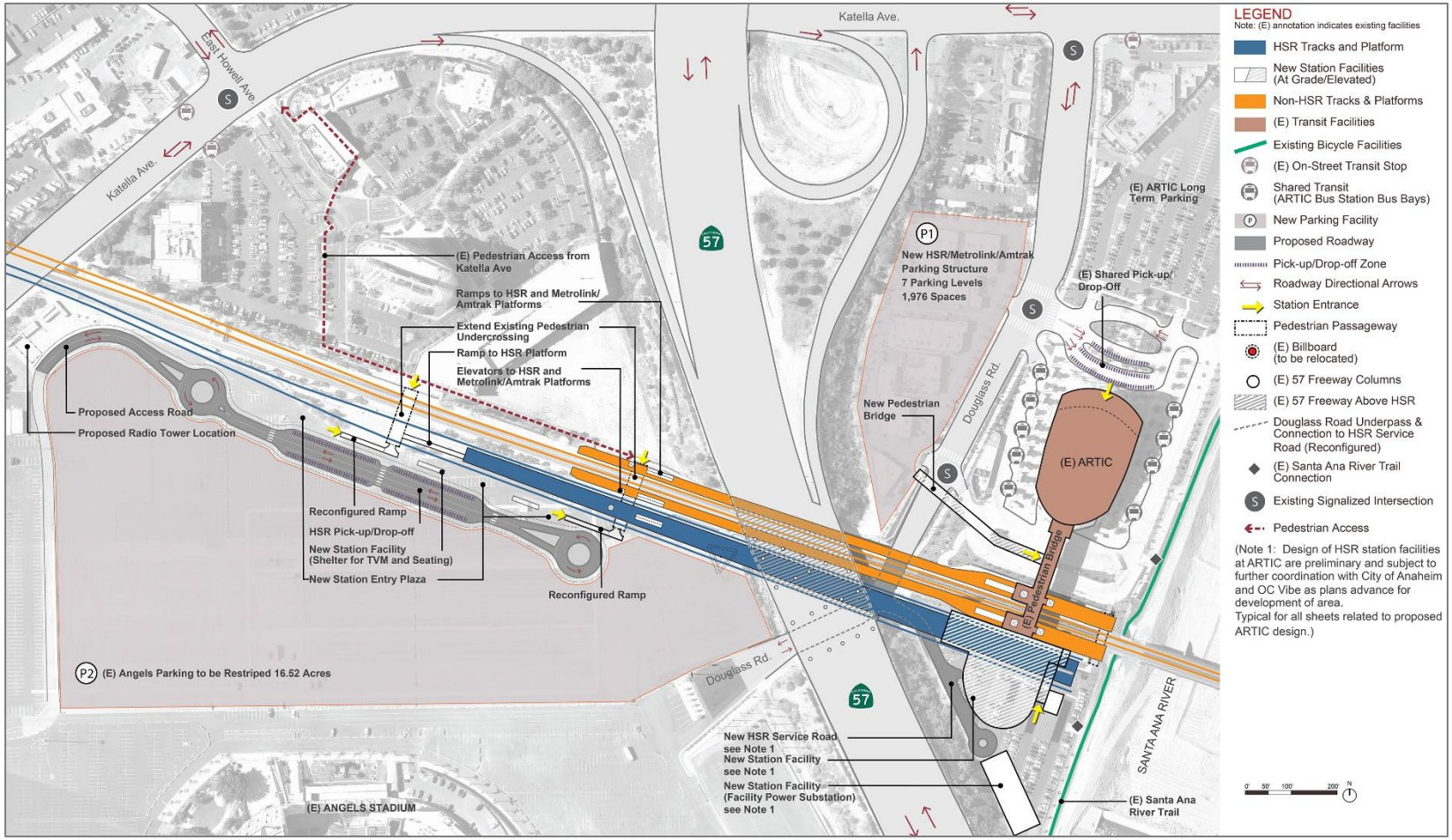
#### *2.2.1.3 High-Speed Rail Station Facilities*

Because the project section is within an existing corridor with passenger rail service, Shared Passenger Track Alternative A does not propose new HSR stations but rather modifies existing passenger rail stations to allow for shared operations with HSR. Shared Passenger Track Alternative A would include an HSR station platform and facilities at ARTIC, described below.

**ARTIC High-Speed Rail Platform and Station Facilities**

The proposed HSR platform and station facilities at the existing ARTIC station would be at grade, with two new HSR tracks and a single 1,410-foot center platform for HSR, south of and parallel to the existing Metrolink/Amtrak tracks and platforms. The HSR platform would be accessed through an extension of ARTIC's existing pedestrian bridge from the northeast and through an extension of two existing pedestrian tunnels on the western end of the existing ARTIC platforms. The Authority would work with the City of Anaheim, as the ARTIC passenger terminal owner, to share the passenger amenities inside ARTIC in the near term. Once ridership increases enough that combined HSR and local-provider passenger volumes exceed the design capacity of the ARTIC passenger terminal building, the Authority would build a separate HSR passenger terminal. This new HSR station building, included within the project footprint and depicted on Figure 2-9, would be at the southern end of the pedestrian bridge, along with a facility power substation to provide electricity to the building. The existing Metrolink/Amtrak parking lot north of Angel Stadium would be reconfigured into a pick-up/drop-off area and connected to the existing access road from Katella Avenue. The project would maintain the two existing access points between the Santa Ana River Trail and ARTIC. Radio towers would be built adjacent to the access road at Katella Avenue.

This project would include a new parking structure adjacent to State Route 57 and Katella Avenue, providing 1,350 HSR parking spaces and 626 replacement parking spaces to account for existing parking spaces at ARTIC that would be displaced by the HSR tracks and platform, for a total of 1,976 parking spaces. Figure 2-9 provides an illustration of the HSR platform and station facilities at ARTIC.




*Source: Authority 2025a*

**Figure 2-9 High-Speed Rail Platform and Facilities at ARTIC**

#### 2.2.1.4 Light Maintenance Facility

HSR operations in Southern California would require a Level III[5] LMF for fleet storage, cleaning, repair, overnight layover accommodations, and servicing facilities, including the necessary water cistern and power facilities. The 26th Street LMF is designed to follow the Authority's *Requirements for High-Speed Trainset Fleet and Infrastructure Maintenance Facilities Technical Memorandum* (Authority 2024).

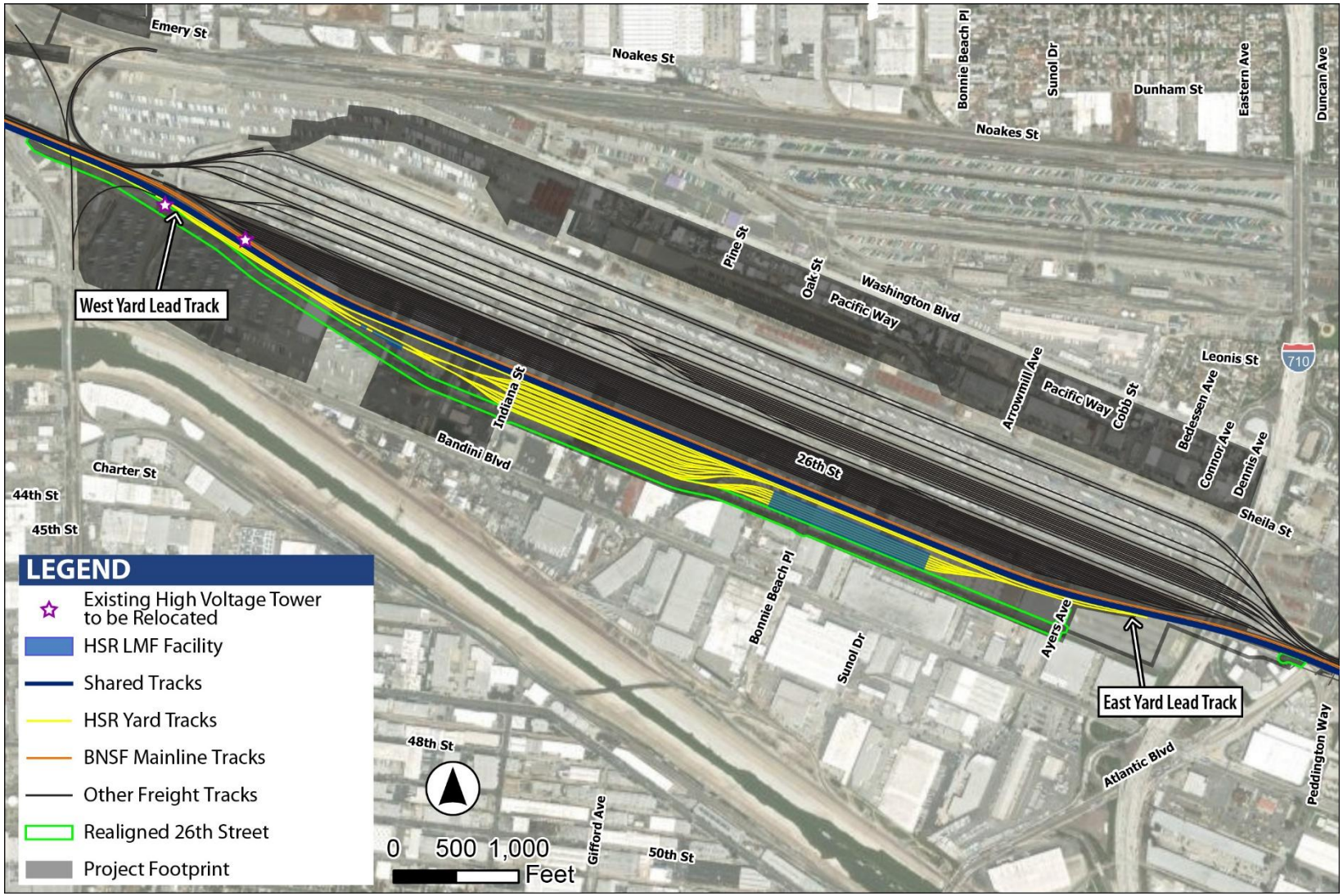
Refer to Figure 2-10 for an overview of the 26th Street LMF, which would have an overall size of 50 acres and be roughly bounded by the realigned mainline tracks on the north, a relocated 26th Street on the south, Downey Road on the west, and Interstate 710 on the east. The changes on the south side of Hobart Yard would require 26th Street to be realigned, which would provide access to the LMF. Two high-voltage utility towers would be relocated to accommodate the 26th Street realignment. Refer to Section 2.2.1.5 for more details on changes adjacent to Hobart Yard.

The LMF would be double-ended, with all tracks having access from the mainline on both the eastern and western sides. HSR trains would access the LMF from the east and west on two new yard lead tracks, which would be south of the mainline tracks. Within the 26th Street LMF, there would be an outdoor train yard with 12 yard tracks to allow for the storage of 24 single trainsets, along with a 1,345-foot-long, six-track shop building, which could accommodate 12 trainsets. The internal LMF access roads would be wide enough to accommodate service vehicles, consolidate commissary functions, and provide more clearance from the OCS poles to the yard tracks.

#### 2.2.1.5 Freight or Passenger Railroad Modifications

Shared Passenger Track Alternative A would modify the existing rail corridor to create a corridor that is primarily four mainline tracks (two electrified and shared with other passenger rail operators) from Los Angeles to Fullerton, and two mainline tracks (electrified and shared with both passenger rail and freight operators) from Fullerton to Anaheim. Freight rail would operate primarily on the nonelectrified tracks, although the electrified tracks could accommodate freight traffic if necessary (up to 10 BNSF freight trains per day would be able to use the two passenger rail tracks), while maintaining service and operation levels for all operators within the corridor. The following sections describe the freight and passenger railroad modifications in more detail, which include modifications to BNSF storage and intermodal facilities as well as modifications to and relocations of existing passenger rail stations.

[5] The Authority defines three levels of maintenance to be conducted at an LMF.




*Source: Authority 2025a*

**Figure 2-10 Shared Passenger Track Alternative A: 26th Street Light Maintenance Facility**

### BNSF Railway Storage and Intermodal Facilities

Adding and electrifying tracks in the existing right-of-way would require the Authority to remove or modify track and right-of-way that is currently used or planned for future use by BNSF for train storage and intermodal operations. This requires modifications to BNSF's plans for expansion at its yards in Vernon and Commerce. In several locations, Shared Passenger Track Alternative A would require removal/relocation of existing BNSF infrastructure. Thus, Shared Passenger Track Alternative A would replace the affected BNSF infrastructure, primarily adjacent to Hobart Yard, to maintain BNSF capacity and avoid disruptions to operations.

Table 2-4 lists the BNSF storage capacity that would be removed from the corridor and relocated to the new consolidated storage yard adjacent to Hobart Yard; refer to Figure 2-11 for an overview of the relocated infrastructure. The new storage yard would provide 101,094 track feet of storage, including 5,850 track feet for a new runaround track,[6] which is slightly more than the amount removed from the corridor (90,940 track feet). This is a result of the layout and overall length of the new consolidated yard. The tracks need to be operational while fitting within the new yard space and maintaining the removed storage capacity, and therefore some replacement tracks would be longer than the ones that are being removed from the corridor. In addition to the relocations described in Table 2-4, some BNSF yard lead and storage tracks throughout the corridor would be relocated and replaced within the same area, with the same level of storage capacity and operational functionality maintained. This includes the Pico Rivera Yard north and south lead tracks, La Mirada Yard lead track and storage track, and Fullerton storage track on the southern side between Commonwealth Avenue and Highland Avenue.

**Table 2-4 BNSF Railway Facility or Track to Be Removed or Modified**

| HSR Project Element Affecting BNSF Infrastructure | BNSF Facility/Track to Be Removed/Relocated/Modified | Length of Removed/ Relocated Tracks (TF) |
|---|---|---|
| HSR mainline and layover tracks | BNSF 8th St Yard (BNSF storage tracks between 1st St and I-10 along West Bank) | 35,000 |
| Relocated Commerce Metrolink Station | South Vail Support Track (between Vail St and Minson Wy) | 3,800 |
| 4th mainline track | Pico Rivera Storage Tracks | 4,000 |
| 4th mainline track | Norwalk Support Track (between Telegraph Rd and Florence Ave) | 4,400 |
| 4th mainline track | Santa Fe Springs Staging Track (through existing Norwalk/Santa Fe Springs Metrolink Station area) | 14,600 |
| Fullerton braced trench | Buena Park/Fullerton Storage Tracks (on north side between Dale St and Gilbert St) | 15,840 |
| 4th mainline track | Fullerton support track (north of Fullerton Amtrak/Metrolink Station) | 4,500 |
| 4th mainline track | Fullerton storage track (on north side between Commonwealth Ave and Highland Ave) | 8,800 |
| **Total** | | **90,940** |

*Source: STV 2025*

[6] Runaround tracks allow a locomotive to move around the train and attach to the opposite end, enabling the train to be switched or moved in the desired direction. The runaround track must be as long as the longest set of cars that would be pulled. A runaround track is generally recommended for all modern rail yards to reduce overall freight congestion.

BNSF = BNSF Railway; HSR = high-speed rail; I = interstate; TF = track feet




*Source: STV 2025*

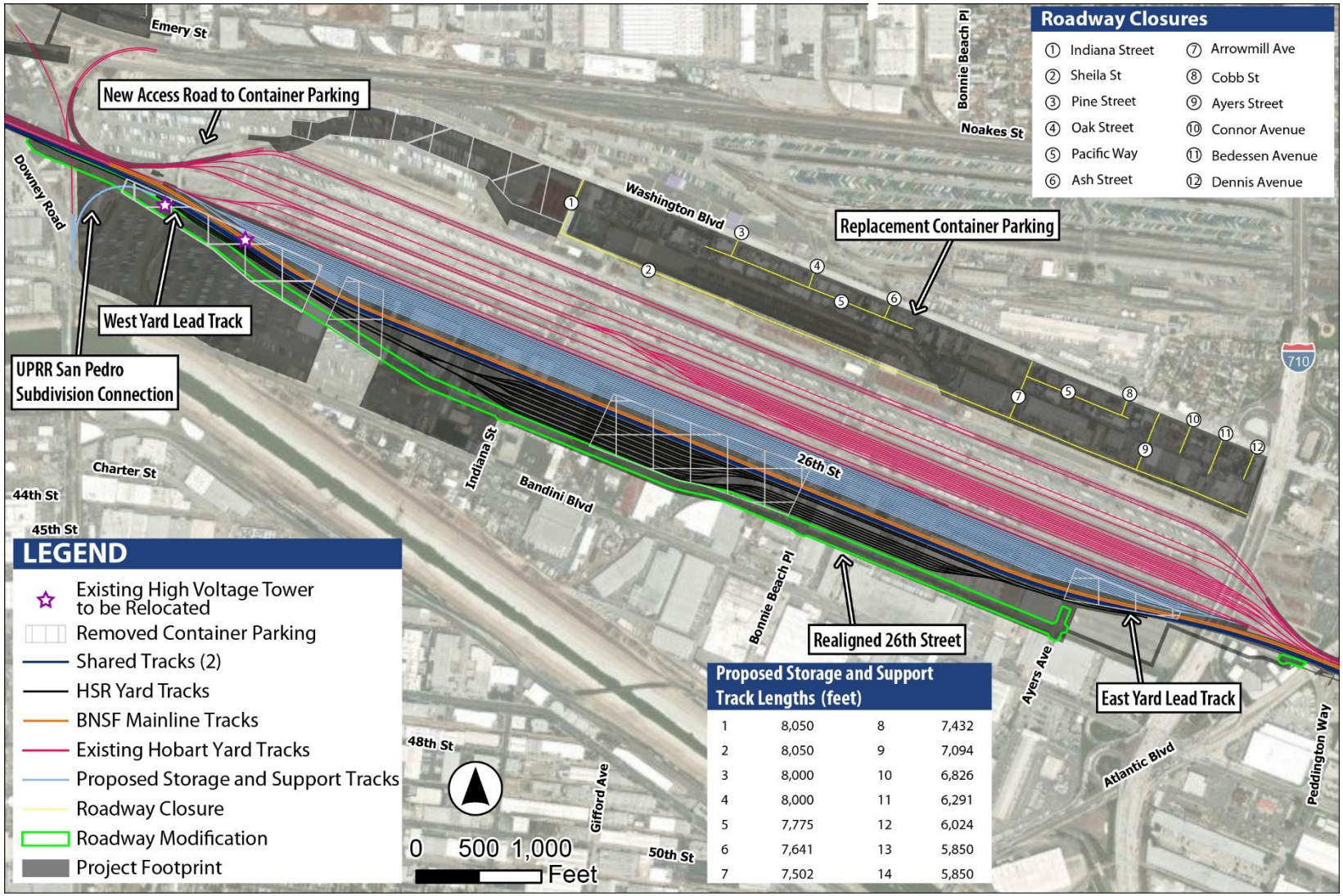
**Figure 2-11 BNSF Railway Infrastructure Affected by the Los Angeles to Anaheim Project Section**

### *BNSF Railway Los Angeles Intermodal Facility (Hobart Yard)*

Figure 2-12 depicts the proposed changes at Hobart Yard. The consolidated storage yard, BNSF mainline tracks, shared tracks, and new connection to the UPRR San Pedro Subdivision would be up to 250 feet south of the current southern limit at Hobart Yard and into properties south of 26th Street. New second lead tracks into Hobart Yard from the west and east would also be added. These additional lead tracks would allow freight trains to move off the mainline tracks at speed and avoid delays and backups in an already heavily congested corridor. These track changes would require the vacation and realignment of the 26th Street right-of-way from Downey Road to Atlantic Boulevard.

The changes described above, along with LMF yard lead tracks, would displace some existing BNSF container parking south of the railroad corridor. This container parking would be replaced by acquiring properties north of Hobart Yard along the south side of Washington Boulevard, which would require a new access road north of Hobart Yard and the closure of several roads between Washington Boulevard and Sheila Street (refer to Section 2.2.1.6, State Highway or Local Roadway Modifications, for more details on roadway changes related to Hobart Yard). The new access road would also displace some existing container parking that would be replaced in the new container parking area.

Additionally, two high-voltage utility towers would be relocated to accommodate the 26th Street realignment.



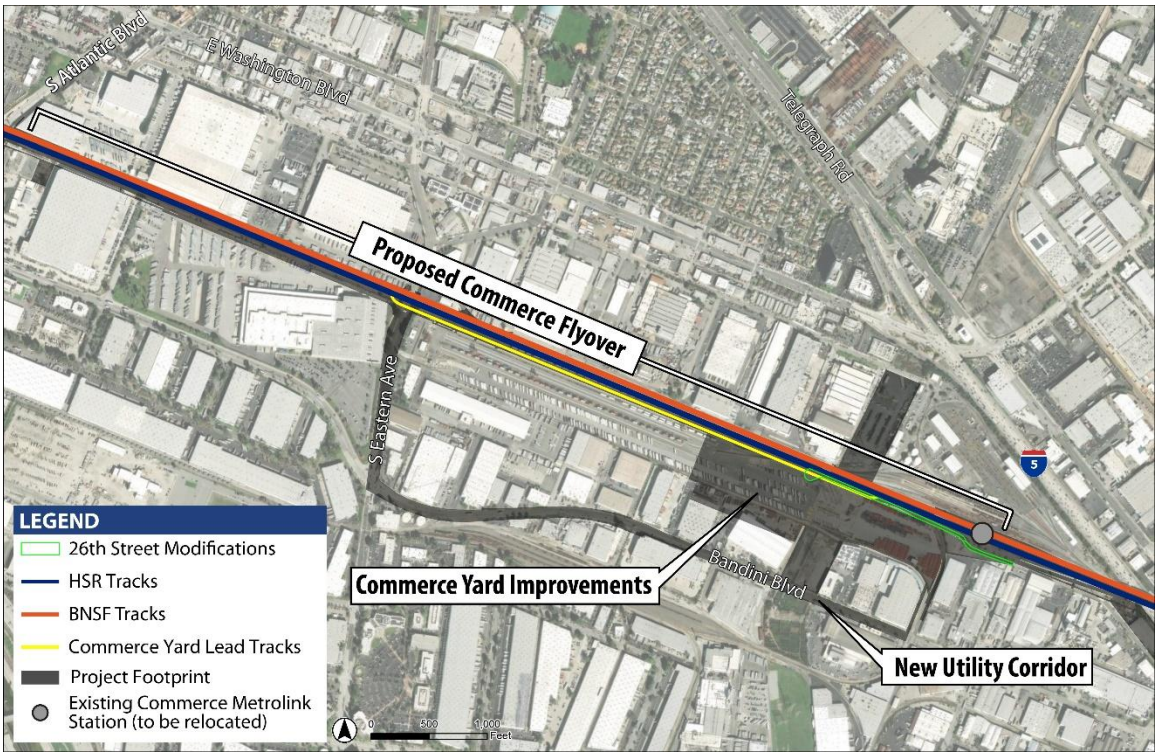

*Sources: Authority 2025a; ESRI 2020*

**Figure 2-12 Hobart Yard Modifications (Shared Passenger Track Alternative A)**

### *BNSF Railway Commerce Intermodal Facility (Commerce Yard)*

Adjacent to Commerce Yard, the Commerce Flyover would separate passenger trains on an elevated structure from the freight trains running at grade. Figure 2-13 depicts the modifications required throughout the Commerce Yard area to maintain operations. Two new BNSF yard tracks would be added, converging into a new BNSF stub lead track west of Interstate 5, with additional connector tracks. Improvements would include reconstructing several of the lead tracks, relocating the truck entrance gates and internal access road, and adding truck storage parking and a switching tail track. These yard improvements would require a portion of 26th Street to be closed; 26th Street currently provides access to the yard from the east, but the new entrance to the yard would require approximately 1,300 feet of the road to be closed.

Existing utilities along the south side of the railroad corridor would be relocated to the south in a new utility corridor, within Bandini Boulevard. Additionally, the high-voltage power lines currently running south of and parallel to the railroad corridor must be raised to provide the required clearance from the Commerce Flyover structure.




*Sources: Authority 2025a; ESRI 2020*

**Figure 2-13 Commerce Flyover and Commerce Yard Modifications**

## Modified Metrolink Stations

### *Norwalk/Santa Fe Springs Metrolink Station Modifications*

HSR trains would not stop at the Norwalk/Santa Fe Springs Metrolink Station, but modifications would be required for HSR operations, as depicted on Figure 2-14. The existing platforms at Norwalk/Santa Fe Springs Metrolink Station are in an area that would not be able to accommodate an additional mainline track and shared operations between HSR and Metrolink. Adding the additional mainline track would require shifting the existing platforms to an area with a straight section of track. Therefore, the Metrolink platforms would be moved to be served by the shared tracks on the new elevated structure, approximately 350 feet east of the existing alignment (at their farthest points). The modified station would be elevated, with two 680-foot side

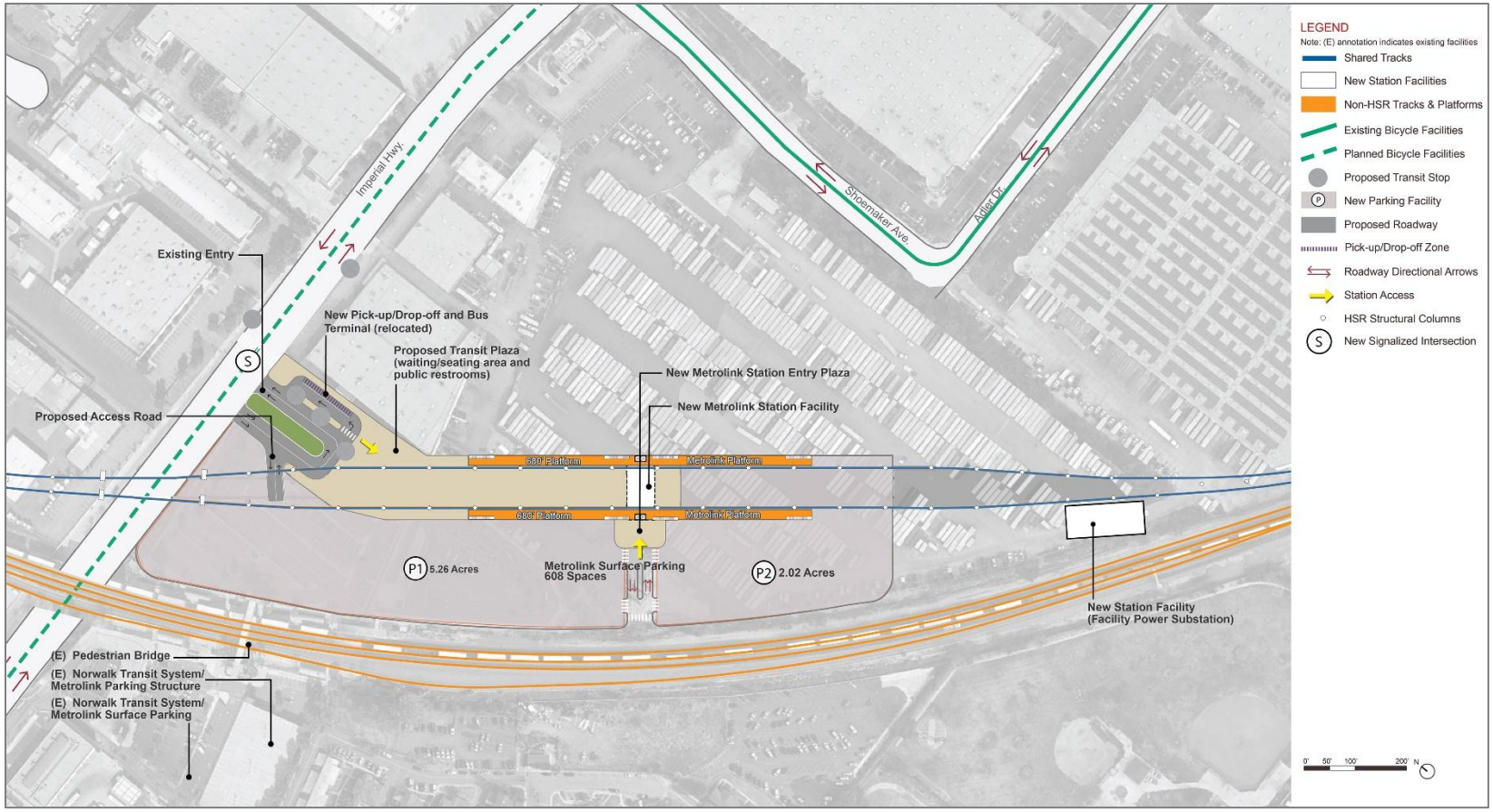
platforms, capable of future extension to 1,000 feet; the space for the future extension is included within the project footprint.

The existing Metrolink parking and bus drop-off west of the railroad corridor would be relocated to the east of the elevated structure to provide better access to the modified Metrolink platforms. Station entry points would be on Imperial Highway to the north and at Shoemaker Avenue and Adler Drive to the east and would require new access roadways. On Imperial Highway, the signalization leading into the parking garage would require modifications, as required by the City of Norwalk. The project would provide 608 surface parking spaces west of the modified platforms to replace the parking spaces at the existing Norwalk/Santa Fe Springs Metrolink Station displaced by the HSR modifications. Parking and pick-up/drop-off for Metrolink passengers would be within surface parking lots.

***Fullerton Metrolink/Amtrak Station Modifications***

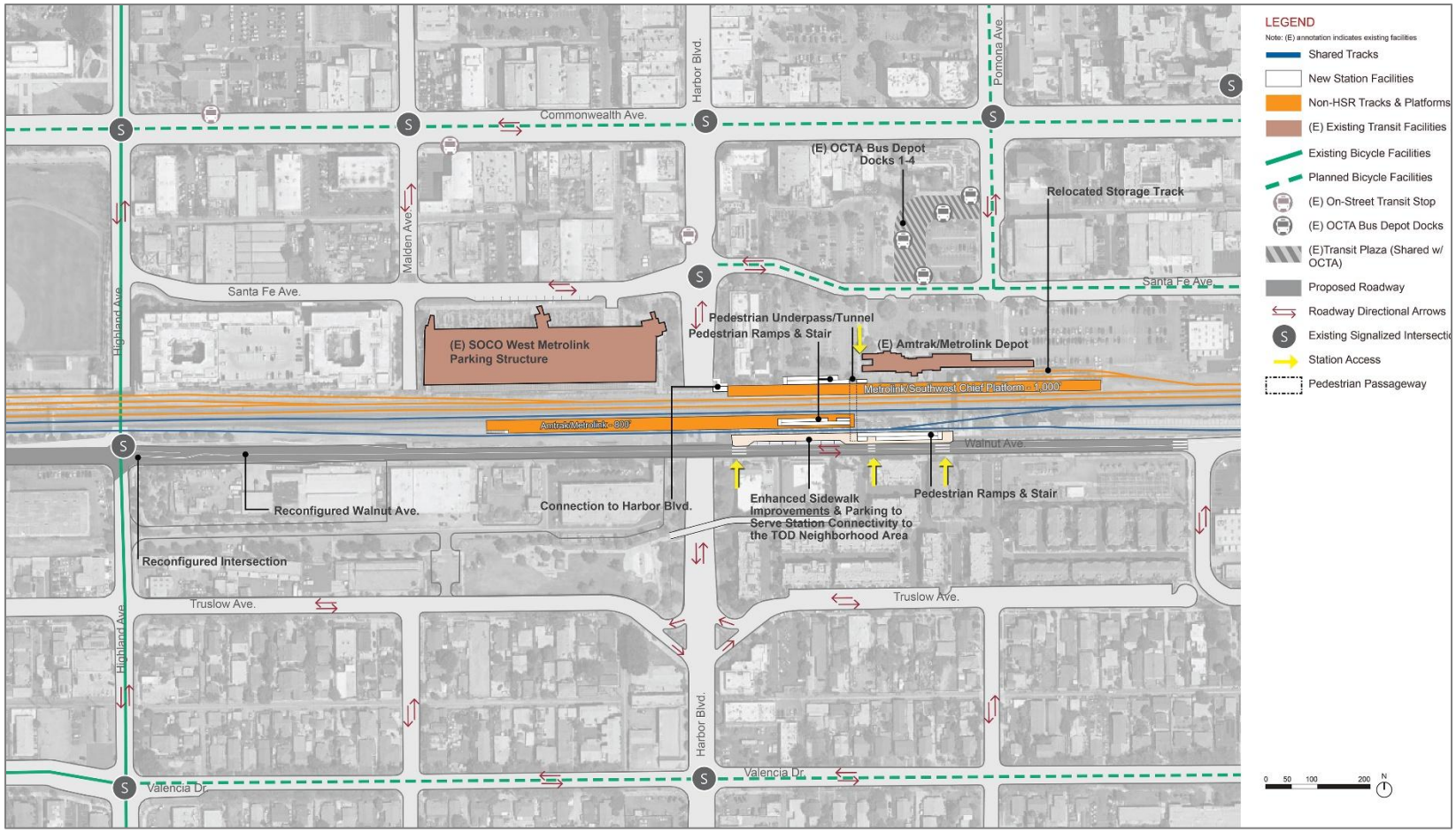
HSR trains would not stop at the Fullerton Metrolink/Amtrak Station, but modifications would be required for HSR operations, as depicted on Figure 2-15. At the Fullerton Metrolink/Amtrak Station, a fourth mainline track would need to be added on the southern side of the corridor, outside of the existing railroad right-of-way, to allow HSR trains to pass through the station. A new railroad bridge would be built over Highland Avenue to accommodate the new shared track, which requires Walnut Avenue to be slightly realigned to the south, and the intersection of Walnut Avenue and Highland Avenue would need to be redesigned.

Several modifications would occur for the Metrolink/Amtrak station platforms. The two existing platforms on the southern side would be removed, and a new 800-foot center platform would be added over Harbor Boulevard. The existing pedestrian bridge east of Harbor Boulevard that connects the two side platforms would be removed and replaced by a new pedestrian underpass that connects the existing northern platform, new center platform, and Walnut Avenue to the south, with ramps and stairs providing access. South of the new Metrolink/Amtrak center platform, Walnut Avenue would be slightly narrowed, and sidewalk improvements and crosswalks would be added east of Harbor Boulevard to improve station connectivity to the neighborhood.




*Source: Authority 2025a*

**Figure 2-14 Modified Norwalk/Santa Fe Springs Metrolink Station Site Plan**




*Source: Authority 2025a*

**Figure 2-15 Modified Fullerton Metrolink/Amtrak Station Site Plan**

**Relocated Metrolink Stations**

***Commerce Metrolink Station Relocation***

As stated in Section 2.2.1.1, the Commerce Flyover would require the Commerce Metrolink Station to be relocated to an area northeast of the intersection of Telegraph Road and Maple Avenue, which is approximately 0.75 mile to the east of its current location. The relocated Commerce Metrolink Station would be for Metrolink trains only; no HSR trains would stop at this station. An HSR paralleling station would be co-located at the relocated station site. Most of the relocated station would be within Montebello, including the replacement surface parking, plaza, and internal access roads; the platform and nonpublic station facilities north of the railroad corridor would be within Commerce.

The relocated station would have a center platform along the southern side of the rail corridor, accessible from the north via Sycamore Street via a new pedestrian underpass, and from the south via Maple Avenue. The intersection of Sycamore Street and Supply Avenue would be modified with pedestrian crosswalks, and the intersection of Telegraph Road and Maple Avenue would have a new signal and crosswalks to provide safe access to the new station location. All the existing station facilities, such as a transit plaza for buses, bicycle parking, vehicle parking (140 spaces), and a pick-up/drop-off area for motorists, would be replaced south of the corridor, to be accessed via Maple Avenue.

***Buena Park Metrolink Station Relocation***

As stated in Section 2.2.1.1, the HSR project would add and realign tracks through the existing Buena Park Metrolink Station, necessitating the relocation of the station. The Buena Park Metrolink Station would be relocated to between South Coyote Creek and Beach Boulevard, approximately 0.75 mile northwest of its current location within Buena Park. The proposed relocated Buena Park Metrolink Station would be for Metrolink trains only; no HSR trains would stop at this station.

The relocated station would have a center platform provided along the northern side of the existing rail corridor, accessible from the north via Stage Road and from the east via Beach Boulevard. A new signalized intersection is proposed at the intersection of Coyote Creek and Stage Road. All existing station facilities would be replaced, including a transit plaza for buses, bicycle parking, vehicle parking (313 spaces), and a pick-up/drop-off area for motorists.

### *2.2.1.6 State Highway or Local Roadway Modifications*

**Modifications at Roadway Crossings**

Shared Passenger Track Alternative A would cross 58 federal, state, and locally controlled roadways, most of which are currently grade separated. A portion of the foregoing roadway crossings would require, in general, one of the following three types of roadway modifications:

- **New grade separations:** There are six roadway crossings where new railroad grade separations (railroad bridge crossings) would be needed. Five of the existing at-grade roadways would be fully grade separated and lowered to cross under the proposed railroad bridges. One roadway (Lakeland Road) would be partially grade separated and would not require vertical realignment, because the shared tracks would cross over the roadway on a new bridge.
- **Modified existing grade separations (roadway vertical realignment):** The alignment would use existing railroad bridges throughout the corridor, most of which would need to be widened or new bridges would need to be added adjacent to the existing bridges to accommodate new tracks. At nine of these existing grade separations, the roadways would require vertical realignments (i.e., be lowered) to provide the required clearances between the road and the railroad bridge.

- **Modified existing grade separations (new piers and abutments):** Thirteen existing grade separations would require modified piers or abutments to accommodate new or widened railroad bridges. No vertical realignment of the roadway would be required.

Eight at-grade crossings at Orangethorpe Avenue, La Palma Avenue, Sycamore Street, Broadway, Santa Ana Street, Sixth Street, Vermont Avenue, Ball Road, and Lewis Street would remain at grade and would be modified only to add OCS to the existing tracks.

Additionally, all existing roadway overcrossings that would span over the shared tracks would be modified to have protective barriers on the top to prevent people or objects from entering the HSR right-of-way from the bridge. Detailed plans of barrier type and installation details will be determined during the Preliminary Engineering for Procurement design phase and coordination with the corridor stakeholders.

Table 2-5 lists all the crossings and any modifications that would be required along the Shared Passenger Track Alternative A alignment.

**Table 2-5 Modifications to Roadway Crossings (from northwest to southeast)**

| Roadway | City | Current Crossing Configuration | Proposed Modification |
|---|---|---|---|
| 1st St | Los Angeles | Overcrossing | None |
| 4th St | Los Angeles | Overcrossing | None |
| 6th St/Whittier Blvd | Los Angeles | Overcrossing | None |
| 7th St | Los Angeles | Overcrossing | None |
| I-10 (Santa Monica freeway) | Los Angeles | Overcrossing | None |
| Olympic Blvd | Los Angeles | Overcrossing | None |
| Washington Blvd | Los Angeles | Undercrossing | None |
| Soto St | Los Angeles | Undercrossing | None |
| Downey Rd | Vernon | Undercrossing | New pier and abutments within roadway |
| Private access road | Vernon | Overcrossing | None |
| I-710 (Long Beach freeway) | Vernon | Overcrossing | None |
| Atlantic Blvd | Commerce | Undercrossing | New piers and abutments within roadway |
| Eastern Ave | Commerce | Undercrossing | New piers and abutments within roadway |
| I-5 (Santa Ana freeway) | Commerce | Undercrossing | None |
| Telegraph Rd | Commerce | Undercrossing | None |
| Garfield Ave | Commerce | Undercrossing | None |
| Greenwood Ave | Montebello | Undercrossing | None |
| Paramount Blvd | Pico Rivera | Undercrossing | None |
| SR 19 (Rosemead Blvd) | Pico Rivera | Undercrossing | Road vertical realignment, new abutments within roadway |
| Passons Blvd | Pico Rivera | Undercrossing | New pier and abutments within roadway |
| Slauson Ave | Santa Fe Springs | Overcrossing | Pier modifications |

| Roadway | City | Current Crossing Configuration | Proposed Modification |
|---|---|---|---|
| I-605 (San Gabriel freeway) | Santa Fe Springs | Overcrossing | None |
| Pioneer Blvd | Santa Fe Springs | At grade | New grade separation; roadway lowered to cross under tracks on a new railroad bridge |
| Norwalk Blvd | Santa Fe Springs | At grade | New grade separation; roadway lowered to cross under tracks on a new railroad bridge |
| Los Nietos Rd | Santa Fe Springs | At grade | New grade separation; roadway lowered to cross under tracks on a new railroad bridge |
| Santa Fe Springs Rd | Santa Fe Springs | Undercrossing | New piers and abutments within roadway |
| Telegraph Rd | Santa Fe Springs | Undercrossing | New pier and abutments within roadway |
| Florence Ave | Santa Fe Springs | Undercrossing | New pier and abutments within roadway |
| Lakeland Rd | Santa Fe Springs | At grade | New grade separation (for HSR only); roadway remains at grade and shared tracks on elevated structure |
| Imperial Hwy | Santa Fe Springs, Norwalk | Undercrossing | None |
| Carmenita Rd | Santa Fe Springs | Undercrossing | Roadway vertical realignment, new piers and abutments within roadway |
| Rosecrans Ave/Marquardt Ave | Santa Fe Springs | Overcrossing | None |
| Valley View Ave | Santa Fe Springs, La Mirada | Undercrossing | New piers and abutments within roadway |
| Alondra Blvd | La Mirada | Overcrossing | Bridge replacement, roadway vertical realignment |
| SR 39 (Beach Blvd) | Buena Park | Undercrossing | New piers and abutments within roadway |
| Dale St | Buena Park | Undercrossing | Roadway vertical realignment, new piers and abutments within roadway |
| Gilbert St | Fullerton | Undercrossing | Roadway vertical realignment, new pier and abutments within roadway |
| Commonwealth Ave | Fullerton | Undercrossing | Roadway vertical realignment, new piers and abutments within roadway |
| Euclid St | Fullerton | Undercrossing | New pier and abutments within roadway |
| Highland Ave | Fullerton | Undercrossing | New abutments within roadway |
| Harbor Blvd | Fullerton | Undercrossing | New piers and abutments within roadway |
| Lemon St | Fullerton | Undercrossing | None |

| Roadway | City | Current Crossing Configuration | Proposed Modification |
|---|---|---|---|
| Orangethorpe Ave | Anaheim | At grade | None |
| SR 91 (Riverside freeway) | Anaheim | Overcrossing | None |
| La Palma Ave | Anaheim | At grade | None |
| Sycamore St | Anaheim | At grade | None |
| Lincoln Ave | Anaheim | Undercrossing | None |
| Broadway | Anaheim | At grade | None |
| Santa Ana St | Anaheim | At grade | None |
| South St | Anaheim | At grade | None |
| Vermont Ave | Anaheim | At grade | None |
| Ball Rd | Anaheim | At grade | None |
| Lewis St | Anaheim | Undercrossing | Roadway vertical realignment, new piers and abutments within roadway |
| Cerritos Ave | Anaheim | At grade | New grade separation; roadway lowered to cross under tracks on a new railroad bridge |
| State College Blvd | Anaheim | At grade | New grade separation; roadway lowered to cross under tracks on a new railroad bridge |
| Katella Ave | Anaheim | Undercrossing | Roadway vertical realignment, roadway widening, new piers and abutments within roadway |
| SR 57 (Orange freeway) | Anaheim | Overcrossing | None |
| Douglass Rd | Anaheim | Undercrossing | Roadway vertical realignment, new piers and abutments within roadway |

*Source: Authority 2025a*
Authority = California High-Speed Rail Authority; HSR = high-speed rail; I = interstate; overcrossing = road over train tracks; SR = State Route; undercrossing = road under train tracks

### New Grade Separations

As indicated in Table 2-5, five existing at-grade roadways would be grade separated for passenger rail and freight, with the roadway lowered to cross under new railroad bridges. These new grade separations are described in detail in Table 2-6, which includes references to the temporary and permanent footprints depicted on Figure 2-16 through Figure 2-19. The temporary project footprint includes areas such as utility easements and construction staging areas while the permanent project footprint includes areas that would be needed permanently for operation of HSR or areas that would permanently lose access from changes in roadway elevation. These grade separations are early action projects, which are described further in Section 2.3.1, Grade Separations.

Lakeland Avenue would be grade separated for HSR and passenger rail on a new elevated structure, but the freight tracks would remain at grade, with a minimal area of temporary and permanent impacts. Therefore, it is not included in Table 2-6.

**Table 2-6 New Grade Separations with Roadway Vertical Realignments**

| Roadway | Grade Separation Description |
|---|---|
| Pioneer Boulevard (Figure 2-16) | • The existing roadway configuration at the Pioneer Blvd crossing in Santa Fe Springs consists of two northbound and two southbound traffic lanes and left-turn lanes to Rivera Rd (which is immediately adjacent and to the north of the railroad corridor) in both directions, with sidewalks on both sides of the road.<br>• The at-grade crossing would be grade separated as a roadway undercrossing, with the railroad tracks on a bridge structure. Approximately 1,275 feet of Pioneer Blvd would be lowered, with the roadway approximately 20 feet below its current elevation at the lowest point of the undercrossing. Additional excavation depths would be required for bridge footings, utilities, pump station, and roadway subbase.<br>• Direct access to Rivera Rd would be removed and a new roadway that loops west and south just north of the crossing would provide access from Pioneer Blvd to Rivera Rd. |
| Norwalk Boulevard (Figure 2-17) | • The existing roadway configuration at the Norwalk Blvd crossing in Santa Fe Springs consists of two northbound and two southbound traffic lanes and a southbound left-turn lane to eastbound Los Nietos Rd (which is immediately south of the crossing), with sidewalks on both sides of the roadway.<br>• The at-grade crossing would be grade separated as a roadway undercrossing, with the railroad tracks on a bridge structure. Approximately 1,325 feet of Norwalk Blvd would be lowered by approximately 20 feet below its current elevation at the lowest point. Roadway clearance from bottom of bridge to top of pavement would be approximately 15 to 16.5 feet. Additional excavation depths would be required for bridge footings, utilities, pump station, and roadway subbase.<br>• The intersection of Norwalk Blvd and Los Nietos Rd would also be lowered, as also described below. |
| Los Nietos Road (Figure 2-17) | • The existing roadway configuration at the Los Nietos Rd crossing in Santa Fe Springs consists of two westbound and two eastbound traffic lanes and a westbound left-turn lane to Norwalk Blvd (which is immediately west of the crossing), with sidewalks on both sides of the roadway.<br>• The at-grade crossing would be grade separated as a roadway undercrossing, with the railroad tracks on a bridge structure. Approximately 1,700 feet of Los Nietos Rd would be lowered, with the roadway elevation approximately 25 feet below its current elevation at the lowest point. Roadway clearance from bottom of bridge to top of pavement would be approximately 15 to 16.5 feet. Additional excavation depths would be required for bridge footings, utilities, pump station, and roadway subbase.<br>• The intersection of Norwalk Blvd and Los Nietos Road would also be lowered as part of this and the Norwalk Blvd grade separation. |
| Cerritos Avenue (Figure 2-18) | • The existing roadway configuration at the Cerritos Ave crossing in Anaheim consists of two westbound and two eastbound traffic lanes with sidewalks on both sides of the roadway.<br>• The at-grade crossing would be grade separated as a roadway undercrossing, with the railroad tracks on a bridge structure. Approximately 1,850 feet of Cerritos Ave would be lowered by 25 feet below its current elevation at the lowest point. Roadway clearance from bottom of bridge to top of pavement would be approximately 15 to 16.5 feet. Additional excavation depths would be required for bridge footings, utilities, pump station, and roadway subbase.<br>• In order to maintain its intersection with Cerritos Ave, Vernon St would need to be lowered about 5 feet below its existing elevation. Similarly, Lewis St would need to be lowered to maintain the intersection with Cerritos Ave. |

| Roadway | Grade Separation Description |
|---|---|
| State College Boulevard (Figure 2-19) | • The existing roadway configuration at the State College Blvd crossing in Anaheim consists of three northbound and three southbound traffic lanes with sidewalks on both sides of the roadway.<br>• The at-grade crossing would be grade separated as a roadway undercrossing, with the railroad tracks on a bridge structure. Approximately 1,660 feet of State College Blvd would be lowered below its current elevation, up to 25 feet at the lowest point. Roadway clearance from bottom of bridge to top of pavement would be approximately 17.5 feet. Additional excavation depths would be required for bridge footings, utilities, pump station, and roadway subbase.<br>• In order to maintain its intersections with State College Blvd, Howell Ave and Wright Circle would also need to be lowered below its existing elevation, along with multiple driveways and access roads along State College Blvd. |



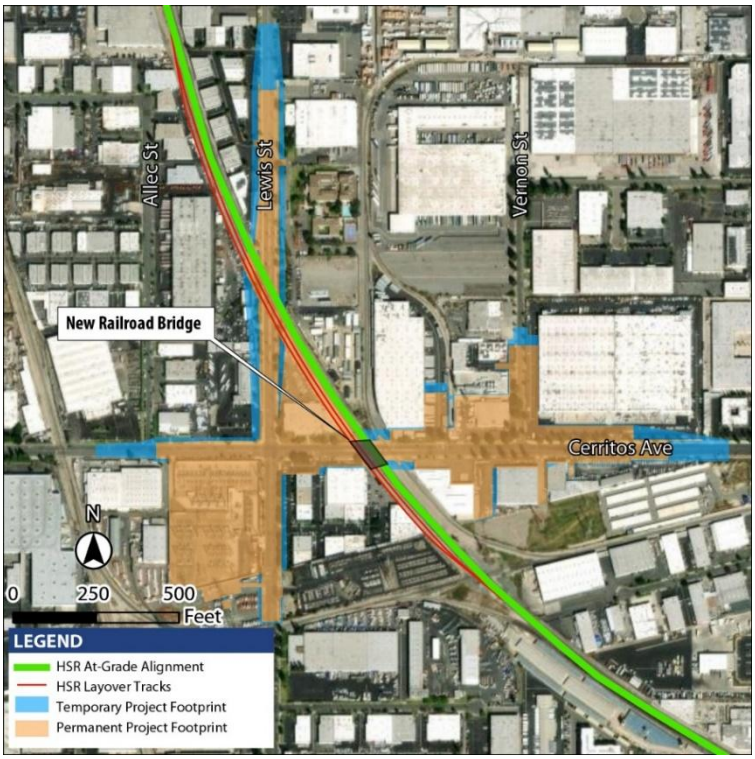

*Sources: Authority 2025a; ESRI 2020*

**Figure 2-16 Pioneer Boulevard Grade Separation**




*Sources: Authority 2025a; ESRI 2020*

**Figure 2-17 Norwalk Boulevard and Los Nietos Road Grade Separations**




*Sources: Authority 2025a; ESRI 2020*

**Figure 2-18 Cerritos Avenue Grade Separation**




*Sources: Authority 2025a; ESRI 2020*

**Figure 2-19 State College Boulevard Grade Separation**

### Modifications to Other Roadways

In addition to modifications to roadway crossings described above for the railway alignment, several other roadways along the alignment would require modifications as a result of other project elements.

#### *Roadway Modifications by Hobart Yard*

The addition of new storage tracks and realignment of existing tracks throughout the Hobart Yard area would require 26th Street to be realigned. The roadway currently forms the southern boundary of Hobart Yard. At the eastern end of the yard, at Atlantic Boulevard, 26th Street connects to Pennington Way. From the UPRR San Pedro Subdivision track to Atlantic Boulevard, 26th Street would be realigned about 500 feet south from its existing location, at the farthest point. The realigned 26th Street would provide access to the 26th Street LMF, just north of the street. Currently, 26th Street intersects with Indiana Avenue, Bonnie Beach Place, and Ayers Avenue. Indiana Avenue and Bonnie Beach Place would connect with the realigned 26th Street, and the segments north of the realigned 26th Street would be closed. The realigned 26th Street would not connect to Pennington Way; it would end at Ayers Avenue, and Pennington Way would end in a cul-de-sac west of Atlantic Boulevard, accessible only from Bandini Boulevard. The existing segment of 26th Street between Ayers Avenue and Pennington Way would be closed.

Several roads between Sheila Street and Washington Boulevard are proposed to be closed because of the relocated BNSF truck parking. These roadway closures include the following, and are depicted on Figure 2-12 in yellow:

- Indiana Street
- S Pine Street
- Pacific Way
- Oak Street

- Ash Street
- Arrowmill Avenue
- Ayers Avenue
- Bedessen Avenue
- Connor Avenue
- Dennis Avenue

***Roadway Modifications by Commerce Yard***

Access is provided by 26th Street to BNSF's Commerce Yard from the east, but the yard improvements would require the entrance to the yard to be relocated approximately 1,300 feet to the east. This segment of 26th Street, within BNSF property, would be closed, and a new cul-de-sac would be provided at the end of the road.

***Roadway Modifications by the Fullerton Braced Trench***

The braced trench in Fullerton would be located partially outside the existing railroad right-of-way along the south side of the corridor, within the existing Artesia Boulevard right-of-way. Artesia Boulevard would be realigned slightly south, from approximately Pritchard Avenue to Gilbert Street. The intersection of Artesia Avenue and Gilbert Street would be reconfigured.

***Roadway Modifications by Fullerton Metrolink/Amtrak Station***

The changes at the Fullerton Metrolink/Amtrak Station would require Walnut Avenue to be realigned. Walnut Avenue currently runs east to west from Richman Avenue to Lawrence Avenue, south of and adjacent to the existing railroad corridor. With the addition of a fourth mainline track, Walnut Street would be slightly realigned south, from Richman Avenue to Lemon Street. All existing lanes and sidewalks would be maintained. At Highland Avenue, Walnut Street would be lowered slightly to meet the new, lowered grade of Highland Avenue, and the intersection would be reconfigured.

### 2.2.2 Shared Passenger Track Alternative B

Shared Passenger Track Alternative B would follow the same alignment and share the same project features and operational assumptions as Shared Passenger Track Alternative A, except for the location of the LMF as discussed below.

#### *2.2.2.1 Alignment*

The BNSF mainline and shared tracks for Shared Passenger Track Alternative B would be the same as those discussed for Shared Passenger Track Alternative A, as described in Section 2.2.1.1, because the LMF location would not affect the BNSF mainline and shared tracks.

#### *2.2.2.2 Ancillary Facilities*

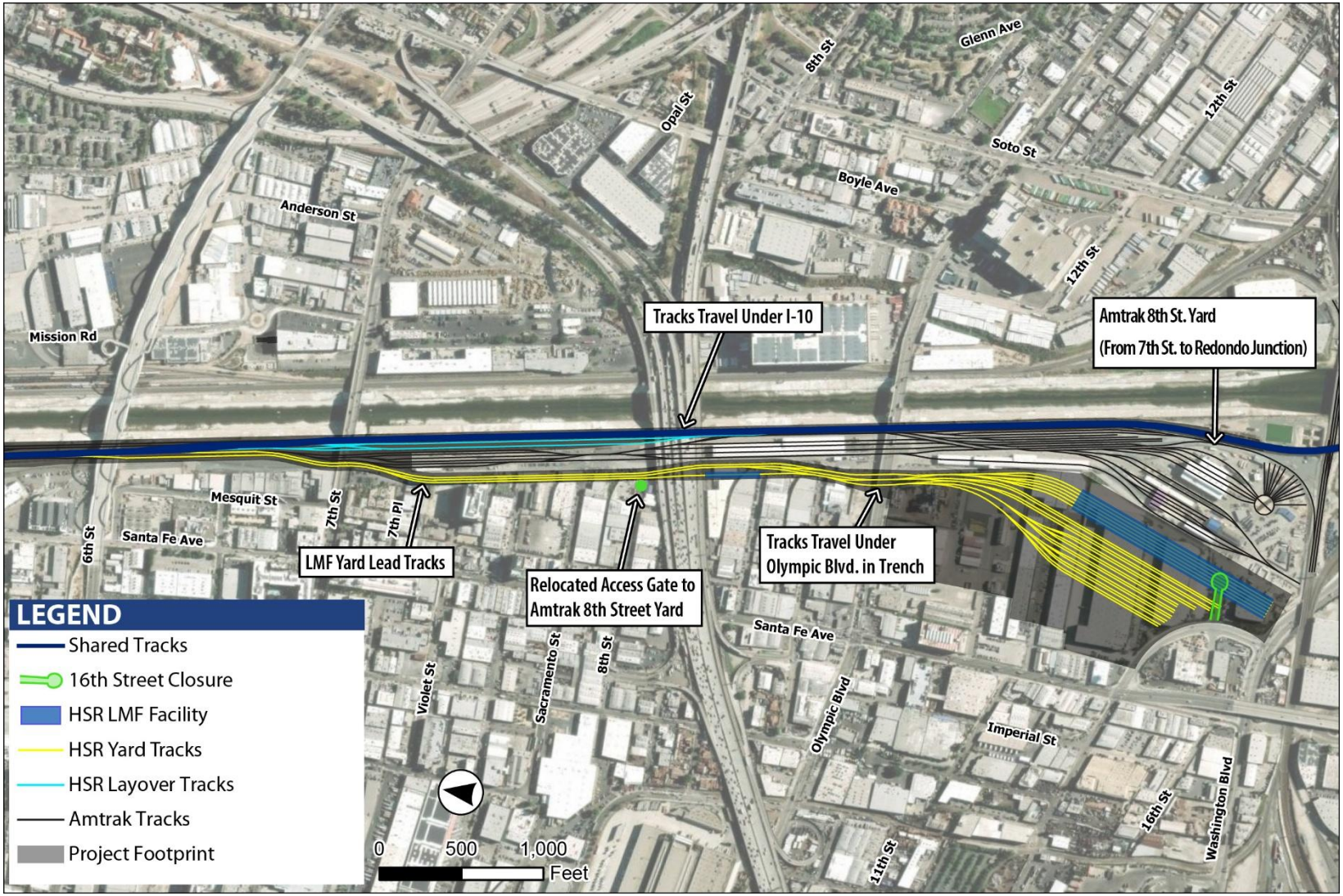
The proposed ancillary facilities for Shared Passenger Track Alternative B would be the same as those discussed for Shared Passenger Track Alternative A. Refer to Section 2.2.1.2 for more information on proposed ancillary facilities.

#### *2.2.2.3 High-Speed Rail Station Facilities*

Under Shared Passenger Track Alternative B, the proposed HSR station facilities at ARTIC would be the same as for Shared Passenger Track Alternative A. Refer to Section 2.2.1.3 for more information on proposed station sites.

#### *2.2.2.4 Light Maintenance Facility*

Shared Passenger Track Alternative B proposes an LMF between Olympic Boulevard and 15th Street, immediately adjacent to the existing Amtrak Eighth Street Yard. The 15th Street LMF would include the same maintenance operation facilities as the 26th Street LMF under Shared Passenger Track Alternative A, described in Section 2.2.1.4. Refer to Figure 2-20 for an overview of the 15th Street LMF.




*Source: Authority 2025a*

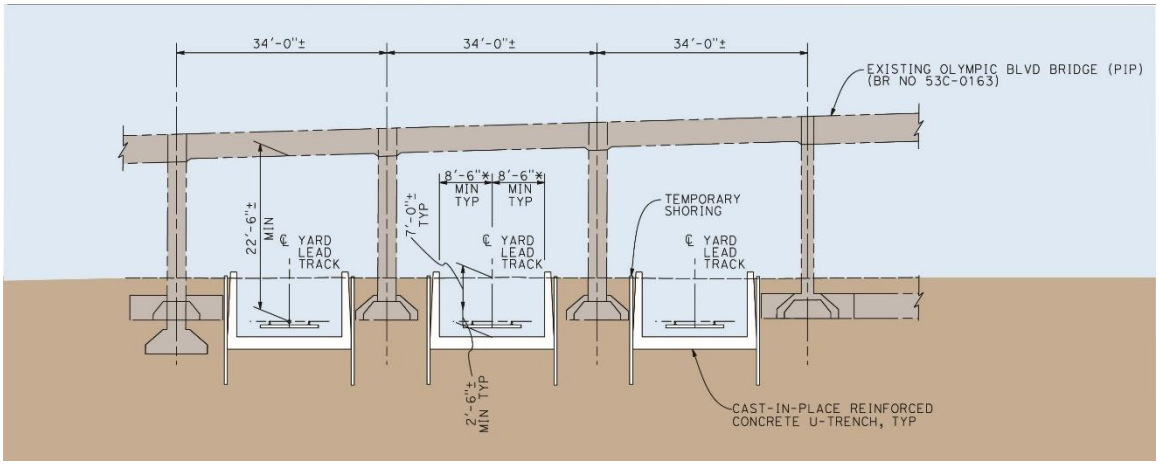
**Figure 2-20 Shared Passenger Track Alternative B: 15th Street Light Maintenance Facility**

The 15th Street LMF would have an overall size of 52 acres and would include a six-track shop building able to accommodate 12 trainsets, along with an outdoor train yard with a storage capacity of 20 HSR trainsets. The 15th Street LMF would be a single-ended yard, with access to and from the mainline tracks provided only from one side, at the northern end.

Primary roadway access to the 15th Street LMF would be from Washington Boulevard and 15th Street. HSR trains would access the yard via new yard lead tracks, which would start north of Seventh Street; the HSR project has been designed in coordination with the Los Angeles County Metropolitan Transportation Authority so that it would not conflict with the planned Metro Arts District Station, proposed north of Seventh Street. Two yard lead tracks would diverge from the mainline tracks out of the existing railroad right-of-way, cross under Seventh Street, and then branch into three tracks. Continuing south, the tracks would cross through part of Amtrak's existing primary access road to its Eighth Street Yard, which is currently gated at Eighth Street; these gates would need to be relocated to the west, but Amtrak would still be able to use the road to access its Eighth Street Yard. The three 15th Street LMF yard lead tracks would continue south to cross under Interstate 10.

Approaching Olympic Boulevard, the tracks would descend to provide the minimum required 24-foot clearance between the OCS and the historic Olympic Boulevard overpass. Only one track would fit between each of the Olympic Boulevard overpass' four piers. As depicted on Figure 2-21, each track would pass through the piers within a separate trench at a finished depth of 7 feet. The Olympic Boulevard piers would not be altered during construction and would remain in place during HSR operations.

South of Olympic Boulevard, the 15th Street LMF yard lead tracks would connect to the yard on a curve, which requires special trackwork (turnout tracks). To make this connection, the LMF site would be lowered to meet the yard lead tracks. This is because the yard lead tracks would still be below grade as they come out of the Olympic Boulevard trenches, and there would not be enough room to transition the tracks back up to the existing elevation of the LMF site. Additionally, the special trackwork to connect the yard leads to the LMF tracks needs to be located on flat sections of track, not on a slope. Therefore, to make the connection between the below-grade yard lead tracks and the yard tracks, the northern portion of the LMF site (approximately 25 acres) would be excavated up to an approximate depth of 8 feet and regraded at a finished depth of approximately 5 feet to match the grade of the yard lead tracks.



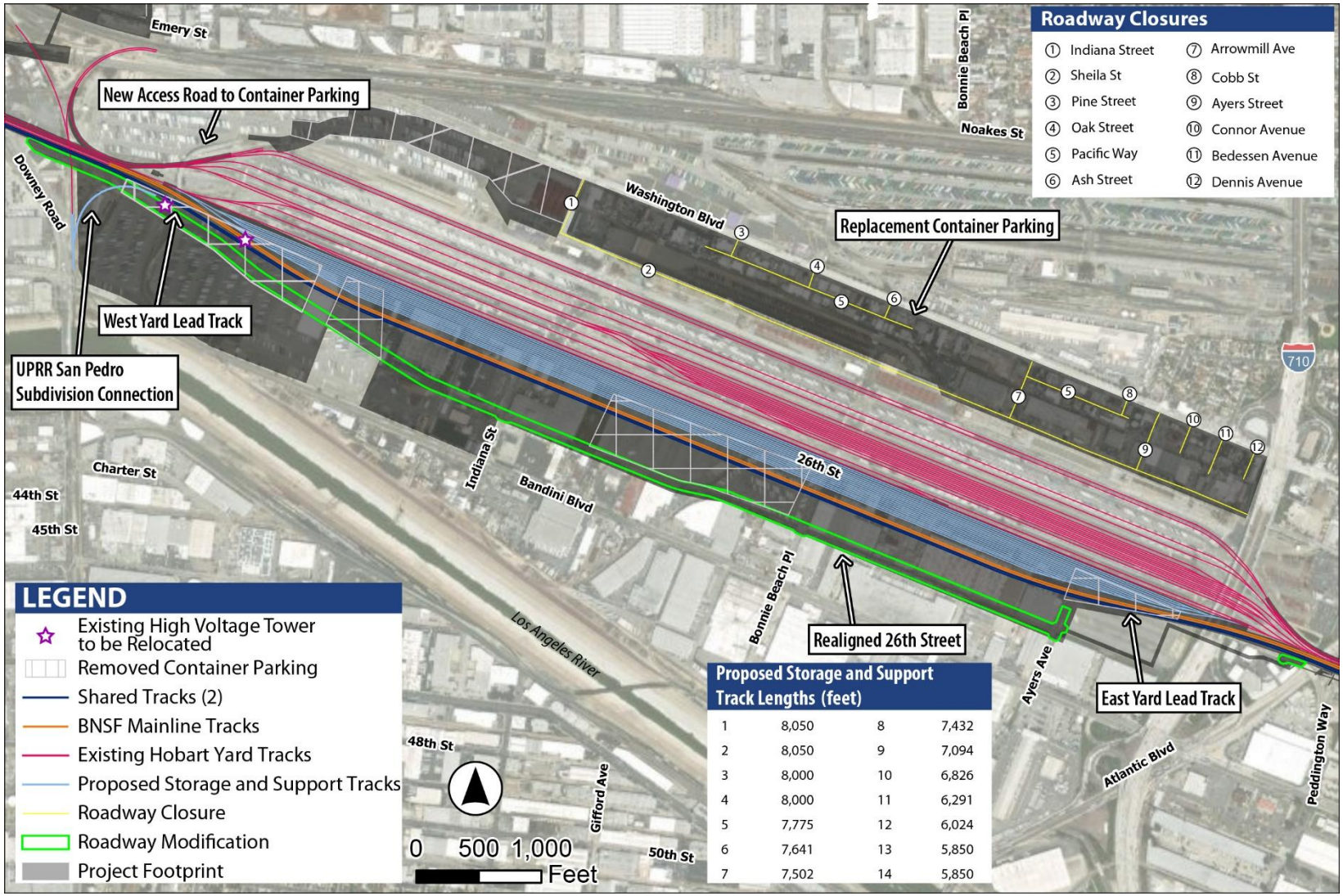

*Source: Authority 2025a*

**Figure 2-21 Trenches for 15th Street Light Maintenance Facility Yard Lead Tracks Under Olympic Boulevard**

#### 2.2.2.5 Freight or Passenger Railroad Modifications

Freight and passenger railroad modifications for Shared Passenger Track Alternative B would be the same as for Shared Passenger Track Alternative A, except for one difference at Hobart Yard. Figure 2-22 illustrates Hobart Yard without the 26th Street LMF. Because there would not be LMF lead tracks or yard tracks running through BNSF's existing container parking areas, Shared Passenger Track Alternative B would displace slightly less container parking compared to Shared Passenger Track Alternative A.

The two passenger rail station modifications (Norwalk/Santa Fe Springs and Fullerton) and two Metrolink station relocations (Buena Park and Commerce) would be the same for Shared Passenger Track Alternative B as described for Shared Passenger Track Alternative A.




*Sources: Authority 2025a; ESRI 2020*

**Figure 2-22 Shared Passenger Track Alternative B: Hobart Yard**

#### 2.2.2.6 State Highway or Local Roadway Modifications

The proposed modifications to roadways for Shared Passenger Track Alternative B would be the same as for Shared Passenger Track Alternative A, described in Section 2.2.1.6, except for the area around the 15th Street LMF site. Note that although the 26th Street LMF would not be included under Shared Passenger Track Alternative B, the realignment of 26th Street would still occur.

At the 15th Street LMF, Shared Passenger Track Alternative B would cross through part of Amtrak's access road to its Eighth Street Yard and through its existing access gate at Eighth Street. The access gate would be shifted to the west, and Amtrak would still be able to use its access road, but it would have to cross the three HSR yard lead tracks at grade to reach the road. The 15th Street LMF would also require the closure of a small portion of 16th Street, and the intersection of 15th Street and 16th Street would be reconfigured as a T-intersection. This portion of 16th Street, which is an existing cul-de-sac, serves the properties that would be acquired for construction of the 15th Street LMF. Refer to Figure 2-20, which depicts the portion of 16th Street that would be closed in green.

## 2.3 Early Action Projects

As described in the 2023 Project Update Report, the Authority has committed to investing in regionally important early action projects to provide early benefits to transit riders and local communities in Southern California, while laying a solid foundation for implementation of the HSR system. These early investments would be made by the Authority in collaboration with local and regional agencies. The types of projects include grade separations, track enhancements, and improvements at passenger rail stations, which would increase capacity, improve safety and air quality, and provide immediate mobility and reliability benefits for existing freight and passenger rail operations. The potential temporary construction and permanent operational environmental effects associated with these early action projects are included in the total evaluation of the Shared Passenger Track Alternatives. These early action projects may be implemented as standalone projects by other local agencies relying on the environmental analyses and conclusions of the Los Angeles to Anaheim Project Section in advance of the HSR system. The early action projects described below would be the same for both Shared Passenger Track Alternatives.

### 2.3.1 Grade Separations

The following five new railroad/roadway grade separations would be built as part of buildout of the project section and are identified as early action projects:

- Pioneer Boulevard
- Norwalk Boulevard and Los Nietos Road (considered a single early action project because of the adjacency of the two crossings)
- Cerritos Avenue
- State College Boulevard

The potential temporary construction and permanent operational environmental effects associated with these early action projects are analyzed in site-specific detail and included in the total evaluation of the project. Refer to Section 2.2.1.6 for more information.

### 2.3.2 Metrolink Station Relocations

Passenger rail currently operates within the Los Angeles – San Diego – San Luis Obispo Rail Corridor and would continue to do so with the introduction of HSR service. The relocations of the existing Commerce and Buena Park Metrolink Stations are necessary for implementation of either of the Shared Passenger Track Alternatives for reasons described in more detail in Section 2.2.1.5.

Existing transit service to the current Metrolink station locations would need to be modified to serve the relocated Metrolink station locations. Future coordination with Metrolink, Amtrak, and transit service providers would be necessary to determine bus routes and schedules for the

relocated Metrolink station locations and to inform final design of bus facilities at and near the station. Access roads, curb space, and passenger and operations facilities for buses have been included in the footprint in anticipation of this reconfigured service.

### 2.3.3 Fullerton Metrolink/Amtrak Modifications (Fullerton Interlocker)

The Shared Passenger Track Alternatives would modify the tracks and platforms throughout the Fullerton Metrolink/Amtrak Station, as well as the tracks east to Fullerton Junction, as described in Section 2.2.1.1. However, some of these proposed HSR modifications could be completed as an early action project to support the Metrolink Fullerton Interlocker Project, which is being planned by BNSF in coordination with Metrolink and the Authority. This project is critical to Metrolink's Southern California Optimized Rail Expansion Program and will allow for more frequent and regular service in Southern California. The Authority has incorporated the Fullerton Interlocker Project design as part of HSR's Fullerton/Metrolink Amtrak modifications, based on coordination with BNSF and Metrolink and on the anticipated timelines of the two projects.

If the Fullerton Interlocker Project occurs prior to HSR implementation, the early action project would consist of the same modifications described in Section 2.2.1.3 to the Fullerton Metrolink/Amtrak Station, with one exception. The fourth mainline track on the southern side of the corridor would only extend from east of Highland Avenue to Fullerton Junction because, in the absence of HSR, a fourth mainline track would not be added throughout the entire segment between LAUS and Fullerton Junction. All other modifications would be included: the removal of the southern side platforms, addition of a new center platform over Harbor Boulevard, new pedestrian underpass, and realignment and modifications to Walnut Avenue. If the HSR project is implemented later, the southern track would be extended west past Highland Avenue to connect to the fourth mainline track of the HSR alternatives.

### 2.3.4 Reconfiguration of Freight Rail Facilities

As discussed in Section 2.2.1.5, the project requires new or modified BNSF facilities to add and electrify tracks in the existing BNSF right-of-way between Los Angeles and Fullerton. The Hobart Yard modifications and Commerce Yard modifications (including the Commerce Flyover) could be implemented as early action projects to allow for improvements to existing Amtrak and Metrolink service in the Los Angeles – San Diego – San Luis Obispo Rail Corridor.

## 2.4 Optional High-Speed Rail Station

HSR trains would not stop at the Norwalk/Santa Fe Springs Metrolink Station or Fullerton Metrolink/Amtrak Station under either Shared Passenger Track Alternative A or Shared Passenger Track Alternative B. However, an option for a full-stop HSR station is considered, at either Norwalk/Santa Fe Springs or Fullerton. The inclusion of the HSR station option would require additional elements to support full-stop HSR service, in addition to the modifications described in Section 2.2.1.5. These HSR station elements are described in detail below.

### 2.4.1 High-Speed Rail Station Option: Norwalk/Santa Fe Springs

If the Norwalk/Santa Fe Springs Metrolink Station HSR Station Option is included, several additional elements would be included along with the station modifications described above for Shared Passenger Track Alternative A. An overview of the HSR station option elements is depicted on Figure 2-23, with the additional HSR station elements highlighted in green. The other elements depicted on Figure 2-23 would be completed as part of Shared Passenger Track Alternative A.

The Norwalk/Santa Fe Springs HSR Station Option would add two more electrified passenger rail tracks, for a total of four tracks through the station. The two tracks described under Section 2.2.1.1, Alignment, would serve the modified Metrolink side platforms; the two tracks added as part of the HSR station option would serve an HSR center platform in between the modified Metrolink side platforms. The HSR platform would be 1,000 feet long and capable of future extension to 1,410 feet.

The HSR station option would also require more parking to be added to serve HSR passengers. Parking and pick-up/drop-off for HSR and Norwalk/Santa Fe Springs Metrolink passengers would be combined within new surface parking lots. The HSR station option at Norwalk/Santa Fe Springs would provide 640 more parking spaces compared to what Shared Passenger Track Alternative A would otherwise provide, for a total of 1,248 parking spaces. A new access road would be provided from Imperial Highway, along the east side of the site, to the Shoemaker Avenue/Adler Drive intersection, with new signalized intersections.

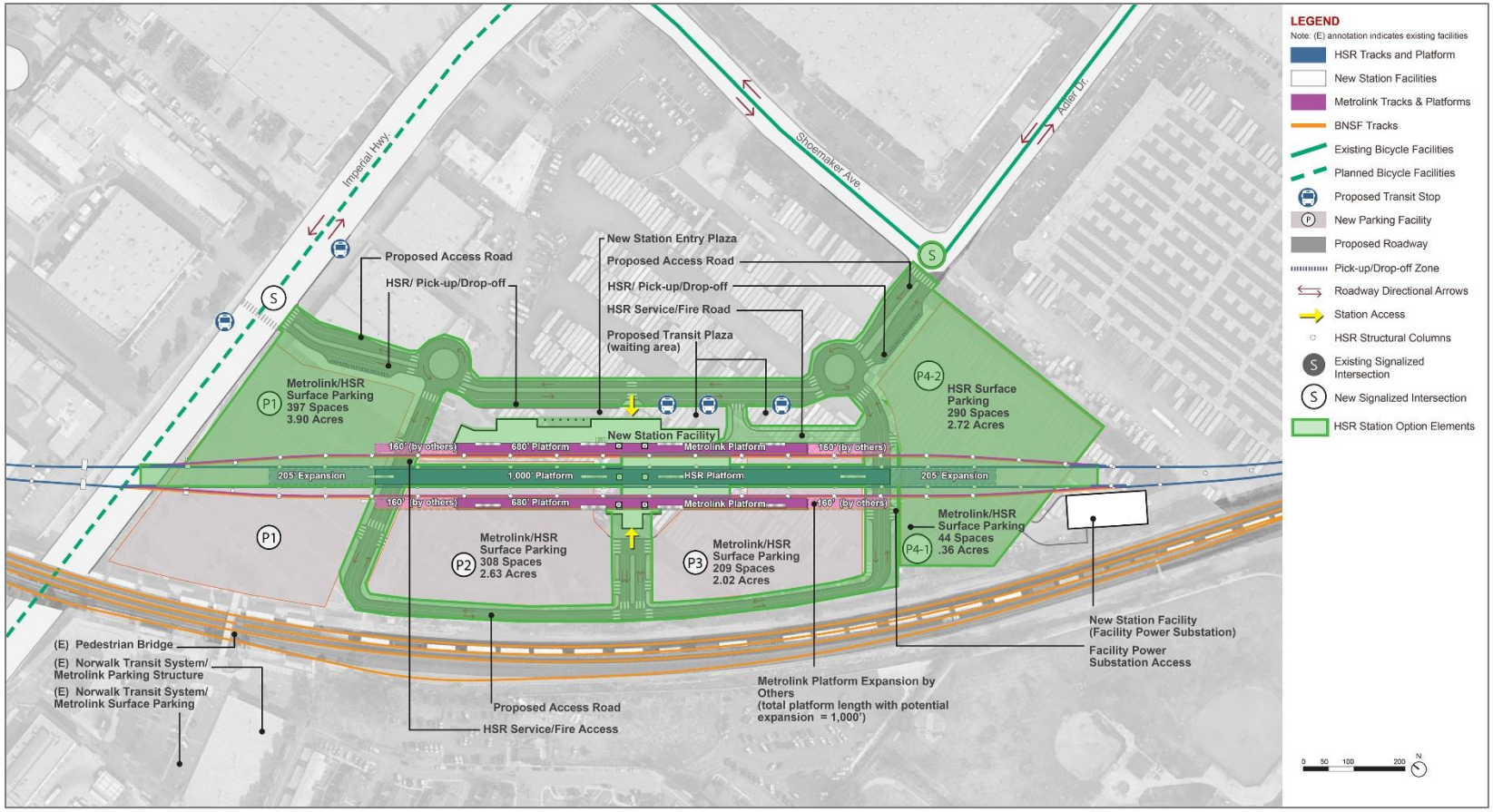
### 2.4.2 High-Speed Rail Station Option: Fullerton

If the Fullerton HSR Station Option is included, several additional elements would be included along with the station modifications described above for Shared Passenger Track Alternative A. An overview of the HSR station option elements is depicted on Figure 2-24, with the additional HSR station elements highlighted in green. The other elements depicted on Figure 2-24 would be completed as part of Shared Passenger Track Alternative A.

The overall track configuration would be the same as described in Section 2.2.1.1, but the southernmost shared track would be shifted south to accommodate a 1,000-foot HSR platform extending over Highland Avenue. The platform would be 48 inches above the rail on retained fill, at 10 feet at the highest point. A pedestrian ramp would connect the HSR platform to the Metrolink/Amtrak platform.

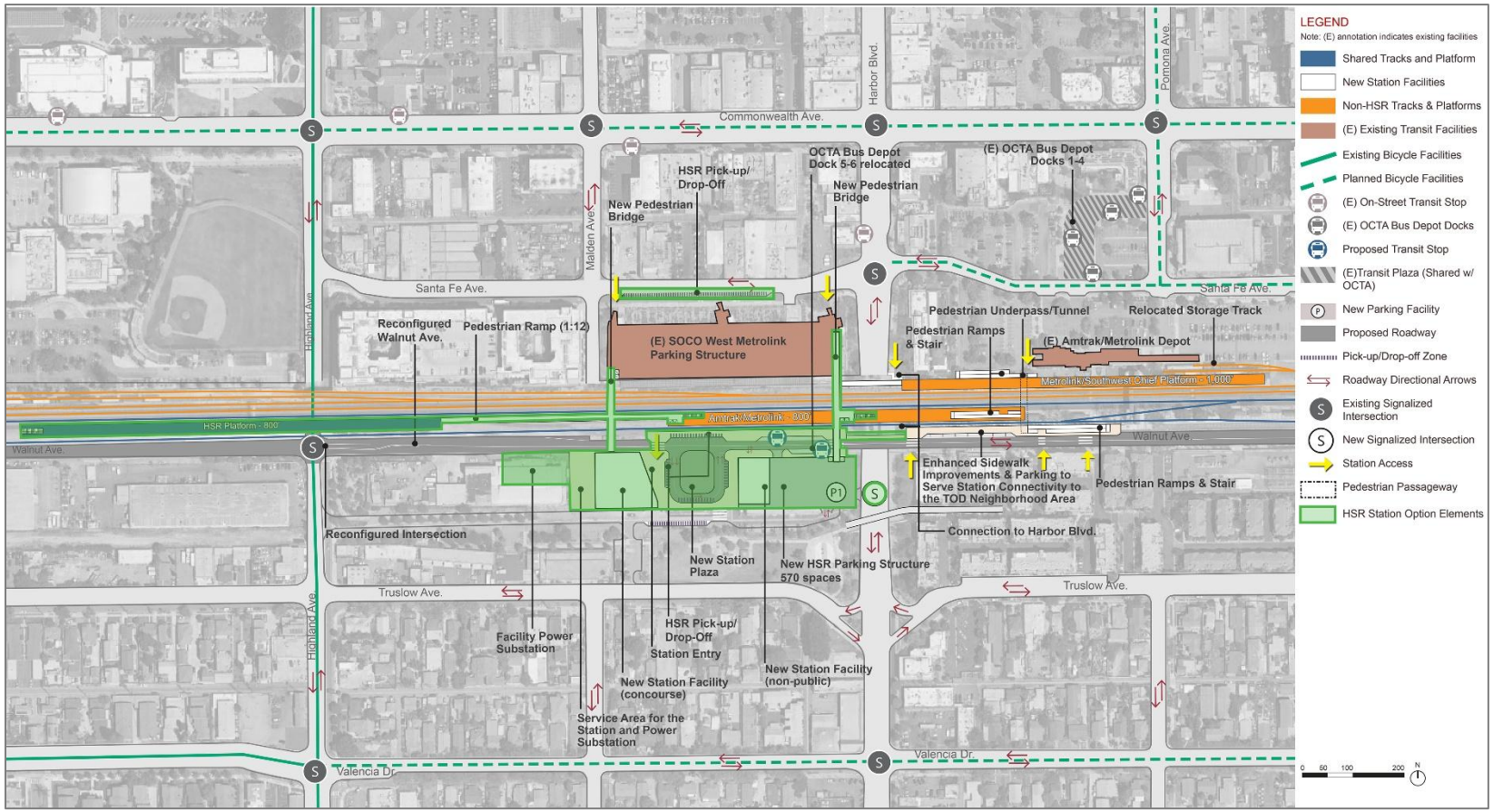
South of Walnut Avenue, the HSR station option would add HSR station buildings, a facility power substation, and a new multilevel parking structure that would provide a total of 570 new HSR parking spaces. The intersection of Highland Avenue and Walnut Avenue would be reconfigured to accommodate the new track and the Highland Avenue railroad bridge, along with improvements for transit stops and pedestrian crossings.

The HSR station option would add two pedestrian bridges: one west of Harbor Boulevard to connect the existing Metrolink parking structure to the HSR parking structure, and another east of Malden Avenue to connect the existing Metrolink parking structure to the HSR station building. A new signalized intersection on Harbor Boulevard would also be required to provide access to the HSR parking garage.




*Source: Authority 2025a*
Future platform extension not included in project definition for the environmental impact report/environmental impact statement.

**Figure 2-23 Norwalk/Santa Fe Springs High-Speed Rail Station Option**




*Source: Authority 2025a*

**Figure 2-24 Fullerton High-Speed Rail Station Option**

## 2.5 Project Construction

For the Los Angeles to Anaheim Project Section of the California HSR System, specific construction elements would include surface and elevated track; track work; grade-separated roadway crossings; and installation of a Positive Train Control system, as summarized in Table 2-7. Construction would take approximately 7.5 to 8 years.

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.

Elevated track sections would use the precast, segmented construction method. In this construction method, large concrete bridge segments are mass-produced at an on-site, temporary casting yard. Precast segments are then elevated atop the already completed portions of the elevated viaduct or embankment, and installed using a special gantry crane positioned on the aerial structure. Although the precast segmental method is the favored technique for aerial structure construction, other methods may be used, including cast-in-place, box girder, or precast, span-by-span techniques.

Preconstruction activities would occur during final design and would include geotechnical investigations, 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 occur as needed.

Major construction activities for the 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 would be under way 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.

**Table 2-7 Los Angeles to Anaheim Project Section Construction Schedule**

| Activity | Tasks | Schedule[7] |
|---|---|---|
| Right-of-way acquisition | Commencement of right-of-way acquisitions once State Legislature appropriates funds in annual budget, environmental due diligence | Prior to construction |
| Survey and preconstruction | Location of utilities, establishment of right-of-way and project control points and centerlines, establishment/relocation of survey monuments | Prior to construction |
| Mobilization | Safety devices and special construction equipment mobilization | Prior to construction |
| Site preparation | Utilities relocation; clearing/grubbing right-of-way; establishment of detours and haul routes; preparation of construction equipment yards, stockpile materials, and precast concrete segment casting yard | January 2031–January 2034 |
| Earth moving | Excavation and earth support structures | April 2031–October 2036 |

[7] Schedule as of September 2023.

| Activity | Tasks | Schedule[7] |
|---|---|---|
| Construction of road crossings | Surface street modifications, grade separations | July 2031–July 2037 |
| Construction of aerial structures | Aerial structure and bridge foundations, substructure, and superstructure | July 2032–July 2036 |
| Construction of underground structures | Straddle bent trench | October 2032–April 2036 |
| Track laying | Includes backfilling operations and drainage facilities | July 2033–December 2037 |
| Systems | Train control systems, OCS, communication system, signaling equipment | October 2035–October 2037 |
| Demobilization | Includes site cleanup | At completion of construction |
| HSR stations and station relocations | Demolition, site preparation, foundations, structural frame, electrical and mechanical systems, finishes | Commerce Metrolink Station relocation: January 2031–January 2032 |
| | | Buena Park Metrolink Station Relocation: January 2034–March 2035 |
| | | Norwalk/Santa Fe Springs HSR/Metrolink Station: July 2033–July 2036[1] |
| | | Fullerton HSR/Metrolink Station: January 2033–June 2035[1] |
| | | Anaheim HSR platform and facilities: November October 2034–September 2037 |

*Source: Authority 2024*
[1] Construction schedule for Norwalk/Santa Fe Springs and Fullerton Station dependent on station selection.
OCS = overhead contact system; HSR = high-speed rail

## 2.6 Independent Utility of the Los Angeles to Anaheim Project Section

The Authority and FRA divided the HSR system they established with Tier 1 process into individual project sections for Tier 2 planning, environmental review, and decision making. The FRA, consistent with regulations issued by the Federal Highway Administration, considers three criteria when determining the scope of a project to be considered in an EIS: (1) whether it connects "logical termini" and has "sufficient length to address environmental matters on a broad scope"; (2) whether it has "independent utility or independent significance," meaning that it will "be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made"; and (3) whether it will "restrict consideration of alternatives for other reasonably foreseeable transportation improvements" (23 Code of Federal Regulations Part 771.111(f)). *Logical termini* is defined by the Federal Highway Administration as the rational starting and ending points for a transportation improvement project and for review of the environmental impacts of the project (FHWA 1993).[8] The project section connects logical termini

[8] The Federal Highway Administration criteria for determining project scope, as established in 23 Code of Federal Regulations Part 771.11(f), do not specifically address the scope of individual projects considered in the second tier of a tiered National Environmental Policy Act process. With the tiered National Environmental Policy Act process, the same general principles apply, but they are applied in the context of the decisions made in Tier 1—in this case, the decision to build the HSR system as a whole. Therefore, in determining the scope of individual project sections for Tier 2 studies, the Authority and FRA focused primarily on determining whether each project section could serve a useful transportation

at planned passenger stations where HSR service would be provided, at LAUS to the north and at ARTIC to the south. If other sections of the HSR system are not completed, the infrastructure could be used by regional and intercity services to improve their capacity, reliability, and performance (Authority 2009).

## 2.7 Operation of the Los Angeles to Anaheim Project Section

The conceptual HSR service plan for Phase 1 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 Sacramento, which do not have an anticipated implementation date.

The Shared Passenger Track Alternatives would be within an active passenger and freight rail corridor, which would require a change in operational patterns and frequency for users. Because the project proposes new and realigned tracks throughout the corridor shared by other passenger rail and freight operators, implementation would change the tracks on which the various users operate. Currently, the Metrolink Orange County line and 91 line, Amtrak Pacific Surfliner, BNSF, and UPRR freight trains operate within the project section. The introduction of HSR service between Los Angeles and Anaheim would not conflict with the California State Rail Plan (Caltrans 2023).

Under the Shared Passenger Track Alternatives, there would be up to two HSR passenger trains per hour (peak) in each direction. Up to 10 freight trains per day could operate on the passenger tracks. The Shared Passenger Track Alternatives would maintain current and projected freight train volume within the corridor.

purpose on its own, and ensuring that a decision in one project section does not limit consideration of reasonable alternatives for completing the HSR system in an adjacent section for which the National Environmental Policy Act process has not yet been completed.

# 3 LAWS, REGULATIONS, AND ORDERS

This section includes a list of regulations that provide the regulatory framework for acquisition and relocation activities anticipated to be required for the project.

## 3.1 Federal

### 3.1.1 Americans with Disabilities Act (42 U.S. Code [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 Federal Railroad Administration, Procedures for Considering Environmental Impacts (64 *Federal Register* 28545)

On May 26, 1999, the FRA released *Procedures for Considering Environmental Impacts* (FRA 1999). These FRA procedures supplement the Council on Environmental Quality Regulations (40 Code of Federal Regulations [CFR] Part 1500 et seq.)[9] and describe the FRA's process for assessing the environmental impacts of actions and legislation proposed by the agency and for the preparation of associated documents (42 U.S.C. 4321 et seq.). The FRA *Procedures for Considering Environmental Impacts* states that "the EIS should identify any significant changes likely to occur in the natural environment and in the developed environment. The EIS should also discuss the consideration given to design quality, art, and architecture in project planning and development as required by U.S. Department of Transportation Order 5610.4."

### 3.1.3 Improving Access to Services for Persons with Limited English Proficiency (U.S. Presidential Executive Order 13166)

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

### 3.1.4 Designating English as the Official Language of the United States (U.S. Presidential Executive Order 14224)

U.S. Presidential Executive Order 14224 was signed by President Donald J. Trump on March 1, 2025. U.S. Presidential Executive Order 14224 formally designates English as the official language of the United States and revokes U.S. Presidential Executive Order 13166, which had aimed to improve access to services for LEP individuals.

The development of this document is based on the Notice of Intent released in 2007 and 2020, which predates the issuance of U.S. Presidential Executive Order 14224.

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

The Uniform Relocation Assistance Program and Real Property Program ensure 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.

[9] Consistent with Council on Environmental Quality guidance following its July 1, 2024, regulatory update of 40 CFR Parts 1500–1508, projects initiated after the regulations were updated may rely on Council on Environmental Quality regulations in existence prior to updates but may also refer to newer regulations (40 CFR Part 1506.12 [2024]). Accordingly, Council on Environmental Quality regulations in this environmental document refer to the 1978 regulations, unless otherwise indicated..

## 3.2 State

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

In parallel with the federal law, the act requires state and local governments to provide relocation assistance and benefits to displaced persons as a result of projects undertaken by state or local governments that do not involve federal funds. However, because the project would receive federal funding, the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970 as amended (Uniform Act), takes precedence.

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

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

## 3.3 Regional and Local

### 3.3.1 General Plan Policies

Per California Government Code Section 65302A, a general plan must contain written text describing the community's goals, objectives, and policies for development. Pursuant to U.S.C. Title 23 Section 327, under the National Environmental Policy Act Assignment Memorandum of Understanding between the FRA and the State of California, effective July 23, 2019, the Authority is the federal lead agency for environmental reviews and approvals for Authority Phase 1 and Phase 2 California HSR System projects. The Authority, as the lead agency proposing to build and operate the HSR system, is required to comply with federal and state laws and to secure applicable federal and state permits prior to initiating construction of the project. Therefore, there would be no inconsistencies between the project and these federal and state laws and regulations. Table 3-1 lists general plans maintained by the corridor cities and is followed by a discussion describing the relevant general plan policies.

**Table 3-1 General Plans**

| Jurisdiction | General Plan |
|---|---|
| Los Angeles County | Los Angeles County 2035 General Plan (2025) |
| City of Los Angeles | • City of Los Angeles General Plan (2024), Framework Element<br>• City of Los Angeles General Plan (2024), Mobility Element<br>• Downtown Community Plan (2024)<br>• Boyle Heights Community Plan (2024) |
| City of Vernon | City of Vernon General Plan (2023) |
| City of Bell | City of Bell 2030 General Plan (2022) |
| City of Commerce | City of Commerce 2020 General Plan (2008) |
| City of Montebello | City of Montebello General Plan (2024), Land Use Element |
| City of Pico Rivera | City of Pico Rivera General Plan (2014), Land Use Element |
| City of Santa Fe Springs | Re-Imagine Santa Fe Springs 2040 General Plan (2022), Land Use Element and Circulation Element |
| City of Norwalk | Vision Norwalk – The City of Norwalk General Plan (2023), Land Use Element |

| Jurisdiction | General Plan |
|---|---|
| City of La Mirada | City of La Mirada General Plan (2003), Land Use Element and Circulation Element |
| Orange County | County of Orange General Plan (2025) |
| City of Buena Park | Buena Park 2035 General Plan (2022), Land Use and Community Design Element and Mobility Element |
| City of Fullerton | The Fullerton Plan (2025), Master Element A: The Fullerton Built Environment |
| City of Anaheim | City of Anaheim General Plan (2025), Economic Development Element and Land Use Element |
| City of Orange | Orange General Plan (2025), Land Use Element |

CDP = Census-Designated Place

#### *3.3.1.1 Los Angeles County 2035 General Plan*

The *Los Angeles County 2035 General Plan* (updated in 2025) includes policies addressing public transportation systems and land use. Goal LU 7 calls for the County of Los Angeles to implement "Compatible land uses that complement neighborhood character and the natural environment." Goal M 4 calls for the county to create "An efficient multimodal transportation system that serves the needs of all residents" and Goal M 7 calls for "Transportation networks that minimize negative impacts to the environment and communities." The *Los Angeles County General Plan* also includes policies that pertain to economic development. Policy ED 2.3 states, "Ensure environmental justice in economic development activities." Goal ED 3 calls for "An expanded and improved infrastructure system to support economic growth and development."

#### *3.3.1.2 City of Los Angeles General Plan*

The City of Los Angeles General Plan (2024) is composed of a Framework Element, topical general plan elements, and 34 community plans that collectively compose the city's Land Use Element. Three of the 34 community plans overlap with the study area. The following portions of the general plan are particularly relevant to this DRIR:

- **The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan (amended in May 2023):** The Framework Element includes Objective 3.3, which calls for the City of Los Angeles to "accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services." Furthermore, Policy 3.3.1 calls for the City of Los Angeles to "Accommodate projected population and employment growth in accordance with the Long-Range Land Use Diagram and forecasts in Table 2-2 [of the City of Los Angeles General Plan Land Use Element], using these in the formulation of the community plans and as the basis for the planning for and implementation of infrastructure improvements and public services."

- **Mobility Plan 2035, An Element of the General Plan (September 2016):** Policy 1.5 of the Mobility Plan 2035 calls for the City of Los Angeles to "reduce conflicts and improve safety at railroad crossings through design, planning, and operation" of features such as bridges or underpasses. Policy 3.6 calls for the City of Los Angeles to "continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service." Policy 5 calls for the City of Los Angeles to "encourage the development of a sustainable transportation system that promotes environmental and public health."

- **Downtown Community Plan (2024):** The Downtown Community Plan includes Land Use Goal 1, which calls for "a safe, secure, and high quality residential environment for all

economic, age, and ethnic segments of the community." Additionally, Policy 22.16 calls for the City of Los Angeles to "Advance efforts to plan for the future integration of high speed rail and other transit projects, such as the Southeast Gateway line and Link US, to reinforce Union Station and Downtown as a hub of regional transit."

- **Boyle Heights Community Plan (2024):** The Boyle Heights Community Plan includes three relevant objectives regarding commercial development. Objective 1 calls for the City of Los Angeles "to conserve and strengthen viable commercial development in the Community and to provide additional opportunities for new commercial development and services." Objective 2 encourages the City of Los Angeles "to provide a range of commercial facilities at various locations to accommodate the shopping needs of residents, including persons of restricted mobility, and to provide increased employment opportunities within the Community." Objective 3 requires the City of Los Angeles "to encourage investment in all community and neighborhood commercial centers." The Boyle Heights Community Plan also includes objectives regarding industrial development. Objective 2 encourages the City of Los Angeles "to conserve the existing industry in order to contribute to the tax base for the City and as a potential employment resource for community residents," and Objective 3 calls for the City of Los Angeles "to encourage and provide opportunities for new industrial uses that generate intensive employment."

#### *3.3.1.3 City of Vernon General Plan*

The *City of Vernon General Plan* Land Use Element Goal LU-1 (City of Vernon 2023) is to "promote and maintain manufacturing and other industrial uses as the primary land use within the City." Under Goal LU-1, Policy LU-1.1 requires the City of Vernon to "designate all properties in Vernon for manufacturing and industrial use, and permit other uses only with a Conditional Use Permit, and permit certain uses only in specified Overlay Districts (with a Conditional Use Permit)." Goal LU-2 is to "Phase out aging industrial building and sites through modernization and replacement." Under Goal LU-2, Policy LU-2.5 aims to "assist in the reuse of properties from one industrial use to another," and Policy LU-2.7 aims to "consider and facilitate proposals for more intensive employment-generating, non-residential development near transit stops."

#### *3.3.1.4 City of Bell General Plan*

The *City of Bell 2030 General Plan* hopes to provide a master long-range plan that will guide the city toward economic reform, increased public participation, and renewed confidence in the future (City of Bell 2022). Land Use and Sustainability Element Policy 10 calls for the City of Bell to "ensure that land use and development plans of other agencies…do not adversely impact the community."

#### *3.3.1.5 City of Commerce General Plan*

The Community Development Element of the *City of Commerce 2020 General Plan* (City of Commerce 2008) includes numerous policies regarding the economic and business development in the city. The most relevant policies include Community Development Policy 3.1, which states, "The City of Commerce will continue to promote the maintenance and preservation of industrial activities and business that contribute to the City's economic and employment base"; and Community Development Policy 3.3, which states, "The City of Commerce will encourage the continued revitalization of the City's industrial districts to accommodate economic development and growth." The Transportation Element includes Policy 1.6, which states, "The City of Commerce will continue to support the operation of, and further the enhancement of, a safe and efficient regional and inter-city transit system."

Each element of the City of Commerce's general plan includes policies that relate to community effect and environmental justice. The Community Development Element includes Policy 7.1, which states, "The City of Commerce will ensure that all future public facilities and improvements do not have a significant adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible"; and Policy 7.2, which states, "The City of Commerce will oppose the over-concentration of public facilities and improvements that provide benefits to the

region at large while adversely impacting the local community. The region at large must share both the benefits and the disadvantages of such uses and facilities." The Transportation Element includes Policy 6.1, which states, "The City of Commerce will ensure that all future transportation facilities that will provide a regional benefit do not have a significant adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible." The Air Quality Element includes Air Quality Policy 1.1, which states, "The City of Commerce will consider environmental justice issues as they are related to potential health impacts associated with air pollution and ensure that all land use decisions, including enforcement actions, are made in an equitable fashion to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location from the health effects of air pollution."

#### *3.3.1.6 City of Montebello General Plan*

The *City of Montebello General Plan*, Land Use Element (City of Montebello 2024), includes Element 3, Our Well Planned Community, which has a "preferred land use plan that directs new growth by reinvesting in key opportunity areas...while protecting natural resources." Key areas identified included corridors and large parcels along the highway. In addition, Element 4, Our Accessible Community, "Addresses transportation choices advocated by [Senate Bill] 375 and [Assembly Bill] 1358 by strengthening and balancing pedestrian, bike, and transit connections in the City and surrounding region."

#### *3.3.1.7 City of Pico Rivera General Plan*

The *City of Pico Rivera General Plan* (City of Pico Rivera 2014), Circulation Element, includes Goal 5.1, which calls for the City of Pico Rivera to "Promote active living, improve local air quality, and enhance the livability of the community through an integrated multimodal network that serves all users within the City and offers convenient mobility options, including vehicular travel, transit services, bicycle routes, and pedestrian paths." Community Facilities Element Policy 6.1-1 calls for the City of Pico Rivera to "Provide for the full inclusion of people of diverse backgrounds, ages, genders, interests, lifestyles, and socioeconomic status in governmental decision-making through a variety of community outreach and information programs." Furthermore, Goal 7.5 of the Economic Prosperity Element, which states, "A community that looks successful and is attractive to existing and potential businesses and employees"; and Goal 8.1 of the Environmental Resources Element, which states, "A sustainable community where land use and transportation improvements are compatible with regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions" both pertain to socioeconomics.

#### *3.3.1.8 City of Santa Fe Springs General Plan*

*Re-Imagine Santa Fe Springs 2040 General Plan* (City of Santa Fe Springs 2022), Land Use Element, includes a number of goals and policies relating to industrial and commercial development. Goal 8 calls for the City of Santa Fe Springs to implement "vibrant mixed-use, pedestrian-friendly districts around transit stations." The Circulation Element, Goal 4, calls for the City of Santa Fe Springs to provide "a comprehensive transit system that provides convenient and reliable transit access to residential neighborhoods and activity destinations."

#### *3.3.1.9 City of Norwalk General Plan*

*Vision Norwalk – The City of Norwalk General Plan* (City of Norwalk 2023), Citywide Elements-Land Use, includes Objective 2, which encourages the City of Norwalk "to coordinate land use with newly developed as well as future planned transportation facilities and infrastructure; to develop an integrated transportation system, utilizing existing and future public and private transportation modes to meet the City's and regional transportation needs in a more efficient manner; and to provide for upgraded infrastructure and services to support the City's physical and economic growth and development." In addition, Objective 3 encourages the City of Norwalk to "To develop an integrated transportation system, utilizing existing and future public and private transportation modes to meet the City's and regional transportation needs in a more efficient manner."

The Circulation Element includes Goal 1, which calls for "An adequate transportation/circulation system that supports regional and local land uses at adopted level of service (LOS) standards and complies with requirements of the County Transportation Management Program (CMP)" and Goal 2, which states the City of Norwalk shall strive for "A network of regional transportation facilities which ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries and which accommodates the regional travel demands of developing areas outside the city."

#### *3.3.1.10 City of La Mirada General Plan*

The *City of La Mirada General Plan* (City of La Mirada 2003), Circulation Element, includes Goal 3.0, which calls for the City of La Mirada to "make alternative transportation convenient, safe, and responsive to changing transit demands." Policy 3.2 of Goal 3.0 calls for the City of La Mirada to "work with regional and local transit service providers to improve the connectivity of transit service to other regional transportation service." The Open Space and Conservation Element includes Policy 3.2, which calls for the City of La Mirada to "support local and regional projects that improve mobility, reduce congestion on freeways, and improve air quality."

#### *3.3.1.11 County of Orange General Plan*

Relevant policies and goals in the *County of Orange General Plan* (County of Orange 2025) include Land Use Policy 5 (to plan an integrated land use and transportation system that accommodates travel demand for all modes of transit), Land Use Policy 7 (to require new development to be compatible with adjacent areas), and Land Use Policy 9 (to guide development so that the quality of the physical environment is enhanced).

#### *3.3.1.12 City of Buena Park 2035 General Plan*

The *Buena Park 2035 General Plan* (City of Buena Park 2022), Land Use Element, Mobility Element, Open Space and Recreation Element, and Environmental Justice Element, includes goals and policies related to commercial and industrial development. Land Use Policy LU-3.1 calls for the City of Buena Park to "ensure that development activities acknowledge the protection and enhancement of quality of life in the City's neighborhoods."

Mobility Goal M-1 calls for "a comprehensive circulation system that supports the policies of the General Plan and facilitates the efficient movement of people and goods through the City." Goal M-7 calls for the City of Buena Park to "reduce traffic congestion within the City and surrounding area." Open Space and Recreation Goal OSR-1 calls for the city to maintain "availability of and access to open space resources." Environmental Justice goal EJ-1 calls for the city to "reduce pollution and exposure to improve air quality." Goal EJ-1, Policy EJ-1.3 calls for the city to "mitigate the impacts of pollution on existing sensitive land uses and prevent the development of new pollution generating sources by requiring adequate mitigation of air contaminant exposure in any new sensitive land-use developments that are close to mobile or stationary sources of pollution."

#### *3.3.1.13 The Fullerton Plan*

Master Element A: The Fullerton Built Environment (City of Fullerton 2025), Built Environment Element, Policy P1.7 calls for the city to "Support projects, programs, policies and regulations to promote a development pattern that encourages a network of multi-modal transportation options." The Fullerton Built Environment, Mobility, seeks to link Fullerton's system of roadways, bicycle and pedestrian facilities, bus and rail transit systems, and airport. Goal 5 is to create "A balances system promoting transportation alternatives that enable mobility and an enhanced quality of life." Under Mobility Goal 5 are specific policies targeting certain areas of the City of Fullerton; policies targeting the Fullerton Transportation Center include Policy 5.5: "Support projects, programs, policies and regulations to advance the Fullerton Transportation Center as an important economic asset that provides efficient regional travel and mode choice options for business, commerce and the general public." The Fullerton Transportation Center Specific Plan Goal 2 calls for the city to "create a mixed-use neighborhood that contributes toward a sustainable Downtown economy." The Fullerton Transit Village Specific Plan Goals 2 and 5 call for the city "to reclaim the currently

blighted site and transform it into an aesthetic living environment, integral with downtown Fullerton" and "to provide a desirable community where people want to live."

#### *3.3.1.14 City of Anaheim General Plan*

The Land Use Element of the *City of Anaheim General Plan* (City of Anaheim 2025) includes goals aimed at encouraging development along transportation corridors. Goal 3.1 calls for the City to "pursue land uses along major corridors that enhance the city's image and stimulate appropriate development at strategic locations." The Economic Development Element includes Goal 6.3, which is specifically aimed at economic development in the Platinum Triangle, where the planned ARTIC station would be located. Goal 6.3 calls for the City of Anaheim to "Create a major, mixed-use regional center in The Platinum Triangle providing employment, shopping, entertainment, and housing for residents, employees and visitors."

#### *3.3.1.15 City of Orange General Plan*

The Land Use Element of the *Orange General Plan* (City of Orange 2025) includes goals aimed at encouraging development along transportation corridors. Land Use Policy 2.6 "Encourages linkage in and around mixed-use areas using a multi-modal circulation network." Land Use Goal 7.0 aims to "Promote coordinated planning among City departments and agencies, property owners, residents, special districts, and other jurisdictions in the region." Circulation Goal 2.0 calls for the City of Orange to "Provide an effective regional transportation network." Policy 6.0 of the Economic Development element encourages the City of Orange to "Provide sufficient infrastructure to support anticipated economic development and growth."

### 3.3.2 Ordinances and Codes

A zoning ordinance identifies the allowable uses of a property and specifies development standards such as height limits, setbacks, and lot size. Zoning is a mechanism by which policies identified in the general plan are implemented. Table 3-2 lists the zoning codes for the jurisdictions in the study area.

**Table 3-2 Zoning Codes**

| Jurisdiction | Code |
|---|---|
| Los Angeles County | Los Angeles County Code of Ordinances, Title 22, Planning and Zoning |
| City of Los Angeles | Los Angeles Municipal Code, Chapter I, General Provisions and Zoning |
| City of Vernon | Comprehensive Zoning Ordinance of the City of Vernon 2008, Chapter 26 of the Code of the City of Vernon |
| City of Bell | City of Bell Municipal Code, Title 17, Zoning Ordinance |
| City of Commerce | Commerce Municipal Code, Title 19 |
| City of Montebello | Montebello Municipal Code, Title 17 (Zoning) |
| City of Pico Rivera | Pico Rivera Municipal Code, Title 18 (Zoning) |
| City of Santa Fe Springs | Code of Santa Fe Springs, California, Chapter 155 (Zoning) |
| City of Norwalk | Norwalk Municipal Code, Title 17 (Zoning) |
| City of La Mirada | La Mirada Code of Ordinances, Title 21 (Zoning) |
| Orange County | Codified Ordinances of the County of Orange, Title 17 (Zoning) |
| City of Buena Park | Buena Park Municipal Code, Title 19 (Zoning) |
| City of Fullerton | Fullerton Municipal Code, Title 15 (Zoning) |

| Jurisdiction | Code |
|---|---|
| City of Anaheim | Anaheim Municipal Code, Title 18 (Zoning) |
| City of Orange | Orange Municipal Code, Title 17 (Zoning) |

# 4 METHODS FOR EVALUATING IMPACTS

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

The term *displacement* refers to businesses and residences occupying property acquired for the project. The term *relocation* refers to the movement of affected businesses and residences into suitable replacement sites.

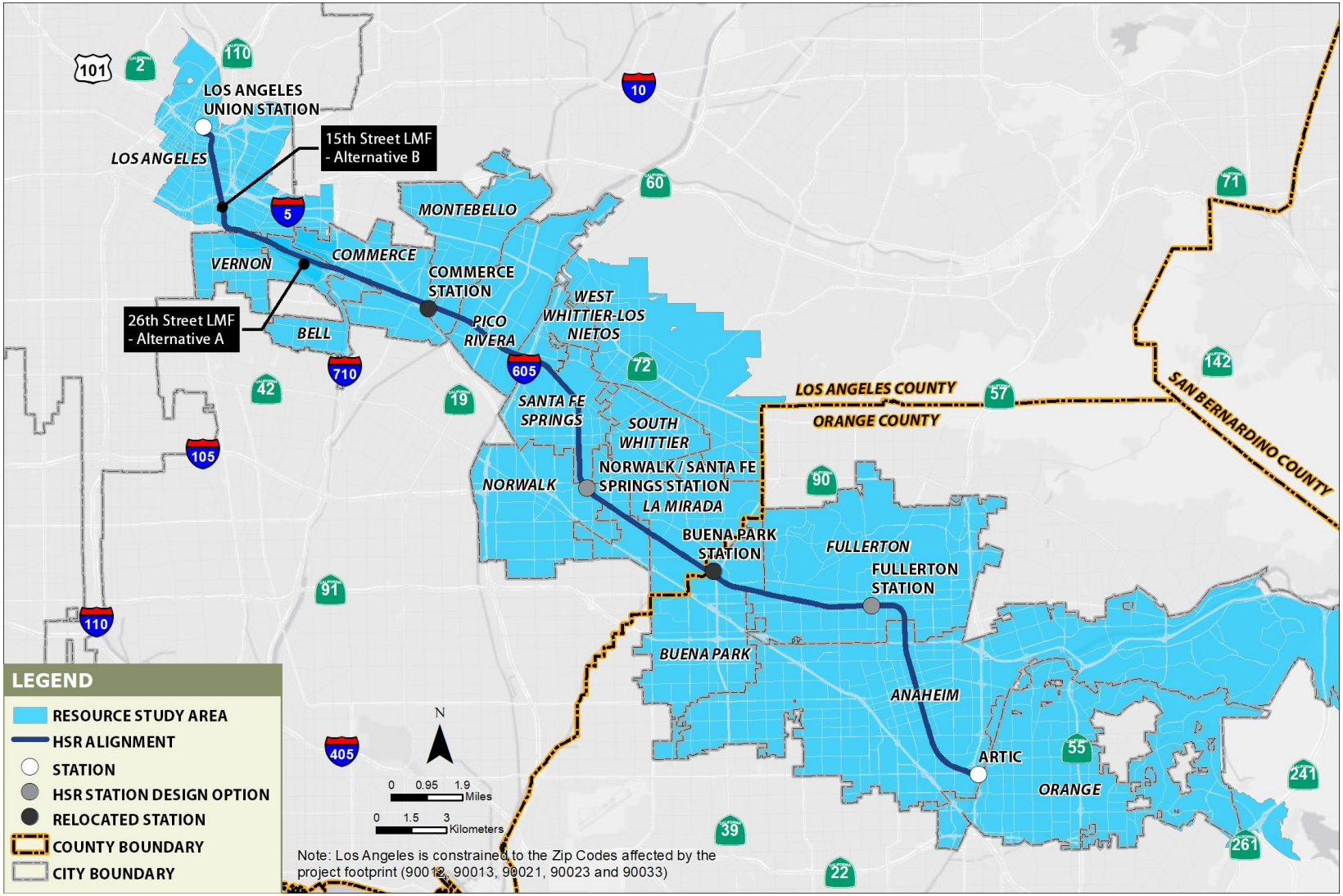
## 4.1 Definition of Resource Study Area

For this report, the resource study area (RSA) is defined in terms of the displacement area and the replacement area. The RSA for displacements includes privately held residential, commercial, and industrial properties (parcels) that fall within the proposed project footprint (described in Section 2.2). The replacement RSA includes the cities affected by the project footprint and nearby cities that may provide replacement site options. This analysis prioritized affected cities for identification of replacement sites; only in situations where sufficient suitable replacement sites did not exist to accommodate displaced properties was the search extended beyond the displacement area to other nearby cities. There are nine cities and one unincorporated area in Los Angeles County that are affected—Bell, Commerce, La Mirada, Los Angeles, Montebello, Norwalk, Pico Rivera, Santa Fe Springs, Vernon, and West Whittier–Los Nietos Census-Designated Place (CDP). There are four Orange County cites affected—Anaheim, Buena Park, Fullerton, and Orange.

This initial review of displacements indicated a potentially insufficient number of replacement sites in displacement cities. As a result, the analysis expanded the replacement area to include the city of Orange near the southern end of the alignment, the city of Whittier, and the South Whittier CDP near the central portion of the alignment.

At the northern end of the alignment, additional replacement sites exist in the city of Los Angeles. Although Los Angeles is a displacement city, the extent of the effects in Los Angeles is minimal relative to the overall size of the city and they are limited to a small portion of central and eastern Los Angeles. In order to identify comparable replacement sites that are suitably close to displacement properties, the replacement search in Los Angeles was constrained to the zip codes affected by the project footprint (90012, 90013, 90021, 90023, and 90033).

Figure 4-1 presents the cities included in the RSA.




*Sources: County of Los Angeles 2016; County of Orange 2011*

**Figure 4-1 Resource Study Area**

## 4.2 Methodology for Impact Analysis

### 4.2.1 Property Displacement Analysis: Overview

Property displacements were determined by evaluating the extent to which the project section would affect existing properties within the footprint and identifying those properties where the current use would not be possible to maintain or continue if the project section were built. To achieve this, project design files depicting the extent of the project section were imported into a geographic information system (GIS) along with parcel boundary data from the Los Angeles and Orange County Assessors (Los Angeles County Assessor 2023; Orange County Assessor 2023). Design data was overlaid onto the parcel data layer to identify properties (and the portions of those properties) that would be required to accommodate the project design.

In addition to parcel data, aerial imagery from a number of sources was incorporated into the GIS and used to identify situations where the proposed facility may affect a building, driveway, parking lot, or other key feature of a property that may affect its viability in the after condition (Microsoft Corporation 2024). Based on the extent of the potential effect, it was determined whether the occupant(s) of the parcel would be necessarily displaced by the project. Various commercial and residential real estate databases such as California Regional Multiple Listing Service, Costar, and RefUSA were consulted, as well as U.S. Census Data. These sources were used to record the following:

- The number of residential units associated with each acquired parcel
- The number of businesses associated with each acquired parcel, including business names, addresses, type of business, and the estimated number of employees
- Average number of residents per household in the area
- Current availability of suitable replacement sites for displaced residences and businesses

This detailed research enabled the analysis to identify the following:

- The number of units and occupants affected and types of residential structures displaced
- The number and type of commercial and industrial businesses that would be displaced
- The availability of suitable replacement residences and business locations in the vicinity of the displacements

Section 4.2.2, Parcel Analysis, provides more information about the spatial analysis used to determine displacements, and Section 4.2.2.1, Residential Properties, through Section 4.2.2.4, Community Facilities, describe the methods specific to each type of property evaluated in this report.

### 4.2.2 Parcel Analysis

Project design files were obtained as an ArcGIS Geodatabase, with each distinct component of the project section assigned to a separate data layer. This allowed (for example) the effects resulting from new proposed track right-of-way to be evaluated independent of effects resulting from other features such as drainage basins, traction power facilities, and construction laydown areas. The ability to distinguish between these project elements and identify the specific land or rights required from each property allowed the Authority to determine what type of acquisition would be required. 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. Acquisition of an easement means that only certain rights would be acquired and the owner would retain fee ownership of the property.

The analysis overlaid design data over the Los Angeles and Orange County assessor parcel GIS layers (dated 2023) for the project area falling within each respective county. The assessor parcel layers contained information valuable for determining the current ownership and use of affected

properties, including assessor parcel number, owner name, zoning, and property use. A GIS spatial intersection query identified each parcel affected by the design footprint. The resulting list of affected parcels was exported to a new geodatabase layer serving as the primary list of parcels evaluated.

Using the project design data overlaid onto the affected parcels layer along with the ESRI Aerial Imagery Service in ArcGIS Pro 3.1, the Authority reviewed effects on each parcel. Additional resources—including Google Earth Pro's nadir, 3D, and Street View features—assisted in determining the nature of the acquisition required from each affected parcel. Digital Map Products' LandVision service supplemented property ownership, use, zoning, and tenant information in the assessor parcel GIS. Where conflicting information was noted, the data that appeared to be best supported by a visual inspection of the property from aerial imagery and Street View was assumed correct.

Based on the nature of effects, the Authority determined whether a full acquisition, partial acquisition, permanent easement, (surface, subterranean, or aerial) temporary easement, or some combination of these would be required. These decisions were based on experience acquiring and relocating properties affected by similar transportation projects with comparable design elements throughout the region. Instances where a significant portion of the physical structure or structures composing the property's principal dwelling or business facility would be required permanently for the project or for an extended period during construction were designated full acquisitions. In other cases, where a property's physical structures were not affected but another component critical to a property's currently intended use such as parking, access, or open space used for storage of goods or equipment would be required for the project, such properties may have also been considered full acquisitions.

If the area required for the project appeared not to be critical to the property's primary function as a residence or business, or if the remaining portion of the property could be reconfigured to continue serving its purpose without significant disruption to occupants, a partial acquisition was considered. In some instances, aerial or subsurface rights for utility facilities or support structures were required, but little to no effect on surface operations would persist in the after condition. Also, in some circumstances, temporary rights may be required from property owners for material storage, construction activities, or access, but these activities would not affect the primary function of the property or cause undue disruption to the occupants. In these circumstances, the area may revert to its former use after construction activities have been completed.

The Authority assumed displacement and relocation of occupants for all full acquisitions, and for other acquisitions or easements for which the property's principal dwelling or business facility would be critically affected by the project (e.g., substantial portion of in-use structure, open space, or parking affected). These determinations were added to the affected parcels layer for use in later identifying the number and type of displacements.

#### *4.2.2.1 Residential Properties*

Analysis of effects on residential properties included application of the above-described methodology to determine partial or full acquisitions followed by additional research to identify the number and type of displacements that would result. Property use type and zoning designations were determined based on information from assessor parcel records and supplemented with zoning maps and general plan information from each affected city. In this way, residential properties were identified as either single-family residential (SFR) or multifamily residential (MFR).

In terms of effects on residences, consideration was given not just to the extent of the physical effect on the property and structures but also the proximity of the future HSR facility to residences. Where effects may not have otherwise required the acquisition of an entire parcel but the dwelling would be so close to the future facility that the occupants could not reasonably be expected to continue occupying the property, the effect was considered to have constituted a full acquisition and subsequently require the relocation of residents.

To estimate the number of residents displaced based on the number of residential units to be acquired, the U.S. Census Bureau's Quick Facts tool (U.S. Census Bureau 2018–2022) was used to determine the average number of persons per household for each city with anticipated residential acquisitions (Fullerton: 3.0, Buena Park: 3.5, Anaheim: 3.3, West Whittier–Los Nietos CDP: 3.8, Pico Rivera: 3.7, and La Mirada: 3.1). The average number of household occupants was multiplied by the number of units displaced then rounded to arrive at the estimated number of displaced residents.

Identifying potential replacement sites for residential properties required a search for properties currently for sale or lease in the project's replacement area cities. Searches were performed using the California Regional Multiple Listing Service (2025) and Apartments.com (2023) for available SFR and MFR units, respectively. Available units were tallied for each city in the replacement area and compared with the number of displacements in those cities. This process is referred to here as a "gap analysis." For the purpose of this analysis, a larger number of available replacement sites than are required to accommodate displacements was considered a surplus. An insufficient number of replacement sites is a deficit.

A "suitable" replacement site described here means that the replacement property meets the definition of a "comparable replacement dwelling" put forth in 49 CFR Part 24.2 (a)(6). However, it is impossible to verify that replacement sites meet the definition without an inspection of each potential replacement site. Therefore, it is important to identify a significant surplus of replacement properties to ensure that displacees would have the highest possible likelihood of being successfully relocated.

#### *4.2.2.2 Commercial and Industrial Properties*

Commercial and industrial properties were identified using the same data and methodology described in Section 4.2.2.1, largely based on zoning and land use information from the respective county assessors and supplemented with data from the affected cities. Evaluation of effects on commercial and industrial properties considered direct effects on structures as well as an assessment of other elements, including available parking, access to and traffic circulation within the property, and other aspects specific to the type of business affected. Consideration was given primarily to effects that may affect the businesses' ability to conduct their primary function in the after condition. In situations where a significant effect on business operations was anticipated and no reasonable mitigation measures could be implemented, it was determined that a full acquisition and subsequent relocation would be required.

Resources consulted to estimate the number of business units and the corresponding number of employees displaced included Reference Solutions' U.S. Businesses Database and Costar's Tenant (2023, 2025) module. These databases were queried to return a list of businesses corresponding with affected properties. Resulting business information was geocoded and imported into the GIS, where it was correlated with the specific parcel/structure to be displaced. This information included the business name, business type, and the estimated number of employees.

As described for residential properties above, identifying potential replacement sites for nonresidential properties required a search for properties currently for sale or lease in each of the project's replacement area cities. Searches were performed using Costar, and a gap analysis was performed between the number of resulting potential replacement units and the displacements identified for each city. Replacement searches were filtered for commercial and industrial use types to ensure comparability; however, many displaced business facilities are anticipated to have special characteristics that would make finding suitable replacements more challenging. It will therefore be important to identify a significant surplus of replacement sites to ensure displaced businesses have the highest likelihood of being successfully relocated.

#### 4.2.2.3 Agricultural Properties

Agricultural properties were identified using the same data and methodology described in Section 4.2.2.1.[10]

#### 4.2.2.4 Community Facilities

Community facilities were identified based on a review of property ownership, use, and zoning information. For the purpose of this report, community facilities included properties such as parks, post offices, civic and recreation centers, police and fire departments, hospitals, and libraries.

[10] Upon review of land use and zoning information for affected properties in the project corridor, it was determined that no agricultural properties were affected. As a result, displacement of agricultural properties is not analyzed in this report.

# 5 AFFECTED ENVIRONMENT

This section describes the demographics of the project section in terms of population characteristics, housing, communities, the local economy, and public services and facilities. Two counties, Los Angeles and Orange, define the region for this project section. Within these counties, the project section would directly affect the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Norwalk, Santa Fe Springs, La Mirada, Buena Park, Fullerton, and Anaheim, and Orange, as well as West Whittier–Los Nietos CDP.

As discussed in the *Los Angeles to Anaheim Project Section Community Impact Assessment* (Authority 2025b), various RSAs guide the analysis of the project's potential impacts on populations, communities, and the regional and local economy.

## 5.1 Population Characteristics

Population characteristics presented in this section include total population and ethnicity, age distribution, income, household types, linguistic isolation, and disabilities. 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 2022 (74.8 percent). Overall, the communities in the RSA can be described as urban and suburban communities with populations that are typical to the Southern California region. This section applies the populations and communities RSA. City- and county-level demographic data are also summarized to provide regional context for the analysis.

### 5.1.1 Population and Ethnicity

#### *5.1.1.1 Region*

Table 5-1 compares recent population estimates to projections of growth in California and the two counties included in the RSA. As indicated in Table 5-1, Los Angeles County is expected to decrease in growth at an average annual rate of -0.7 percent from 2021 to 2040, when the project is expected to be under construction and operation. Within the same timeframe, Orange County is projected to grow at average annual rate of 0.3 percent. Comparatively, the rest of the state of California is forecasted to have a relatively stagnant growth rate of about 0.1 percent during the same period.

**Table 5-1 Regional Population Growth 2010–2040**

| Location | 2010 Total Population | 2021 Total Population | Percent Average Annual Growth Rate, 2010–2021 | 2040 Forecasted Population | Percent Change, 2021–2040 |
|---|---|---|---|---|---|
| California | 37,253,956 | 39,455,353 | 0.5 | 40,106,449 | 0.1 |
| Los Angeles County | 9,818,605 | 10,019,635 | 0.2 | 9,306,759 | -0.7 |
| Orange County | 3,010,232 | 3,182,923 | 0.5 | 3,283,811 | 0.3 |

*Sources: U.S. Census Bureau 2021, Tables P1 and DP05; California Department of Finance 2023*

Table 5-2 presents the current racial and ethnic characteristics of California and Los Angeles and Orange Counties. As the table indicates, in California, the four most populous races and ethnicities are White, Black/African American, Hispanic or Latino, and Asian. A greater percentage of the population of Los Angeles County identifies as Black/African American and Hispanic or Latino, and a lower percentage identify as White, compared to California. Orange County by contrast has a higher percentage of its population identifying as White and lower population identifying as Black/African American and Hispanic or Latino than that of the state or

Los Angeles County. Orange County also has a higher percentage of its population identifying as Asian than either the state or Los Angeles County.

**Table 5-2 Regional Race and Ethnicity Characteristics by Percentage: 2021**

| Location | Total Population | % White | % Black/ African Amer-ican | % Hispanic or Latino | % American Indian/ Alaska Native | % Asian | % Hawaiian/ Other Pacific Islander | % Some Other Race | % Two or More Races |
|---|---|---|---|---|---|---|---|---|---|
| California | 39,455,353 | 35.8 | 5.4 | 39.5 | 0.3 | 14.7 | 0.3 | 0.4 | 3.6 |
| Los Angeles County | 10,019,635 | 25.5 | 7.6 | 48.7 | 0.2 | 14.6 | 0.2 | 0.4 | 2.8 |
| Orange County | 3,182,923 | 39.0 | 1.6 | 34.0 | 0.1 | 21.1 | 0.3 | 0.3 | 3.5 |

*Source: U.S. Census Bureau 2021, Table DP05*

### 5.1.2 City

Table 5-3 presents year 2010 and year 2021 populations for cities in the RSA and the percent average annual growth rate over the period from 2010 to 2021. Cities with the highest population include Los Angeles, followed by Anaheim, Fullerton, Orange, and Norwalk. Vernon is an industrial city with a small resident population consisting of only 328 individuals in 2021 per ACS 5-year estimates of population. Because of its small population and emphasis on industrial land uses, population demographics in Vernon can be atypical compared to demographics of other corridor cities. Excluding Vernon, average annual growth rates in the RSA cities were lower than the statewide average of 0.5 percent, and Bell, Commerce, Pico Rivera, Norwalk, and La Mirada reported negative growth between 2012 and 2022.

**Table 5-3 City Population Growth 2010–2021**

| Location | 2010 Total Population | 2021 Total Population | Percent Average Annual Growth Rate, 2010–2021 |
|---|---|---|---|
| California | 37,325,068 | 39,455,300 | 0.5 |
| **Los Angeles County** | | | |
| Los Angeles | 3,804,503 | 3,902,440 | 0.3 |
| Vernon | 59 | 328 | 10.3 |
| Commerce | 12,836 | 12,459 | -0.3 |
| Bell | 35,619 | 33,915 | -0.4 |
| Montebello | 62,697 | 62,828 | 0.0 |
| Pico Rivera | 62,105 | 62,383 | -0.1 |
| West Whittier–Los Nietos CDP | 25,434 | 26,275 | 0.3 |
| Norwalk | 105,603 | 103,330 | -0.2 |
| Santa Fe Springs | 16,451 | 18,817 | 1.4 |
| South Whittier CDP | 58,311 | 58,800 | 0.3 |

| Location | 2010 Total Population | 2021 Total Population | Percent Average Annual Growth Rate, 2010–2021 |
|---|---|---|---|
| La Mirada | 48,568 | 47,900 | -0.1 |
| **Orange County** | | | |
| Buena Park | 80,781 | 84,000 | 0.4 |
| Fullerton | 135,419 | 143,000 | 0.5 |
| Anaheim | 337,471 | 348,200 | 0.3 |
| Orange | 136,891 | 139,200 | 0.2 |

*Source: California Department of Finance 2025; U.S. Census Bureau 2010, 2021; SCAG 2020*
CDP = Census-Designated Place

Table 5-4 presents the racial and ethnic characteristics for the cities in the RSA. The predominant racial/ethnic group in the project section is Hispanic. With the exceptions of the cities of Los Angeles, La Mirada, Buena Park, Fullerton, and Orange, the Hispanic population of the cities in the project section exceeds 50 percent of the total population of each city. Within the communities and neighborhoods RSA, Hispanic populations are also the predominant racial/ethnic group. Commerce, Vernon, Pico Rivera, and West Whittier–Los Nietos CDP consist of populations that are over 90 percent Hispanic, indicating a highly ethnically homogenous population in these areas. Exceptions are the RSAs in the cities of Buena Park and Orange, which consist of 43.0 and 40.7 percent Hispanic populations, respectively. As generally discussed in the cities' respective general plan policies and goals, recent trends generally indicate diversification of racial and ethnic distribution within the RSA cities, with notable increases of minority populations.

**Table 5-4 City Race and Ethnicity Characteristics by Percentage: 2021**

| Location | White | Black/ African American | Hispanic of All Races | American Indian/ Alaska Native | Asian | Hawaiian/ Other Pacific Islander | Some Other Race | Two or More Races |
|---|---|---|---|---|---|---|---|---|
| **California** | 35.8 | 5.4 | 39.5 | 0.3 | 14.7 | 0.3 | 0.4 | 3.6 |
| **Los Angeles County** | **25.5** | **7.6** | **48.7** | **0.2** | **14.6** | **0.2** | **0.4** | **2.8** |
| Los Angeles | 28.1 | 8.3 | 48.4 | 0.2 | 11.6 | 0.1 | 0.5 | 2.9 |
| Vernon | 5.8 | 3.0 | 90.2 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 |
| Commerce | 2.6 | 0.7 | 94.8 | 0.0 | 1.4 | 0.0 | 0.1 | 0.5 |
| Bell | 6.9 | 2.4 | 89.0 | 0.1 | 0.9 | 0.1 | 0.2 | 0.5 |
| Montebello | 6.1 | 0.6 | 79.6 | 0.1 | 12.7 | 0.0 | 0.3 | 0.6 |
| Pico Rivera | 4.7 | 0.9 | 89.9 | 0.1 | 3.9 | 0.1 | 0.2 | 0.2 |
| West Whittier–Los Nietos CDP | 7.8 | 0.2 | 88.9 | 0.1 | 2.5 | 0.1 | 0.1 | 0.4 |
| Norwalk | 10.9 | 4.4 | 69.0 | 0.1 | 13.3 | 0.8 | 0.3 | 1.3 |
| Santa Fe Springs | 12.1 | 3.7 | 74.9 | 0.2 | 7.9 | 0.1 | 0.0 | 1.3 |
| La Mirada | 29.8 | 1.5 | 43.9 | 0.2 | 21.5 | 0.0 | 0.1 | 3.0 |

| Location | White | Black/ African American | Hispanic of All Races | American Indian/ Alaska Native | Asian | Hawaiian/ Other Pacific Islander | Some Other Race | Two or More Races |
|---|---|---|---|---|---|---|---|---|
| South Whittier CDP | 12.7 | 0.6 | 78.2 | 0.5 | 5.9 | 0.3 | 0.6 | 1.0 |
| **Orange County** | **39.0** | **1.6** | **34.0** | **0.1** | **21.1** | **0.3** | **0.3** | **3.5** |
| Buena Park | 22.9 | 2.5 | 39.0 | 0.0 | 32.0 | 0.2 | 0.0 | 3.3 |
| Fullerton | 32.2 | 2.1 | 38.3 | 0.2 | 23.9 | 0.2 | 0.3 | 2.8 |
| Anaheim | 23.2 | 2.5 | 54.0 | 0.1 | 17.1 | 0.4 | 0.3 | 2.5 |
| Orange | 41.5 | 1.3 | 39.1 | 0.3 | 16.3 | 0.8 | 0.2 | 4.3 |

*Source: U.S. Census Bureau 2021, Table DP05*
CDP = Census-Designated Place

### 5.1.3 Community

Four City of Los Angeles Neighborhood Council Areas (NCA) intersect the RSA, including the Historic Cultural NCA,[11] Lincoln Heights NCA, Downtown Los Angeles NCA, and Boyle Heights NCA. NCA minority group representation based on ACS 5-Year estimates is provided in Table 5-5.

The population in the Historic Cultural NCA is 22.7 percent Asian, 33.0 percent Hispanic, 20.2 percent Black/African American, and 19.6 percent White. The population of the Downtown Los Angeles NCA is 20.1 percent Asian, 35.6 percent Hispanic, 9.4 percent Black/African American, and 32.9 percent White. The Lincoln Heights NCA and Boyle Heights NCA are predominantly Hispanic, with 69.1 percent and 87.9 percent of the population identifying as Hispanic, respectively.

**Table 5-5 Race and Ethnicity Characteristics by Percentage in the Neighborhood Council Areas: 2021**

| Neighborhood Council Area | % White | % Hispanic or Latino | % Native American | % Asian | % Hawaiian and Pacific Islander | % Black/ African American | % Some Other Race | % Two or More Races |
|---|---|---|---|---|---|---|---|---|
| Historic Cultural[1] | 19.6 | 33.0 | 0.1 | 22.7 | 0.5 | 20.2 | 0.6 | 3.3 |
| Lincoln Heights | 7.9 | 69.1 | 0.0 | 20.6 | 0.0 | 2.4 | 0.0 | 0.0 |
| Downtown Los Angeles | 32.9 | 35.6 | 0.3 | 20.1 | 0.0 | 9.4 | 0.0 | 1.7 |
| Boyle Heights | 3.3 | 87.9 | 0.1 | 6.3 | 0.0 | 1.9 | 0.3 | 0.1 |

*Source: Los Angeles Almanac n.d., U.S. Census Bureau 2021, Table DP05*
[1] The Historic Cultural Neighborhood Council Area is made up of six historic communities around the original center of Los Angeles: Arts District, Chinatown, El Pueblo, Little Tokyo, Solano Canyon, and Victor Heights.

[11] The Historic Cultural NCA is made up of six historic communities around the original center of Los Angeles: Arts District, Chinatown, El Pueblo, Little Tokyo, Solano Canyon, and Victor Heights.

Neighborhood boundaries were not available for most of the other corridor cities in the project section. Therefore, population demographics in the population and communities RSA are reported by city in Table 5-6 as the smallest geographic unit of analysis. Table 5-6 also presents minority group representation in the census block groups that compose the RSA in each city. The reported percentage equals the average percentage of all census block groups within 0.5 mile of the project centerline for each city.

**Table 5-6 Resource Study Area Race and Ethnicity Characteristics by Percentage: 2021**

| RSA by City | White | Black/ African American | Hispanic of All Races | American Indian/ Alaska Native | Asian | Hawaiian/ Other Pacific Islander | Some Other Race | Two or More Races |
|---|---|---|---|---|---|---|---|---|
| Los Angeles | 10.7 | 10.2 | 63.1 | 0.1 | 13.7 | 0.2 | 0.4 | 1.6 |
| Vernon | 5.8 | 3.0 | 90.2 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 |
| Commerce | 3.0 | 1.3 | 93.4 | 0.0 | 1.7 | 0.1 | 0.2 | 0.2 |
| Bell | 10.9 | 6.8 | 80.0 | 0.0 | 0.8 | 0.0 | 0.5 | 0.9 |
| Montebello | 2.7 | 1.0 | 89.9 | 0.2 | 3.0 | 0.0 | 0.6 | 0.0 |
| Pico Rivera | 5.8 | 1.3 | 90.3 | 0.0 | 2.0 | 0.2 | 0.0 | 0.4 |
| West Whittier–Los Nietos CDP | 5.6 | 2.1 | 91.5 | 0.0 | 0.3 | 0.0 | 0.1 | 0.5 |
| Norwalk | 18.7 | 8.1 | 56.8 | 0.1 | 13.9 | 0.9 | 0.1 | 1.5 |
| Santa Fe Springs | 7.7 | 3.2 | 81.1 | 0.7 | 6.2 | 0.0 | 0.1 | 0.9 |
| La Mirada | 24.5 | 1.3 | 55.8 | 0.5 | 15.5 | 0.0 | 0.3 | 2.2 |
| South Whittier CDP | 7.4 | 4.0 | 74.6 | 1.5 | 11.6 | 0.0 | 0.2 | 0.7 |
| Buena Park | 16.5 | 2.7 | 43.0 | 0.0 | 35.2 | 0.2 | 0.2 | 2.2 |
| Fullerton | 25.4 | 2.0 | 53.6 | 0.2 | 15.3 | 0.5 | 0.1 | 2.8 |
| Anaheim | 13.8 | 1.5 | 69.9 | 0.0 | 12.6 | 0.3 | 0.2 | 1.7 |
| Orange | 30.4 | 3.5 | 40.7 | 0.0 | 15.5 | 1.8 | 0.0 | 8.1 |

*Source: U.S. Census Bureau 2021, Table DP05*
CDP = Census-Designated Place; RSA = resource study area

## 5.2 Linguistic Isolation

Linguistic isolation is characterized in this section in terms of a U.S. Census respondent's ability to speak English and through identification of households that are "Limited English Speaking Households."

U.S. Census 2015 respondents who reported speaking a language other than English were asked to indicate their English-speaking ability. A "Limited English speaking household" is one in which no member of the household aged 14 years old or over (1) speaks only English at home or (2) speaks a language other than English at home and speaks English "Very well." After Census data are collected for each person in the household, this variable is calculated by checking if all people 14 years old and older speak a language other than English. If so, the calculation checks the English-speaking ability responses to determine if all people 14 years old and older speak English "Less than 'very well.'" If all household members 14 years and over speak a language

other than English and speak English "Less than 'very well,'" the household is considered a "Limited English speaking household" that may be in need of English language assistance.

In the sections below, populations are characterized as having a higher degree of linguistic isolation when a higher percentage of households are LEP households.

### 5.2.1 Region

The population of Los Angeles County has a higher level of linguistic isolation than Orange County. As presented in Table 5-7, 13.7 percent of households in Los Angeles County are LEP compared to 9.3 percent of households in Orange County.

**Table 5-7 Regional Limited English Proficiency Households: 2021**

| Location | Total Households | Limited English Proficiency Households | Percent |
|---|---|---|---|
| Los Angeles County | 3,263,069 | 448,505 | 13.7 |
| Orange County | 1,009,353 | 93,579 | 9.3 |

*Source: U.S. Census Bureau 2021, Table B16002*

### 5.2.2 City

Among the RSA cities there is a wide range of linguistic isolation. As presented in Table 5-8, eight of 11 RSA cities in Los Angeles County (Los Angeles, Commerce, Bell, Montebello, Norwalk, Pico Rivera, Norwalk, Santa Fe Springs, West Whittier–Los Nietos CDP, and South Whittier CDP) have a percentage of LEP households that exceeds the percentage for Los Angeles County (9.5 percent). Three of four RSA cities in Orange County (Buena Park, Fullerton, and Anaheim) have a percentage of LEP households that exceeds the percentage for Orange County (9.3 percent). The highest levels of linguistic isolation are reported in Bell and Montebello. In Bell, 26.7 percent of all households are LEP households, and in Montebello, 21.8 percent of all households are LEP households.

**Table 5-8 City Limited English Proficiency Households: 2021**

| Location | Total Households | Limited English Proficiency Households | Percent |
|---|---|---|---|
| **Los Angeles County** | | | |
| Los Angeles | 1,342,761 | 211,518 | 15.8 |
| Vernon | 16 | 0 | 0 |
| Commerce | 3,498 | 627 | 17.9 |
| Bell | 9,008 | 2,404 | 26.7 |
| Montebello | 19,816 | 4,329 | 21.8 |
| Pico Rivera | 16,606 | 2,213 | 13.3 |
| West Whittier–Los Nietos CDP | 6,897 | 681 | 9.9 |
| Norwalk | 27,225 | 4,098 | 15.1 |
| Santa Fe Springs | 4,931 | 680 | 13.8 |
| La Mirada | 14,325 | 1,279 | 8.9 |
| South Whittier CDP | 15,153 | 1,450 | 9.6 |

| Location | Total Households | Limited English Proficiency Households | Percent |
|---|---|---|---|
| **Orange County** | | | |
| Buena Park | 23,130 | 4,351 | 18.8 |
| Fullerton | 45,031 | 4,857 | 10.8 |
| Anaheim | 99,670 | 13,080 | 13.1 |
| Orange | 42,680 | 3,325 | 7.8 |

*Source: U.S. Census Bureau 2021, Table B16002*
CDP = Census-Designated Place

### 5.2.3 Community

Table 5-9 presents the percentage of households that are LEP households in the four NCAs crossed by the project section. The Lincoln Heights NCA has the highest percentage of LEP households (26.9 percent), and the Downtown Los Angeles NCA has the lowest (14.9 percent).

**Table 5-9 Limited English Proficiency Households in the Neighborhood Council Areas: 2021**

| Neighborhood Council Area | Total Households | Limited English Proficiency Households | Percent |
|---|---|---|---|
| Historic Cultural[1] | 6,210 | 1,572 | 25.3 |
| Lincoln Heights | 970 | 261 | 26.9 |
| Downtown Los Angeles | 1,530 | 228 | 14.9 |
| Boyle Heights | 7,641 | 1,995 | 26.1 |

*Source: U.S. Census Bureau 2021, Table B16002, County of Los Angeles n.d.*
[1] The Historic Cultural Neighborhood Council Area is made up of six historic communities around the original center of Los Angeles: Arts District, Chinatown, El Pueblo, Little Tokyo, Solano Canyon, and Victor Heights.

Neighborhood boundaries were not available for most of the other corridor cities in the project section. Therefore, population demographics in the population and communities RSA are reported by city in Table 5-10 as the smallest geographic unit of analysis. The reported percentage equals the average percentage of Census block groups within 0.5 mile of the project centerline for each city. The highest levels of linguistic isolation, indicated by the percentage of households that are LEP households, are reported in the RSA in Los Angeles (25.8 percent), Bell (23.3 percent), Commerce (17.9 percent), and Montebello (16.1 percent).

**Table 5-10 Limited English Proficiency Households in the Population and Communities Resource Study Area: 2021**

| RSA by City | Total Households | Limited English Proficiency Households | Percent |
|---|---|---|---|
| Los Angeles RSA | 13,851 | 3,567 | 25.8 |
| Vernon RSA | 88 | 10 | 11.4 |
| Commerce RSA | 564 | 101 | 17.9 |
| Bell RSA | 1,033 | 241 | 23.3 |
| Montebello RSA | 2,669 | 429 | 16.1 |
| Pico Rivera RSA | 7,382 | 633 | 8.6 |

| RSA by City | Total Households | Limited English Proficiency Households | Percent |
|---|---|---|---|
| West Whittier–Los Nietos CDP RSA | 2,004 | 243 | 12.1 |
| Norwalk RSA | 3,990 | 362 | 9.1 |
| Santa Fe Springs RSA | 7,736 | 730 | 9.4 |
| La Mirada RSA | 3,733 | 331 | 8.9 |
| South Whittier CDP RSA | 3,504 | 506 | 14.4 |
| Buena Park RSA | 9,350 | 1,258 | 13.5 |
| Fullerton RSA | 22,322 | 1,937 | 8.7 |
| Anaheim RSA | 22,997 | 2,325 | 10.1 |
| Orange RSA | 3,662 | 170 | 4.6 |

*Source: U.S. Census Bureau 2021, Table B16002*
CDP = Census-Designated Place; RSA = resource study area

## 5.3 Income

### 5.3.1 Region

The median household incomes for Los Angeles County and Orange County are $76,367 and $100,485, respectively (Table 5-11). The percentage of the population below the poverty level is greater in Los Angeles County (13.9 percent) compared to Orange County (9.9 percent).

**Table 5-11 Regional Household Income and Family Poverty Characteristics: 2021 (Inflation-Adjusted Dollars)**

| Location | Median Household Income: Dollars | Population Below the Poverty Level: Percent |
|---|---|---|
| Los Angeles County | $76,367 | 13.9 |
| Orange County | $100,485 | 9.9 |

*Source: U.S. Census Bureau 2021, Table DP03*

### 5.3.2 City

The estimated median household income of the cities and communities in the RSA ranged from $51,183 in the city of Bell to $102,125 in the city of Orange, as presented in Table 5-12. Six of the eleven RSA cities in Los Angeles County had median incomes that were lower than the median income for Los Angeles County ($76,367). Three of the four RSA cities in Orange County had median incomes that were lower than the median income for Orange County ($100,485). The city of Orange had a higher median household income at $109,335. Three out of eleven of the RSA cities in Los Angeles County (Los Angeles, Commerce, and Bell) had poverty rates for city population that exceeded the rate for Los Angeles County (13.9 percent). Three of the four RSA cities in Orange County (Fullerton, Anaheim, and Orange) had poverty rates for city population that exceeded the rate for Orange County (9.9 percent). The poverty rate in Bell (23.3 percent) is the highest of the RSA cities.

**Table 5-12 City Household Income and Family Poverty Characteristics: 2021 (Inflation-Adjusted Dollars)**

| Location | Median Household Income: Dollars | Families Below the Poverty Level: Percent |
|---|---|---|
| **Los Angeles County** | | |
| Los Angeles | $69,778 | 16.6 |
| Vernon | $62,000 | 0.0 |
| Commerce | $58,226 | 14.8 |
| Bell | $51,183 | 23.3 |
| Montebello | $66,584 | 11.4 |
| Pico Rivera | $78,056 | 10.0 |
| West Whittier–Los Nietos CDP | $83,692 | 11.0 |
| Norwalk | $83,217 | 8.9 |
| Santa Fe Springs | $75,086 | 11.5 |
| La Mirada | $97,672 | 5.5 |
| South Whittier CDP | $85,579 | 8.7 |
| **Orange County** | | |
| Buena Park | $90,503 | 9.8 |
| Fullerton | $92,718 | 12.5 |
| Anaheim | $81,806 | 13.0 |
| Orange | $102,125 | 10.3 |

*Source: U.S. Census Bureau 2021*
CDP = Census-Designated Place

### 5.3.3 Community

Median household income and the percentage of the population that is below poverty in the four NCAs that intersect the RSA are presented in Table 5-13. Median household income is highest in the Downtown Los Angeles NCA and lowest in the Lincoln Heights NCA. The percentage of the population below poverty is highest in the Lincoln Heights NCA and lowest in the Downtown Los Angeles NCA.

**Table 5-13 Household Income and Family Poverty Characteristics in the Neighborhood Council Areas: 2021**

| Neighborhood Council Area | Median Household Income: Dollars | Families Below the Poverty Level: Percentage |
|---|---|---|
| Historic Cultural[1] | $77,776 | 22.9 |
| Lincoln Heights | $42,946 | 30.1 |
| Downtown Los Angeles | $98,349 | 15.0 |
| Boyle Heights | $47,021 | 25.3 |

*Source: U.S. Census Bureau 2021, Tables S1903 and S1701, County of Los Angeles n.d.*
[1] The Historic Cultural Neighborhood Council Area is made up of six historic communities around the original center of Los Angeles: Arts District, Chinatown, El Pueblo, Little Tokyo, Solano Canyon, and Victor Heights.

Neighborhood boundaries were not available for most of the other corridor cities in the project section. Therefore, population demographics in the population and communities RSA are reported by city in Table 5-14, as the smallest geographic unit of analysis. Median household income in the census block groups that compose the RSA in each city is presented in Table 5-14. The reported percentage equals the average percentage of all census block groups within 0.5 mile of the project centerline for each city.

Median household income ranges from $55,288 in Bell to $108,097 in Orange. The percentage of population below the poverty level ranges from 0.0 percent in Vernon to 25.5 percent in Bell.

**Table 5-14 Household Income and Family Poverty Characteristics in the Population and Communities Resource Study Area: 2021**

| RSA by City | Median Household Income: Dollars | Families Below the Poverty Level: Percent |
|---|---|---|
| Los Angeles | $59,323 | 24.3 |
| Vernon | $62,000 | 0.0 |
| Commerce | $59,573 | 16.4 |
| Bell | $55,288 | 25.5 |
| Montebello | $71,310 | 8.5 |
| Pico Rivera | $78,463 | 10.3 |
| West Whittier–Los Nietos CDP | $69,531 | 14.9 |
| Norwalk | $78,976 | 10.9 |
| Santa Fe Springs | $70,916 | 10.3 |
| La Mirada | $97,469 | 5.3 |
| South Whittier CDP | $68,423 | 14.7 |
| Buena Park | $74,918 | 12.2 |
| Fullerton | $85,490 | 14.5 |
| Anaheim | $77,299 | 15.2 |
| Orange | $108,097 | 14.5 |

*Source: U.S. Census Bureau 2021*
CDP = Census-Designated Place; RSA = resource study area

## 5.4 Households

### 5.4.1 Region

According to the 5-Year ACS, Los Angeles County had 3,363,093 households and Orange County had 1,066,286 households, as presented in Table 5-15. Average household size for the two counties is similar at 2.9 people per household in Los Angeles County and 3.0 people per household in Orange County. Both counties had similar family characteristics, with Orange County having a higher percentage of households that are family households (71.0 percent) compared to Los Angeles County (66.0 percent). Orange County also has a higher percentage of married couple family households (53.7 percent) compared to Los Angeles County (44.1 percent).

**Table 5-15 Regional Household Characteristics: 2021**

| Location | Number of Occupied Households | Average Household Size | Average Family Size | Percentage of Total Households | | | |
|---|---|---|---|---|---|---|---|
| | | | | Family Household | Married Couple Family | Female Householder (No Husband Present) | Nonfamily Household |
| Los Angeles County | 3,342,811 | 2.9 | 3.6 | 66.3 | 44.6 | 14.7 | 33.7 |
| Orange County | 1,057,592 | 3.0 | 3.5 | 71.1 | 54.2 | 11.5 | 28.9 |

*Source: U.S. Census Bureau 2021, Table B11001*

### 5.4.2 City

Household characteristics among the RSA cities varied greatly, as presented in Table 5-16. Household size characteristics were generally higher in the RSA cities when compared to the counties. Only the city of Los Angeles had a smaller average household size (2.8) than Los Angeles and Orange Counties (2.9 and 3.0, respectively). Nine out of eleven RSA cities in Los Angeles County had average family sizes that were higher than the average family size for Los Angeles County (3.6). The four RSA cities in Orange County had average family sizes that were equal to or higher than the average family size for Orange County (3.5). The percentage of total households that are family households ranges from 59.0 percent in the city of Los Angeles to 83.2 percent in Norwalk. The percentage of total households that are married couple households ranges from 29.5 percent in Vernon to 60.2 percent in La Mirada.

**Table 5-16 City Household Characteristics: 2021**

| Location | Number of Households | Average Household Size | Average Family Size | Percentage of Total Households | | | |
|---|---|---|---|---|---|---|---|
| | | | | Family Household | Married Couple Family | Female Householder (No Husband Present) | Nonfamily Household |
| **Los Angeles County** | | | | | | | |
| Los Angeles | 1,384,851 | 2.8 | 3.6 | 59.0 | 38.4 | 13.8 | 41.0 |
| Vernon | 88 | 3.7 | 4.3 | 80.7 | 29.5 | 50.0 | 19.3 |
| Commerce | 3,466 | 3.6 | 4.1 | 77.1 | 51.0 | 16.3 | 22.9 |
| Bell | 8,775 | 3.9 | 4.2 | 80.8 | 45.2 | 25.4 | 19.2 |
| Montebello | 19,119 | 3.3 | 3.7 | 77.1 | 43.9 | 22.3 | 22.9 |
| Pico Rivera | 16,996 | 3.7 | 4.1 | 79.6 | 53.5 | 17.5 | 20.4 |
| West Whittier–Los Nietos CDP | 6,891 | 3.8 | 4.2 | 82.5 | 58.4 | 15.9 | 17.5 |
| Norwalk | 26,353 | 3.8 | 4.2 | 83.2 | 57.2 | 16.8 | 16.8 |
| Santa Fe Springs | 5,539 | 3.4 | 3.9 | 76.2 | 47.5 | 22.7 | 23.8 |
| South Whittier CDP | 15,533 | 3.8 | 4.2 | 81.7 | 57.1 | 17.5 | 18.3 |

| Location | Number of Households | Average Household Size | Average Family Size | Percentage of Total Households | | | |
|---|---|---|---|---|---|---|---|
| | | | | Family Household | Married Couple Family | Female Householder (No Husband Present) | Nonfamily Household |
| La Mirada | 14,679 | 3.1 | 3.5 | 79.8 | 60.2 | 14.0 | 20.2 |
| **Orange County** | | | | | | | |
| Buena Park | 24,074 | 3.5 | 3.7 | 81.6 | 57.6 | 16.6 | 18.4 |
| Fullerton | 46,434 | 3.0 | 3.5 | 71.1 | 54.5 | 10.6 | 28.9 |
| Anaheim | 103,570 | 3.3 | 3.8 | 72.6 | 50.6 | 15.2 | 27.4 |
| Orange | 43,421 | 3.0 | 3.5 | 71.6 | 53.2 | 12.4 | 28.4 |

*Source: U.S. Census Bureau 2021, Table B11001*
CDP = Census-Designated Place

### 5.4.3 Community

Household characteristics in the four NCAs that intersect the RSA are presented in Table 5-17. The Historic Cultural NCA has the lowest percentage of total households that are family households (2.1 percent) and the lowest percentage of households that are married couple households (2.1 percent). The Lincoln Heights NCA has the highest percentage of total households that are family households (25.6 percent) and the highest percentage that are married couple households (15.8 percent).

**Table 5-17 Household Characteristics in the Neighborhood Council Areas: 2021**

| Neighborhood Council Area | Number of Households | Percentage of Total Households | | | |
|---|---|---|---|---|---|
| | | Family Household | Married Couple Household | Female Householder (No Husband Present) | Nonfamily Household |
| Historic Cultural[1] | 6,210 | 2.1 | 2.1 | 0.0 | 63.0 |
| Lincoln Heights | 970 | 25.6 | 15.8 | 6.8 | 22.6 |
| Downtown Los Angeles | 1,530 | 2.6 | 2.6 | 0.0 | 50.3 |
| Boyle Heights | 7,641 | 14.7 | 8.3 | 3.8 | 25.4 |

*Source: U.S. Census Bureau 2021, Tables B11001, S1101, County of Los Angeles n.d.*
[1] The Historic Cultural Neighborhood Council Area is made up of six historic communities around the original center of Los Angeles: Arts District, Chinatown, El Pueblo, Little Tokyo, Solano Canyon, and Victor Heights.

Neighborhood boundaries were not available for most of the other corridor cities in the project section. Therefore, population demographics in the population and communities RSA are reported by city in Table 5-18, as the smallest geographic unit of analysis. Household characteristics in the census block groups that compose the RSA in each city are provided in Table 5-18. The reported percentage equals the average percentage of census block groups within 0.5 mile of the project centerline for each city.

The percentage of total households that are family households ranges from 57.8 percent in the city of Los Angeles to 98.2 percent in Montebello. The percentage of households that are married couple households range from 5.5 percent in the city of Los Angeles to 50.3 percent in La Mirada, excluding Vernon because of the small number of households in the RSA. ACS 5-year estimates for average household size and average family size were not available at the block group level in the RSA and are not reported for neighborhoods.

**Table 5-18 Household Characteristics in the Population and Communities Resource Study Area: 2021**

| RSA by City | Number of Households | Average Household Size | Average Family Size | Percentage of Total Households | | | |
|---|---|---|---|---|---|---|---|
| | | | | Family Household | Married Couple Family | Female Householder (No Husband Present) | Nonfamily Household |
| Los Angeles | 13,851 | 2.8 | - | 57.8 | 5.5 | 2.1 | 42.2 |
| Vernon | 88 | 3.7 | - | 81.8 | 0.0 | 1.1 | 18.2 |
| Commerce | 564 | 3.7 | - | 90.0 | 25.1 | 6.8 | 10.0 |
| Bell | 1,033 | 3.2 | - | 79.2 | 26.9 | 4.6 | 20.8 |
| Montebello | 2,669 | 3.9 | - | 98.2 | 25.5 | 5.0 | 1.8 |
| Pico Rivera | 7,382 | 3.7 | - | 91.9 | 39.9 | 11.3 | 8.1 |
| West Whittier–Los Nietos CDP | 2,004 | 4.4 | - | 95.3 | 33.0 | 13.5 | 4.7 |
| Norwalk | 3,990 | 3.7 | - | 93.1 | 42.6 | 9.3 | 6.9 |
| Santa Fe Springs | 7,736 | 3.3 | - | 87.4 | 30.3 | 10.8 | 12.6 |
| La Mirada | 3,504 | 3.5 | - | 94.1 | 50.3 | 10.3 | 5.9 |
| South Whittier CDP | 3,733 | 3.7 | - | 81.5 | 24.2 | 5.4 | 18.5 |
| Buena Park | 9,350 | 3.3 | - | 86.7 | 25.7 | 4.3 | 13.3 |
| Fullerton | 22,322 | 3.2 | - | 80.6 | 29.3 | 3.0 | 19.4 |
| Anaheim | 22,997 | 3.6 | - | 79.8 | 23.2 | 3.3 | 20.2 |
| Orange | 3,662 | 2.7 | - | 64.2 | 18.7 | 3.9 | 35.8 |

*Sources: U.S. Census Bureau 2021, Table B11001*
CDP = Census-Designated Place; RSA = resource study area

## 5.5 Housing

This section identifies housing characteristics such as types of housing, tenure and vacancy rates, and condition of housing stock for counties, cities, and communities in the RSA. Data on housing characteristics are from the ACS 5-Year Estimates.

### 5.5.1 Region

The two-county region can be characterized as an urban mix of single-family and multifamily housing, with a majority of the housing units being single-family, as presented in Table 5-19. Los Angeles County has a higher proportion of housing units characterized as multifamily housing (42.7 percent) relative to Orange County (33.7 percent). A higher percentage of the housing stock is single-family housing in Orange County (63.7 percent) compared to Los Angeles County (55.6 percent). The percentage of housing that is mobile homes is low for both counties when compared to single-family and multifamily housing types.

**Table 5-19 Regional Housing Unit Type Characteristics: 2021**

| Location | Total Housing Units | Single-Family (1 Unit in Structure) | | Multifamily (2 or more Units in Structure) | | Mobile Home | |
|---|---|---|---|---|---|---|---|
| | | Estimate | % | Estimate | % | Estimate | % |
| Los Angeles County | 3,578,801 | 1,954,831 | 55.6 | 1,564,245 | 42.7 | 59,725 | 1.7 |
| Orange County | 1,121,753 | 706,134 | 63.7 | 385,123 | 33.7 | 30,496 | 2.7 |

*Source: U.S. Census Bureau 2021, Table DP04*

Los Angeles County has lower levels of home ownership and higher levels of renters than Orange County. In addition, the vacancy rate is slightly lower in Orange County compared to Los Angeles County, although both counties are generally similar in terms of occupancy rates, as presented in Table 5-20. The foreclosure rate in Los Angeles County is 0.05 and in Orange County is 0.03 percent, which is lower than the state average of 0.06 percent (Table 5-21).

**Table 5-20 Regional Housing Unit Occupancy Characteristics: 2021**

| Location | Total Housing Units | Owner-Occupied Housing Units (percent) | Renter-Occupied Housing Units (percent) | Total Occupied Housing Units (percent) | Vacant Housing Units (percent) |
|---|---|---|---|---|---|
| Los Angeles County | 3,578,801 | 1,545,929 (46.2) | 1,796,882 (53.8) | 3,342,811 (93.4) | 235,990 (6.6) |
| Orange County | 1,121,753 | 602,440 (57.0) | 455,152 (43.0) | 1,057,592 (94.3) | 64,161 (5.7) |

*Source: U.S. Census Bureau 2021, Table DP04*

**Table 5-21 Regional Foreclosure Rate: July 2024**

| Location | Foreclosure Rate (%) | Foreclosure Rate (per housing unit) |
|---|---|---|
| California | 0.06 | 1 in 4,244 |
| Los Angeles County | 0.05 | 1 in 1,885 |
| Orange County | 0.03 | 1 in 836 |

*Source: RealtyTrac 2024*

Table 5-22 presents the percentage of owner-occupied housing units in the RSA counties that have been occupied by the same resident based on the year that the resident moved in. Trends are similar for both counties.

A total of 8.5 and 10.0 percent of housing units are occupied by residents that moved in between 2019 and later in Los Angeles and Orange Counties, respectively. The highest percentage of housing units, 26.5 and 28.5 percent, is occupied by residents that moved in between 2015 to 2018 in Los Angeles and Orange Counties, respectively. In Los Angeles County and Orange County, the median year when houses were built is 1964 and 1976, respectively.

**Table 5-22 Regional Housing Unit Tenure (Percentage of Owner-Occupied Housing Units): 2021**

| Location | Moved in 2019 or later | Moved in 2015 to 2018 | Moved in 2010 to 2014 | Moved in 2000 to 2009 | Moved in 1990 to 1999 | Moved in 1989 or earlier |
|---|---|---|---|---|---|---|
| Los Angeles County | 8.5 | 26.5 | 20.1 | 20.7 | 12.4 | 11.8 |
| Orange County | 10.0 | 28.5 | 18.5 | 20.0 | 12.4 | 10.5 |

*Source: U.S. Census Bureau 2021, Table S2502*

### 5.5.2 City

Housing characteristics in the RSA cities vary greatly. In terms of housing type, most of the RSA cities have high proportions of single-family structures. In Los Angeles County, only the cities of Los Angeles and Vernon have lower percentages of single-family homes than the countywide average (55.6 percent). In Orange County, Anaheim and Fullerton have lower percentages of single-family homes than the countywide average (63.7 percent). This reflects the more urbanized and dense development in these cities. According to Table 5-23, the proportion of single-family homes is highest in the West Whittier–Los Nietos CDP, South Whittier CDP, and La Mirada, all of which have housing stock that is over 80 percent single-family homes. Also notable is the relatively high proportion of mobile home housing in Bell and the West Whittier–Los Nietos CDP, which were in excess of 4 percent of the total housing stock.

**Table 5-23 City Housing Unit Type Characteristics: 2021**

| Location | Total Housing Units | Percentage Single-Family (1 Unit in Structure) | Percentage Multifamily (2 or more Units in Structure) | Percentage Mobile Home |
|---|---|---|---|---|
| **Los Angeles County** | | | | |
| Los Angeles | 1,503,915 | 43.0 | 54.6 | 0.6 |
| Vernon | 90 | 33.3 | 68.2 | 0.0 |
| Commerce | 3,529 | 74.5 | 25.4 | 0.6 |
| Bell | 8,935 | 59.1 | 36.8 | 4.7 |
| Montebello | 20,040 | 57.1 | 43.3 | 1.6 |
| Pico Rivera | 17,388 | 79.5 | 18.5 | 2.5 |
| West Whittier–Los Nietos CDP | 7,007 | 86.9 | 7.6 | 5.7 |
| Norwalk | 27,128 | 78.9 | 19.9 | 1.7 |
| Santa Fe Springs | 5,713 | 72.2 | 26.7 | 1.9 |
| La Mirada | 15,000 | 82.7 | 16.3 | 1.4 |
| South Whittier CDP | 15,931 | 80.7 | 19.2 | 0.6 |
| **Orange County** | | | | |
| Buena Park | 24,934 | 66.5 | 32.5 | 2.1 |
| Fullerton | 48,877 | 60.9 | 38.8 | 2.1 |

| Location | Total Housing Units | Percentage Single-Family (1 Unit in Structure) | Percentage Multifamily (2 or more Units in Structure) | Percentage Mobile Home |
|---|---|---|---|---|
| Anaheim | 108,652 | 49.9 | 49.3 | 3.0 |
| Orange | 45,308 | 65.7 | 32.6 | 3.0 |

*Source: U.S. Census Bureau 2021, Table DP04*
CDP = Census-Designated Place

Table 5-24 presents the total housing units available in each of the RSA cities and the percentage of housing units that are owner occupied, renter occupied, or vacant. Occupancy rates range between 92.1 percent in the city of Los Angeles to 98.3 percent in West Whittier–Los Nietos CDP. In Los Angeles County, most cities on the northern end of the project section (city of Los Angeles, Vernon, Bell, and Montebello) have lower percentages of owner-occupied housing units compared to the county (46.2 percent). Owner occupancy in Commerce, Pico Rivera, West Whittier–Los Nietos CDP, Norwalk, Santa Fe Springs, South Whittier CDP, and La Mirada is higher than the countywide average. In Orange County, owner-occupancy rates in Buena Park, Fullerton, and Anaheim are lower than the countywide occupancy rate of 57.0 percent. The city of Orange has an occupancy rate of 59.3 percent.

**Table 5-24 City Housing Unit Occupancy Characteristics: 2021**

| Location | Total Housing Units | Percent Owner-Occupied Housing Units | Percent Renter-Occupied Housing Units | Percent Total Occupied Housing Units | Percent Vacant Housing Units |
|---|---|---|---|---|---|
| **Los Angeles County** | | | | | |
| Los Angeles | 1,503,915 | 36.9 | 63.1 | 92.1 | 7.9 |
| Vernon | 90 | 2.3 | 97.7 | 97.8 | 2.2 |
| Commerce | 3,529 | 57.6 | 42.4 | 98.2 | 1.8 |
| Bell | 8,935 | 30.3 | 69.7 | 98.2 | 1.8 |
| Montebello | 20,040 | 44.2 | 55.8 | 95.4 | 4.6 |
| Pico Rivera | 17,388 | 69.2 | 30.8 | 97.7 | 2.3 |
| West Whittier–Los Nietos CDP | 7,007 | 74.2 | 25.8 | 98.3 | 1.7 |
| Norwalk | 27,128 | 66.8 | 33.2 | 97.1 | 2.9 |
| Santa Fe Springs | 5,713 | 65.5 | 34.5 | 97.0 | 3.0 |
| South Whittier CDP | 15,931 | 64.9 | 35.1 | 97.5 | 2.5 |
| La Mirada | 15,000 | 77.4 | 22.6 | 97.9 | 2.1 |
| **Orange County** | | | | | |
| Buena Park | 24,934 | 56.4 | 43.6 | 96.6 | 3.4 |
| Fullerton | 48,877 | 53.0 | 47.0 | 95.0 | 5.0 |

| Location | Total Housing Units | Percent Owner-Occupied Housing Units | Percent Renter-Occupied Housing Units | Percent Total Occupied Housing Units | Percent Vacant Housing Units |
|---|---|---|---|---|---|
| Anaheim | 108,652 | 46.5 | 53.5 | 95.3 | 4.7 |
| Orange | 45,308 | 59.3 | 40.7 | 95.8 | 4.2 |

*Source: U.S. Census Bureau 2021, Table DP04*
CDP = Census-Designated Place

Table 5-25 presents foreclosure rates in the RSA cities. Foreclosure rates are highest in Norwalk (0.19 percent) and are on average between 0.04 and 0.17 percent in the RSA cities.

**Table 5-25 City Foreclosure Rates: July 2024**

| Location | Foreclosure Rate (%) | Foreclosure Rate (per housing unit) |
|---|---|---|
| **Los Angeles County** | | |
| Los Angeles | 0.06 | 1 in 1,600 |
| Vernon | N/A | N/A |
| Commerce | 0.11 | 1 in 875 |
| Bell | 0.04 | 1 in 2,255 |
| Montebello | N/A | N/A |
| Pico Rivera | 0.13 | 1 in 744 |
| West Whittier–Los Nietos CDP | N/A | N/A |
| Norwalk | 0.19 | 1 in 532 |
| Santa Fe Springs | 0.17 | 1 in 590 |
| South Whittier CDP | N/A | N/A |
| La Mirada | 0.07 | 1 in 1,378 |
| **Orange County** | | |
| Buena Park | 0.01 | 1 in 997 |
| Fullerton | 0.07 | 1 in 1,445 |
| Anaheim | 0.11 | 1 in 945 |
| Orange | 0.13 | 1 in 767 |

*Source: RealtyTrac 2024*
Foreclosure data are not available for Vernon, Commerce, or West Whittier–Los Nietos CDP.
CDP = Census-Designated Place; N/A = not available

Table 5-26 presents the percentage of owner-occupied housing units in the RSA cities that have been occupied by the same resident based on the year that the resident moved in. For all cities in Los Angeles and Orange Counties, the timeframes in which the highest percentage of current homeowners moved was either between 2015 and 2019, 2010 and 2014, or 2000 and 2009. Vernon is considered an outlier because of the small number of housing units in the city; 76.2 percent of residents moved into Vernon between 2010 and 2018.

**Table 5-26 City Housing Unit Tenure (Percentage of Owner-Occupied Housing Units): 2021**

| Location | Moved in 2019 or later | Moved in 2015 to 2018 | Moved in 2010 to 2014 | Moved in 2000 to 2009 | Moved in 1990 to 1999 | Moved in 1989 or earlier |
|---|---|---|---|---|---|---|
| **Los Angeles County** | | | | | | |
| Los Angeles | 9.5 | 28.3 | 20.8 | 19.7 | 11.7 | 9.9 |
| Vernon | 9.1 | 56.8 | 19.3 | 9.1 | 1.1 | 4.5 |
| Commerce | 1.7 | 15.2 | 16.7 | 23.4 | 15.4 | 27.5 |
| Bell | 4.7 | 29.0 | 20.4 | 22.9 | 14.6 | 8.5 |
| Montebello | 6.5 | 23.9 | 21.6 | 17.8 | 11.8 | 18.4 |
| Pico Rivera | 4.3 | 15.0 | 18.8 | 22.9 | 15.1 | 23.9 |
| West Whittier–Los Nietos CDP | 2.3 | 16.7 | 20.3 | 23.7 | 15.5 | 21.7 |
| Norwalk | 4.7 | 20.3 | 18.4 | 24.6 | 15.4 | 16.5 |
| Santa Fe Springs | 6.1 | 23.7 | 22.2 | 18.1 | 14.1 | 15.9 |
| La Mirada | 5.3 | 19.7 | 16.0 | 20.1 | 16.7 | 22.2 |
| South Whittier CDP | 5.5 | 20.8 | 19.1 | 23.4 | 13.5 | 17.7 |
| **Orange County** | | | | | | |
| Buena Park | 8.1 | 26.4 | 17.5 | 22.2 | 12.8 | 13.0 |
| Fullerton | 10.1 | 30.0 | 17.2 | 20.2 | 10.3 | 12.1 |
| Anaheim | 9.2 | 28.7 | 21.1 | 20.0 | 12.4 | 8.7 |
| Orange | 9.3 | 26.5 | 17.4 | 21.5 | 13.0 | 12.3 |

*Source: U.S. Census Bureau 2021, Table S2502*
CDP = Census-Designated Place

### 5.5.3 Community

Table 5-27 presents the total housing units available in each of the four NCAs crossed by the project section and the percentage of housing stock that is single-family, multifamily, or mobile homes. The proportion of single-family housing units compared to multifamily housing units is highly variable across the NCAs. The Boyle Heights NCA and Lincoln Heights NCA have the highest percentage of single-family homes (40.7 percent and 55.5 percent), while the Historic Cultural NCA and Downtown Los Angeles NCA have the lowest percentage (4.1 percent and 10.1 percent, respectively). Mobile homes compose less than 1 percent of the housing units in the four NCAs.

**Table 5-27 Housing Unit Type Characteristics in the Neighborhood Council Areas: 2021**

| Neighborhood Council Area | Total Housing Units | Single-Family (1 Unit in Structure) | | Multifamily (2 or more Units in Structure) | | Mobile Home | |
|---|---|---|---|---|---|---|---|
| | | Estimate | % | Estimate | % | Estimate | % |
| Historic Cultural[1] | 7,133 | 256 | 4.1 | 5,902 | 95.0 | 51 | 0.8 |
| Lincoln Heights | 1,029 | 538 | 55.5 | 427 | 44.0 | 0 | 0.0 |
| Downtown Los Angeles | 1,893 | 154 | 10.1 | 1,373 | 89.7 | 2 | 0.1 |
| Boyle Heights | 7,972 | 3,111 | 40.7 | 4,473 | 58.5 | 19 | 0.2 |

*Source: U.S. Census Bureau 2021, Table DP04, County of Los Angeles n.d.*
[1] The Historic Cultural Neighborhood Council Area is made up of six historic communities around the original center of Los Angeles: Arts District, Chinatown, El Pueblo, Little Tokyo, Solano Canyon, and Victor Heights.

Neighborhood boundaries were not available for most of the other corridor cities in the project section. Therefore, population demographics in the population and communities RSA are reported by city in Table 5-28, as the smallest geographic unit of analysis. Table 5-28 presents the total housing units available in the census block groups that compose the RSA in each city and the percentage of housing stock that is single-family, multifamily, or mobile homes. The reported percentage equals the average percentage of census block groups within 0.5 mile of the project centerline for each city. Greater than 50 percent of housing stock is single-family homes in the RSA, except in the cities of Los Angeles, Vernon, Anaheim, and Orange.

La Mirada and Pico Rivera have the highest percentages of single-family homes (83.7 percent and 80.2 percent, respectively). The city of Los Angeles has the lowest percentage of single-family homes (22.3 percent) and the highest percentage of multifamily units (68.7 percent). The cities of Orange and La Mirada have the largest percentages of mobile homes (5.0 percent and 4.6 percent, respectively).

**Table 5-28 Housing Unit Type Characteristics in the Population and Communities Resource Study Area: 2021**

| RSA by City | Total Housing Units | Single-Family (1 Unit in Structure) | | Multifamily (2 or more Units in Structure) | | Mobile Home | |
|---|---|---|---|---|---|---|---|
| | | Estimate | % | Estimate | % | Estimate | % |
| Los Angeles | 15,105 | 3,367 | 22.3 | 10,375 | 68.7 | 70 | 0.5 |
| Vernon | 90 | 28 | 31.1 | 60 | 66.7 | 0 | 0.0 |
| Commerce | 11,913 | 7,893 | 66.3 | 3,612 | 30.3 | 31 | 0.3 |
| Bell | 1,064 | 650 | 61.1 | 374 | 35.2 | 0 | 0.0 |
| Montebello | 2,786 | 1,677 | 60.2 | 983 | 35.3 | 0 | 0.0 |
| Pico Rivera | 7,474 | 5,994 | 80.2 | 1,388 | 18.6 | 0 | 0.0 |
| West Whittier–Los Nietos CDP | 2,086 | 1,633 | 78.3 | 363 | 17.4 | 8 | 0.4 |
| Norwalk | 4,110 | 3,199 | 77.8 | 697 | 17.0 | 94 | 2.3 |
| Santa Fe Springs | 7,963 | 5,762 | 72.4 | 1,855 | 23.3 | 119 | 1.5 |

| RSA by City | Total Housing Units | Single-Family (1 Unit in Structure) | | Multifamily (2 or more Units in Structure) | | Mobile Home | |
|---|---|---|---|---|---|---|---|
| | | Estimate | % | Estimate | % | Estimate | % |
| La Mirada | 3,618 | 3,027 | 83.7 | 311 | 8.6 | 166 | 4.6 |
| South Whittier CDP | 3,813 | 2,370 | 62.2 | 1,266 | 33.2 | 97 | 2.5 |
| Buena Park | 9,592 | 5,143 | 53.6 | 4,164 | 43.4 | 0 | 0.0 |
| Fullerton | 23,293 | 12,772 | 54.8 | 8,801 | 37.8 | 718 | 3.1 |
| Anaheim | 25,018 | 9,812 | 39.2 | 12,043 | 48.1 | 1,106 | 4.4 |
| Orange | 4,043 | 1,288 | 31.9 | 2,173 | 53.7 | 201 | 5.0 |

*Source: County of Los Angeles n.d.; County of Orange n.d.*
CDP = Census-Designated Place; RSA = resource study area

Table 5-29 presents the total housing units available in each of the NCAs crossed by the project section and the percentage of housing units that are owner occupied, renter occupied, or vacant. Occupancy rates range between 80.8 percent in the Downtown Los Angeles NCA to 95.8 percent in the Boyle Heights NCA. The percentage of housing units that are owner occupied is highest in the Lincoln Heights NCA (30.0 percent) and lowest in the Historical Cultural NCA (10.2 percent).

**Table 5-29 Housing Unit Occupancy Characteristics in the Neighborhood Council Areas: 2021**

| Neighborhood Council Area | Total Housing Units | Owner-Occupied Housing Units (percent) | Renter-Occupied Housing Units (percent) | Total Occupied Housing Units (percent) | Vacant Housing Units (percent) |
|---|---|---|---|---|---|
| Historic Cultural[1] | 7,133 | 10.2 | 76.8 | 87.1 | 12.9 |
| Lincoln Heights | 1,029 | 30.0 | 64.2 | 94.3 | 5.7 |
| Downtown Los Angeles | 1,893 | 18.5 | 62.3 | 80.8 | 19.2 |
| Boyle Heights | 7,972 | 18.0 | 77.9 | 95.8 | 4.2 |

*Source: County of Los Angeles n.d.*
[1] The Historic Cultural Neighborhood Council Area is made up of six historic communities around the original center of Los Angeles: Arts District, Chinatown, El Pueblo, Little Tokyo, Solano Canyon, and Victor Heights.

Neighborhood boundaries were not available for most of the other corridor cities in the project section. Therefore, population demographics in the population and communities RSA are reported by city in Table 5-30, as the smallest geographic unit of analysis. Total housing units available in the census block groups that compose the RSA in each city are presented in Table 5-30. The reported percentage of housing units that are owner occupied, renter occupied, or vacant equals the average percentage of census block groups within 0.5 mile of the project centerline for each city.

Occupancy rates range between 90.6 in the city of Orange to 98.8 percent in Pico Rivera. The percentage of owner-occupied housing units ranges from 14.3 percent in the city of Los Angeles to 73.5 percent in La Mirada, whereas the percentage of renter-occupied units ranges from 23.4 percent in La Mirada to 95.6 percent in Vernon. Housing characteristics in Vernon are considered outliers in this analysis because of the small population. The vacancy rate ranges from 1.2 percent in Pico Rivera to 9.4 percent in Orange.

**Table 5-30 Housing Unit Occupancy Characteristics in the Population and Communities Resource Study Area: 2021**

| RSA by City[1] | Total Housing Units | Owner-Occupied Housing Units (percent) | Renter-Occupied Housing Units (percent) | Total Occupied Housing Units (percent) | Vacant Housing Units (percent) |
|---|---|---|---|---|---|
| Los Angeles | 15,105 | 14.3 | 77.4% | 91.7 | 8.3 |
| Vernon | 90 | 2.2 | 95.6 | 97.8 | 2.2 |
| Commerce | 564 | 42.0 | 55.7 | 97.7 | 2.3 |
| Bell | 1,064 | 44.6 | 52.4 | 97.1 | 2.9 |
| Montebello | 2,786 | 40.1 | 55.7 | 95.8 | 4.2 |
| Pico Rivera | 7,474 | 67.1 | 31.6 | 98.8 | 1.2 |
| West Whittier–Los Nietos CDP | 2,086 | 63.2 | 32.9 | 96.1 | 3.9 |
| Norwalk | 4,110 | 67.4 | 29.6 | 97.1 | 2.9 |
| Santa Fe Springs | 7,963 | 52.9 | 44.2 | 97.1 | 2.9 |
| La Mirada | 3,618 | 73.5 | 23.4 | 96.8 | 3.2 |
| South Whittier CDP | 3,813 | 37.4 | 60.5 | 97.9 | 2.1 |
| Buena Park | 9,592 | 39.0 | 58.5 | 97.5 | 2.5 |
| Fullerton | 23,293 | 42.8 | 53.0 | 95.8 | 4.2 |
| Anaheim | 25,018 | 35.4 | 56.6 | 91.9 | 8.1 |
| Orange | 4,043 | 25.8 | 64.7 | 90.6 | 9.4 |

*Source: U.S. Census Bureau 2021, Table DP04*
RSA Census block groups were used to aggregate the data for each city/jurisdiction.
CDP = Census-Designated Place; RSA = resource study area

Table 5-31 presents the percentage of owner-occupied housing units in the four NCAs crossed by the project section that have been occupied by the same resident based on the year that the resident moved in. Trends in the NCAs are distinct from the region in that a higher percentage of owner-occupied housing units in the four NCAs has residents that moved in from 2010 to 2017. The percentage of owner-occupied housing units with residents that moved in from 2010 to 2017 ranges from 35.4 percent in the Boyle Heights NCA to 68.1 percent in the Downtown Los Angeles NCA. This compares to 26.4 percent in Los Angeles County.

**Table 5-31 Housing Unit Tenure (Percentage of Owner-Occupied Housing Units) in the Neighborhood Council Areas: 2021**

| Neighborhood Council Area | Moved in 2021 or later | Moved in 2018 to 2020 | Moved in 2010 to 2017 | Moved in 2000 to 2009 | Moved in 1990 to 1999 | Moved in 1989 or earlier |
|---|---|---|---|---|---|---|
| Historic Cultural[1] | 20.8% | 66.4% | 10.6% | 1.5% | 0.6% | 20.8% |
| Lincoln Heights | 4.8% | 36.1% | 27.4% | 19.1% | 12.6% | 4.8% |

| Neighborhood Council Area | Moved in 2021 or later | Moved in 2018 to 2020 | Moved in 2010 to 2017 | Moved in 2000 to 2009 | Moved in 1990 to 1999 | Moved in 1989 or earlier |
|---|---|---|---|---|---|---|
| Downtown Los Angeles | 25.0% | 68.1% | 4.6% | 1.9% | 0.3% | 25.0% |
| Boyle Heights | 6.9% | 35.4% | 32.9% | 15.0% | 9.8% | 6.9% |

*Source: U.S. Census Bureau 2021, B25008, County of Los Angeles n.d.*
[1] The Historic Cultural Neighborhood Council Area is made up of six historic communities around the original center of Los Angeles: Arts District, Chinatown, El Pueblo, Little Tokyo, Solano Canyon, and Victor Heights.

Neighborhood boundaries were not available for most of the other corridor cities in the project section. Therefore, population demographics in the population and communities RSA are reported by city in Table 5-32, as the smallest geographic unit of analysis. The percentage of owner-occupied housing units that have been occupied by the same resident based on the year that the resident moved in is presented in Table 5-32. The reported percentage equals the average percentage of census block groups within 0.5 mile of the project centerline for each city.

The highest percentage of housing units in the RSA is typically occupied by residents that moved in between 2010 and 2018 or between 2000 and 2009, and the percentage generally declines in earlier time periods. The exception is Vernon, where 85.7 percent of residents moved in between 2010 and 2018, which is due to the low total amount of housing available.

**Table 5-32 Housing Unit Tenure (Percentage of Owner-Occupied Housing Units) in the Population and Communities Resource Study Area: 2021**

| RSA by City[1] | Moved in 2019 or later | Moved in 2010 to 2018 | Moved in 2000 to 2009 | Moved in 1990 to 1999 | Moved in 1989 or earlier |
|---|---|---|---|---|---|
| Los Angeles | 11.0 | 44.6 | 26.3 | 11.0 | 7.1 |
| Vernon | 4.6 | 85.7 | 6.4 | 0.9 | 2.4 |
| Commerce | 2.9 | 39.4 | 22.8 | 17.9 | 17.0 |
| Bell | 1.1 | 29.1 | 25.2 | 31.3 | 13.3 |
| Montebello | 8.0 | 41.2 | 22.9 | 16.0 | 11.9 |
| Pico Rivera | 3.4 | 33.3 | 24.0 | 17.5 | 21.9 |
| West Whittier–Los Nietos CDP | 0.3 | 43.4 | 27.5 | 11.7 | 17.1 |
| Norwalk | 1.3 | 44.3 | 20.1 | 16.8 | 17.6 |
| Santa Fe Springs | 3.2 | 45.7 | 24.6 | 14.4 | 12.0 |
| La Mirada | 6.4 | 36.3 | 21.8 | 15.4 | 20.1 |
| South Whittier CDP | 3.5 | 51.2 | 27.2 | 12.9 | 5.2 |
| Buena Park | 13.9 | 51.3 | 17.4 | 9.7 | 7.7 |
| Fullerton | 8.6 | 51.0 | 21.0 | 9.0 | 10.4 |
| Anaheim | 7.9 | 52.7 | 22.9 | 10.3 | 6.2 |
| Orange | 14.0 | 57.3 | 9.3 | 12.2 | 7.2 |

*Source: U.S. Census Bureau 2021, Table B25038*
[1] RSA Census block groups were used to aggregate the data for each city/jurisdiction.
CDP = Census-Designated Place; RSA = resource study area

## 5.6 Economy

### 5.6.1 Region

#### *5.6.1.1 Employment*

Table 5-33 presents the number of employed and unemployed persons in the two-county region, along with the unemployment rate in 2021. Unemployment rates for Los Angeles County and Orange County were 8.9 percent and 6.0 percent, respectively.

**Table 5-33 Regional Employment Status: 2021**

| Location | Number of Employed | Unemployment Rate (%) |
|---|---|---|
| Los Angeles County | 4,993,500 | 8.9% |
| Orange County | 1,560,700 | 6.0% |

*Sources: EDD 2023; U.S. Census Bureau 2021, Table DP03*

Table 5-34 presents 2021 employment by industry for Los Angeles and Orange Counties. The largest employment sectors for Los Angeles County are education, health care, and social assistance; professional, scientific, management, and administration; leisure and hospitality; and retail trade. The largest employment sectors for Orange County are education, health care, and social assistance; professional, scientific, management, and administration; and manufacturing.

**Table 5-34 Regional Employment by Industry: 2021**

| | Los Angeles County | Orange County |
|---|---|---|
| Employment Sector | Number | Number |
| Agriculture, forestry, fishing, hunting & mining | 22,022 | 10,920 |
| Construction | 301,223 | 95,096 |
| Manufacturing | 434,701 | 189,821 |
| Wholesale trade | 157,090 | 53,891 |
| Retail trade | 486,349 | 159,571 |
| Transportation & warehousing, utilities | 312,878 | 64,419 |
| Information | 214,307 | 31,140 |
| Finance, insurance, real estate rental & leasing | 291,762 | 138,159 |
| Professional, scientific, management, and administration[1] | 651,872 | 235,359 |
| Education, health care, & social assistance | 1,042,622 | 324,530 |
| Leisure & hospitality[2] | 524,824 | 162,860 |
| Other services | 271,156 | 81,700 |
| Public administration | 174,226 | 49,365 |
| **Total** | **4,885,032** | **1,596,831** |

*Sources: U.S. Census Bureau 2021*
[1] Includes waste management services.
[2] Includes arts, entertainment, and recreation, and accommodation and food services.

### 5.6.2 City

Table 5-35 presents the number of employed and unemployed persons in the RSA cities in 2021, along with the unemployment rate. The cities of Los Angeles, Vernon, Bell, Commerce, Montebello, Pico Rivera, and Norwalk had the highest unemployment rates, above or equal to 8.9 percent, which could indicate a higher number of low-income and minority communities in these cities. The RSA cities in Orange County had lower unemployment rates than the state average of 7.3 percent. In 2021, all cities in the RSA in Los Angeles County had higher unemployment rates than the state except for Santa Fe Springs, West Whittier–Los Nietos CDP, and South Whittier CDP.

**Table 5-35 Employment Status by City: 2021**

| Location | Indicator | 2021 |
|---|---|---|
| **Los Angeles County** | | |
| Los Angeles | Civilian labor force | 2,050,200 |
| | Percent unemployment rate | 8.9% |
| Vernon | Civilian labor force | 100 |
| | Percent unemployment rate | 10.5% |
| Bell | Civilian labor force | 14,700 |
| | Percent unemployment rate | 9.7% |
| Commerce | Civilian labor force | 5,400 |
| | Percent unemployment rate | 9.5% |
| Montebello | Civilian labor force | 28,400 |
| | Percent unemployment rate | 9.7% |
| Pico Rivera | Civilian labor force | 29,600 |
| | Percent unemployment rate | 9.7% |
| West Whittier–Los Nietos CDP | Civilian labor force | 11,900 |
| | Percent unemployment rate | 6.4% |
| Santa Fe Springs | Civilian labor force | 8,700 |
| | Percent unemployment rate | 6.0% |
| Norwalk | Civilian labor force | 49,400 |
| | Percent unemployment rate | 9.7% |
| South Whittier CDP | Civilian labor force | 28,500 |
| | Percent unemployment rate | 6.7% |
| La Mirada | Civilian labor force | 23,300 |
| | Percent unemployment rate | 8.0% |
| **Orange County** | | |
| Buena Park | Civilian labor force | 38,900 |
| | Percent unemployment rate | 7.1% |

| Location | Indicator | 2021 |
|---|---|---|
| Fullerton | Civilian labor force | 68,600 |
| | Percent unemployment rate | 6.4% |
| Anaheim | Civilian labor force | 168,400 |
| | Percent unemployment rate | 6.9% |
| Orange | Civilian labor force | 69,200 |
| | Percent unemployment rate | 5.6% |

*Sources: EDD 2023*
CDP = Census-Designated Place

Table 5-36 presents employment by industry for RSA cities. The agriculture, forestry, fishing, hunting, and mining sector includes the least percentage of workers for all RSA cities, with the sector accounting for less than 1 percent of each city's employment total. The education, health care, and social assistance sector includes the greatest percentage of workers for all RSA cities, with the sector accounting for 20 percent or more of the employment total for the majority of RSA cities. Bell, Pico Rivera, and Anaheim are the lone exceptions, with the education, health care, and social assistance sector accounting for 18.4 percent, 18.8 percent, and 19 percent of the cities' employment totals, respectively.

**Table 5-36 City Employment by Industry: 2021**

| Employment Sector | Los Angeles No. (%) | Vernon No. (%) | Commerce No. (%) | Bell No. (%) | Montebello No. (%) | Pico Rivera No. (%) | West Whittier–Los Nietos CDP No. (%) | Norwalk No. (%) | Santa Fe Springs No. (%) | La Mirada No. (%) | South Whittier CDP No. (%) | Buena Park No. (%) | Fullerton No. (%) | Anaheim No. (%) | Orange No. (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Agriculture, forestry, fishing, hunting & mining | 7,774 (0.4) | 0 (0.0) | 19 (0.4) | 108 (0.7) | 141 0.5 | 159 (0.5) | 20 (0.2) | 237 (0.5) | 0 (0.0) | 70 (0.3) | 113 (0.4) | 289 (0.7) | 261 (0.4) | 1,433 (0.8) | 5,32 (0.7) |
| Construction | 126,417 (6.4) | 18 (16.4) | 352 (6.8) | 1,000 (6.9) | 1,817 (5.9) | 2,134 (7.1) | 769 (6.4) | 2,766 (5.8) | 586 (6.7) | 1,371 (5.8) | 2,342 (8.2) | 2,054 (4.8) | 4,488 (6.6) | 13,285 (7.6) | 5,089 (7.1) |
| Manufacturing | 144,019 (7.3) | 16 (14.5) | 467 (9) | 2,292 (15.9) | 2,968 (9.7) | 3,969 (13.2) | 1,739 (14.6) | 5,404 (11.3) | 891 (10.1) | 2,401 (10.1) | 3,407 (12) | 5,288 (12.3) | 8,986 (13.1) | 22,128 (12.6) | 6,692 (9.4) |
| Wholesale trade | 50,338 (2.6) | 0 (0.0) | 243 (4.7) | 718 (5) | 1,279 (4.2) | 1,147 (3.8) | 513 (4.3) | 2,206 (4.6) | 538 (6.1) | 1,010 (4.2) | 1,497 (5.3) | 1,926 (4.5) | 1,953 (2.9) | 6,006 (3.4) | 1,989 (2.8) |
| Retail trade | 191,732 (9.7) | 7 (6.4) | 626 (12) | 1,917 (13.3) | 3,678 (12) | 3,683 (12.2) | 1,249 (10.5) | 5,863 (12.2) | 944 (10.7) | 2,306 (9.7) | 3,510 (12.3) | 4,730 (11) | 6,859 (10) | 17,970 (10.2) | 6,211 (8.7) |
| Transportation & warehousing, utilities | 101,004 (5.1) | 12 (10.9) | 444 (8.5) | 1,846 (12.8) | 2,675 (8.7) | 3,156 (10.5) | 958 (8) | 4,167 (8.7) | 509 (5.8) | 1,493 (6.3) | 2,193 (7.7) | 2,783 (6.5) | 2,859 (4.2) | 8,775 (5.0) | 2,331 (3.3) |
| Information | 124,336 (6.3) | 0 (0.0) | 10 (0.2) | 108 (0.7) | 407 (1.3) | 380 (1.3) | 192 (1.6) | 866 (1.8) | 149 (1.7) | 605 (2.5) | 439 (1.5) | 772 (1.8) | 999 (1.5) | 2,915 (1.7) | 1,370 (1.9) |
| Finance, insurance, real estate rental & leasing | 118,053 (6) | 6 (5.5) | 333 (6.4) | 306 (2.1) | 1,670 (5.4) | 1,295 (4.3) | 576 (4.8) | 2,462 (5.1) | 494 (5.6) | 1,822 (7.6) | 1,426 (5) | 3,101 (7.2) | 4,746 (6.9) | 10,886 (6.2) | 6,168 (8.6) |
| Professional, scientific, management, and administration[1] | 293,584 (14.9) | 9 (8.2) | 428 (8.2) | 769 (5.3) | 2,825 (9.2) | 2,913 (9.7) | 1,079 (9) | 4,240 (8.8) | 953 (10.8) | 2,630 (11) | 2,580 (9) | 4,198 (9.7) | 9,003 (13.1) | 20,915 (11.9) | 10,990 (15.4) |
| Education, health care, & social assistance | 394,446 (20) | 23 (20.9) | 1,152 (22.1) | 2,657 (18.4) | 6,871 (22.3) | 5,665 (18.8) | 2,683 (22.5) | 10,824 (22.5) | 2,201 (25) | 5,899 (24.7) | 5,938 (20.8) | 9,961 (23.1) | 15,608 (22.8) | 35,026 (19.9) | 16,513 (23.1) |
| Leisure & hospitality[2] | 242,387 (12.3) | 8 (7.3) | 617 (11.9) | 1,404 (9.7) | 3,195 (10.4) | 3,001 (10) | 1,075 (9) | 4,557 (9.5) | 608 (6.9) | 1,972 (8.3) | 2,085 (7.3) | 4,437 (9.7) | 6,848 (10) | 21,504 (12.2) | 7,509 (10.5) |
| Other services | 124,420 (6.3) | 0 (0.0) | 273 (5.2) | 923 (6.4) | 2,081 (6.8) | 1,402 (4.7) | 499 (4.2) | 2,438 (5.1) | 334 (3.8) | 1,165 (4.9) | 1,612 (5.7) | 2,100 (4.9) | 3,354 (4.9) | 8,880 (5.1) | 3,172 (4.4) |
| Public administration | 50,341 (2.6) | 11 (10) | 242 (4.6) | 412 (2.8) | 1,149 (3.7) | 1,198 (4) | 590 (4.9) | 1,982 (4.1) | 587 (6.7) | 1,096 (4.6) | 1,367 (4.8) | 1,497 (3.5) | 2,550 (3.7) | 5,900 (3.4) | 2,939 (4.1) |
| **Total** | **1,968,851** | **110** | **5,206** | **14,460** | **30,756** | **30,102** | **11,942** | **48,012** | **8,794** | **23,840** | **28,509** | **43,136** | **68,514** | **175,623** | **71,505** |

*Source: U.S. Census Bureau 2021, Table DP03*
Sum of percentages may not add up to 100 percent because of rounding.
[1] Includes waste management services.
[2] Includes arts, entertainment, recreation, and accommodation and food services.
CDP = Census-Designated Place

## 5.6.3 Community

### *5.6.3.1 Employment Status*

The California Employment Development Department does not provide labor market data at the neighborhood level. Therefore, data related to employment status in the NCAs are not available.

### *5.6.3.2 Employment by Industry*

Table 5-37 presents employment by industry for NCAs that intersect the RSA. Less than 1 percent of employment in NCAs is associated with agriculture, forestry, fishing, hunting, and mining. Employment sectors that make the greatest contribution to employment in the NCAs include professional, scientific, management, and administration; education, health care, and social assistance; leisure and hospitality; manufacturing; and construction.

**Table 5-37 Employment by Industry in Los Angeles Neighborhood Council Areas: 2021**

| Employment Sector | Historic Cultural NCA[1] | Lincoln Heights NCA | Downtown Los Angeles NCA | Boyle Heights NCA |
|---|---|---|---|---|
| | Number (%) | Number (%) | Number (%) | Number (%) |
| Agriculture, forestry, fishing, hunting & mining | 0 (0.0) | 1 (0.1) | 0 (0.0) | 29 (0.3) |
| Construction | 250 (3.7) | 42 (3.3) | 17 (0.9) | 1,038 (9.3) |
| Manufacturing | 275 (4.0) | 141 (11.2) | 101 (5.4) | 940 (8.4) |
| Wholesale trade | 57 (0.8) | 0 (0.0) | 57 (3.1) | 458 (4.1) |
| Retail trade | 99 (1.4) | 28 (2.2) | 4 (0.2) | 608 (5.4) |
| Transportation & warehousing, utilities | 32 (0.5) | 48 (3.8) | 0 (0.0) | 496 (4.4) |
| Information | 336 (4.9) | 43 (3.4) | 73 (3.9) | 181 (1.6) |
| Finance, insurance, real estate rental & leasing | 264 (3.9) | 0 (0.0) | 30 (1.6) | 143 (1.3) |
| Professional, scientific, management, and administration[2] | 843 (12.3) | 22 (1.8) | 394 (21.1) | 132 (1.2) |
| Education, health care, & social assistance | 739 (10.8) | 162 (12.9) | 93 (5.0) | 597 (5.3) |
| Leisure & hospitality[3] | 334 (4.9) | 6 (0.5) | 131 (7.0) | 254 (2.3) |
| Other services | 105 (1.5) | 6 (0.5) | 47 (2.5) | 192 (1.7) |
| Public administration | 90 (1.3) | 17 (1.4) | 11 (0.6) | 169 (1.5) |
| **Total** | **6,845** | **1,255** | **1,865** | **11,215** |

*Source: U.S. Census Bureau 2021, County of Los Angeles n.d.*
[1] The Historic Cultural Neighborhood Council Area is made up of six historic communities around the original center of Los Angeles: Arts District, Chinatown, El Pueblo, Little Tokyo, Solano Canyon, and Victor Heights.
[2] Includes waste management services.
[3] Includes arts, entertainment, and recreation, and accommodation and food services.
NCA = Neighborhood Council Area

Neighborhood boundaries were not available for most of the other corridor cities in the project section. Therefore, employment by industry in the population and communities RSA is reported by city in Table 5-38 as the smallest geographic unit of analysis. Neighborhood employment by industry in the census block groups that compose the RSA in each city is presented in Table 5-38. The reported percentage equals the average percentage of census block groups within 0.5 mile of the project centerline for each city.

The agriculture, forestry, fishing, hunting, and mining sector includes the least percentage of workers for all RSA communities, with the sector accounting for 1 percent or less of each community's employment total. The education, health care, and social assistance sector includes the greatest percentage of workers for all RSA communities, with the sector accounting for 17.2 percent or more of the employment total for all RSA communities.

**Table 5-38 Employment by Industry in the Population and Communities Resource Study Area: 2021**

| RSA by City<br>Employment Sector | Los Angeles<br>No. (%) | Vernon<br>No. (%) | Commerce<br>No. (%) | Bell<br>No. (%) | Montebello<br>No. (%) | Pico Rivera<br>No. (%) | West Whittier–Los Nietos CDP<br>No. (%) | Norwalk<br>No. (%) | Santa Fe Springs<br>No. (%) | South Whittier CDP<br>No. (%) | La Mirada<br>No. (%) | Buena Park<br>No. (%) | Fullerton<br>No. (%) | Anaheim<br>No. (%) | Orange<br>No. (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Agriculture, forestry, fishing, hunting & mining | 35<br>(0.2) | 0<br>(0.0) | 205<br>(1) | 0<br>(0.0) | 12<br>(0.2) | 71<br>(0.6) | 0<br>(0.0) | 0<br>(0.0) | 11<br>(0.1) | 11<br>(0.2) | 23<br>(0.4) | 42<br>(0.3) | 196<br>(0.6) | 255<br>(0.6) | 8<br>(0.1) |
| Construction | 1,401<br>(7.8) | 18<br>(16.4) | 1,628<br>(8.3) | 93<br>(5.9) | 382<br>(7.1) | 1,006<br>(7.8) | 304<br>(8.6) | 291<br>(4.1) | 996<br>(7.5) | 449<br>(7.3) | 299<br>(5.2) | 894<br>(5.5) | 2,710<br>(7.9) | 3,432<br>(8.3) | 588<br>(9.8) |
| Manufacturing | 1,706<br>(9.4) | 16<br>(14.5) | 2,084<br>(10.6) | 175<br>(11.2) | 495<br>(9.2) | 1,448<br>(11.3) | 599<br>(16.9) | 795<br>(11.3) | 1,967<br>(14.7) | 905<br>(14.7) | 780<br>(13.5) | 1,928<br>(12) | 4,820<br>(14) | 5,853<br>(14.2) | 783<br>(13) |
| Wholesale trade | 723<br>(4) | 0<br>(0.0) | 1,217<br>(6.2) | 46<br>(2.9) | 361<br>(6.7) | 487<br>(3.8) | 211<br>(6) | 506<br>(7.2) | 794<br>(6) | 364<br>(5.9) | 227<br>(3.9) | 801<br>(5) | 771<br>(2.2) | 1,486<br>(3.6) | 96<br>(1.6) |
| Retail trade | 1,686<br>(9.3) | 7<br>(6.4) | 2,078<br>(10.6) | 139<br>(8.9) | 450<br>(8.4) | 1,633<br>(12.7) | 588<br>(16.6) | 919<br>(13.1) | 1,842<br>(13.8) | 698<br>(11.3) | 610<br>(10.5) | 1,891<br>(11.7) | 4,000<br>(11.6) | 4,449<br>(10.8) | 491<br>(8.2) |
| Transportation & warehousing, utilities | 655<br>(3.6) | 8<br>(7.3) | 1,612<br>(8.2) | 167<br>(10.6) | 509<br>(9.5) | 1,355<br>(10.6) | 299<br>(8.4) | 759<br>(10.8) | 1,090<br>(8.2) | 616<br>(10) | 305<br>(5.3) | 1,110<br>(6.9) | 1,450<br>(4.2) | 1,704<br>(4.1) | 39<br>(0.6) |
| Information | 800<br>(4.4) | 0<br>(0.0) | 138<br>(0.7) | 0<br>(0.0) | 41<br>(0.8) | 200<br>(1.6) | 4<br>(0.1) | 91<br>(1.3) | 134<br>(1) | 82<br>(1.3) | 101<br>(1.7) | 414<br>(2.6) | 209<br>(0.6) | 646<br>(1.6) | 28<br>(0.5) |
| Finance, insurance, real estate rental & leasing | 892<br>(4.9) | 6<br>(5.5) | 1,181<br>(6) | 72<br>(4.6) | 342<br>(6.4) | 539<br>(4.2) | 164<br>(4.6) | 233<br>(3.3) | 715<br>(5.4) | 323<br>(5.2) | 335<br>(5.8) | 1,161<br>(7.2) | 2,094<br>(6.1) | 2,093<br>(5.1) | 398<br>(6.6) |
| Professional, scientific, management, and administration[1] | 1,436<br>(8) | 4<br>(3.6) | 356<br>(1.8) | 9<br>(0.6) | 93<br>(1.7) | 327<br>(2.6) | 108<br>(3.1) | 262<br>(3.7) | 541<br>(4.1) | 317<br>(5.2) | 594<br>(10.2) | 671<br>(4.2) | 2,497<br>(7.2) | 2,345<br>(5.7) | 1,149<br>(19.1) |
| Education, health care, & social assistance | 3,897<br>(21.6) | 23<br>(20.9) | 3,372<br>(17.2) | 452<br>(28.8) | 1,022<br>(19) | 2,220<br>(17.3) | 688<br>(19.4) | 2,056<br>(29.3) | 2,570<br>(19.3) | 1,108<br>(18) | 1,061<br>(18.3) | 3,366<br>(20.9) | 6,708<br>(19.5) | 7,478<br>(18.1) | 1,675<br>(27.9) |
| Leisure & hospitality[2] | 1,675<br>(9.3) | 8<br>(7.3) | 1,945<br>(9.9) | 173<br>(11) | 570<br>(10.6) | 1,113<br>(8.7) | 169<br>(4.8) | 166<br>(2.4) | 585<br>(4.4) | 219<br>(3.6) | 362<br>(6.2) | 1,476<br>(9.2) | 2,595<br>(7.5) | 3,478<br>(8.4) | 111<br>(1.8) |
| Other services | 879<br>(4.9) | 0<br>(0.0) | 1,497<br>(7.6) | 48<br>(3.1) | 561<br>(10.4) | 771<br>(6) | 128<br>(3.6) | 333<br>(4.7) | 670<br>(5) | 385<br>(6.3) | 267<br>(4.6) | 739<br>(4.6) | 1,852<br>(5.4) | 2,463<br>(6) | 80<br>(1.3) |
| Public administration | 530<br>(2.9) | 11<br>(10) | 621<br>(3.2) | 54<br>(3.4) | 200<br>(3.7) | 600<br>(4.7) | 115<br>(3.2) | 281<br>(4) | 554<br>(4.2) | 216<br>(3.5) | 302<br>(5.2) | 266<br>1.6 | 1,317<br>(3.8) | 1,132<br>(2.7) | 64<br>(1.1) |
| **Total** | **18,060** | **110** | **19,641** | **1,569** | **5,380** | **12,822** | **3,540** | **7,014** | **13,338** | **6,155** | **5,796** | **16,129** | **34,484** | **41,351** | **6,014** |

*Source: U.S. Census Bureau 2021*
[1] Includes waste management services.
[2] Includes arts, entertainment, and recreation, and accommodation and food services.
CDP = Census-Designated Place; RSA = resource study area

# 6 EFFECT ANALYSIS

## 6.1 Introduction

This section identifies the number and type of displacements that would result from the project section based on the analysis described in Chapter 4, Methods for Evaluating Impacts. This section also addresses the adequacy of replacement resources available to accommodate displaced residences and businesses. Parcels with potential displacements can be viewed on the maps in Appendix A. They are symbolized by a transparent red fill for full acquisition and a black diagonal line hatching for parcels with potential displacement. The maps also include information about acquisitions and easements on parcels affected by the Shared Passenger Track Alternatives. Appendix D provides additional detail about acquisitions and easements.

## 6.2 No Project Alternative

Under the No Project Alternative, the project section would not be built. There would be no displaced businesses, residents, or institutions resulting from this project; however, it is possible that other projects being planned and programmed by others could affect properties in the RSA.

## 6.3 Shared Passenger Track Alternatives

### 6.3.1 Residential

As described in Chapter 2, the proposed route closely follows the existing Los Angeles – San Diego – San Luis Obispo Rail Corridor, with most of the planned facility falling within the existing railroad right-of-way. Land use along the corridor is primarily industrial with warehouses, manufacturing facilities, and rail-related uses dominating the majority of adjacent properties. As a result, the project affects relatively few residential properties considering its scale. A complete list residential displacements is provided in Appendix B.

The project section would displace an estimated three SFR units (Table 6-1), which house an estimated total of 12 residents, that would be displaced from SFR units. All of these displacements would occur in West Whittier–Los Nietos CDP in the vicinity of the proposed Pioneer Boulevard grade separation. There would be no existing or proposed MFR unit displacements.

**Table 6-1 Single-Family Residential Displacements**

| Location | Single-Family Residential Units Displaced | Estimated Residents to be Displaced |
|---|---|---|
| West Whittier–Los Nietos CDP[1] | 3 | 12 |
| **Total** | **3** | **12** |

*Sources: LandVision 2025; U.S. Census Bureau 2022; Google Earth 2023; Google Street View 2025*
[1] This number represents the available single-family residential replacement sites in unincorporated West Whittier, unincorporated South Whittier, and the city of Whittier combined.
CDP = Census-Designated Place

An analysis of suitable replacement housing finds that a sufficient number of comparable replacement residences is available in cities with displacements. Table 6-2 presents the gap analysis of SFR displacements.

**Table 6-2 Gap Analysis of Single-Family Residential Displacements**

| Location | Residential (Single-Family Residential) Units Displaced | Residential Units Available | Size of Surplus |
|---|---|---|---|
| West Whittier–Los Nietos CDP[1] | 3 | 84[1] | 81 |
| **Total** | **3** | **84** | **81** |

*Sources: LandVision 2025; CRMLS 2025; Google Earth 2023; Google Street View 2025*
[1] This number represents the available single-family residential replacement sites in unincorporated West Whittier, unincorporated South Whittier, and the city of Whittier combined.
CDP = Census-Designated Place

At the time of this report's publication, the replacement housing stock available is based on current market conditions and vacancy rates. It is possible that a decrease in vacancy rates at the time of acquisition could result in a reduced number of available replacements sites; however, the abundance of replacement sites currently available relative to the number of anticipated displacements suggests there should not be any problem finding replacement sites. The Cumulative Impacts section of the *Los Angeles to Anaheim Project Section Community Impact Assessment* (Authority 2025b) examines the potential of other projects in the region to displace residents and compete for available housing resources.

#### *6.3.1.1 Station Sites*

**ARTIC**

There would be no residential displacements at the ARTIC site.

**High-Speed Rail Station Options**

***High-Speed Rail Station Option: Norwalk/Santa Fe Springs***

There would be no residential displacements at the proposed HSR station option site.

***High-Speed Rail Station Option: Fullerton***

There would be no residential displacements at the proposed HSR station option site.

#### *6.3.1.2 Maintenance Facility and Freight Yards*

Based on the project footprint, the Shared Passenger Track Alternatives propose one maintenance facility (i.e., LMF) to be in one of two locations in the cities of Los Angeles and Vernon. The LMF for Shared Passenger Track Alternative A would be a 50-acre Level III facility at 26th Street near Hobart Yard in Vernon. The LMF for Shared Passenger Track Alternative B would be a 52-acre Level III facility at 15th Street along the west bank of the Los Angeles River in Los Angeles.

There would be no residential displacements at proposed maintenance facility sites.

#### *6.3.1.3 Electric Power and Utility Improvements*

There would be no residential displacements at proposed electric power and utility improvement sites.

#### *6.3.1.4 Early Action Projects*

**Grade Separations**

There would be five new railroad/roadway grade separations in the project section, one of which would have residential displacements. The grade separation at Pioneer Boulevard would displace three SFR units in West Whittier–Los Nietos CDP. A total of 12 residents would be displaced.

**Metrolink Station Relocation**

There would be no displacements at the proposed Commerce or Buena Park Metrolink Station Relocation sites.

**BNSF Railway Storage and Intermodal Facilities**

There would be no displacements at the proposed BNSF Los Angeles Intermodal Facility (Hobart Yard) or at the proposed Commerce Yard.

## 6.3.2 Commercial and Industrial

### *6.3.2.1 Displacements*

Based on the prevailing property use types in the project footprint, a much higher number of commercial and industrial properties would be displaced by the project relative to residential properties.

Shared Passenger Track Alternative A would include an HSR station at ARTIC in Anaheim and could include one HSR station option in either Fullerton or Norwalk/Santa Fe Springs.

As presented in Table 6-3, Shared Passenger Track Alternative A would displace an estimated 256 commercial and industrial businesses. These displacements correspond to an estimated 2,948 displaced employees. A complete list of commercial and industrial displacements is provided in Appendix C.

**Table 6-3 Commercial and Industrial Displacements for Shared Passenger Track Alternative A (without High-Speed Rail Station Options)**

| City | Businesses Displaced | Estimated Employees Displaced |
|---|---|---|
| **Los Angeles County** | | |
| Los Angeles | -- | -- |
| Vernon | 37 | 911 |
| Commerce | 115 | 1,101 |
| Bell | -- | -- |
| Montebello | 2 | 82 |
| Pico Rivera | 1 | 9 |
| West Whittier–Los Nietos CDP | -- | -- |
| Norwalk | -- | -- |
| Santa Fe Springs | 17 | 178 |
| South Whittier CDP | -- | -- |
| La Mirada | 6 | 29 |
| **Total** | **178** | **2,310** |
| **Orange County** | | |
| Buena Park | 12 | 262 |
| Fullerton | 23 | 97 |
| Anaheim | 43 | 279 |

| City | Businesses Displaced | Estimated Employees Displaced |
|---|---|---|
| Orange | -- | -- |
| **Total** | **78** | **638** |
| **Grand Total** | **256** | **2,948** |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
CDP = Census-Designated Place

Including the Norwalk/Santa Fe Springs HSR Station Option with Shared Passenger Track Alternative A would not displace any additional properties.

As presented in Table 6-4, Shared Passenger Track Alternative A with the Fullerton HSR Station Option would displace an additional 9 commercial and industrial businesses (265 total). These displacements correspond to an additional estimated 81 displaced employees (3,029 total). A complete list of commercial and industrial displacements is provided in Appendix C.

**Table 6-4 Commercial and Industrial Displacements for Shared Passenger Track Alternative A with the Fullerton High-Speed Rail Station Option**

| City | Businesses Displaced | Estimated Employees Displaced |
|---|---|---|
| **Los Angeles County** | | |
| Los Angeles | -- | -- |
| Vernon | 37 | 911 |
| Commerce | 115 | 1,101 |
| Bell | -- | -- |
| Montebello | 2 | 82 |
| Pico Rivera | 1 | 9 |
| West Whittier–Los Nietos CDP | -- | -- |
| Norwalk | -- | -- |
| Santa Fe Springs | 17 | 178 |
| South Whittier CDP | -- | -- |
| La Mirada | 6 | 29 |
| **Total** | **178** | **2,310** |
| **Orange County** | | |
| Buena Park | 12 | 262 |
| Fullerton | 32 | 178 |
| Anaheim | 43 | 279 |
| Orange | -- | -- |
| **Total** | **87** | **719** |
| **Grand Total** | **265** | **3,029** |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
CDP = Census-Designated Place

Shared Passenger Track Alternative B would follow the same project alignment and share most of the same project features and operational assumptions as Shared Passenger Track Alternative A, except for the location of the LMF. Shared Passenger Track Alternative B proposes the LMF at 15th Street.

As presented in Table 6-5, Shared Passenger Track Alternative B would displace an estimated 274 commercial and industrial businesses. These displacements correspond to an estimated 3,781 displaced employees. A complete list of commercial and industrial displacements is provided in Appendix C.

**Table 6-5 Commercial and Industrial Displacements for Shared Passenger Track Alternative B (without High-Speed Rail Station Options)**

| City | Businesses Displaced | Estimated Employees Displaced |
|---|---|---|
| **Los Angeles County** | | |
| Los Angeles | 18 | 833 |
| Vernon | 37 | 911 |
| Commerce | 115 | 1,101 |
| Bell | -- | -- |
| Montebello | 2 | 82 |
| Pico Rivera | 1 | 9 |
| West Whittier–Los Nietos CDP | -- | -- |
| Norwalk | -- | -- |
| Santa Fe Springs | 17 | 178 |
| South Whittier CDP | -- | -- |
| La Mirada | 6 | 29 |
| **Total** | **196** | **3,143** |
| **Orange County** | | |
| Buena Park | 12 | 262 |
| Fullerton | 23 | 97 |
| Anaheim | 43 | 279 |
| Orange | -- | -- |
| **Total** | **78** | **638** |
| **Grand Total** | **274** | **3,781** |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
CDP = Census-Designated Place

Including the Norwalk/Santa Fe Springs HSR Station Option with Shared Passenger Track Alternative B with would not displace any additional properties.

As presented in Table 6-6, Shared Passenger Track Alternative B with the Fullerton HSR Station Option would displace an additional 9 commercial and industrial businesses (283 total). These displacements correspond to an additional estimated 81 displaced employees (3,862 total). A complete list of commercial and industrial displacements is provided in Appendix C.

**Table 6-6 Commercial and Industrial Displacements for Shared Passenger Track Alternative B with the Fullerton High-Speed Rail Station Option**

| City | Businesses Displaced | Estimated Employees Displaced |
|---|---|---|
| **Los Angeles County** | | |
| Los Angeles | 18 | 833 |
| Vernon | 37 | 911 |
| Commerce | 115 | 1,101 |
| Bell | -- | -- |
| Montebello | 2 | 82 |
| Pico Rivera | 1 | 9 |
| West Whittier–Los Nietos CDP | -- | -- |
| Norwalk | -- | -- |
| Santa Fe Springs | 17 | 178 |
| South Whittier CDP | -- | -- |
| La Mirada | 6 | 29 |
| **Total** | **196** | **3,143** |
| **Orange County** | | |
| Buena Park | 12 | 262 |
| Fullerton | 32 | 178 |
| Anaheim | 43 | 279 |
| Orange | -- | -- |
| **Total** | **87** | **719** |
| **Grand Total** | **283** | **3,862** |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
CDP = Census-Designated Place

Table 6-7 through Table 6-10 present the distribution of commercial and industrial displacements in each city by property category and alternative.

**Table 6-7 Commercial and Industrial Displacements by City and Category for Shared Passenger Track Alternative A**

| City | Commercial | Industrial | Total |
|---|---|---|---|
| **Los Angeles County** | | | |
| Los Angeles | -- | -- | -- |
| Vernon | 19 | 18 | 37 |
| Commerce | 58 | 57 | 115 |
| Bell | -- | -- | -- |
| Montebello | -- | 2 | 2 |
| Pico Rivera | -- | 1 | 1 |

| City | Commercial | Industrial | Total |
|---|---|---|---|
| West Whittier–Los Nietos CDP | -- | -- | -- |
| Norwalk | -- | -- | -- |
| Santa Fe Springs | 9 | 8 | 17 |
| South Whittier CDP | -- | -- | -- |
| La Mirada | 6 | -- | 6 |
| **Total** | **92** | **86** | **178** |
| **Orange County** | | | |
| Buena Park | -- | 12 | 12 |
| Fullerton | 13 | 10 | 23 |
| Anaheim | 8 | 35 | 43 |
| Orange | -- | -- | -- |
| **Total** | **21** | **57** | **78** |
| **Grand Total** | **113** | **143** | **256** |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
CDP = Census-Designated Place

**Table 6-8 Commercial and Industrial Displacements by City and Category for Shared Passenger Track Alternative A with the Fullerton High-Speed Rail Station Option**

| City | Commercial | Industrial | Total |
|---|---|---|---|
| **Los Angeles County** | | | |
| Los Angeles | -- | -- | -- |
| Vernon | 19 | 18 | 37 |
| Commerce | 58 | 57 | 115 |
| Bell | -- | -- | -- |
| Montebello | -- | 2 | 2 |
| Pico Rivera | -- | 1 | 1 |
| West Whittier–Los Nietos CDP | -- | -- | -- |
| Norwalk | -- | -- | -- |
| Santa Fe Springs | 9 | 8 | 17 |
| South Whittier CDP | -- | -- | -- |
| La Mirada | 6 | -- | 6 |
| **Total** | **92** | **86** | **178** |
| **Orange County** | | | |
| Buena Park | -- | 12 | 12 |
| Fullerton | 18 | 14 | 32 |
| Anaheim | 8 | 35 | 43 |

| City | Commercial | Industrial | Total |
|---|---|---|---|
| Orange | -- | -- | -- |
| **Total** | **26** | **61** | **87** |
| **Grand Total** | **118** | **147** | **265** |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
CDP = Census-Designated Place

**Table 6-9 Commercial and Industrial Displacements by City and Category for Shared Passenger Track Alternative B**

| City | Commercial | Industrial | Total |
|---|---|---|---|
| **Los Angeles County** | | | |
| Los Angeles | 9 | 9 | 18 |
| Vernon | 19 | 18 | 37 |
| Commerce | 58 | 57 | 115 |
| Bell | -- | -- | -- |
| Montebello | -- | 2 | 2 |
| Pico Rivera | -- | 1 | 1 |
| West Whittier–Los Nietos CDP | -- | -- | -- |
| Norwalk | -- | -- | -- |
| Santa Fe Springs | 9 | 8 | 17 |
| South Whittier CDP | -- | -- | -- |
| La Mirada | 6 | -- | 6 |
| **Total** | **101** | **95** | **196** |
| **Orange County** | | | |
| Buena Park | -- | 12 | 12 |
| Fullerton | 13 | 10 | 23 |
| Anaheim | 8 | 35 | 43 |
| Orange | -- | -- | -- |
| **Total** | **21** | **57** | **78** |
| **Grand Total** | **122** | **152** | **274** |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
CDP = Census-Designated Place

**Table 6-10 Commercial and Industrial Displacements by City and Category for Shared Passenger Track Alternative B with the Fullerton High-Speed Rail Station Option**

| City | Commercial | Industrial | Total |
|---|---|---|---|
| **Los Angeles County** | | | |
| Los Angeles | 9 | 9 | 18 |
| Vernon | 19 | 18 | 37 |

| City | Commercial | Industrial | Total |
|---|---|---|---|
| Commerce | 58 | 57 | 115 |
| Bell | -- | -- | -- |
| Montebello | -- | 2 | 2 |
| Pico Rivera | -- | 1 | 1 |
| West Whittier–Los Nietos CDP | -- | -- | -- |
| Norwalk | -- | -- | -- |
| Santa Fe Springs | 9 | 8 | 17 |
| South Whittier CDP | -- | -- | -- |
| La Mirada | 6 | -- | 6 |
| **Total** | **101** | **95** | **196** |
| **Orange County** | | | |
| Buena Park | -- | 12 | 12 |
| Fullerton | 18 | 14 | 22 |
| Anaheim | 8 | 35 | 43 |
| Orange | -- | -- | -- |
| **Total** | **26** | **61** | **87** |
| **Grand Total** | **127** | **156** | **283** |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
CDP = Census-Designated Place

The majority of commercial and industrial displacements would occur in Los Angeles County. The largest number of business displacements would occur in Commerce (estimated 115 displaced businesses and 1,101 displaced employees) and Vernon (estimated 37 displaced businesses and 911 displaced employees) resulting from the expansion of Hobart Yard to accommodate HSR facilities and reconfigured freight rail infrastructure. There would also be a number of displacements in Santa Fe Springs (estimated 17 displaced businesses and 178 displaced employees). For Shared Passenger Track Alternative B only, there would be an additional 18 businesses and 833 employees displaced in the city of Los Angeles.

For both alternatives, commercial and industrial displacements combined in Orange County are estimated to be 78, with a total of 638 displaced employees at those displaced businesses. The largest number of business displacements would occur in Anaheim, with an estimated 43 displaced businesses and 279 displaced employees. The remaining displacements would occur in Buena Park (12 businesses and 262 employees) and Fullerton (23 businesses and 97 employees). Despite fewer business displacements in Buena Park, a large retail business and several industrial facilities employing between 25 and 100 employees each would be displaced, accounting for the relatively high number of displaced employees. If the Fullerton HSR Station Option is included, an additional nine businesses and 81 employees would be displaced in Fullerton.

#### *6.3.2.2 Replacement Units*

Table 6-11 and Table 6-12 present the available commercial and industrial properties for lease and for sale, respectively. Hereafter, total available replacement units discussed in this report refer to the aggregate of units for lease and units for sale. This analysis assumes 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 would be verified at the time relocation interviews are performed.

**Table 6-11 Inventory of Available Commercial and Industrial Properties for Lease**

| City | Commercial | Industrial |
|---|---|---|
| **Los Angeles County** | | |
| Los Angeles[1] | 1,046 | 351 |
| Vernon | 2 | 64 |
| Commerce | 10 | 66 |
| Bell | 10 | 6 |
| Montebello | 15 | 19 |
| Pico Rivera | 16 | 12 |
| Whittier area[2] | 54 | 13 |
| Norwalk | 28 | 7 |
| Santa Fe Springs | 7 | 99 |
| La Mirada | 18 | 27 |
| **Total** | **1,206** | **664** |
| **Orange County** | | |
| Buena Park | 15 | 16 |
| Fullerton | 32 | 28 |
| Anaheim | 106 | 80 |
| Orange | 57 | 22 |
| **Total** | **210** | **146** |

*Source: Costar 2023, 2025*
[1] Los Angeles here includes the following zip codes: 90012, 90013, 90021, 90023, and 90033.
[2] Includes West Whittier–Los Nietos CDP, South Whittier CDP, and the city of Whittier.
CDP = Census-Designated Place

**Table 6-12 Inventory of Available Commercial and Industrial Properties for Sale**

| City | Commercial | Industrial |
|---|---|---|
| **Los Angeles County** | | |
| Los Angeles[1] | 333 | 179 |
| Vernon | 1 | 16 |
| Commerce | 5 | 8 |
| Bell | 4 | 0 |
| Montebello | 8 | 3 |
| Pico Rivera | 4 | 3 |
| Whittier area[2] | 13 | 3 |

| City | Commercial | Industrial |
|---|---|---|
| Norwalk | 11 | 2 |
| Santa Fe Springs | 2 | 21 |
| La Mirada | 2 | 1 |
| **Total** | **383** | **236** |
| **Orange County** | | |
| Buena Park | 5 | 7 |
| Fullerton | 14 | 9 |
| Anaheim | 17 | 20 |
| Orange | 12 | 12 |
| **Total** | **48** | **48** |

*Source: Costar 2023, 2025*
[1] Los Angeles here includes the following zip codes: 90012, 90013, 90021, 90023, and 90033.
[2] Whittier here refers to the unincorporated areas of West Whittier–Los Nietos CDP and South Whittier CDP as well as the city of Whittier.
CDP = Census-Designated Place

### *6.3.2.3 Gap Analysis*

Table 6-13 and Table 6-14 present the results of the gap analysis for commercial businesses, and Table 6-15 through Table 6-18 present the gap analysis for industrial businesses. A comparative analysis between the inventory of available commercial and industrial units and the number of displaced businesses finds there are sufficient replacement units to accommodate all displaced properties in each of the respective cities.

**Table 6-13 Gap Analysis of Commercial Displacements for Shared Passenger Track Alternative A (No Change with High-Speed Rail Station Options Included)**

| City | Businesses Displaced | Commercial Units Available | Size of Surplus |
|---|---|---|---|
| **Los Angeles County** | | | |
| Los Angeles | -- | 1,379[1] | 1,379 |
| Vernon | 19 | 3 | -16 |
| Commerce | 58 | 15 | -43 |
| Bell | -- | 14 | 14 |
| Montebello | -- | 23 | 23 |
| Pico Rivera | -- | 20 | 20 |
| Whittier area | -- | 67 | 67 |
| Norwalk | -- | 39 | 39 |
| Santa Fe Springs | 9 | 9 | 0 |
| La Mirada | 6 | 20 | 14 |
| **Total** | **92** | **1,589** | **1,497** |
| **Orange County** | | | |
| Buena Park | -- | 20 | 20 |

| City | Businesses Displaced | Commercial Units Available | Size of Surplus |
|---|---|---|---|
| Fullerton | 13 | 46 | 33 |
| Anaheim | 8 | 123 | 115 |
| Orange | -- | 69 | 69 |
| **Total** | **21** | **258** | **237** |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
[1] This represents the number units available in the following zip codes in Los Angeles: 90012, 90013, 90021, 90023, and 90033.
[2] Includes West Whittier–Los Nietos CDP, South Whittier CDP, and the city of Whittier.
CDP = Census-Designated Place

**Table 6-14 Gap Analysis of Commercial Displacements for Shared Passenger Track Alternative B (No Change with High-Speed Rail Station Options Included)**

| City | Businesses Displaced | Commercial Units Available | Size of Surplus |
|---|---|---|---|
| **Los Angeles County** | | | |
| Los Angeles | 9 | 1,379[1] | 1,370 |
| Vernon | 19 | 3 | -16 |
| Commerce | 58 | 15 | -43 |
| Bell | -- | 14 | 14 |
| Montebello | -- | 23 | 23 |
| Pico Rivera | -- | 20 | 20 |
| Whittier area | -- | 67 | 67 |
| Norwalk | -- | 39 | 39 |
| Santa Fe Springs | 9 | 9 | 0 |
| La Mirada | 6 | 20 | 14 |
| **Total** | **101** | **1,589** | **1,488** |
| **Orange County** | | | |
| Buena Park | -- | 20 | 20 |
| Fullerton | 13 | 46 | 33 |
| Anaheim | 8 | 123 | 115 |
| Orange | -- | 69 | 69 |
| **Total** | **21** | **258** | **237** |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
[1] This represents the number units available in the following zip codes in Los Angeles: 90012, 90013, 90021, 90023, and 90033.
[2] Includes West Whittier–Los Nietos CDP, South Whittier CDP, and the city of Whittier.
CDP = Census-Designated Place

**Table 6-15 Gap Analysis of Industrial Displacements for Shared Passenger Track Alternative A**

| City | Businesses Displaced | Industrial Units Available | Size of Surplus |
|---|---|---|---|
| **Los Angeles County** | | | |
| Los Angeles | -- | 530[1] | 530 |
| Vernon | 18 | 80 | 62 |
| Commerce | 57 | 74 | 17 |
| Bell | -- | 6 | 6 |
| Montebello | 2 | 22 | 20 |
| Pico Rivera | 1 | 15 | 14 |
| Whittier area | -- | 16 | 16 |
| Norwalk | -- | 9 | 9 |
| Santa Fe Springs | 8 | 120 | 112 |
| La Mirada | -- | 28 | 28 |
| **Total** | **86** | **900** | **814** |
| **Orange County** | | | |
| Buena Park | 12 | 23 | 11 |
| Fullerton | 10 | 37 | 27 |
| Anaheim | 35 | 100 | 65 |
| Orange | -- | 34 | 34 |
| **Total** | **57** | **194** | **137** |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
[1] This represents the number units available in the following zip codes in Los Angeles: 90012, 90013, 90021, 90023, and 90033.
[2] Includes West Whittier–Los Nietos CDP, South Whittier CDP, and the city of Whittier.
CDP = Census-Designated Place

**Table 6-16 Gap Analysis of Industrial Displacements for Shared Passenger Track Alternative A with the Fullerton High-Speed Rail Station Option**

| City | Businesses Displaced | Industrial Units Available | Size of Surplus |
|---|---|---|---|
| **Los Angeles County** | | | |
| Los Angeles | -- | 530 | 530 |
| Vernon | 18 | 80 | 62 |
| Commerce | 57 | 74 | 17 |
| Bell | -- | 6 | 6 |
| Montebello | 2 | 22 | 20 |
| Pico Rivera | 1 | 15 | 14 |
| Whittier area | -- | 16 | 16 |

| City | Businesses Displaced | Industrial Units Available | Size of Surplus |
|---|---|---|---|
| Norwalk | -- | 9 | 9 |
| Santa Fe Springs | 8 | 120 | 112 |
| La Mirada | | 28 | 28 |
| **Total** | **86** | **900** | **814** |
| **Orange County** | | | |
| Buena Park | 12 | 23 | 11 |
| Fullerton | 14 | 37 | 23 |
| Anaheim | 35 | 100 | 65 |
| Orange | -- | 34 | 34 |
| **Total** | **61** | **194** | **133** |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
[1] This represents the number units available in the following zip codes in Los Angeles: 90012, 90013, 90021, 90023, and 90033.
[2] Includes West Whittier–Los Nietos CDP, South Whittier CDP, and the city of Whittier.
CDP = Census-Designated Place

**Table 6-17 Gap Analysis of Industrial Displacements for Shared Passenger Track Alternative B**

| City | Businesses Displaced | Industrial Units Available | Size of Surplus |
|---|---|---|---|
| **Los Angeles County** | | | |
| Los Angeles | 9 | 530 | 521 |
| Vernon | 18 | 80 | 62 |
| Commerce | 57 | 74 | 17 |
| Bell | -- | 6 | 6 |
| Montebello | 2 | 22 | 20 |
| Pico Rivera | 1 | 15 | 14 |
| Whittier area | -- | 16 | 16 |
| Norwalk | -- | 9 | 9 |
| Santa Fe Springs | 8 | 120 | 112 |
| La Mirada | -- | 28 | 28 |
| **Total** | **95** | **900** | **805** |
| **Orange County** | | | |
| Buena Park | 12 | 23 | 11 |
| Fullerton | 10 | 37 | 27 |
| Anaheim | 35 | 100 | 65 |
| Orange | -- | 34 | 34 |
| **Total** | **57** | **194** | **137** |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*

[1] This represents the number units available in the following zip codes in Los Angeles: 90012, 90013, 90021, 90023, and 90033.
[2] Includes West Whittier–Los Nietos CDP, South Whittier CDP, and the city of Whittier.
CDP = Census-Designated Place

**Table 6-18 Gap Analysis of Industrial Displacements for Shared Passenger Track Alternative B with the Fullerton High-Speed Rail Station Option**

| City | Businesses Displaced | Industrial Units Available | Size of Surplus |
|---|---|---|---|
| **Los Angeles County** | | | |
| Los Angeles | 9 | 530 | 521 |
| Vernon | 18 | 80 | 62 |
| Commerce | 57 | 74 | 17 |
| Bell | -- | 6 | 6 |
| Montebello | 2 | 22 | 20 |
| Pico Rivera | 1 | 15 | 14 |
| Whittier area | -- | 16 | 16 |
| Norwalk | -- | 9 | 9 |
| Santa Fe Springs | 8 | 120 | 112 |
| La Mirada | -- | 28 | 28 |
| **Total** | **95** | **900** | **805** |
| **Orange County** | | | |
| Buena Park | 12 | 23 | 11 |
| Fullerton | 14 | 37 | 23 |
| Anaheim | 35 | 100 | 65 |
| Orange | -- | 34 | 34 |
| **Total** | **61** | **194** | **133** |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
[1] This represents the number units available in the following zip codes in Los Angeles: 90012, 90013, 90021, 90023, and 90033.
[2] Includes West Whittier–Los Nietos CDP, South Whittier CDP, and the city of Whittier.
CDP = Census-Designated Place

### Shared Passenger Track Alternative A

Shared Passenger Track Alternative A would displace 19 commercial businesses and 18 industrial businesses in Vernon. The available inventory of replacement sites includes three commercial units and 80 industrial units in Vernon.

The expansion of Hobart Yard would greatly affect Commerce, resulting in 58 commercial displacements and 57 industrial displacements. There are currently 15 available commercial units and 74 available industrial units within the city limits.

Shared Passenger Track Alternative A would displace no commercial businesses and two industrial businesses in Montebello. At the time of this report, 23 commercial units and 22 industrial units are available for sale or for lease in Montebello. The availability of surplus units is a fair indicator that there are substantial replacement sites to accommodate displaced businesses in Montebello as well as in nearby cities.

There would be no commercial or industrial displacements in Bell, Norwalk, or in unincorporated Los Angeles County (West Whittier, South Whittier). However, there is a large availability of

commercial and industrial sites that could be used to offset demand for replacement sites in surrounding cities. The available inventory of replacement sites in Bell includes 14 commercial units and six industrial units. The available inventory of replacement sites between West Whittier, South Whittier, and Whittier includes 67 commercial units and 16 industrial units. The available inventory of replacement sites in Norwalk includes 39 commercial units and nine industrial units.

Shared Passenger Track Alternative A would displace no commercial businesses and one industrial business in Pico Rivera. At the time of this report, 20 commercial units and 15 industrial units are available for sale or for lease in Pico Rivera.

Shared Passenger Track Alternative A would displace nine commercial business and eight industrial businesses in Santa Fe Springs. The available inventory of replacement sites includes nine commercial units and 120 industrial units.

Shared Passenger Track Alternative A would displace six commercial businesses in La Mirada, and there would be no displaced industrial business. The available inventory of replacement sites includes 20 commercial units and 28 industrial units.

Shared Passenger Track Alternative A would displace no commercial and no industrial businesses in Buena Park. The available inventory of replacement sites includes 20 commercial units and 23 industrial units.

Shared Passenger Track Alternative A would displace 13 commercial business and 10 industrial business in Fullerton. The available inventory of replacement sites includes 46 commercial units and 37 industrial units.

Shared Passenger Track Alternative A would displace eight commercial businesses and 35 industrial businesses in Anaheim. The available inventory of replacement sites includes 123 commercial units and 100 industrial units.

There would be no displacements in the city of Orange.

There are sufficient resources to accommodate the relocation of industrial and commercial businesses.

***Shared Passenger Track Alternative A with the Norwalk/Santa Fe Springs High-Speed Rail Station Option***

The displacements for Shared Passenger Track Alternative A with the Norwalk/Santa Fe Springs HSR Station Option would be the same as described for Shared Passenger Track Alternative A.

***Shared Passenger Track Alternative A with the Fullerton High-Speed Rail Station Option***

The displacements would be the same as described for Shared Passenger Track Alternative A without the Fullerton HSR Station Option for all cities except Fullerton.

Shared Passenger Track Alternative A with the Fullerton HSR Station Option would displace 18 commercial business and four industrial businesses in Fullerton (nine more businesses than a Shared Passenger Track Alternative without the Fullerton HSR Station Option). The available inventory of replacement sites includes 46 commercial units and 37 industrial units.

There are sufficient resources to accommodate the relocation of industrial and commercial businesses

**Shared Passenger Track Alternative B**

Shared Passenger Track Alternative B would displace nine commercial business and nine industrial businesses in the city of Los Angeles, for construction of the 15th Street LMF. The available inventory of replacement sites includes 1,379 commercial units and 530 industrial units.

All other cities would have the same displacements as Shared Passenger Track Alternative A as described below.

Shared Passenger Track Alternative B would displace 19 commercial businesses and 18 industrial businesses in Vernon. The available inventory of replacement sites includes three commercial units and 80 industrial units in Vernon.

The expansion of Hobart Yard would greatly affect Commerce, resulting in 58 commercial displacements and 57 industrial displacements. There are currently 15 available commercial units and 74 available industrial units within the city limits.

Shared Passenger Track Alternative B would displace no commercial businesses and two industrial businesses in Montebello. At the time of this report, 23 commercial units and 22 industrial units are available for sale or for lease in Montebello. The availability of surplus units is a fair indicator that there are substantial replacement sites to accommodate displaced businesses in Montebello as well as in nearby cities.

There would be no commercial or industrial displacements in Bell, Norwalk, or in unincorporated Los Angeles County (West Whittier, South Whittier). However, there is a large availability of commercial and industrial sites that could be used to offset demand for replacement sites in surrounding cities. The available inventory of replacement sites in Bell includes 14 commercial units and six industrial units. The available inventory of replacement sites between West Whittier, South Whittier, and Whittier includes 67 commercial units and 16 industrial units. The available inventory of replacement sites in Norwalk includes 39 commercial units and nine industrial units.

Shared Passenger Track Alternative B would displace no commercial businesses and one industrial business in Pico Rivera. At the time of this report, 20 commercial units and 15 industrial units are available for sale or for lease in Pico Rivera.

Shared Passenger Track Alternative B would displace nine commercial business and eight industrial businesses in Santa Fe Springs. The available inventory of replacement sites includes nine commercial units and 120 industrial units.

Shared Passenger Track Alternative B would displace six commercial businesses in La Mirada, and there would be no displaced industrial business. The available inventory of replacement sites includes 20 commercial units and 28 industrial units.

Shared Passenger Track Alternative B would displace no commercial and 12 industrial businesses in Buena Park. The available inventory of replacement sites includes 20 commercial units and 23 industrial units.

Shared Passenger Track Alternative B would displace 13 commercial business and 10 industrial business in Fullerton. The available inventory of replacement sites includes 46 commercial units and 37 industrial units.

Shared Passenger Track Alternative B would displace eight commercial businesses and 35 industrial businesses in Anaheim. The available inventory of replacement sites includes 123 commercial units and 100 industrial units.

There would be no displacements in the city of Orange.

There are sufficient resources to accommodate the relocation of industrial and commercial businesses.

***Shared Passenger Track Alternative B with the Norwalk/Santa Fe Springs High-Speed Rail Station Option***

The displacements for Shared Passenger Track Alternative B with the Norwalk/Santa Fe Springs HSR Station Option would be the same as described for Shared Passenger Track Alternative B.

***Shared Passenger Track Alternative B with the Fullerton HSR Station Option***

The displacements would be the same as described for Shared Passenger Track Alternative B without the Fullerton HSR Station Option for all cities except Fullerton.

Shared Passenger Track Alternative B with the Fullerton HSR Station Option would displace 18 commercial business and 14 industrial businesses in Fullerton (nine more businesses than a

Shared Passenger Track Alternative without the Fullerton HSR Station Option). The available inventory of replacement sites includes 46 commercial units and 37 industrial units.

There are sufficient resources to accommodate the relocation of industrial and commercial businesses.

### 6.3.2.4 Station Sites

This section summarizes the business displacements that would occur as a result of proposed station sites, including ARTIC and the HSR station option locations. Table 6-19 presents a breakdown of the number of displacements by business type as well the estimated number of employees at each station site.

**Table 6-19 Commercial and Industrial Displacements for High-Speed Rail Stations**

| Station | Commercial | | Industrial | |
|---|---|---|---|---|
| | Businesses Displaced | Estimated Employees Displaced | Businesses Displaced | Estimated Employees Displaced |
| ARTIC | 30 | 156 | – | – |
| Norwalk/Santa Fe Springs HSR Station Option | 1 | 59 | 3 | 30 |
| Fullerton HSR Station Option | 5 | 26 | 4 | 55 |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
ARTIC = Anaheim Regional Transportation Intermodal Center; HSR = high-speed rail

**ARTIC**

The proposed new parking structure at ARTIC would displace 30 commercial businesses at the Douglass Commerce Center LLC at 1725–1747 S Douglass Road.

**Norwalk/Santa Fe Springs High-Speed Rail Station Option**

The Norwalk/Santa Fe Springs HSR Station Option would displace one commercial and three industrial businesses. The businesses are a mixture of logistics, warehousing, transportation, and construction companies. These same businesses would be displaced even without construction of this HSR station option, and therefore the effect would be the same in the station area as for the Shared Passenger Track Alternatives.

**Fullerton High-Speed Rail Station Option**

The Fullerton HSR Station Option would displace five commercial and four industrial businesses. The businesses include automotive, fitness, warehousing, and brewing facilities.

### 6.3.2.5 Light Maintenance Facilities

Based on the project footprint at the time of this report, the Shared Passenger Track Alternatives propose one LMF to be in one of two locations in either Los Angeles or Vernon. The LMF for Shared Passenger Track Alternative A would be a 50-acre Level III facility at 26th Street near Hobart Yard in Vernon. This LMF would hold 24 single trainsets, with a shop building and six tracks, and would require the restriping of BNSF Lot 11 to maintain BNSF operations.

The LMF for Shared Passenger Track Alternative B would be a 52-acre Level III facility at 15th Street along the west bank of the Los Angeles River in Los Angeles. This LMF would hold 20 single trainsets, with four shop tracks and two shop buildings, and would be built to the west of Amtrak's current Eighth Street Yard. Only one LMF would ultimately be needed; however, both alternatives are evaluated below.

### 26th Street Light Maintenance Facility

There are 24 businesses anticipated at this time to be displaced by the 26th Street LMF. These displacements are included in the totals for Shared Passenger Track Alternative A. Additional displacements may be triggered in the future on a site inspection and relocation interview with the business owner. It is assumed the businesses affected by the maintenance facilities for Shared Passenger Track Alternative A would be displaced because a portion or all the business operations lie within the right-of-way. However, if the remaining portion of the building is reasonably suitable for continuing use, no displacement would occur.

Table 6-20 summarizes the number of commercial and industrial displacements and the estimated number of displaced employees at the 26th Street LMF.

**Table 6-20 Commercial and Industrial Displacements for 26th Street and 15th Street Light Maintenance Facilities**

| LMF | Commercial | | Industrial | |
|---|---|---|---|---|
| | Businesses Displaced | Estimated Employees Displaced | Businesses Displaced | Estimated Employees Displaced |
| 26th Street light maintenance facility | 19 | 285 | 5 | 518 |
| 15th Street light maintenance facility | 9 | 507 | 9 | 326 |

*Sources: Appendices C and D*

### 15th Street Light Maintenance Facility

There would be 18 business displacements associated with the 15th Street LMF at this time. These displacements are included in the totals for Shared Passenger Track Alternative B. Additional displacements may be triggered in the future on a site inspection and relocation interview with the business owner.

Table 6-20 summarizes the number of commercial and industrial displacements and the estimated number of displaced employees at the 15th Street LMF.

## *6.3.2.6 Electric Power Utility Improvements*

Table 6-21 summarizes the number of commercial and industrial displacements and the estimated number of displaced employees at TPSS, switching stations, and paralleling stations, and the bullets below describe the types of properties that would be displaced.

- In Los Angeles, a lot used for trailer storage would be used for the TPSS but would not require the displacement of any business.
- The paralleling station in Montebello is part of the Commerce Metrolink Station relocation. The proposed facility would affect a large industrial warehouse and result in displacement of a retail/wholesale business.
- The switching station in Santa Fe Springs is on BNSF-owned property. There are no business displacements associated with this facility.
- In Fullerton, the paralleling station would affect the vehicle storage on a vacant portion of the parcel. There would be one business displacement associated with this partial acquisition.
- In Anaheim, a stone supply business would be displaced for the TPSS.

**Table 6-21 Summary of Business Displacements by Electric Power Utility Improvements**

| Traction Power Station Type | City | Site APN | Commercial Displacements | Industrial Displacements | Total Businesses Displaced | Estimated Employees Displaced |
|---|---|---|---|---|---|---|
| TPSS | Los Angeles | 5169-028-018 | -- | -- | -- | -- |
| Paralleling station | Montebello | 6354-024-024 | -- | 2 | 2 | 82 |
| Switching station | Santa Fe Springs | 8002-021-803 | -- | -- | -- | -- |
| Paralleling station | Fullerton | 066-391-07 | -- | 1 | 1 | -- |
| TPSS | Anaheim | 082-160-27 | 1 | -- | 1 | 2 |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
APN = Assessor's Parcel Number; TPSS = traction power substation

### *6.3.2.7 Early Action Projects*

#### Grade Separations

There would be five grade separations in the project section, all of which would have business displacements. Table 6-22 presents the number of commercial and industrial displacements occurring at each grade separation.

**Table 6-22 Summary of Business Displacements at Grade Separations**

| Roadway | Commercial | | Industrial | |
|---|---|---|---|---|
| | Businesses Displaced | Estimated Employees Displaced | Businesses Displaced | Estimated Employees Displaced |
| Pioneer Blvd | 3 | 16 | 1 | 41 |
| Norwalk Blvd/Los Nietos Rd[1] | 1 | - | -- | -- |
| Cerritos Ave | 2 | 12 | -- | -- |
| State College Blvd | 3 | 35 | 1 | 10 |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
[1] The construction of either grade separation would result in the same displacement. For the purposes of this analysis, the grade separations at Norwalk Boulevard and Los Nietos Road have been consolidated to avoid double counting.

#### Metrolink Station Relocation

There are two Metrolink stations in the project section that would be relocated; both would have business displacements. Table 6-23 presents the number of commercial and industrial displacements occurring at each relocated Metrolink station.

**Table 6-23 Summary of Business Displacements at Metrolink Station Relocation Sites**

| Metrolink Station | Commercial | | Industrial | |
|---|---|---|---|---|
| | Businesses Displaced | Estimated Employees Displaced | Businesses Displaced | Estimated Employees Displaced |
| Commerce | -- | -- | 2 | 82 |
| Buena Park | -- | -- | 12 | 262 |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*

### BNSF Railway Storage and Intermodal Facilities

There are two BNSF Railway Storage and Intermodal Facilities in the project section and both would have business displacements. Table 6-24 presents the number of commercial and industrial displacements occurring at each facility.

**Table 6-24 Summary of Business Displacements at BNSF Railway Storage and Intermodal Facilities**

| Facility | Commercial | | Industrial | |
|---|---|---|---|---|
| | Businesses Displaced | Estimated Employees Displaced | Businesses Displaced | Estimated Employees Displaced |
| Hobart Yard[1] | 20 | 213 | 86 | 952 |
| Commerce Yard | 2 | -- | 1 | -- |

*Sources: Reference USA 2023; Costar 2023, 2025; Google Earth 2023; Google Street View 2025*
[1] BNSF Railway Los Angeles Intermodal Facility

## 6.3.3 Agricultural

On review of land use and zoning information for affected properties in the project corridor, it was determined that no agricultural properties would be affected. There would be no displacements of agricultural property. As a result, displacement of agricultural properties is not analyzed in this report.

## 6.3.4 Community Facilities

Because of the largely commercial and industrial nature of the project corridor, there would be no displacements of community facilities.

# 7 RELOCATION RESOURCES AND RELOCATION PLAN

This section describes the relocation resources that could be provided by the Authority and partnering agencies to displacees in accordance with the Uniform Act, 49 CFR Part 24, California Government Code 7260 et seq., Cal. Code Regs. 600 et seq., and other prevailing regulations. Much of the information presented below comes from Chapter 10 of the California Department of Transportation's *Right of Way Manual,* because the California Department of Transportation has long been the source for guidance regarding relocation of displacees resulting from federally funded projects (Caltrans 2021). This manual continues to serve as the source of supplemental information as the Authority develops its own right of way manual and relocation assistance guidelines.

## 7.1 Project Assurances

### 7.1.1 Impact Avoidance and Minimization Features

The Shared Passenger Track Alternatives incorporate standardized HSR features to avoid and minimize impacts. These features are referred to as impact avoidance and minimization features (IAMF). The Authority will apply these IAMFs during project design and construction to avoid or reduce impacts. Because the project section is in a shared corridor with existing passenger and freight service, the property owner will also be responsible for ensuring the IAMFs are incorporated during construction and operation. The Authority will coordinate with the property owner to obtain a memorandum of understanding to ensure the IAMFs are implemented.

To avoid or minimize adverse effects, the following IAMFs will be incorporated.

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

The Authority must comply with the Uniform Act, as amended. The provisions of the Uniform Act, a federally mandated program, will 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 will receive federal funding, the Uniform Act takes precedence. Owners of private property have federal and state constitutional guarantees that their property will 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 will be negotiated on the date of valuation. The value must be agreed on 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 California Department of Transportation 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*

#### *7.1.1.2 SOCIO-IAMF#3: Relocation Implementation Plan*

Before any acquisitions occur, the Authority will develop a Relocation Implementation 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 Implementation Plan will be written in a style that also enables it to be used as a public-information document.

The Relocation Implementation Plan will 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 resource 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 nonprofit 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 Implementation Plan will 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 will also

act to address concerns about the relocation process as it applies to the individual situations of property owners, tenants, and other residents.

## 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 indicates there is sufficient availability to relocate SFR and MFR units within the cities from which they would be displaced. Table 6-2 in Section 6.3.1, Residential, summarizes the capacity of SFR units 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 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 (42 U.S.C. 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 “decent, safe, and sanitary” 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 adviser responsible for providing current and continuing information throughout the relocation process, including:

- An explanation of eligible 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 or nonresidential sites
- Assurance that no one would 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 decent, safe, and sanitary standards
- Offer of transportation for persons to inspect housing to which they are referred

- Assistance in locating and obtaining 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, U.S. Federal Housing Administration, U.S. 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 Program[12] would 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. Actual moving costs in excess of the 50 miles are the responsibility of the displacee. The following summarizes the residential Relocation Assistance Program:

- **Moving Costs:** Displaced person who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, would be eligible for reimbursement of moving costs. Displacees would 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. In the event that the total amount of these benefits would exceed established maximum payment amounts, consideration would need to be given to the Last Resort Housing Program, which is described in more detail below.
- **Rent Differential:** 90-Day Occupants and Nontenured Occupants (owner or tenant) may be entitled to a rent differential payment. This payment is made when the implementing agencies determine that the cost to rent a comparable "decent, safe, and sanitary" replacement dwelling would 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. If the total entitlement for rental supplement would exceed established maximums, Last Resort Housing would need to be considered.

[12] http://www.hsr.ca.gov/docs/programs/private_property/RAP_Information_for_Residential.pdf

- **Down Payment:** The down payment option is designed to help eligible displacees purchase and relocate to decent, safe, and sanitary comparable housing. Eligible displacees may be entitled to receive a 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. Remaining rental supplement can be applied to the 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 decent, safe, and sanitary 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 a minimum down payment if they meet the "spend-to-get" requirements.

- **Last Resort Housing:** Federal regulations (49 CFR Part 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 in 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 because of lack of available comparable replacement housing or when the anticipated replacement housing payments exceed the 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 they would personally contact the displacees to gather important information. The Authority and implementing agency would make contact within an agreed on 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 family member(s) with special needs
    - Financial ability to relocate into a comparable replacement dwelling that would adequately house all members of the family

#### *7.2.2.3 Sufficient Government Funding for Relocation*

The Authority intends to finance the project section 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 would 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 available to displaced businesses.

### 7.3.1 Commercial and Industrial Property Resources

Section 6.3.2, Commercial and Industrial, discusses 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.

Section 6.3.2 also provides the availability of replacement commercial and industrial units. The analysis reveals which 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 6.3.2 indicates that there would be a sufficient number of replacement sites available for nonresidential displacements.

#### *7.3.2.2 Sufficient Government Funding for Relocation*

The Authority intends to finance the project section 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 would 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 Program[13] provides assistance to businesses, farms, and nonprofit organizations in locating suitable replacement properties and reimbursement for certain relocation costs. The Relocation Assistance Program would provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms, and nonprofit organizations are instead of 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 the costs of searches for suitable replacement properties. Business owners have the option to self-move or to hire movers. Small businesses, in particular, may choose either in-lieu fixed payment or reimbursement for actual costs.
- **Reestablishment Expenses:** Reestablishment payments for qualifying expenses may be made available to displaced business owners. These benefits must be actual, reasonable, and necessary. They include, but are not limited to, repairs or modifications to the new property to make it suitable, construction and installation costs of signage, lot and structure repaving or redecorating, expenses to advertise the new location, increased operating costs from rent or insurance premium changes (for up to 2 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 proven to be reduced as a consequence of the relocation, the business owner would be compensated for the loss. Generally, this is part of the acquisition expense, but some 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. The Authority's Nonresidential Relocation Assistance Program pamphlet provides more detail regarding eligibility requirements for the in-lieu payment as well as applicable maximum payment amounts.

[13] http://www.hsr.ca.gov/docs/programs/private_property/RAP_Information_for_Business.pdf

## 7.4 Relocation Plan Elements and Recommendations

This section describes the relocation planning process according to 49 CFR Part 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 would be based on certain assumptions that must approximate those used in the DRIR and the other technical reports prepared in support of the Draft EIR/EIS. These assumptions include the premise that the project approved for design and construction would not differ substantially from those presented in the current project description and that major variations from those would require an updated analysis. Moreover, the relocation plan must include significant recommendations and considerations discussed herein, and ensure that forms of support, guidance, funding, and other forms of assistance would be provided promptly and as required by the relevant federal, state, and local laws and policies.

### 7.4.2 Relocation Plan Elements

49 CFR Part 24.205 suggests 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 effects 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 that 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 effects 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 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 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. As described in Section 7.3.1, Commercial and Industrial Property Resources, some cities such as Commerce and Vernon may not have sufficient replacement sites within each city to accommodate the anticipated number of displaced commercial or industrial businesses. Replacement sites would need to be sought outside the immediate community. This could potentially result in loss of jobs for workers who would be unable to move or commute to the replacement business location. Chapter 5, Community Analysis, of the Draft EIR/EIS indicates that these displacements occurring in a community with a very high percentage of minority households may constitute a community concern.

In addition to the number of displacements identified, a number of complex relocations are anticipated for this project. Many larger commercial or industrial properties identified by this report

as potential displacements may have extensive personal property that must be relocated, specialized equipment requiring special handling, or particular provisions that must be made at the replacement site (such as high-voltage power or high-volume water pipes). Additionally, complexity could arise by nature of large companies with many employees whose schedules must be coordinated to accommodate the move. The number and complexity of relocations expected to result from the project may also provide challenges to the Authority in terms of available qualified staffing to provide relocation assistance advisory services.

The availability of replacement properties for sale and lease identified in this report does not account for other infrastructure projects taking place in the region that may also require replacement sites, whereby potentially reducing the number of available resources for the project section.

Section 5.2, Linguistic Isolation, describes levels of LEP throughout the RSA. It is anticipated that many potential displacements would occur in areas where English spoken by individuals and households is limited. This may result in a 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 a similar type.

Relocating industrial facilities that currently have direct freight rail access may be difficult because 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 affect a limited number of industrial and commercial businesses in quantities that would allow the marketplace sufficient time to absorb the influx of business searching for replacement sites. Since there is a limited quantity of replacement sites, flooding the market place with displacees seeking to stay within reach of their client base might have the unintended consequence of making it more challenging to find suitable replacement sites. Therefore, by staging the acquisition and relocation there would be a slow influx of businesses searching for replacement sites, which should allow for a higher percentage of businesses to relocate successfully. Relocating occupants in certain strategic areas would allow construction to begin and preserve the availability of relocation staff and resources.

Noting community concerns related to a disproportionately high number of potential business relocations in Vernon and Commerce, special attention would need to be given to the search for potential replacement sites. Ideally, replacement sites would be close enough to avoid putting an undue burden on employees who would need to travel from their homes to the new business location. As described above, affording additional time during the relocation process to search for replacement sites and staging the relocation process according to when properties would need to be vacated could help with the successful relocation of businesses within, or as close as possible to, displacement sites.

Another measure to ease constraints on relocation staff includes leveraging qualified consultants to assist in performing relocation activities, whereby 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 would 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 them too far from existing customers or suppliers). This

strategy may also find replacement locations that do not force commercial businesses to compete with like businesses.

A review of the 2024–2050 Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy would provide information about other projects anticipated to occur in the region and effects those projects may have on available relocation resources, including funding and replacement property sites. Close coordination between participating agencies with regard to overlapping projects would help identify potential conflicts and allow for strategies to help minimize compounding effects.

A number of strategies could be adopted to accommodate limited or non-English-speaking displacees, including assigning multilingual agents to areas with LEP displacees, providing interpreters to accompany agents when interacting with displacees, and producing forms, pamphlets and other documentation in other languages spoken in the affected communities. Information about linguistic isolation in the project area is described in Section 5.1, Population Characteristics. Relocation interviews performed prior to acquisition would provide additional detail about language requirements.

The Authority has closely coordinated with freight railroad operators to identify each business that has freight rail access along the alignment; through this coordination, the project section is not anticipated to affect any industry spurs from Redondo Junction to Fullerton. Regarding spurs in Anaheim, planned temporal separation of construction activities would minimize the effect of temporary spur closures on businesses that rely on rail access.

# 8 REFERENCES

Apartments.com. 2023. Rental and Home Database Search. http://www.apartments.com/ (accessed December 2023).

California Department of Finance. 2023. Demographic Research Unit. Report P-1A: Total Population Projections, California, 2020-2060 (Baseline 2019 Population Projections; Vintage 2023 Release). Sacramento: California. July.

California Department of Transportation (Caltrans). 2021. *Right of Way Manual*. http://www.dot.ca.gov/hq/row/rowman/manual/ch10.pdf (accessed December 2023).

———. 2023. *California State Rail Plan*. March. https://dot.ca.gov/-/media/dot-media/programs/rail-mass-transportation/documents/california-state-rail-plan/20230309-casrp-public-dor-guidance.pdf.

California High-Speed Rail Authority (Authority). 2009. *Alternatives Analysis Methods for Project EIR/EIS*. Version 2. September 8. www.cahighspeedrail.ca.gov/docs/programs/statewide_rail/proj_sections/LA_Anaheim/AppendixA_Alternatives_Analysis_Methods_for_Project_EIR_EIS.pdf (accessed December 2017).

———. 2023a. Los Angeles to Anaheim Supplemental Alternatives Analysis alignment geographic information system files.

———. 2023b. *California High-Speed Rail Project Anaheim to Los Angeles Section Supplemental Alternatives Analysis Report.* November. https://hsr.ca.gov/wp-content/uploads/2023/11/231025-LA-A-SAA-Final-Version11-clean-A11Y.pdf (accessed December 2023).

———. 2024. *Rail Operations Group: Requirements for High-Speed Trainset Fleet and Infrastructure Maintenance Facilities*. June.

———. 2025a. Los Angeles to Anaheim Project Section Preliminary Engineering Project Definition. September.

———. 2025b. *Los Angeles to Anaheim Project Section Community Impact Assessment*.

California High-Speed Rail Authority and Federal Railroad Administration (Authority and FRA). 2005. *Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Proposed California High-Speed Train System*. Sacramento and Washington, DC: California High-Speed Rail Authority and Federal Railroad Administration. August.

California Regional Multiple Listing Services, Inc. (CRMLS). 2025. *Residential Real Estate Database*. http://idp.crmls.org/ (accessed April 2025).

City of Anaheim. 2025. *City of Anaheim General Plan,* Economic Development Element and Land Use Element. *https://www.anaheim.net/712/General-Plan* (accessed May 2025).

City of Bell. 2022. *City of Bell 2030 General Plan*. https://www.cityofbell.org/home/showpublisheddocument/15782/637775843346370000 (accessed May 2025).

City of Buena Park. 2022. *Buena Park 2035 General Plan*. https://www.buenapark.com/city_departments/community_development/planning_division/general_plan.php (accessed May 2025).

City of Commerce. 2008. *City of Commerce 2020 General Plan*. Commerce: City of Commerce Community Development. January.

City of Fullerton. 2025. *The Fullerton Plan*. Master Element A: The Fullerton Built Environment. https://www.cityoffullerton.com/government/departments/community-and-economic-development/planning-zoning/general-plan/the-fullerton-plan-current-version (accessed May 2025).

City of La Mirada. 2003. *City of La Mirada General Plan*. www.cityoflamirada.org/home/showdocument?id=914 (accessed September 2016).

City of Los Angeles. 2024a. *City of Los Angeles General Plan*. https://planning.lacity.gov/plans-policies/general-plan-overview (accessed May 2025).

———. 2024b. *Downtown Community Plan*. https://planning.lacity.gov/odocument/7ab92160-b323-4ce8-98bb-42a8db7009a1/Downtown_Community_Plan_Text_(Final).pdf (accessed May 2025).

———. 2024c. *Boyle Heights Community Plan: A Part of the General Plan*. City of Los Angeles Planning Department. https://planning.lacity.gov/plans-policies/community-plan-update/boyle-heights-community-plan-update#proposed-plan (accessed May 2025).

City of Montebello. 2024. *Montebello General Plan*. Montebello, CA. April 10, 2024. https://www.montebelloca.gov/departments/planning_community_development/planning_division/advanced_planning (accessed May 2025).

City of Norwalk. 2023. *Vision Norwalk – The City of Norwalk General Plan*. Norwalk, CA: prepared by City of Norwalk, Hartzog and Crabill, Inc., Environmental Science Associates, Psomas and Associates. Adopted February 29, 1996; updated 2023. https://norwalk.org/departments_services/community_development/general_plan.php (accessed May 2025).

City of Orange. 2025. *Orange General Plan*. Adopted March 9, 2010; last updated 2025. https://www.cityoforange.org/our-city/departments/community-development/general-plan (accessed May 2025).

City of Pico Rivera. 2014. *City of Pico Rivera General Plan*. Pico Rivera: City of Pico Rivera Planning Division.

City of Santa Fe Springs. 2022. *Re-Imagine Santa Fe Springs 2040 General Plan*. https://cms5.revize.com/revize/santafespringsca/departments/planning/General%20Plan/Safety%20Element.pdf (accessed October 2024).

City of Vernon. 2023. *City of Vernon General Plan*, Land Use Element. Vernon, California: Community Services Department.

Costar. 2023. Commercial and Industrial Real Estate Database. http://www.costar.com/ (accessed December 2023).

———. 2025. Commercial and Industrial Real Estate Database. http://www.costar.com/ (accessed April 2025).

County of Los Angeles. No date. County of Los Angeles Open Data. https://data.lacounty.gov/.

———. 2016. Department of Public Works.

———. 2025. *Los Angeles County 2035 General Plan*. Prepared by County of Los Angeles Department of Regional Planning, adopted October 6, 2015; most recently updated March 11, 2025. http://planning.lacounty.gov/generalplan (accessed April 2025).

County of Orange. No date. Orange County GIS Open Data Portal. https://data-ocpw.opendata.arcgis.com/.

———. 2011. Department of Public Works. County of Orange California City Boundaries. http://www.ocpublicworks.com/civicax/filebank/blobdload.aspx?BlobID=8438

———. 2025. *County of Orange General Plan*. With updates through February 2025. https://ocds.ocpublicworks.com/service-areas/oc-development-services/planning-development/codes-and-regulations/general-plan (accessed April 2025).

Environmental Systems Research Institute (ESRI). 2020. *National Geographic World Map (Streaming).* http://goto.arcgisonline.com/maps/NatGeo_World_Map (accessed November 2024).

Federal Highway Administration (FHWA). 1993. Sec. 771.111 Early coordination, public involvement, and project development. www.fhwa.dot.gov/legsregs/directives/fapg/cfr0771.htm (accessed December 2023).

Federal Railroad Administration (FRA). 1999. *Procedures for Considering Environmental Impacts.*

Google Earth. 2023. *Aerial Imagery*.

Google. 2025. *Street View*.

LandVision. 2025. *Parcel Database*. Digital Map Products. https://login.digitalmapcentral.com (accessed April 2025).

Los Angeles Almanac. No date. https://laalmanac.com/population/po24la.php.

Los Angeles County Assessor. 2023. Parcel GIS Data. January.

Microsoft Corporation. 2024. Bing Maps: Road Web Mapping Service. www.bing.com/maps.

Orange County Assessor. 2023. Parcel GIS Data. December.

RealtyTrac. 2024. California Foreclosures & Foreclosed Homes for Sale. www.realtytrac.com/mapsearch/california-foreclosures.html (accessed July 2024).

Reference USA Division of Infogroup. 2016. Reference USA Dataset. www.referenceusagov.com.

———. 2023. U.S. Business Database. http://resource.referenceusa.com/ (accessed December 2023).

Southern California Association of Governments (SCAG). 2020. *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176 (accessed January 2024).

State of California Employment Development Department (EDD). 2023. Labor Force and Unemployment Rate for Cities and Census Designated Places. https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Flabormarketinfo.edd.ca.gov%2Ffile%2Flfhist%2F21aasub.xls&wdOrigin=BROWSELINK (accessed March 2023).

STV, Inc. (STV). 2025. *Replacement of BNSF Storage and Support Track and Associated Container Parking Relocation at the Hobart Intermodal Facility*. August.

U.S. Census Bureau. 2010. American Community Survey (ACS) 5-Year Estimates data.

———. 2018–2022. *Quick Facts: Persons per Household*. https://www.census.gov/quickfacts/fact/table/US/HSD310222.

———. 2021. American Community Survey (ACS) 2017–2021 5-Year Estimates. Tables DP03 (Selected Economic Characteristics), DP04 (Selected Housing Characteristics), DP05 (Demographic and Housing Estimates), B01001 (Sex by Age), B11001 (Household Type), B16002 (Household Language by Linguistic Isolation), B18101 (Sex by Age by Disability Status), S2502 (Demographic Characteristics for Occupied Housing Units), B25046 (Aggregate Number of Vehicles Available by Tenure), B26001 (Group Quarters Population). American Fact Finder. https://www.census.gov/programs-surveys/acs/ (accessed July 2024).

———. 2022. American Community Survey, 5-year estimates. https://www.census.gov/programs-surveys/acs/ (accessed July 2024).

## 8.1 Persons and Agencies Consulted

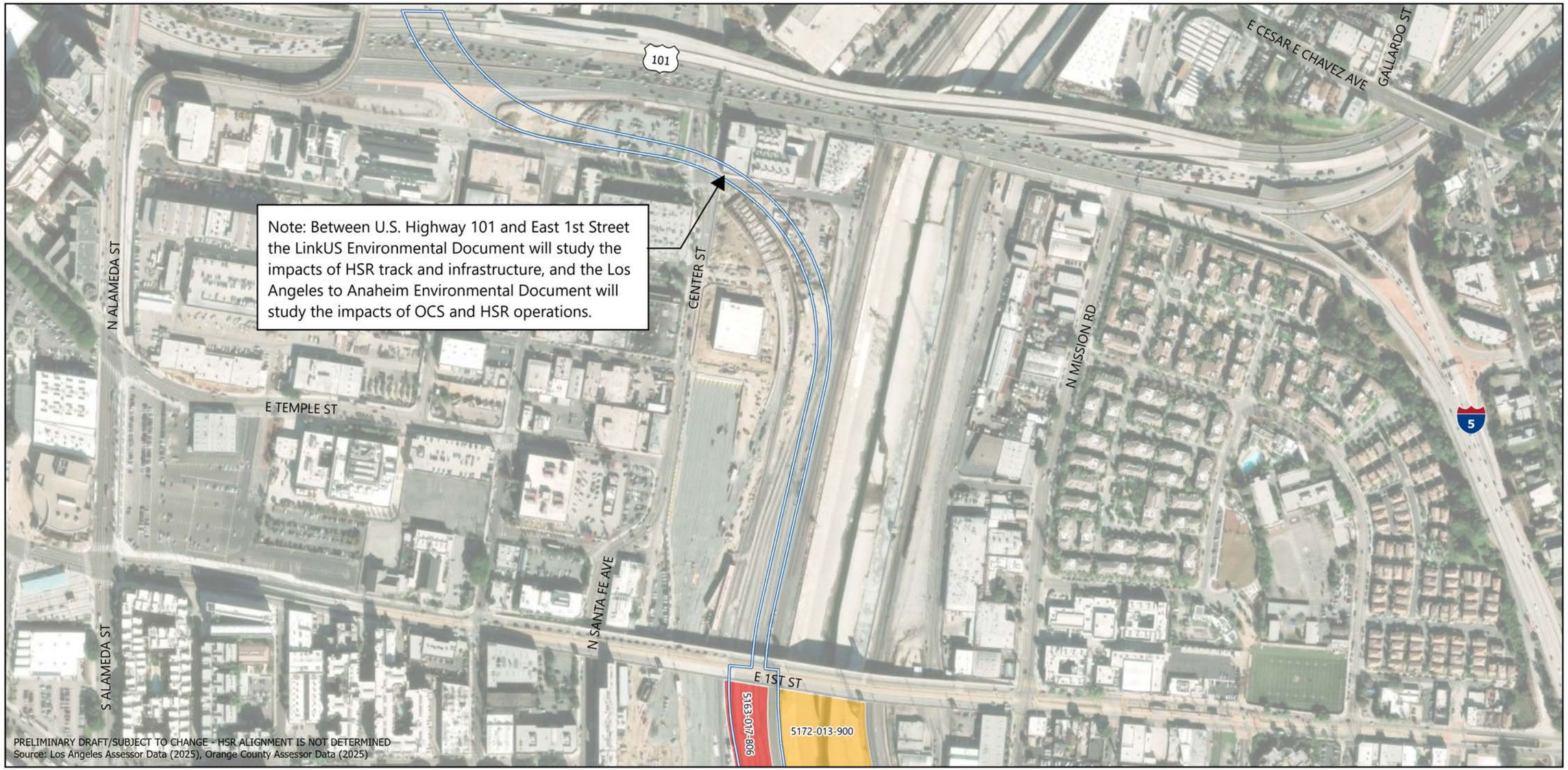
No persons or agencies were consulted in the preparation of this report.

# 9 PREPARER QUALIFICATIONS

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

| Role | Name/Title | Qualifications |
|---|---|---|
| **Epic Land Solutions, Inc.** | | |
| Primary Author | Kari Anvick, CA Sr. Regional Manager<br>Epic Land Solutions, Inc. | 12 years of experience<br>Bachelor of Arts, Psychology<br>California Baptist University, Riverside |
| Primary Author | Candice Freeman, GIS Project Analyst<br>Epic Land Solutions, Inc. | 7 years of experience<br>Bachelor of Arts, Geography and GIS Certification, University of Missouri Kansas City, Kansas City, MO |
| Contributing Author | Yasmeen Flores, Right of Way Agent<br>Epic Land Solutions, Inc. | 5 years of experience<br>Bachelor of Arts in Political Science<br>California State University, Long Beach |
| **ICF** | | |
| Quality Assurance/Quality Control | Debra Einstein Leight | 24 years of experience<br>B.A., Environmental Analysis and Design, University of California, Irvine |
| **STV, Inc.** | | |
| QA/QC Reviewer | Deborah Connor | 18 years of experience<br>M.S., Regenerative Studies, California State Polytechnic University, Pomona<br>B.S., Urban and Regional Planning, California State Polytechnic University, Pomona |
| QA/QC Reviewer | Doreen Zhao, AICP | 10 years of experience<br>M.U.R.P., Urban and Regional Planning, University of California, Los Angeles<br>B.S., Business Management, Arizona State University |

# APPENDIX A: POTENTIAL PROPERTY ACQUISITIONS, EASEMENTS, AND DISPLACEMENTS

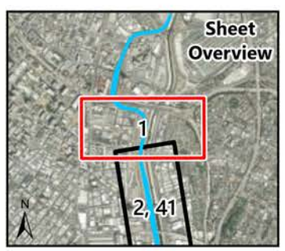



October 2025

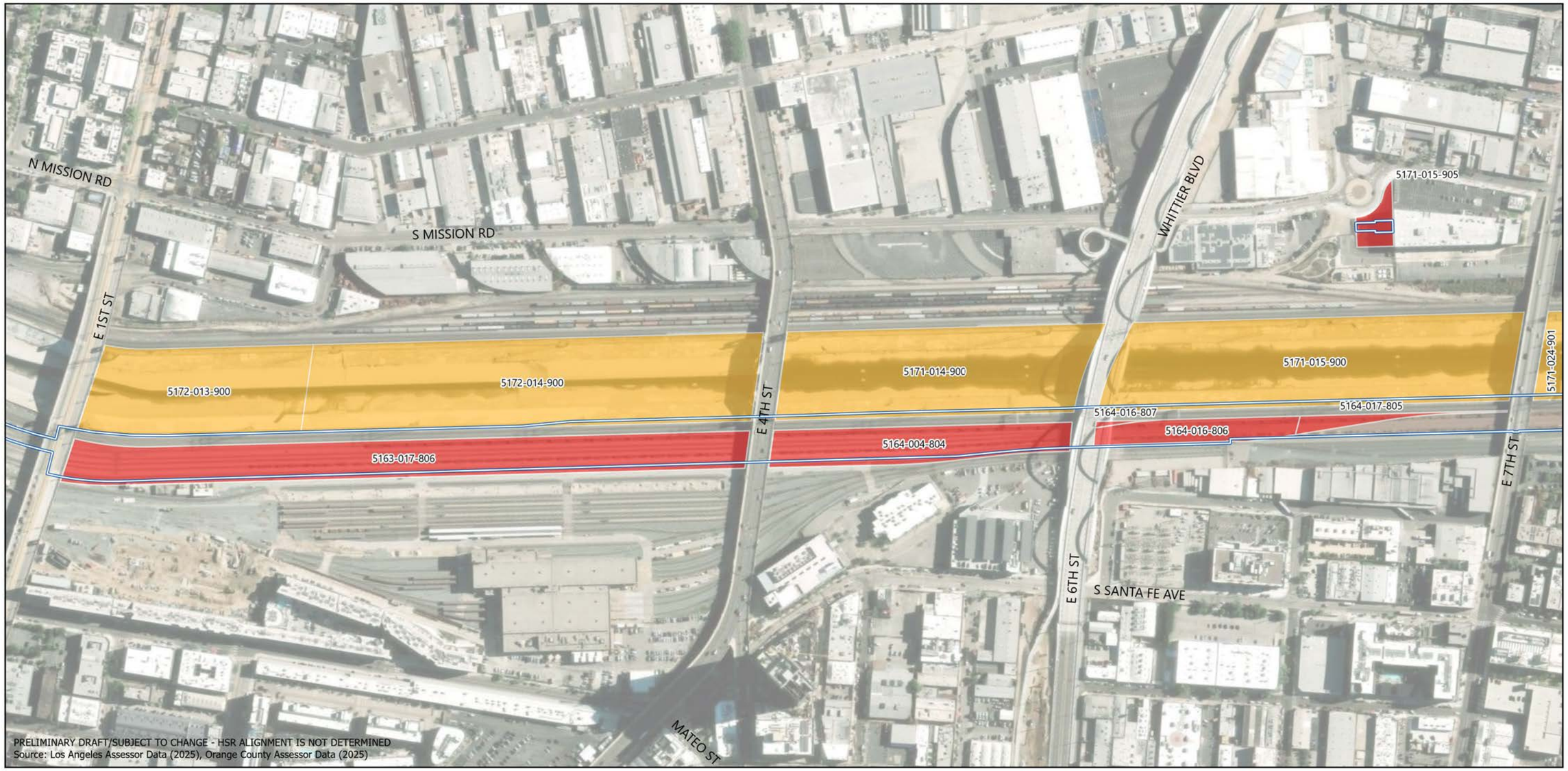
N

0 250 500
Feet

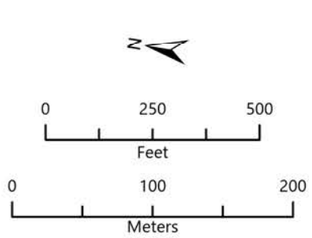
0 100 200
Meters

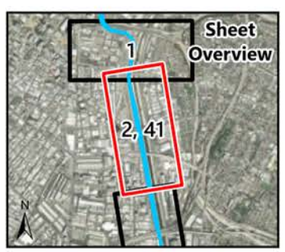



- Project Footprint
- Parcel with Potential Displacement
- Full Acquisition
- Partially Affected Parcel (partial acquisition or permanent easement)
- Temporary Construction Easement




October 2025



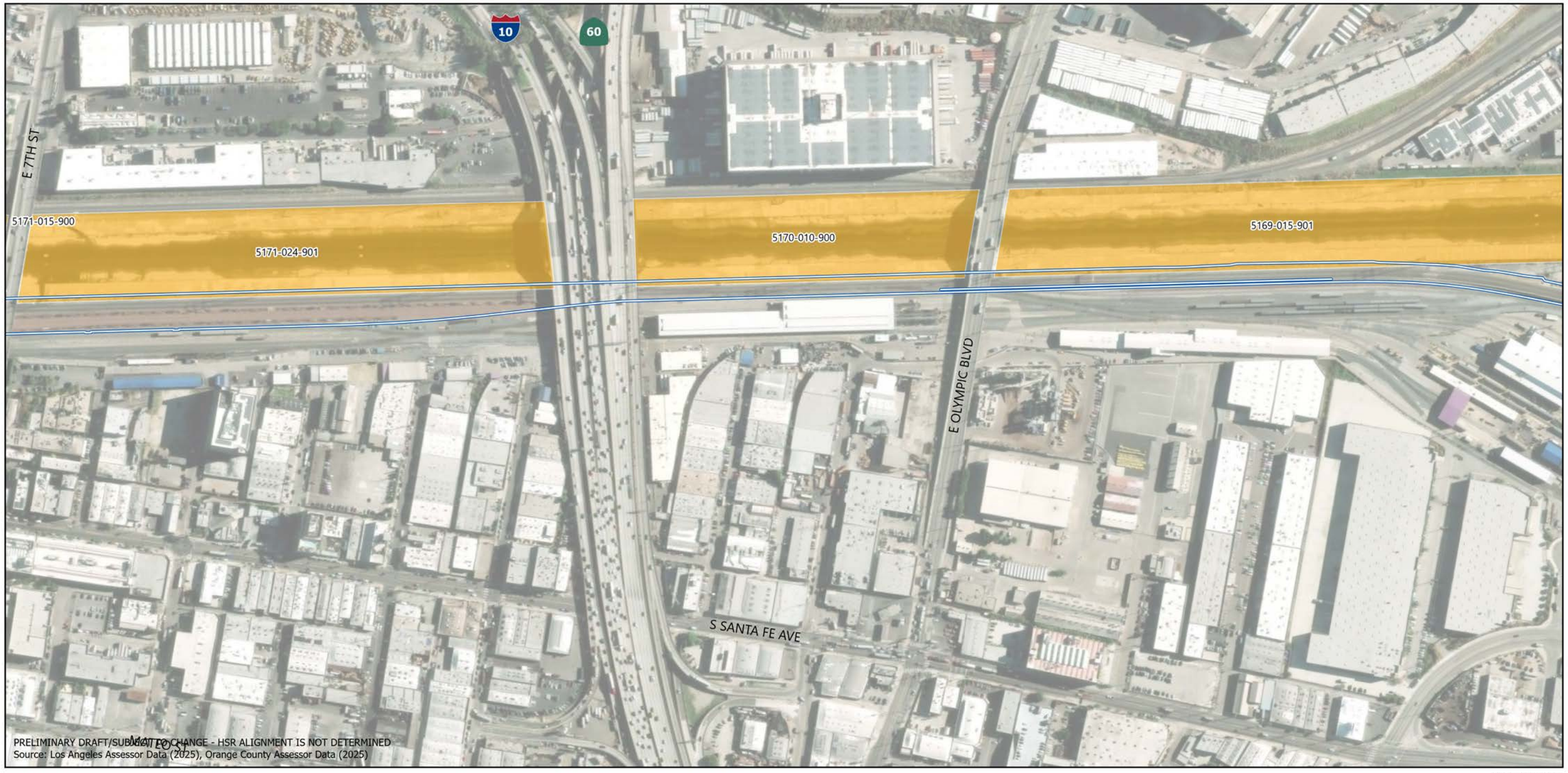

Project Footprint

Parcel with Potential Displacement

Full Acquisition

Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement

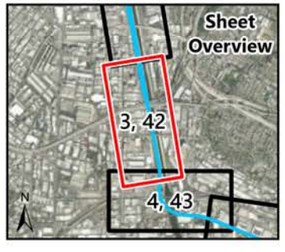



October 2025

N

0 250 500
Feet

0 100 200
Meters




- Project Footprint
- Parcel with Potential Displacement
- Full Acquisition
- Partially Affected Parcel (partial acquisition or permanent easement)
- Temporary Construction Easement

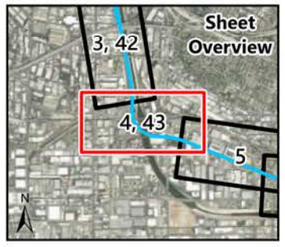



October 2025

N

0 250 500
Feet

0 100 200
Meters



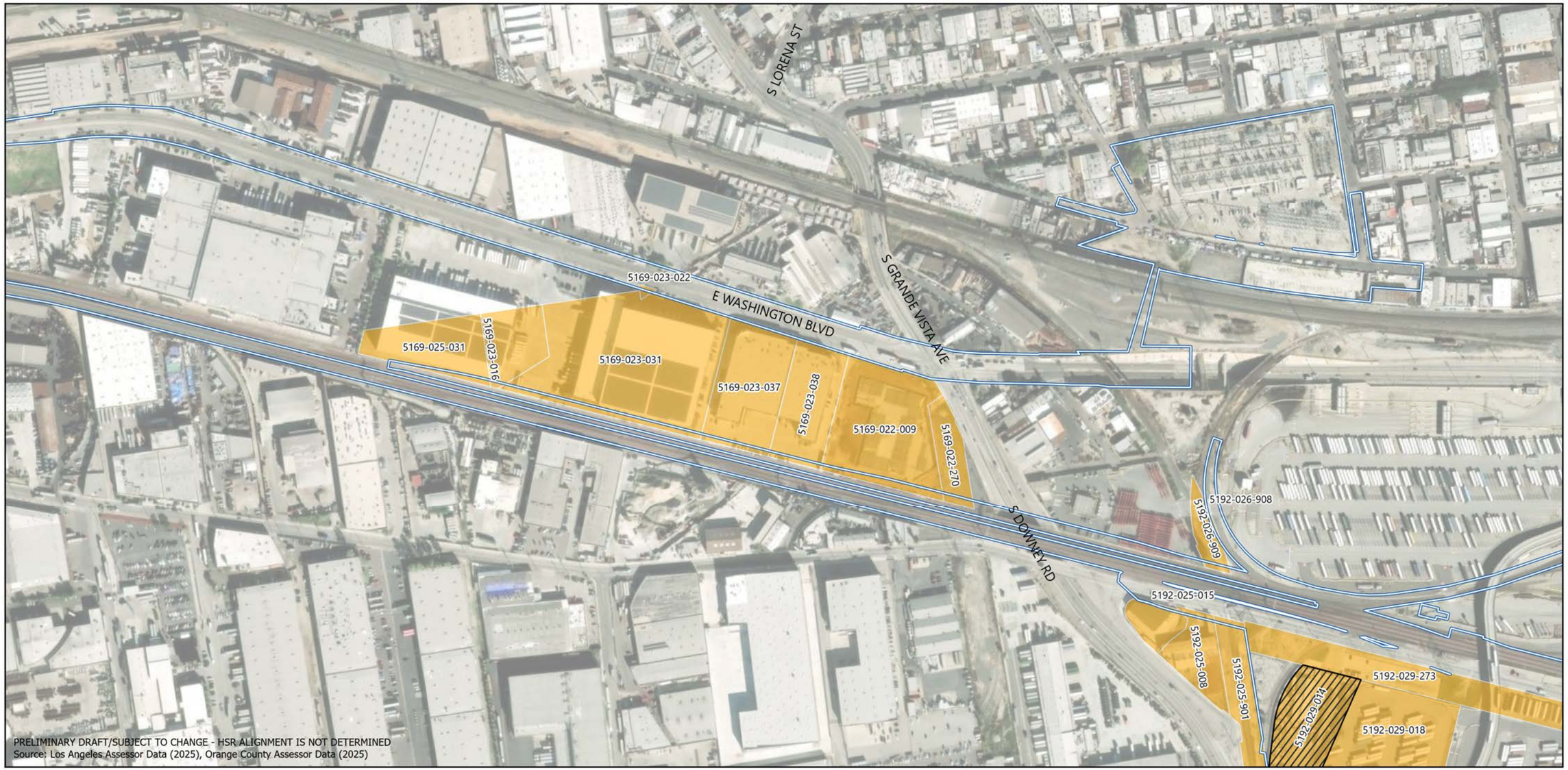

Project Footprint

Parcel with Potential Displacement

Full Acquisition

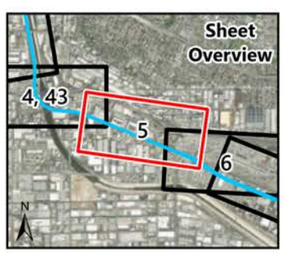
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025

N
0 250 500
Feet
0 100 200
Meters



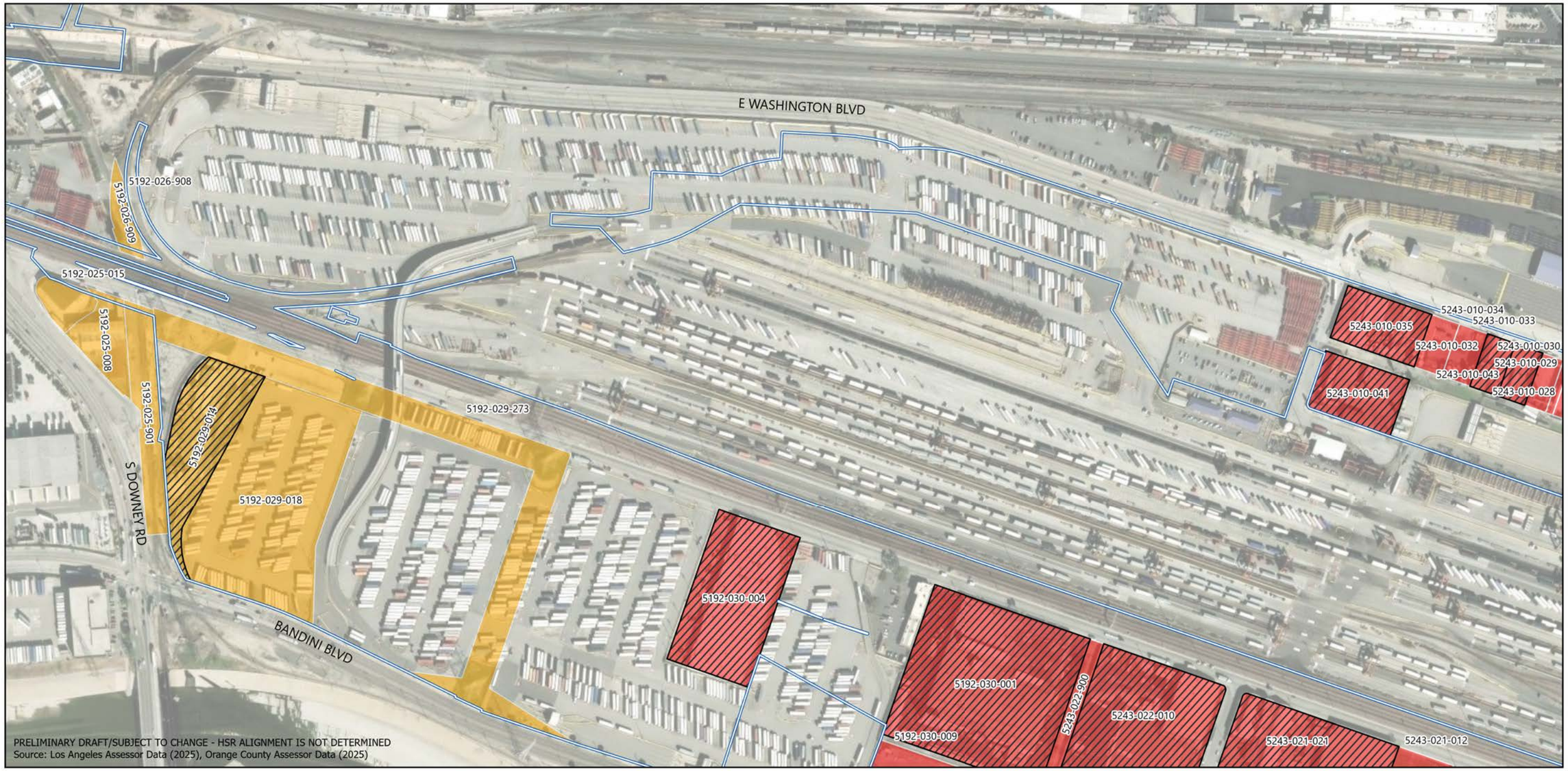

Project Footprint

Parcel with Potential Displacement

Full Acquisition

Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement

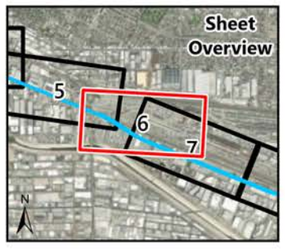



October 2025

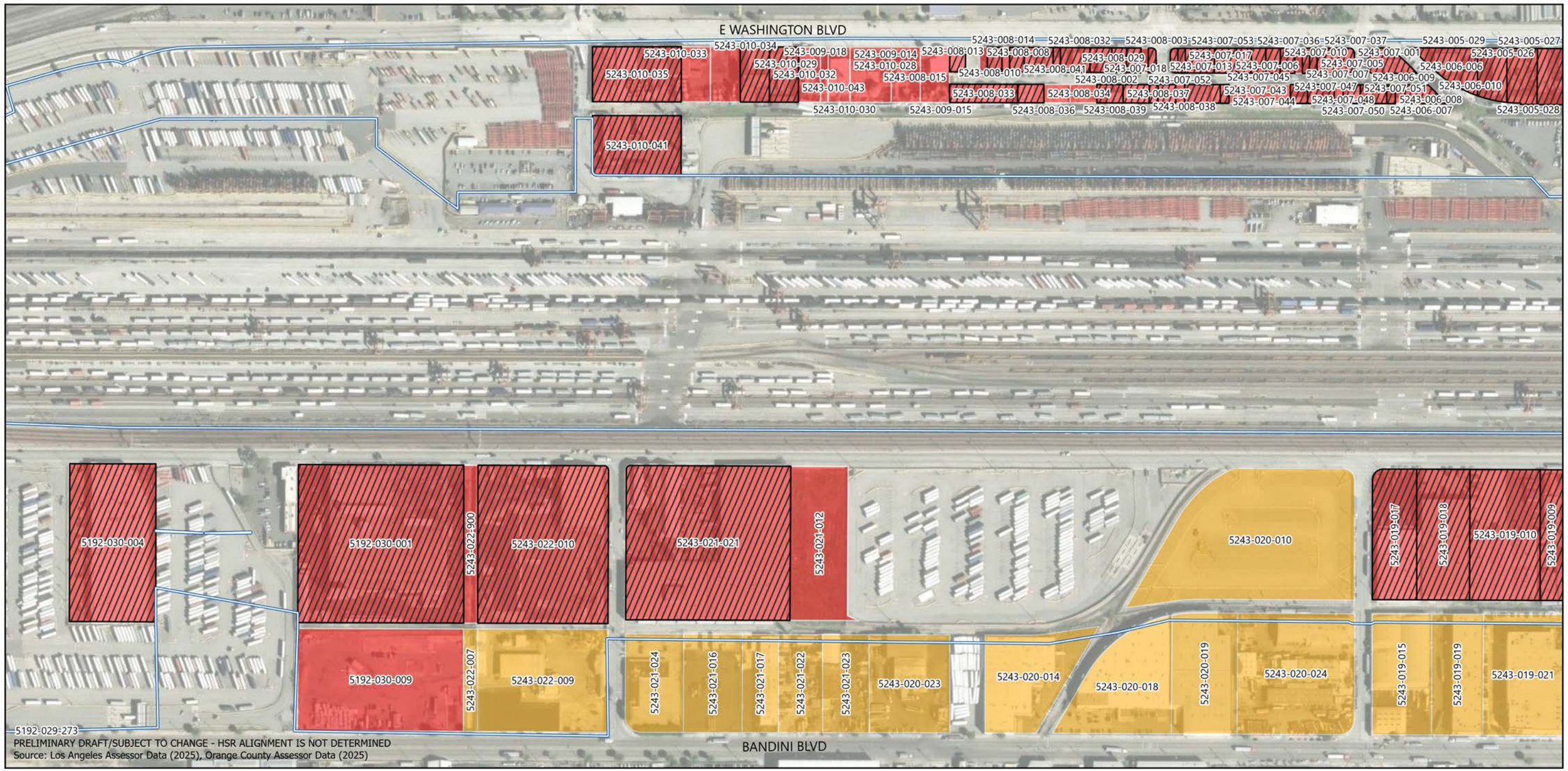
N

0 250 500
Feet

0 100 200
Meters

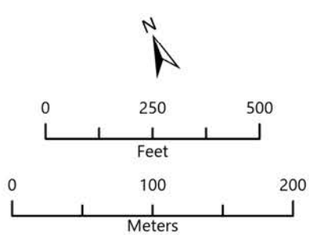


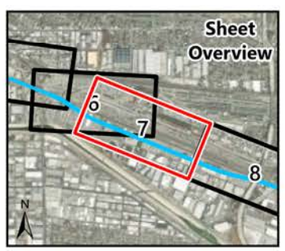

- Project Footprint
- Parcel with Potential Displacement
- Full Acquisition
- Partially Affected Parcel (partial acquisition or permanent easement)
- Temporary Construction Easement



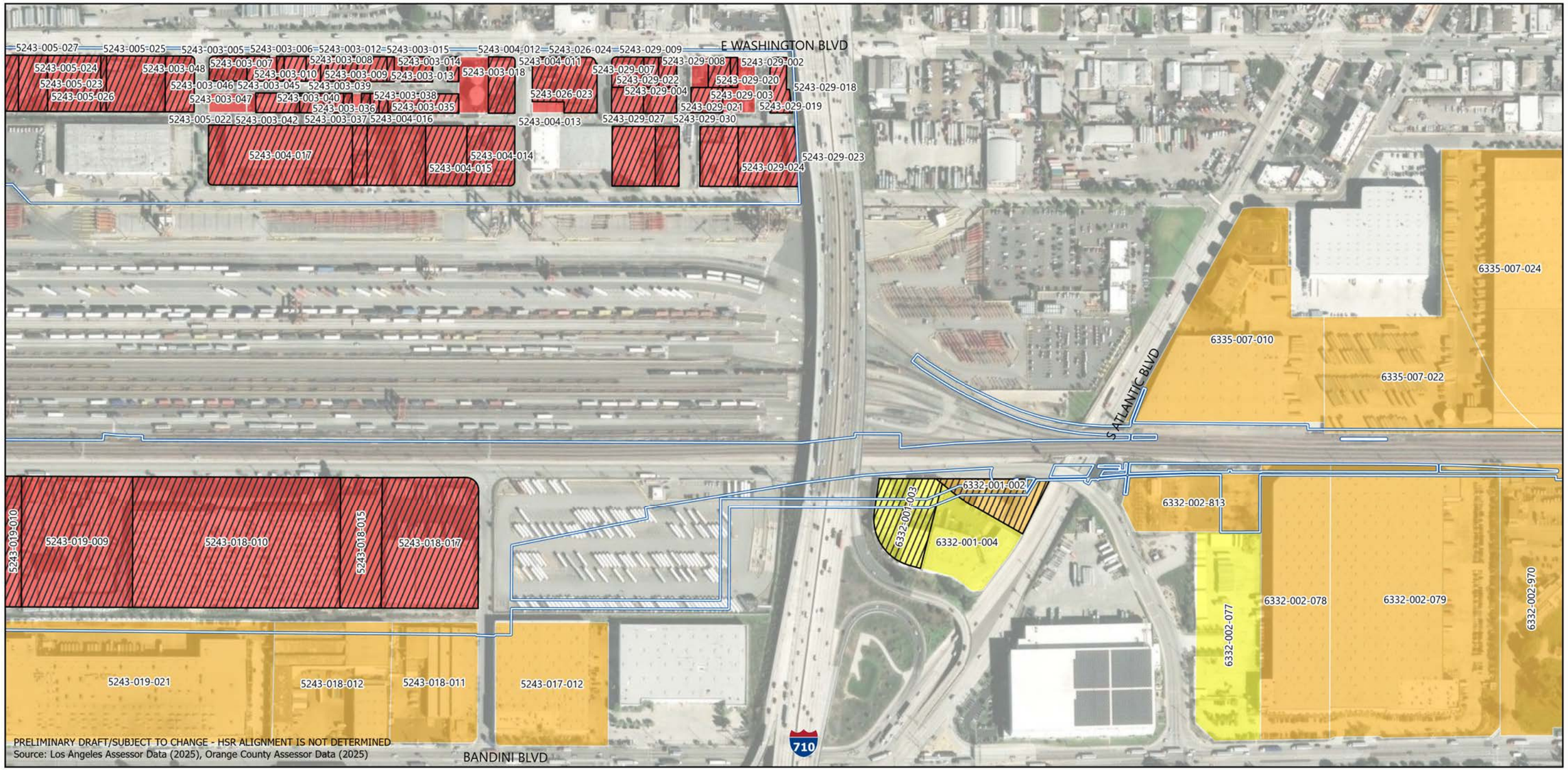

PRELIMINARY DRAFT/SUBJECT TO CHANGE - HSR ALIGNMENT IS NOT DETERMINED
Source: Los Angeles Assessor Data (2025), Orange County Assessor Data (2025)

October 2025

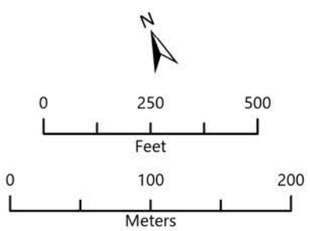


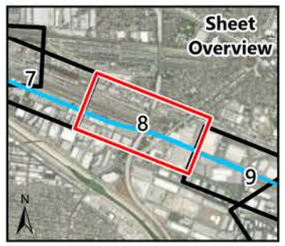




- Project Footprint
- Parcel with Potential Displacement
- Full Acquisition
- Partially Affected Parcel (partial acquisition or permanent easement)
- Temporary Construction Easement




October 2025

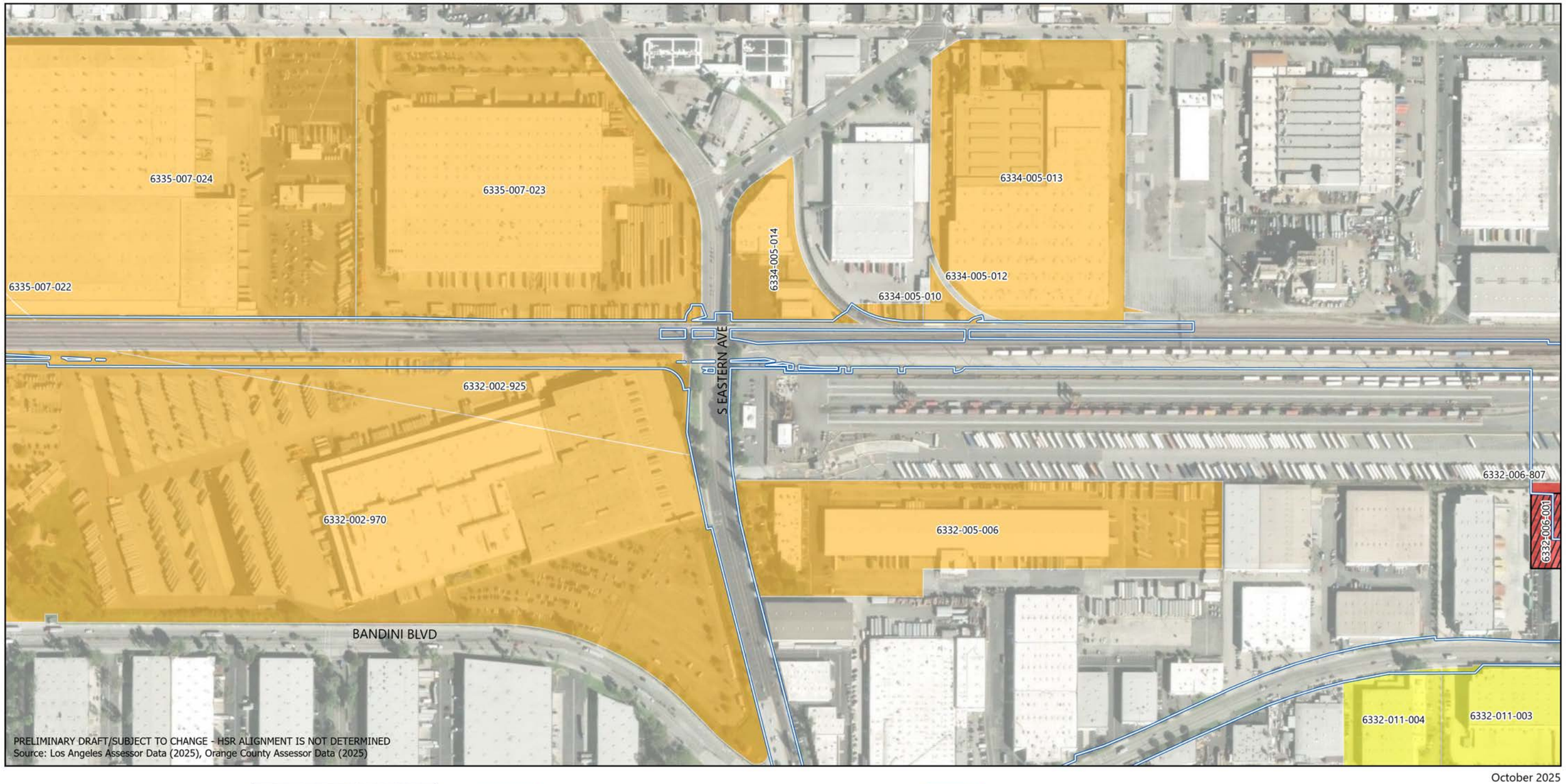


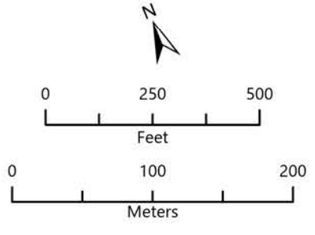

- Project Footprint
- Parcel with Potential Displacement
- Full Acquisition
- Partially Affected Parcel (partial acquisition or permanent easement)
- Temporary Construction Easement

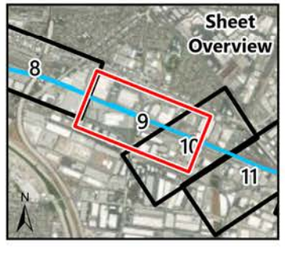


CALIFORNIA High-Speed Rail Authority




October 2025



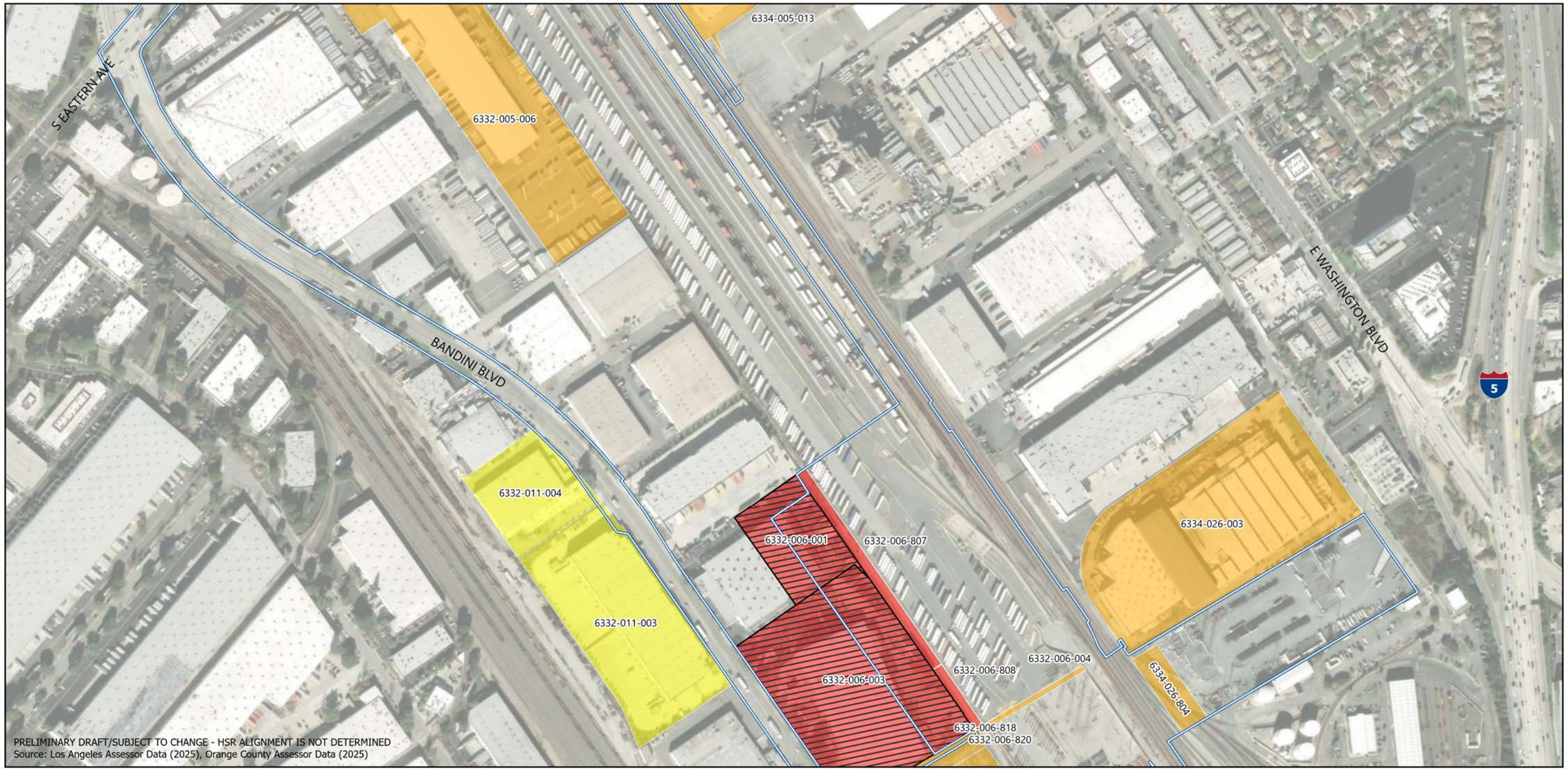

Project Footprint

Parcel with Potential Displacement

Full Acquisition

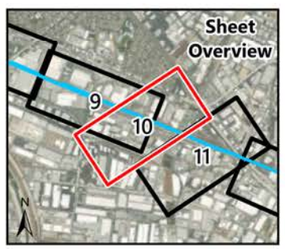
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025

0 250 500
Feet
0 100 200
Meters



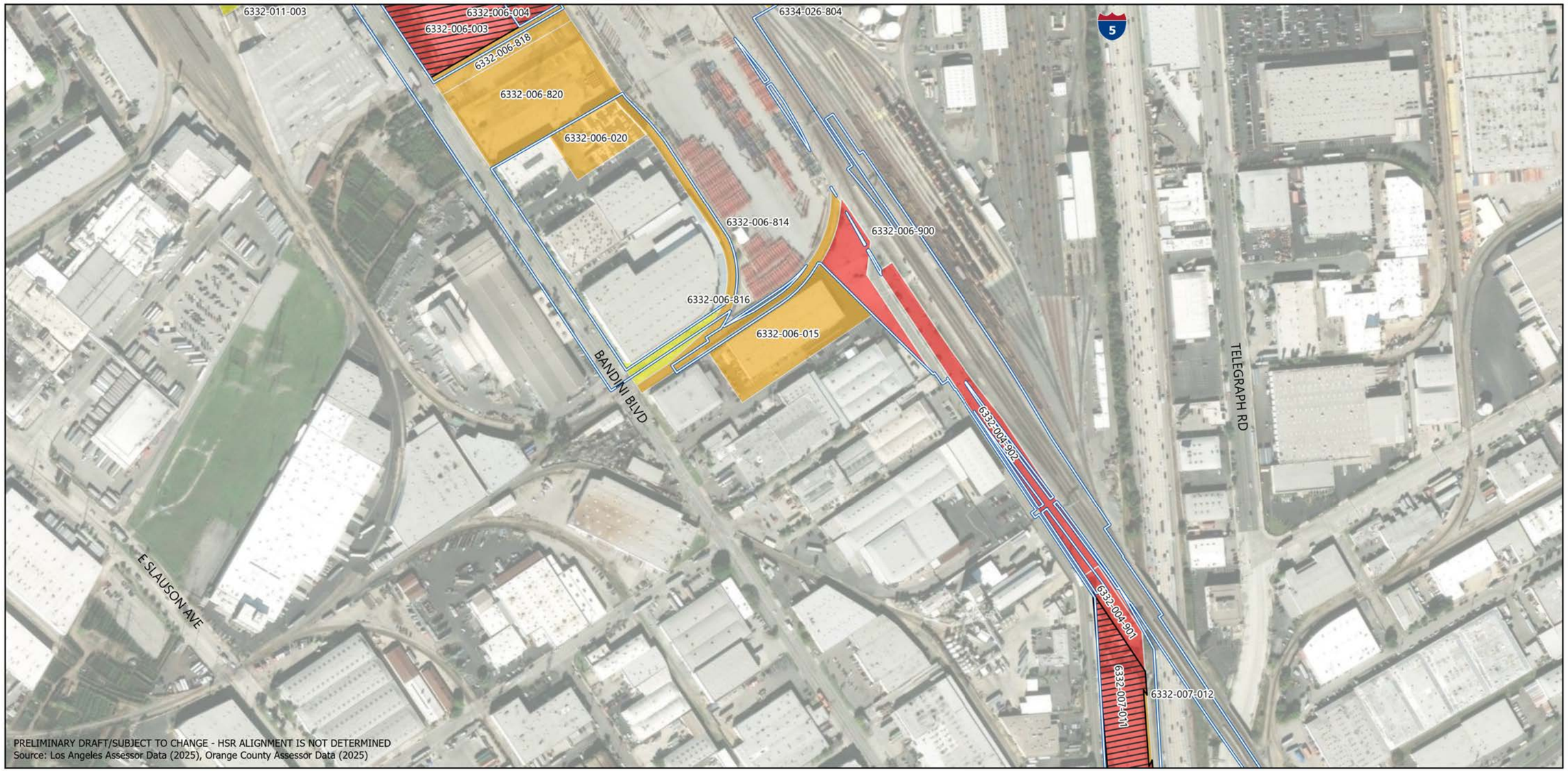

Project Footprint

Parcel with Potential Displacement

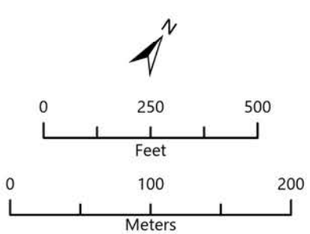
Full Acquisition

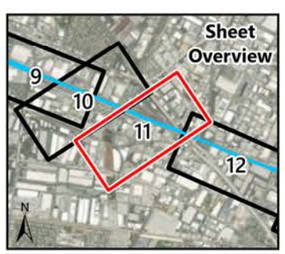
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025




Project Footprint

Parcel with Potential Displacement

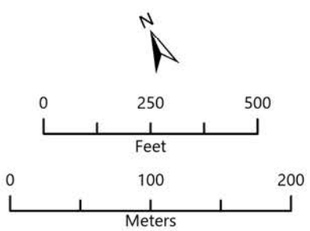
Full Acquisition

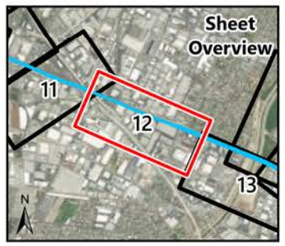
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025




Project Footprint

Parcel with Potential Displacement

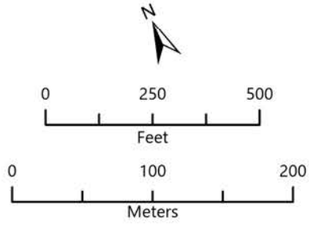
Full Acquisition

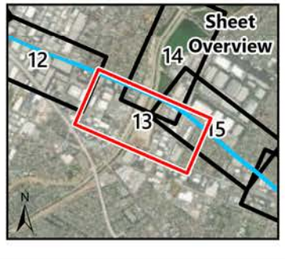
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025



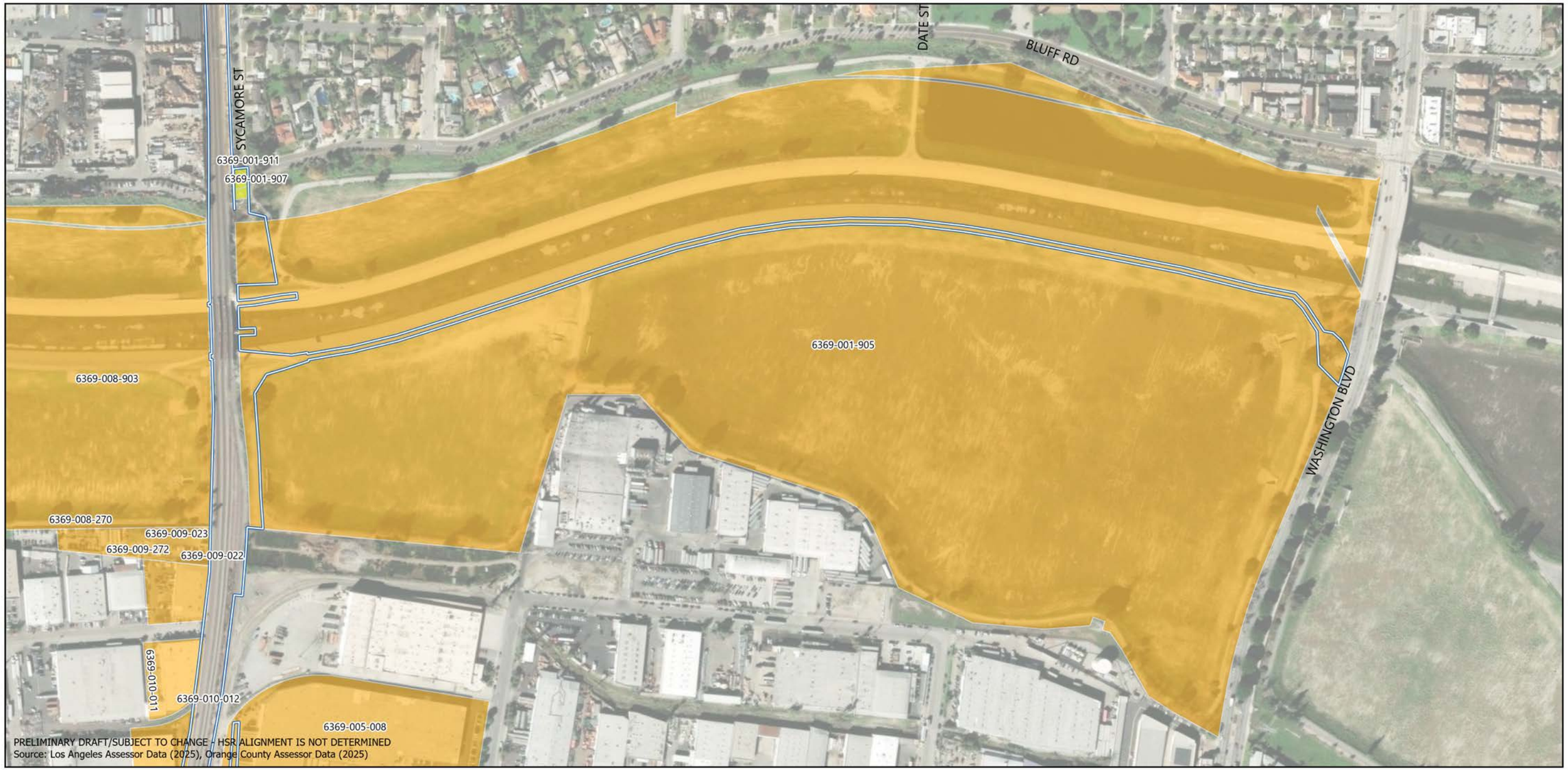

Project Footprint

Parcel with Potential Displacement

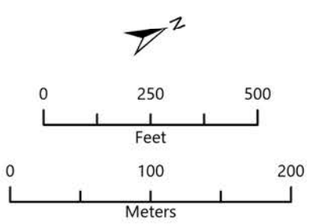
Full Acquisition

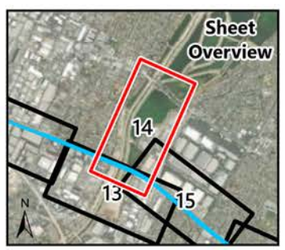
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025




Project Footprint

Parcel with Potential Displacement

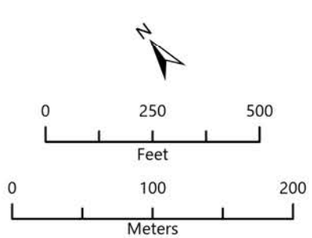
Full Acquisition

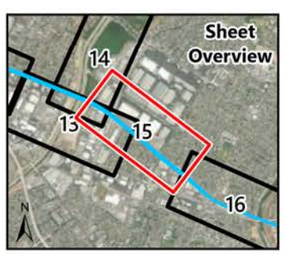
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025

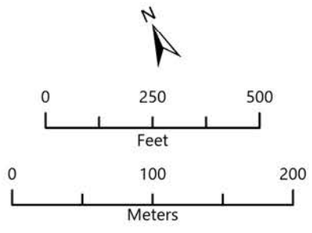


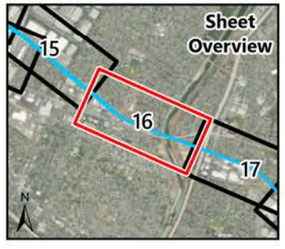




- Project Footprint
- Parcel with Potential Displacement
- Full Acquisition
- Partially Affected Parcel (partial acquisition or permanent easement)
- Temporary Construction Easement




October 2025




Project Footprint

Parcel with Potential Displacement

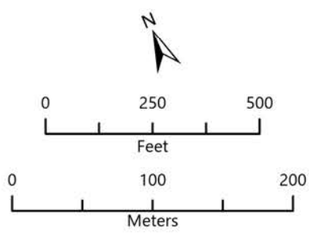
Full Acquisition

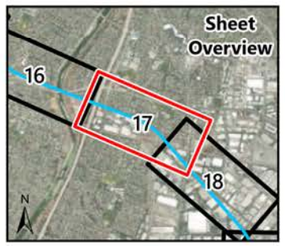
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025




Project Footprint

Parcel with Potential Displacement

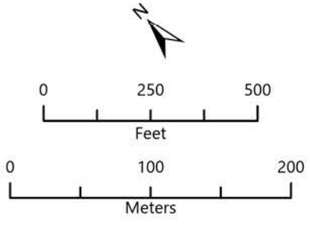
Full Acquisition

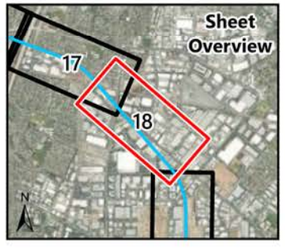
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025



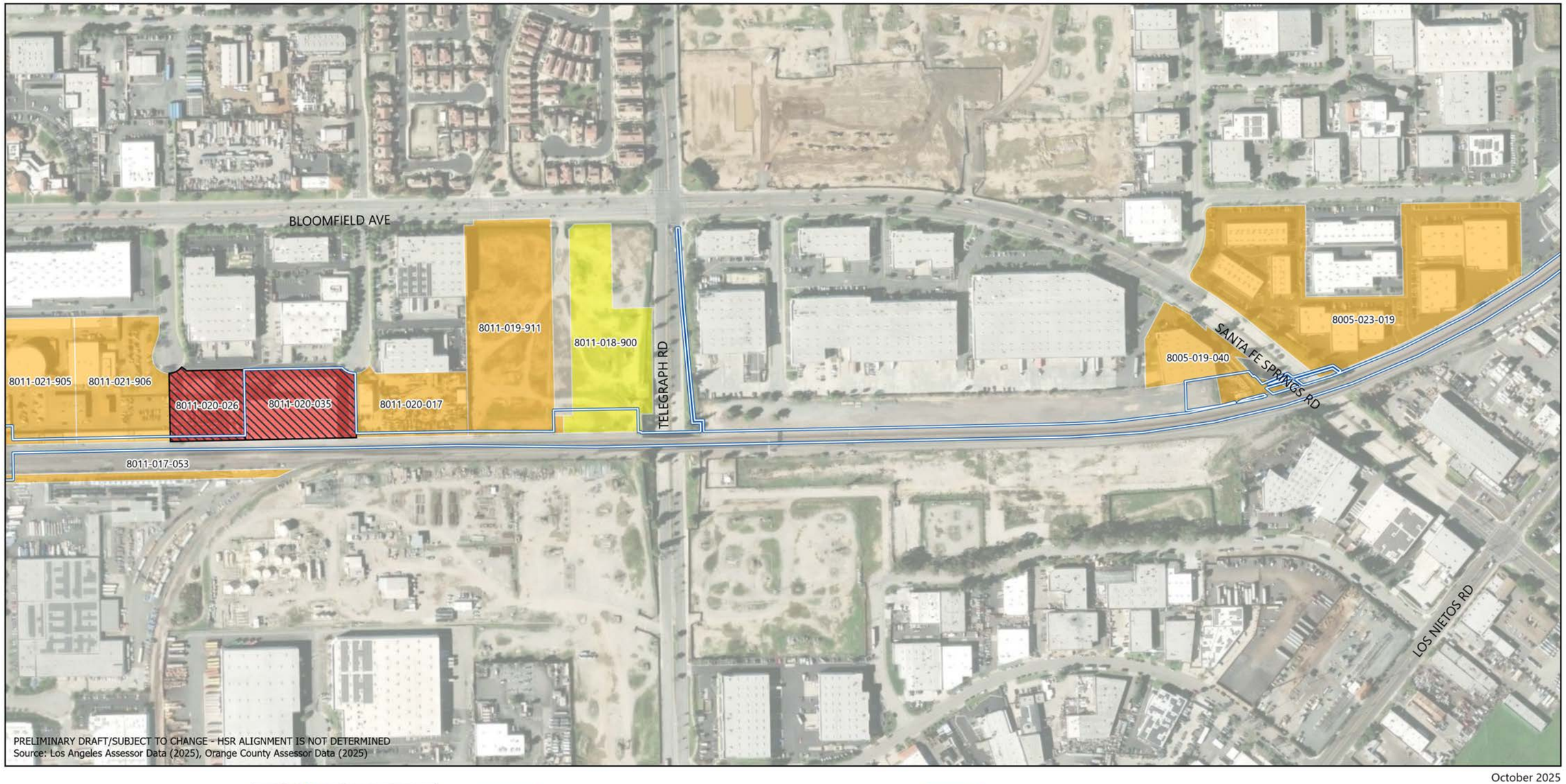

Project Footprint

Parcel with Potential Displacement

Full Acquisition

Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025

N

0 250 500
Feet

0 100 200
Meters



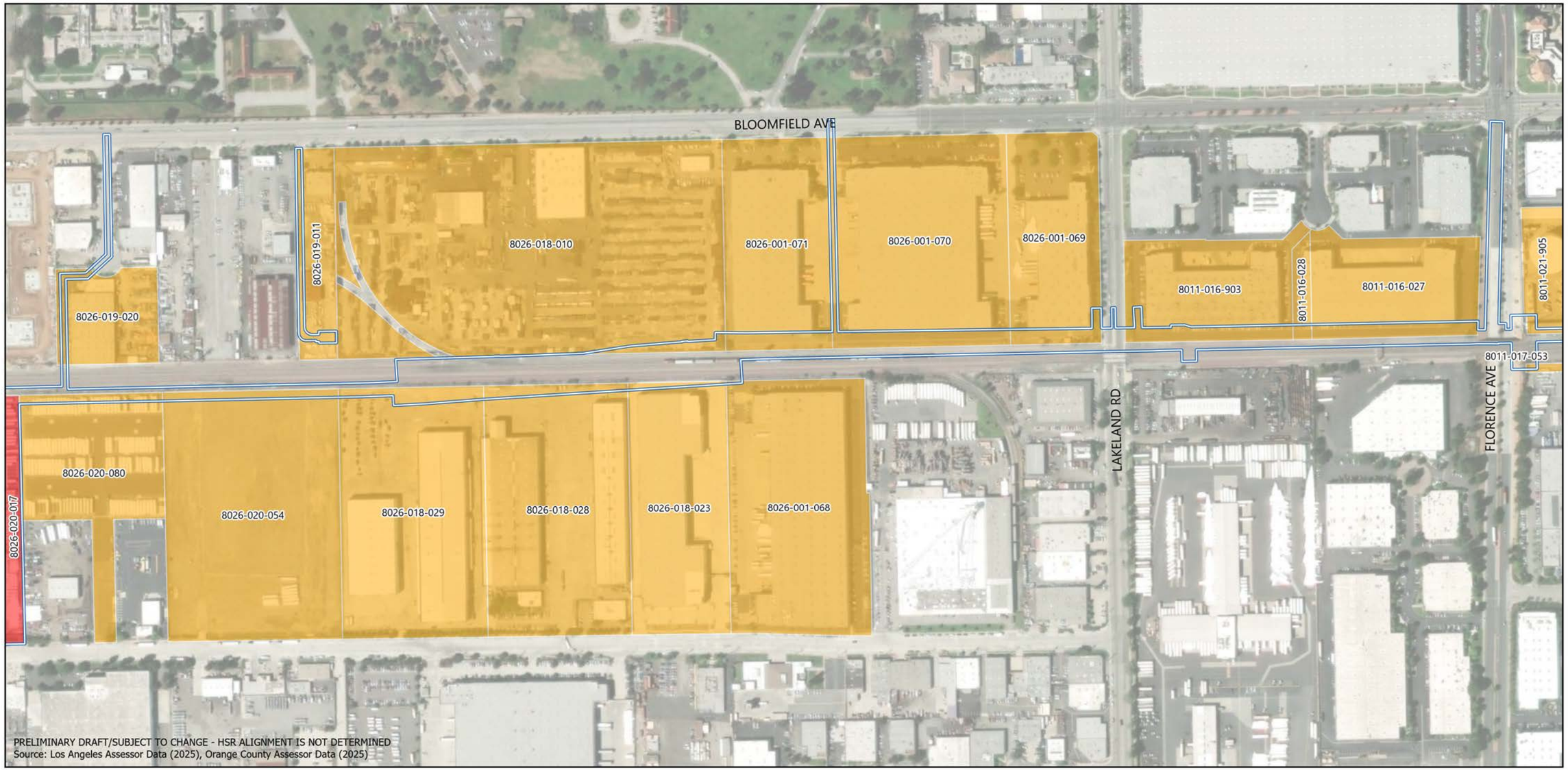

Project Footprint

Parcel with Potential Displacement

Full Acquisition

Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025

N

0 250 500
Feet

0 100 200
Meters




Project Footprint

Parcel with Potential Displacement

Full Acquisition

Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement

Note: Proposed project footprint and property acquisitions are the same both with and without Norwalk HSR Station Option.

8026-020-054
8026-020-080
8026-020-017
8026-019-020
8026-041-035
8026-041-045
8026-041-052
8026-041-053
8026-042-017
SHOEMAKER AVE
IMPERIAL HWY
8045-001-016
8045-001-905
8045-001-903
8045-001-906
8045-001-017
8045-001-034
8045-001-026
8045-001-902
8044-001-039
8044-001-029
8044-001-033
8044-001-034
8044-001-035
BLOOMFIELD AVE

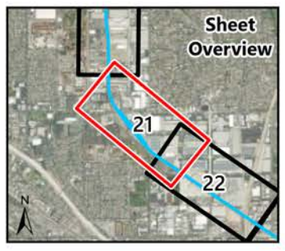
PRELIMINARY DRAFT/SUBJECT TO CHANGE - HSR ALIGNMENT IS NOT DETERMINED
Source: Los Angeles Assessor Data (2025), Orange County Assessor Data (2025)

October 2025

N

0 250 500
Feet

0 100 200
Meters



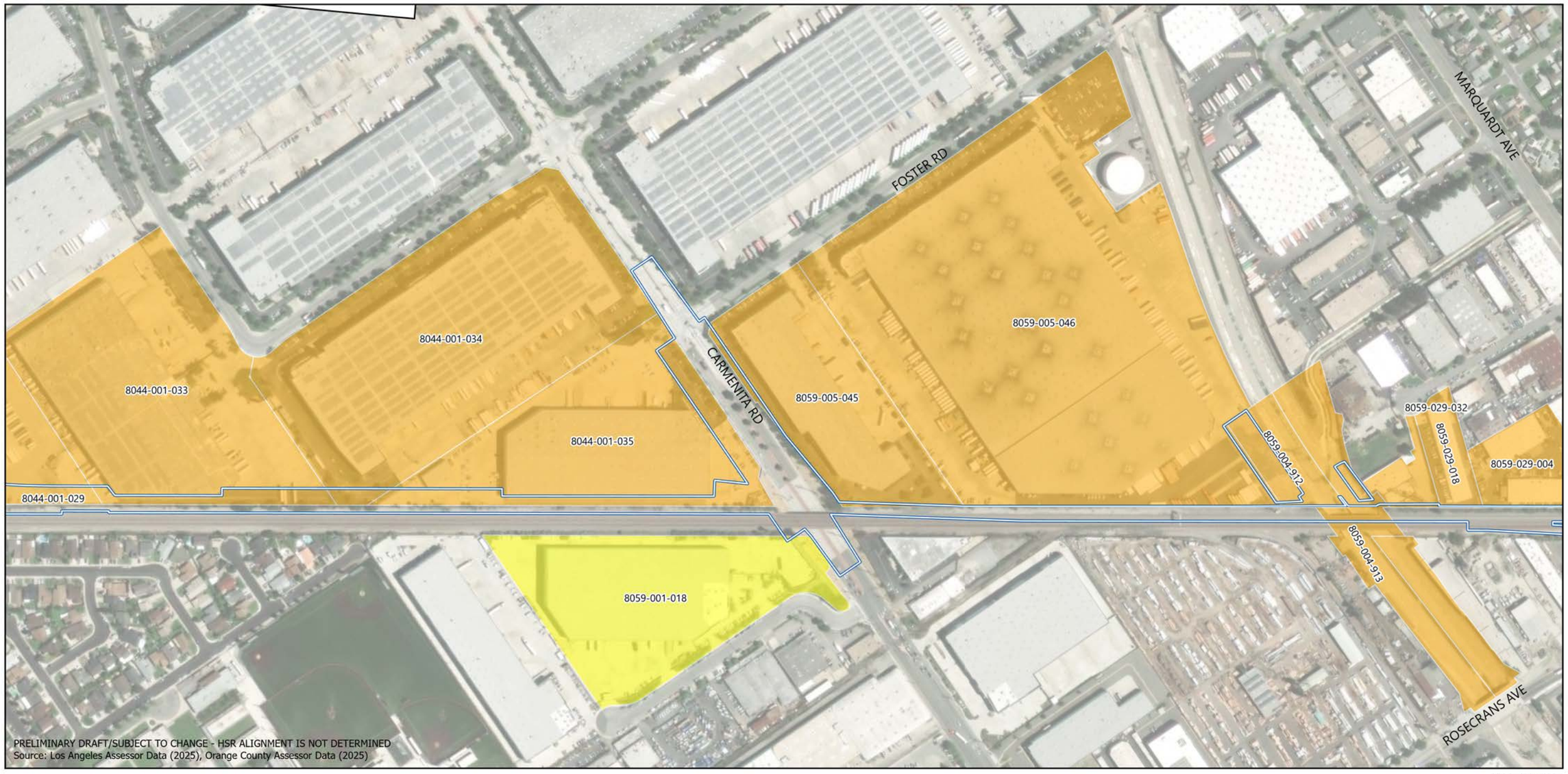

Project Footprint

Parcel with Potential Displacement

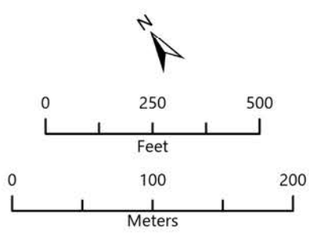
Full Acquisition

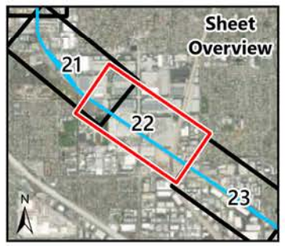
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025




Project Footprint

Parcel with Potential Displacement

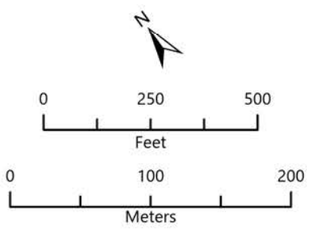
Full Acquisition

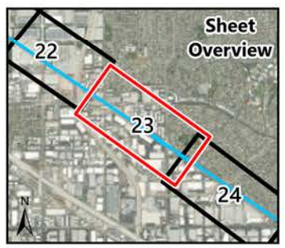
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025



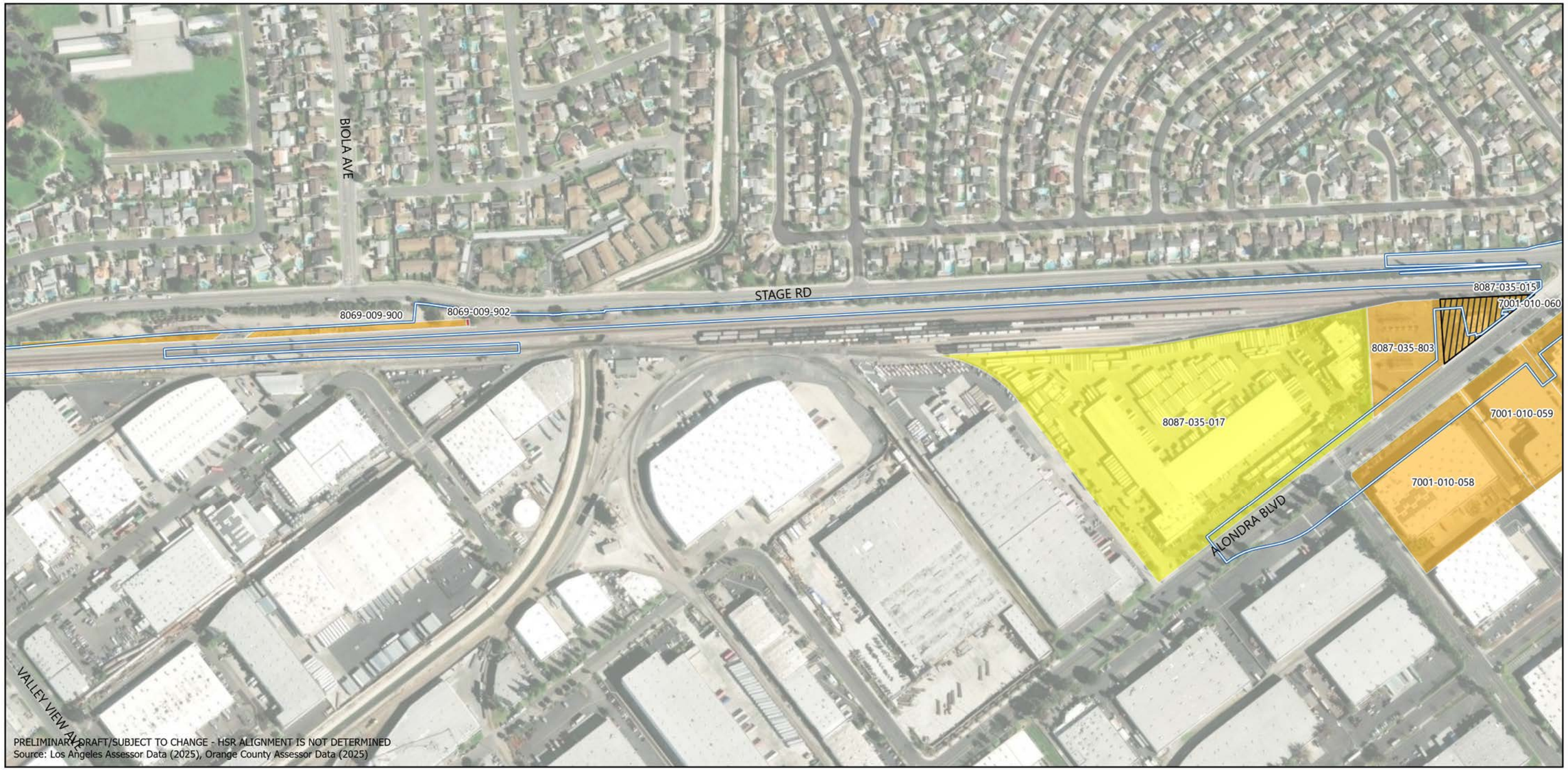

Project Footprint

Parcel with Potential Displacement

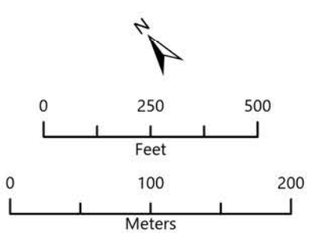
Full Acquisition

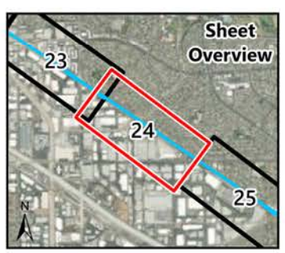
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025



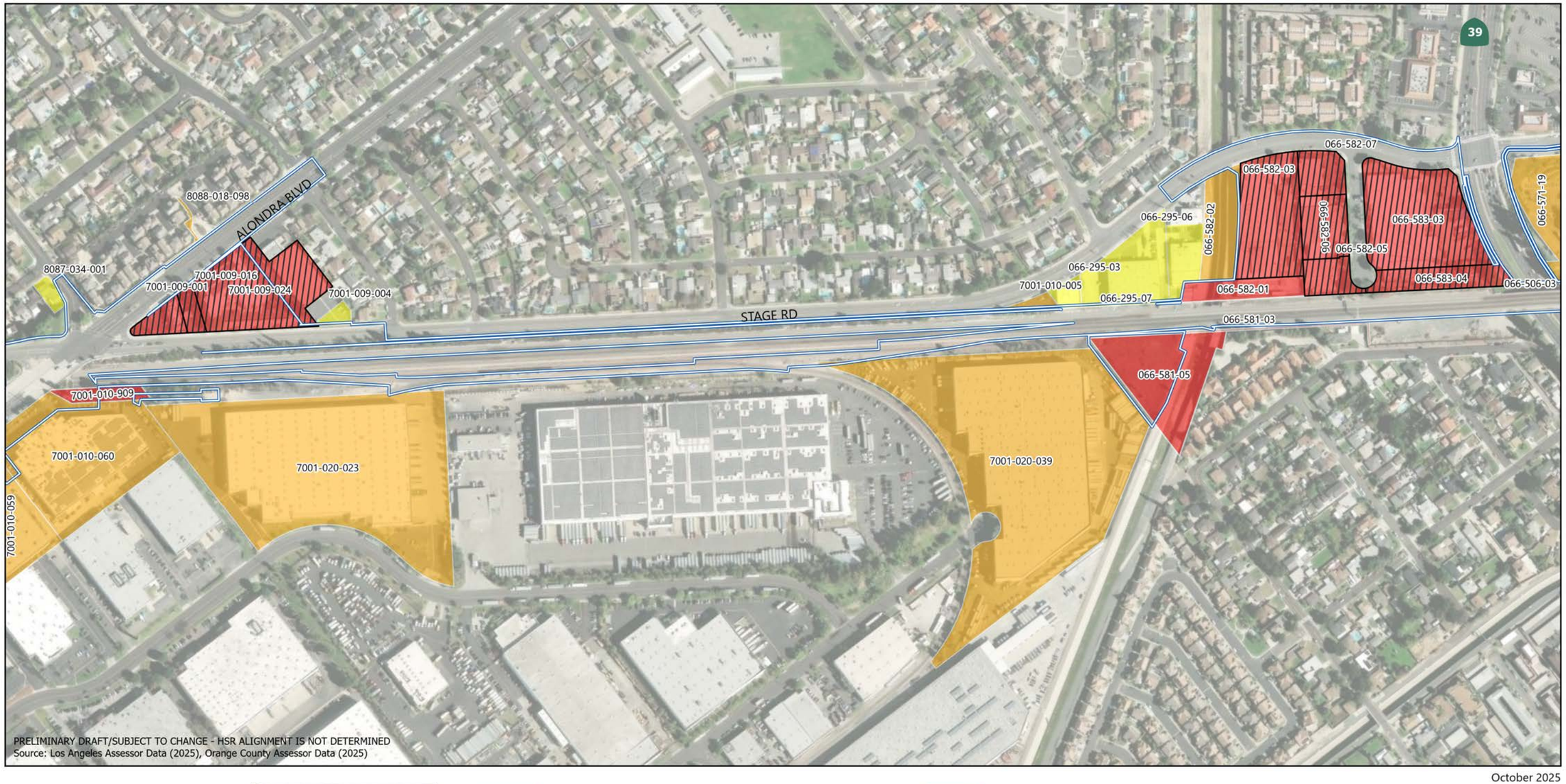

Project Footprint

Parcel with Potential Displacement

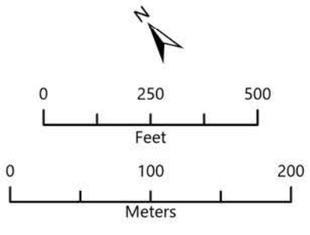
Full Acquisition

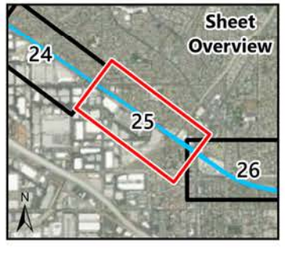
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement

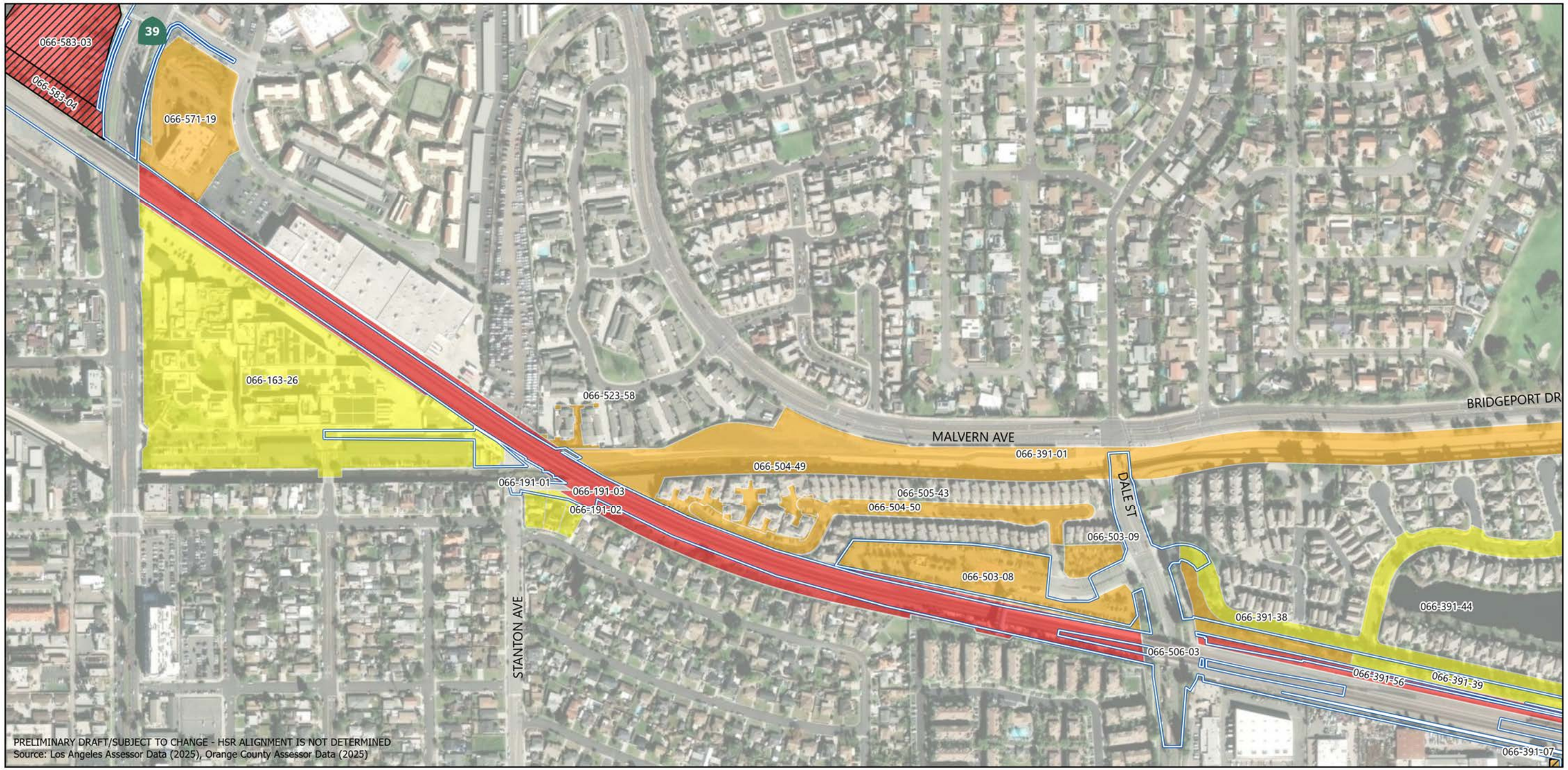



October 2025




- Project Footprint
- Parcel with Potential Displacement
- Full Acquisition
- Partially Affected Parcel (partial acquisition or permanent easement)
- Temporary Construction Easement

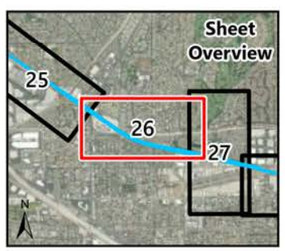



October 2025

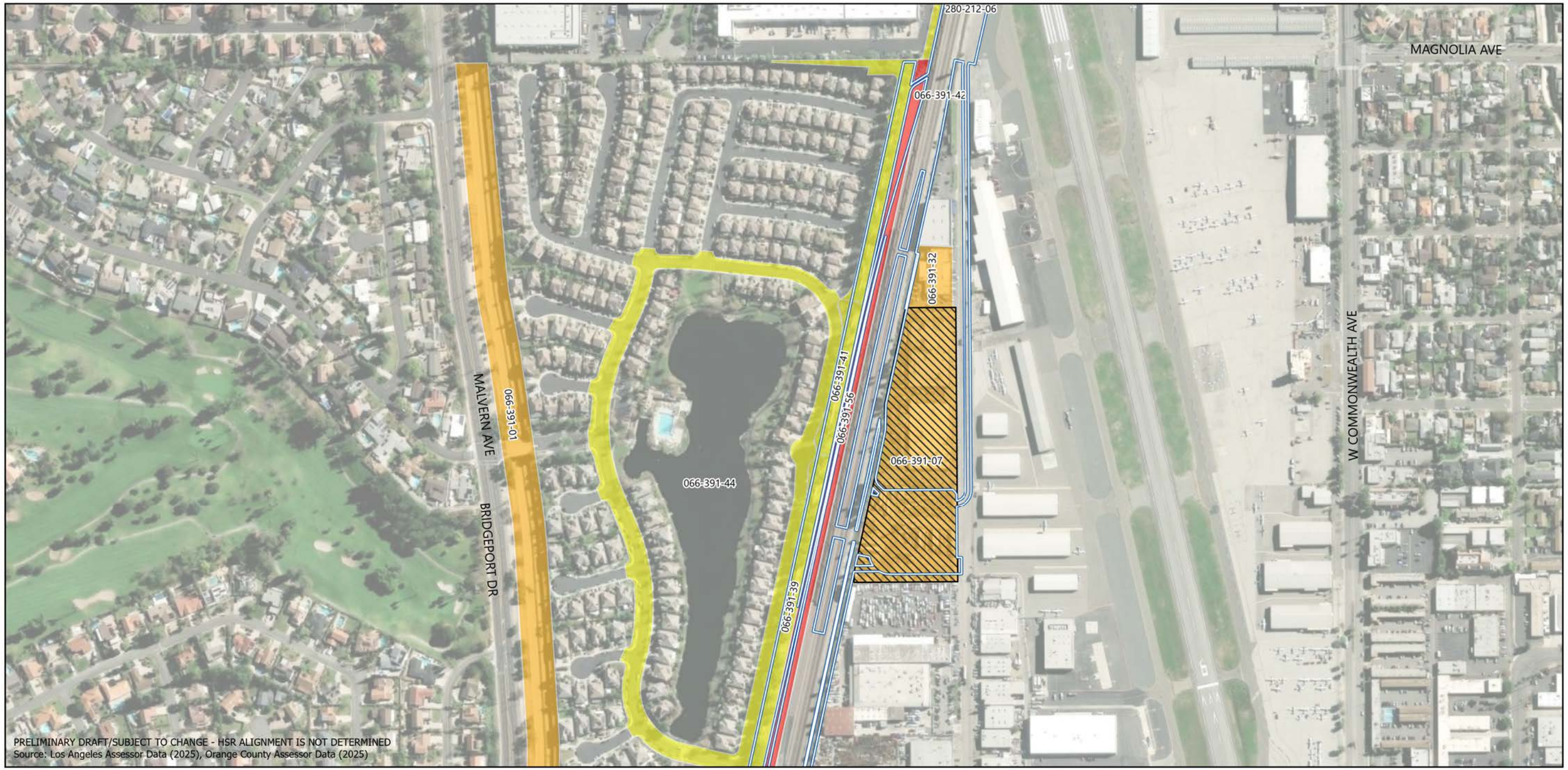
N

0 250 500
Feet

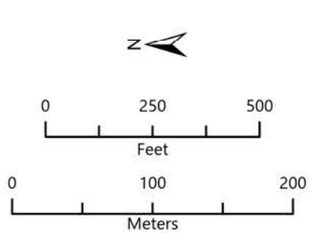
0 100 200
Meters

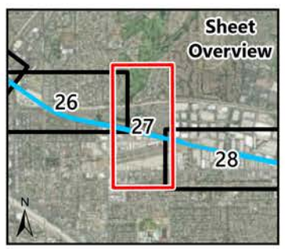



- Project Footprint
- Parcel with Potential Displacement
- Full Acquisition
- Partially Affected Parcel (partial acquisition or permanent easement)
- Temporary Construction Easement




October 2025



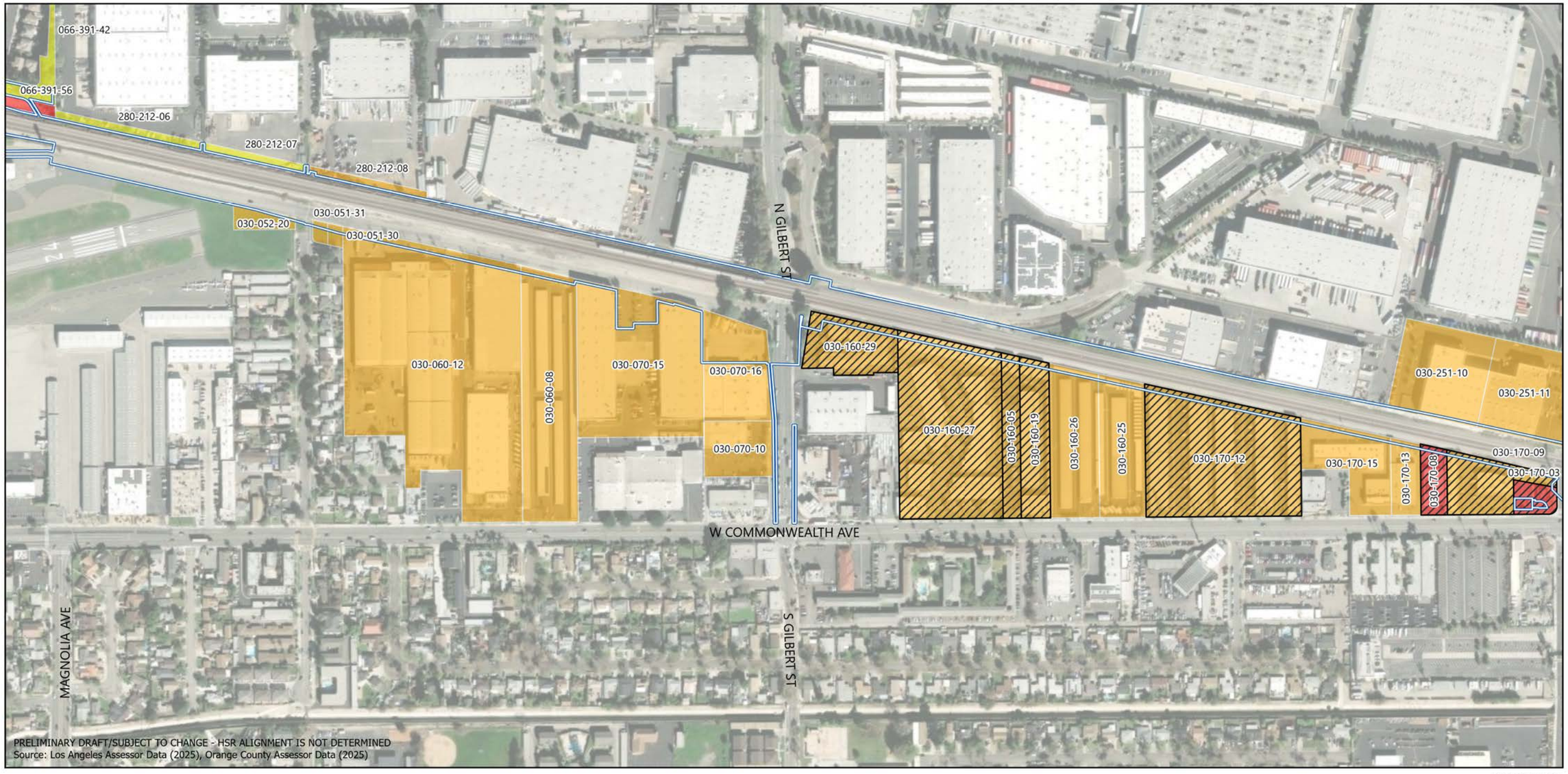

Project Footprint

Parcel with Potential Displacement

Full Acquisition

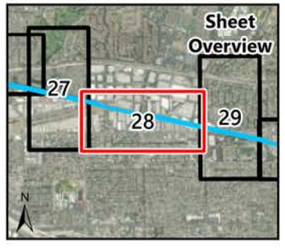
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025

N
0 250 500
Feet
0 100 200
Meters



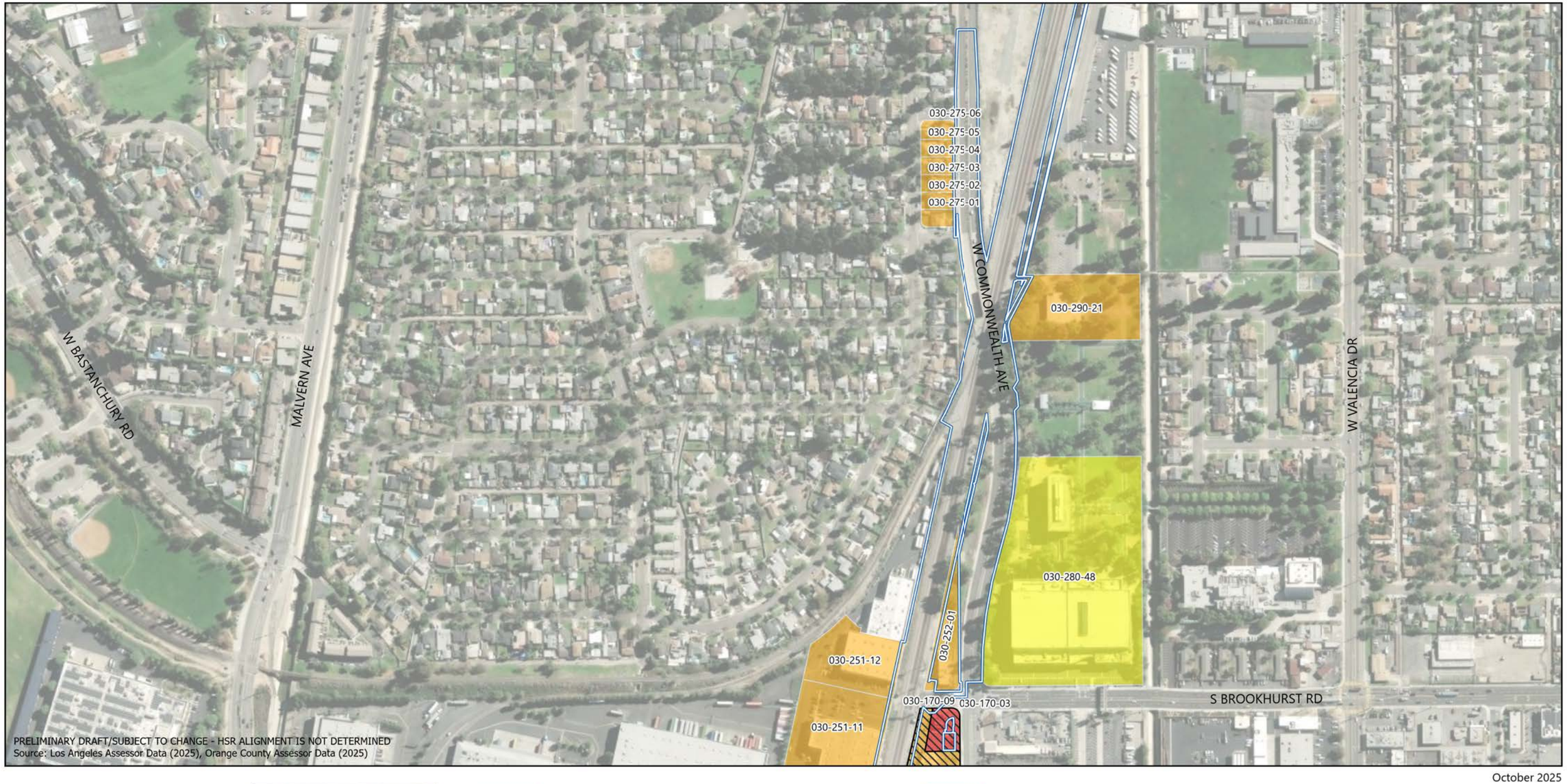

Project Footprint

Parcel with Potential Displacement

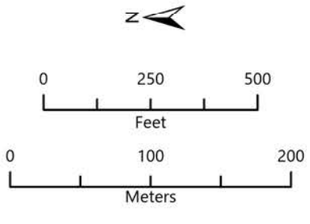
Full Acquisition

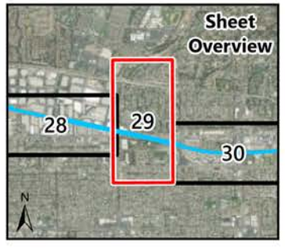
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement

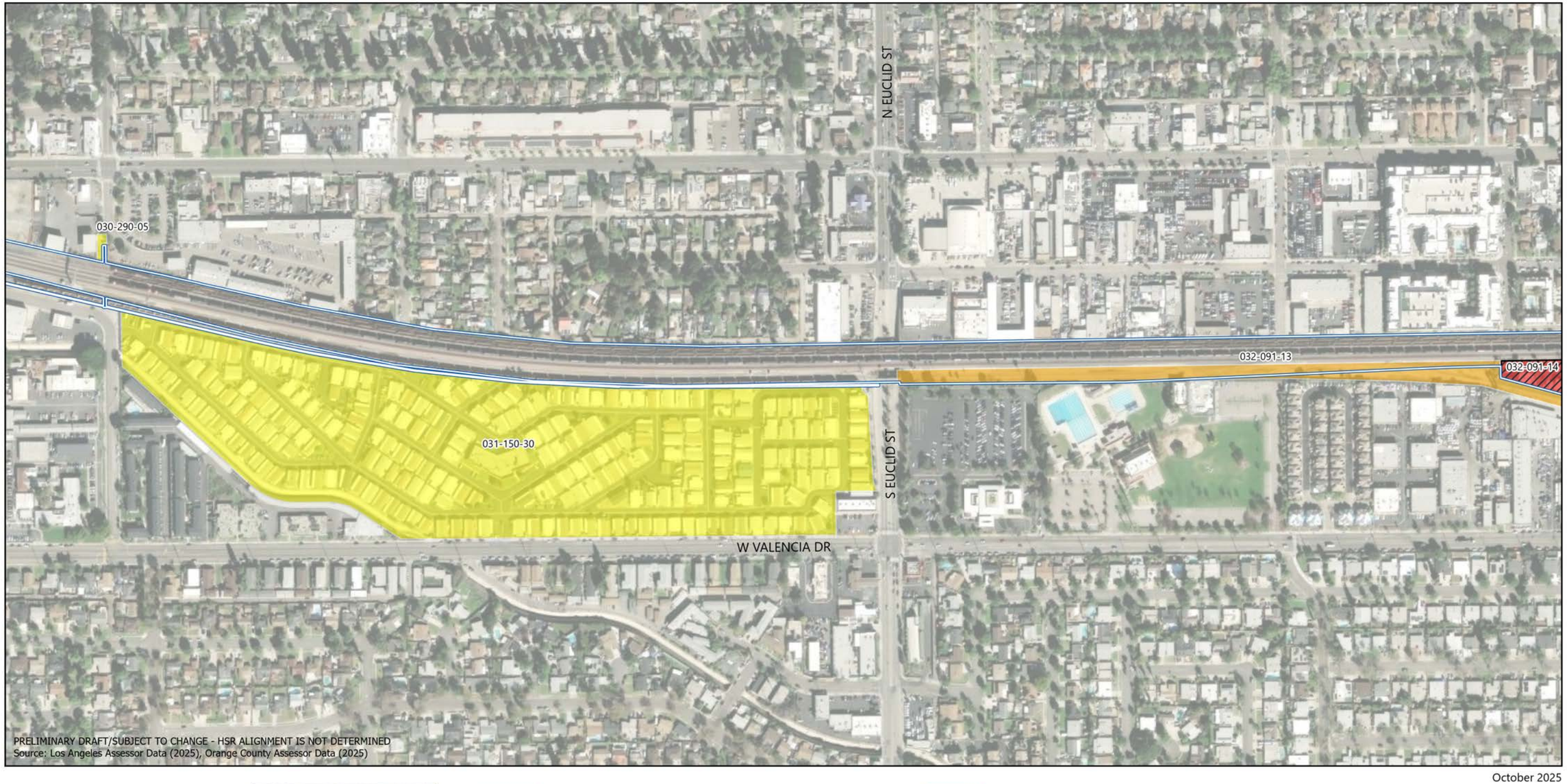



October 2025

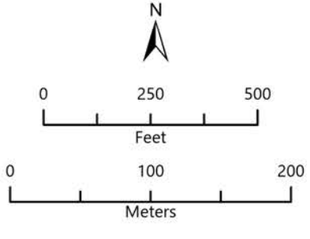


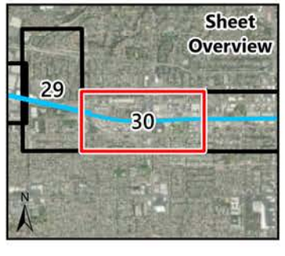




- Project Footprint
- Parcel with Potential Displacement
- Full Acquisition
- Partially Affected Parcel (partial acquisition or permanent easement)
- Temporary Construction Easement




October 2025



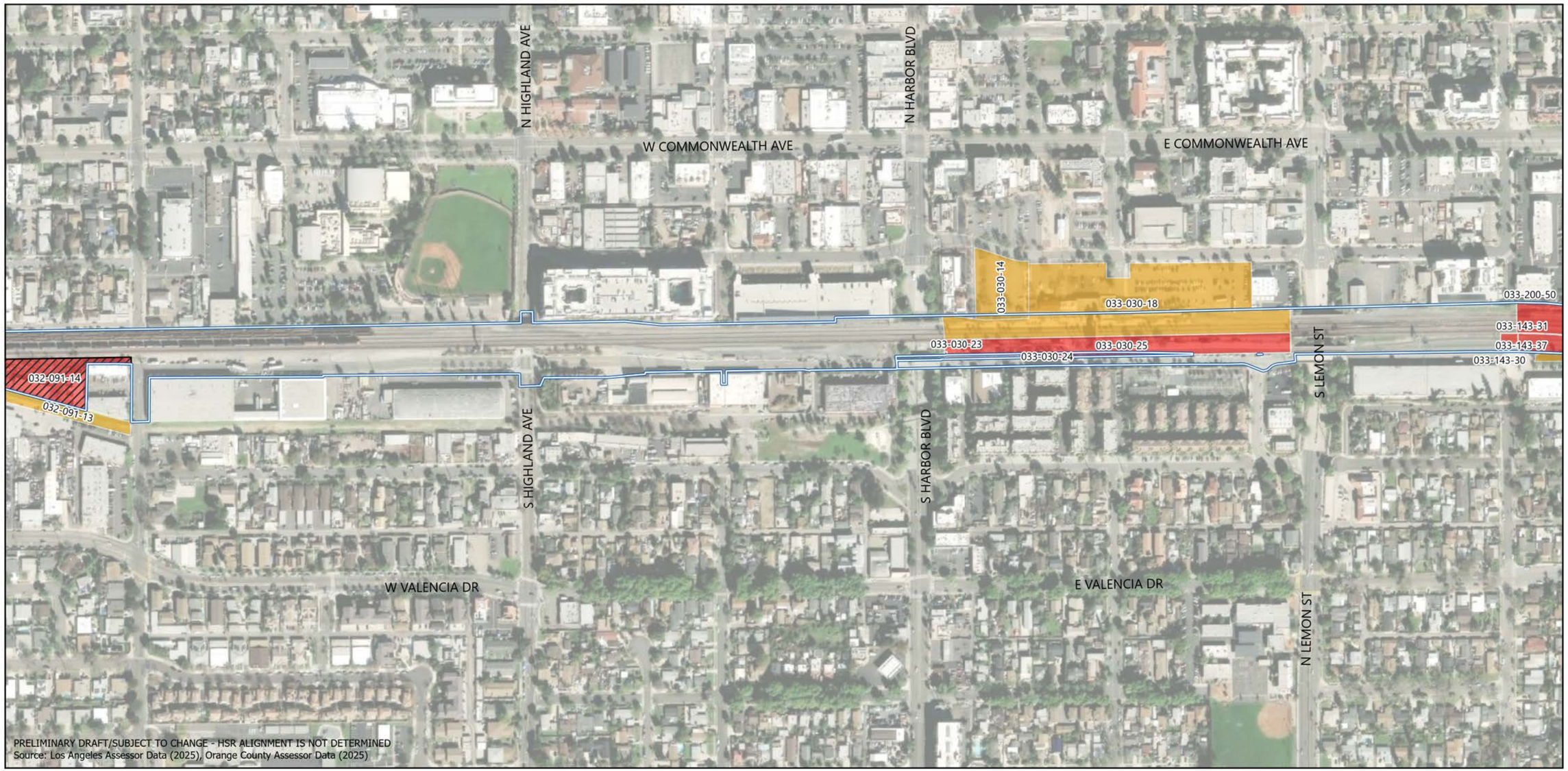

Project Footprint

Parcel with Potential Displacement

Full Acquisition

Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement

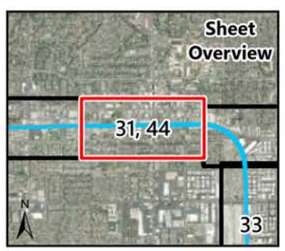



October 2025

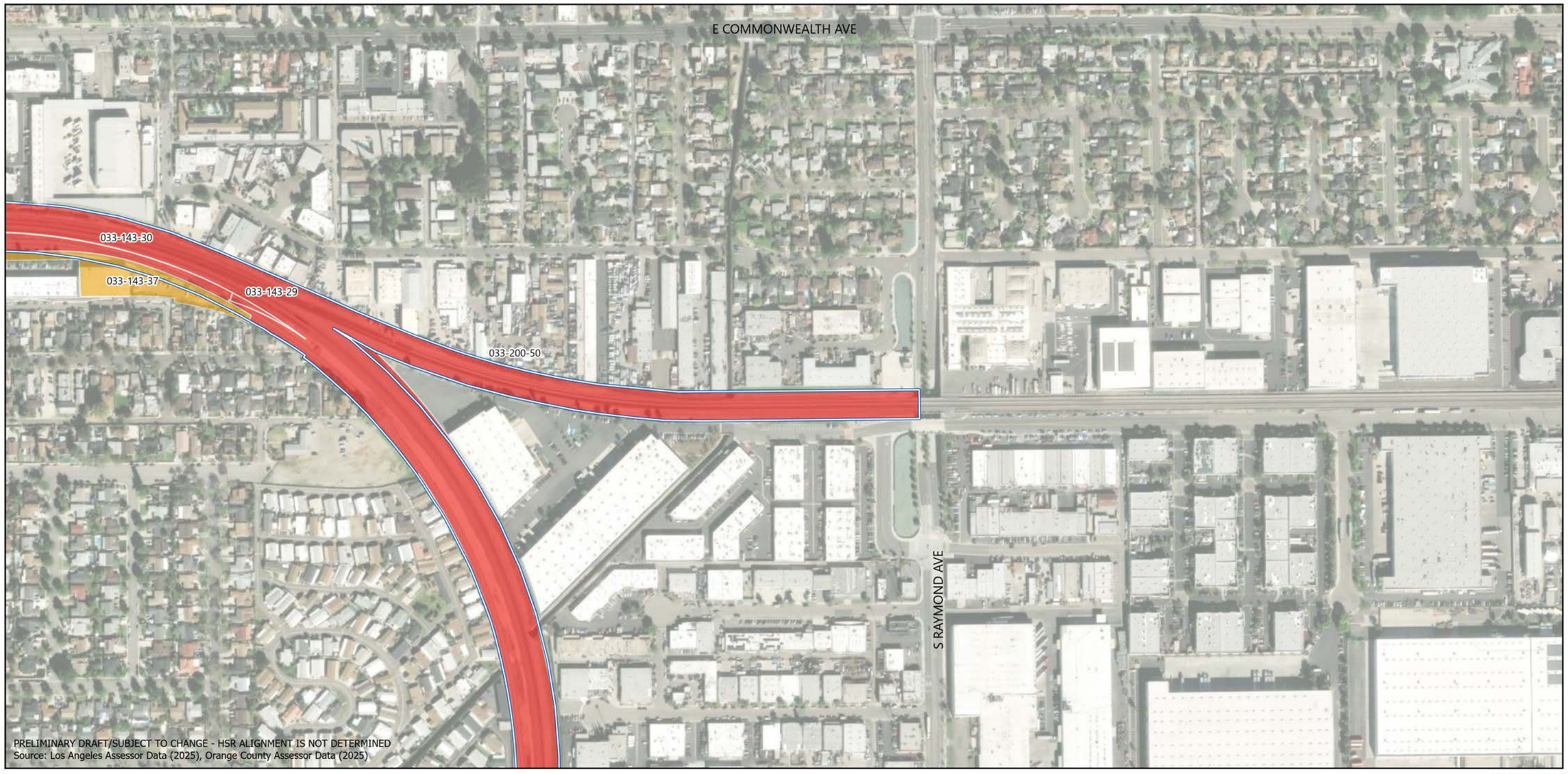
N

0 250 500
Feet

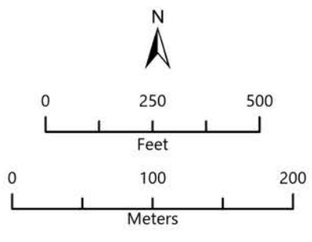
0 100 200
Meters




- Project Footprint
- Parcel with Potential Displacement
- Full Acquisition
- Partially Affected Parcel (partial acquisition or permanent easement)
- Temporary Construction Easement




October 2025







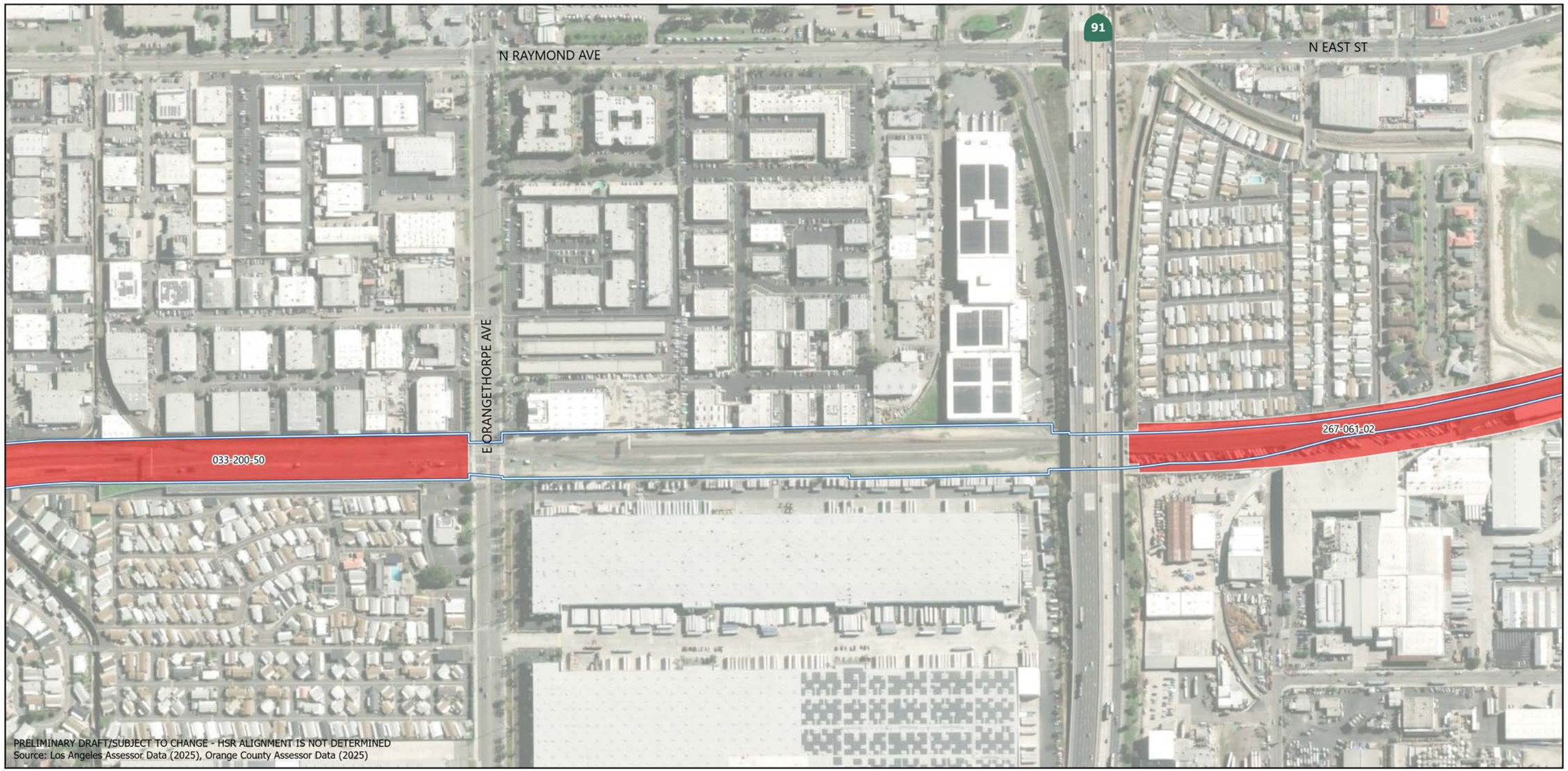
Project Footprint

Parcel with Potential Displacement

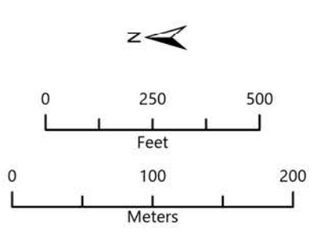
Full Acquisition

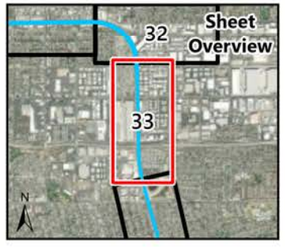
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025



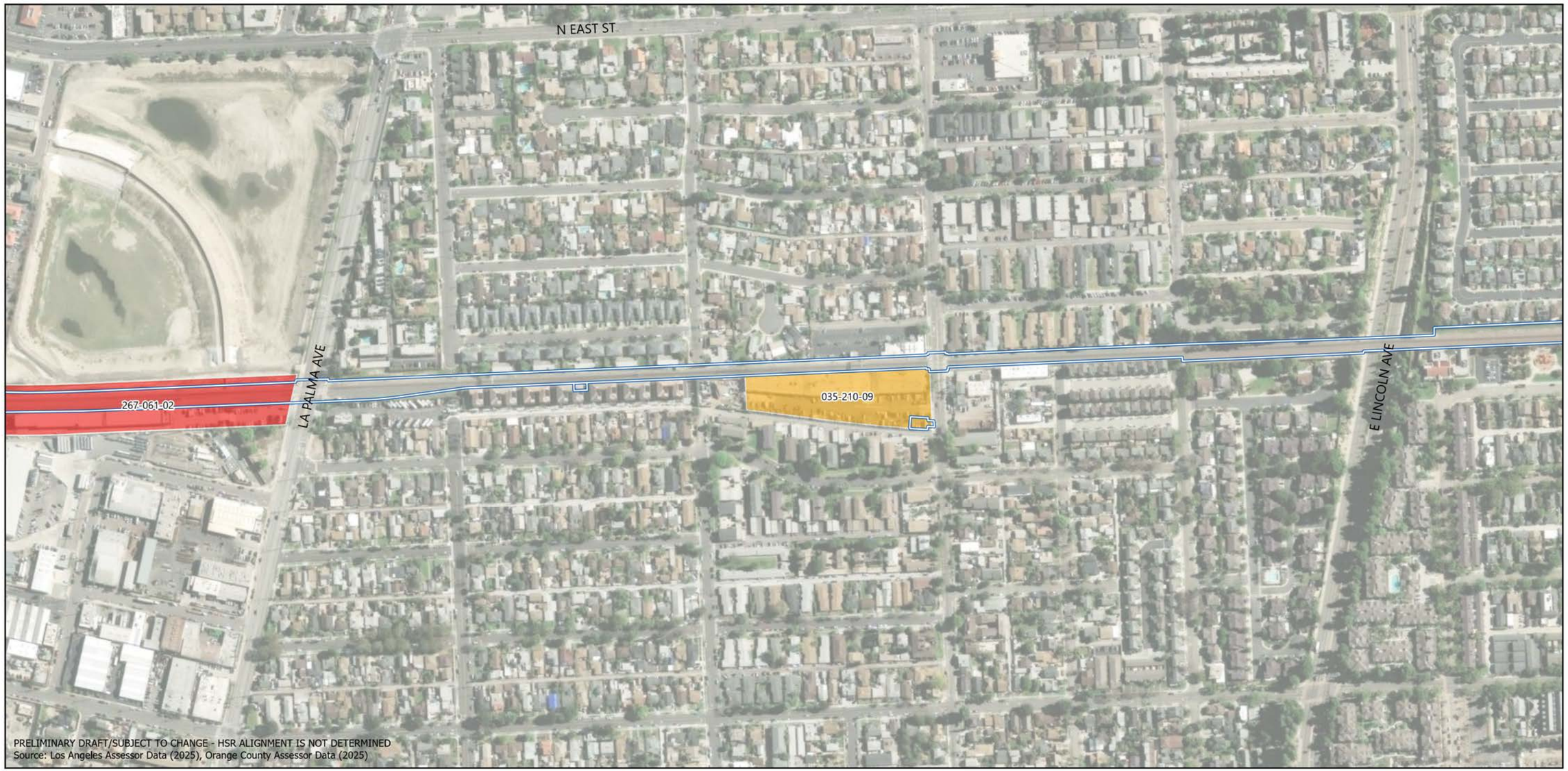

Project Footprint

Parcel with Potential Displacement

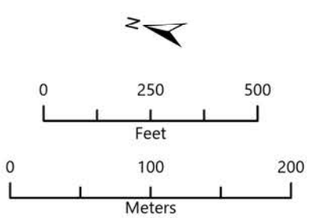
Full Acquisition

Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025







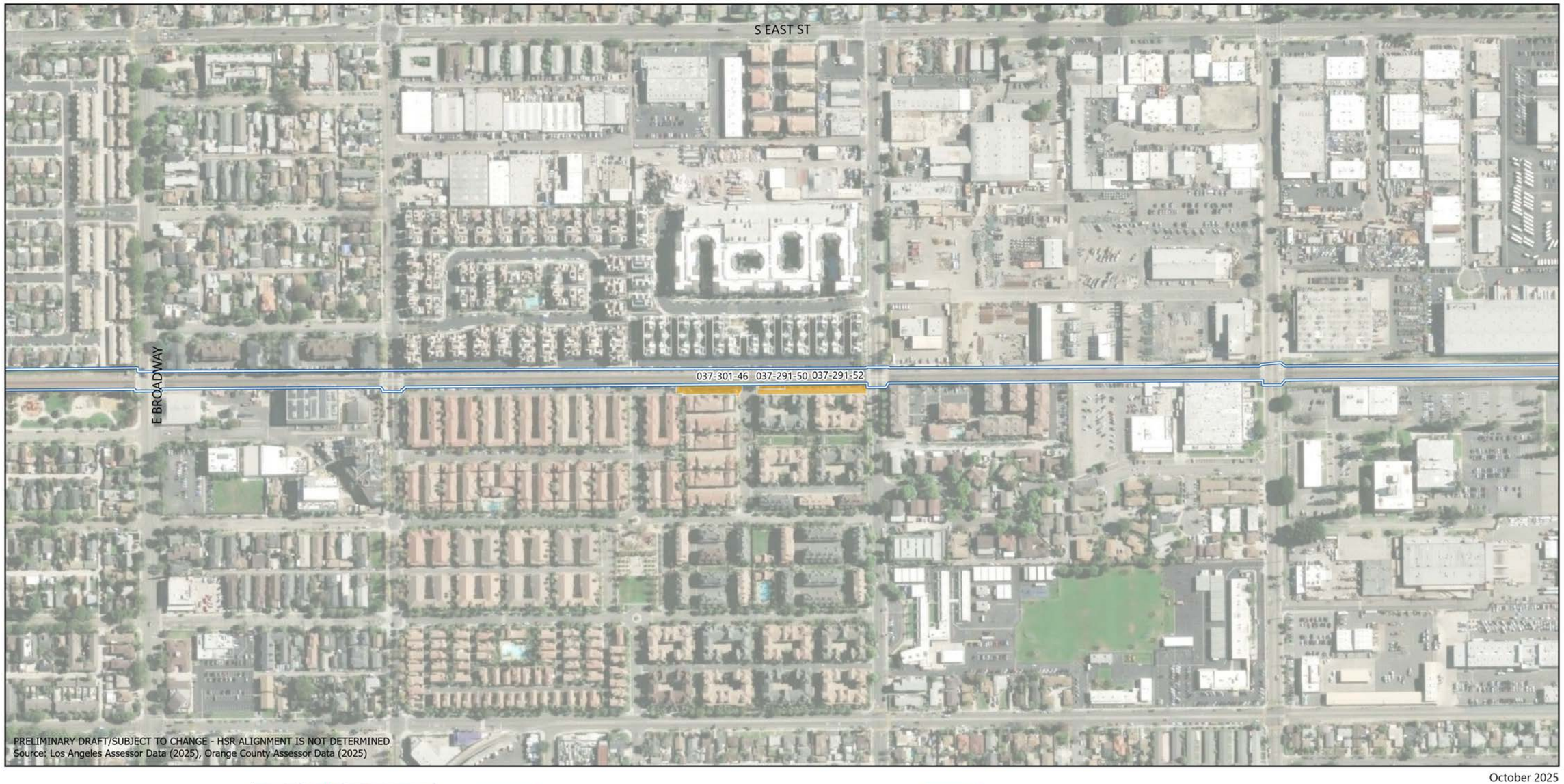
Project Footprint

Parcel with Potential Displacement

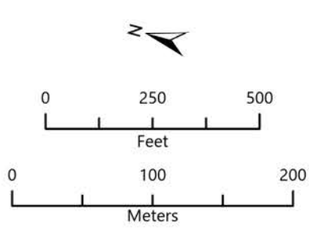
Full Acquisition

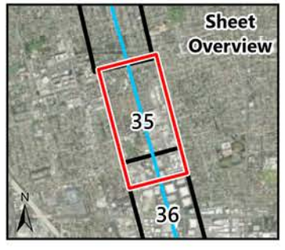
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025



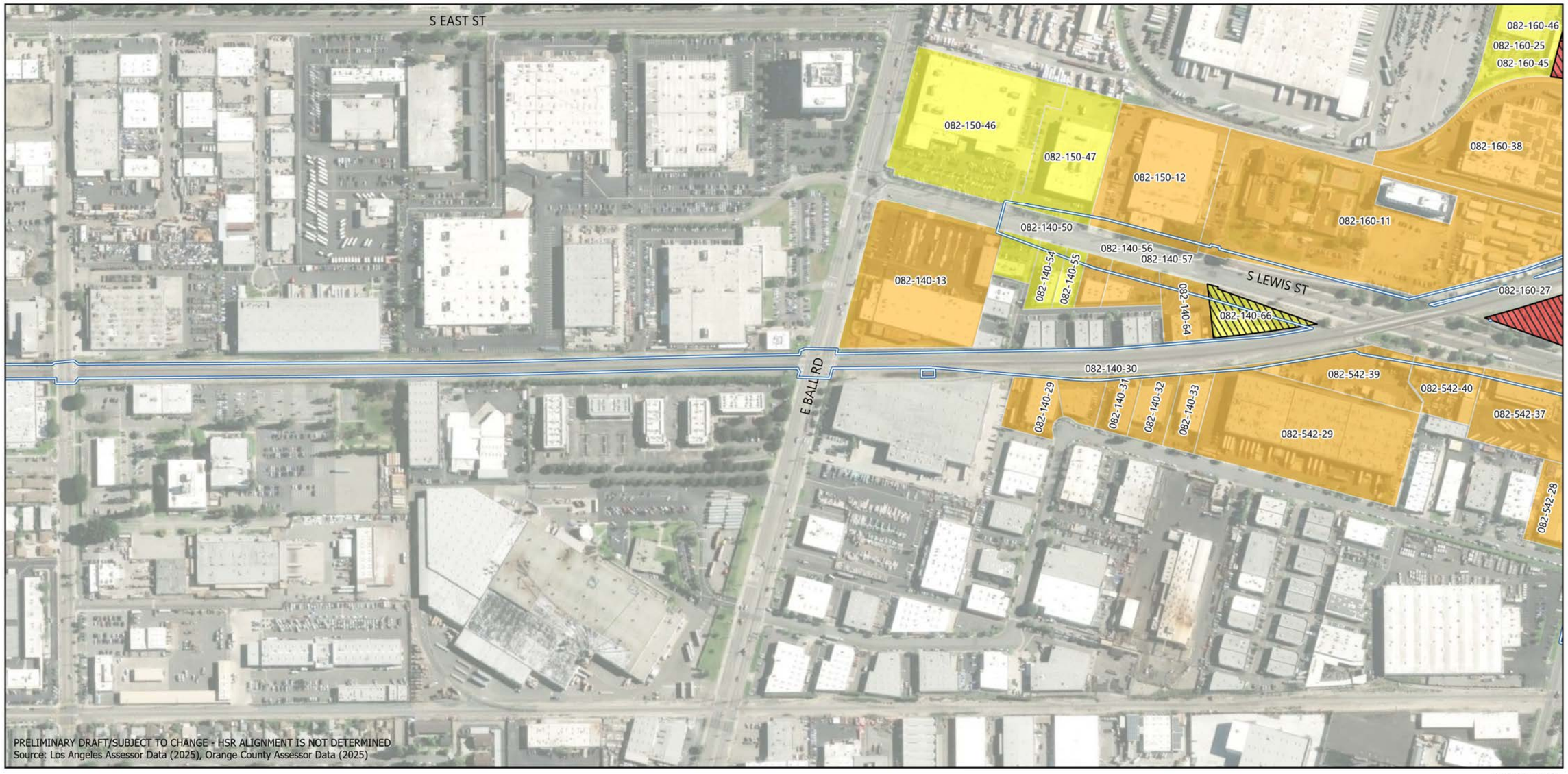

Project Footprint

Parcel with Potential Displacement

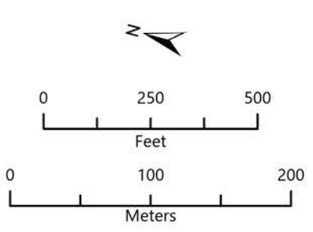
Full Acquisition

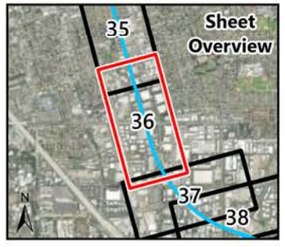
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025



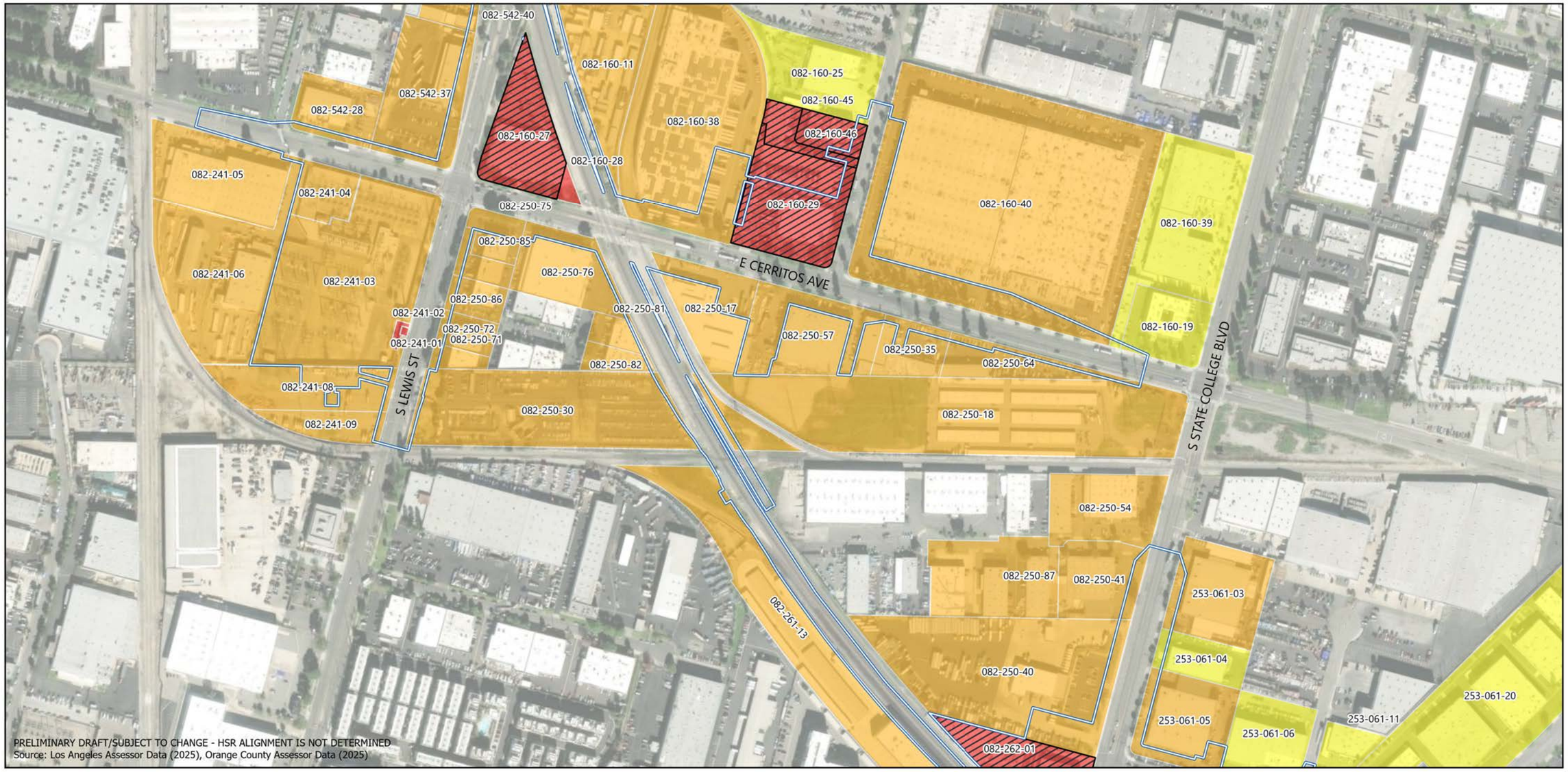

Project Footprint

Parcel with Potential Displacement

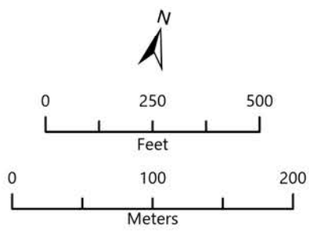
Full Acquisition

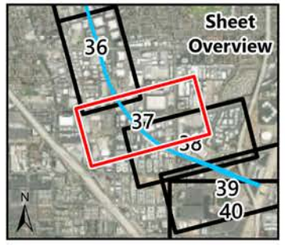
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025



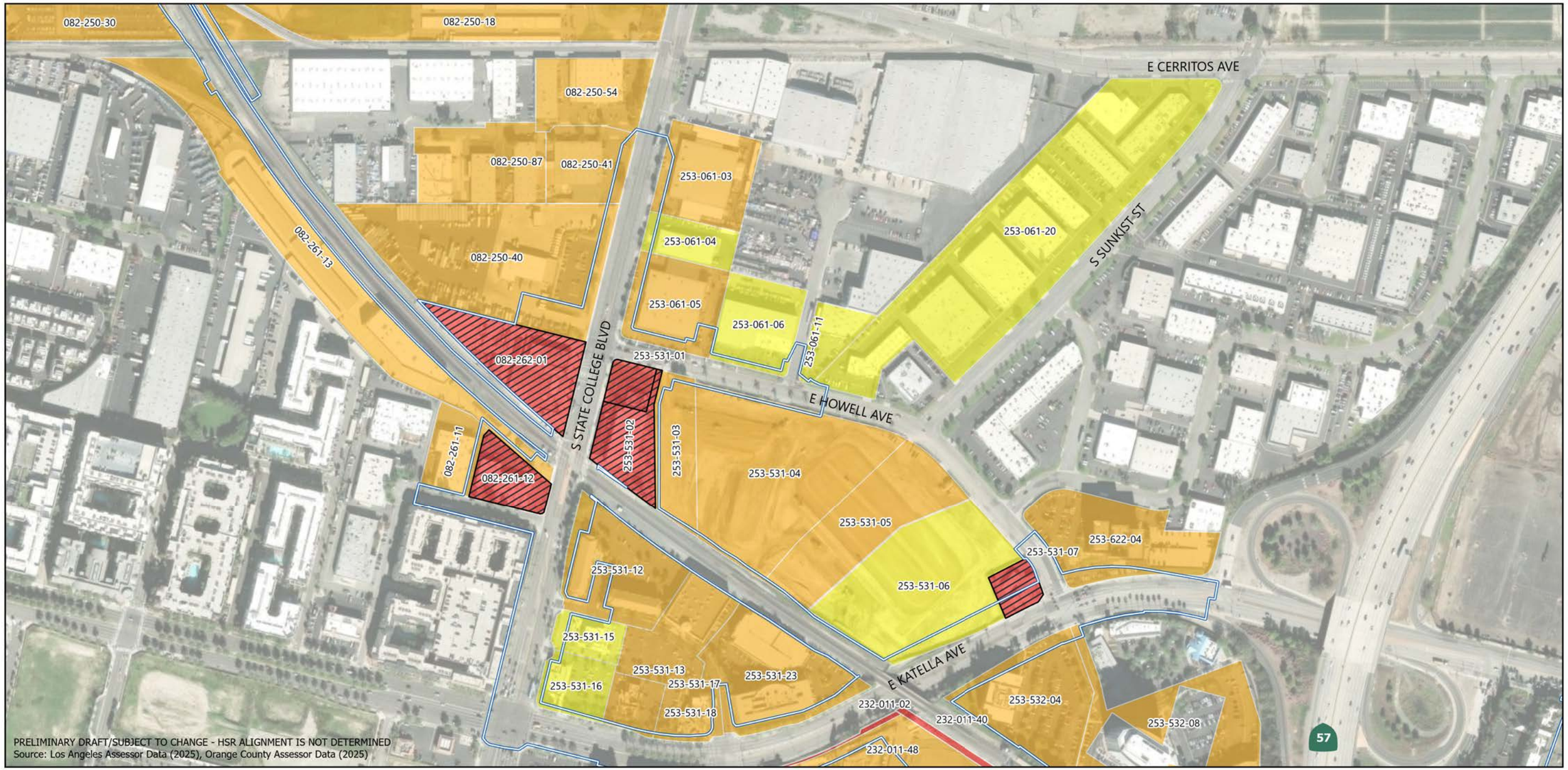

Project Footprint

Parcel with Potential Displacement

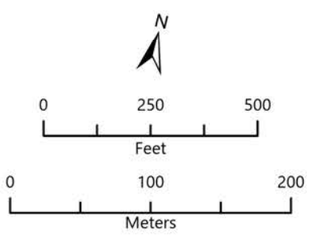
Full Acquisition

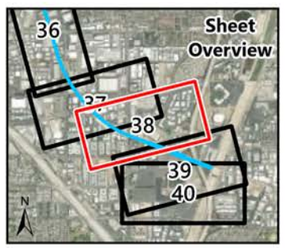
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025



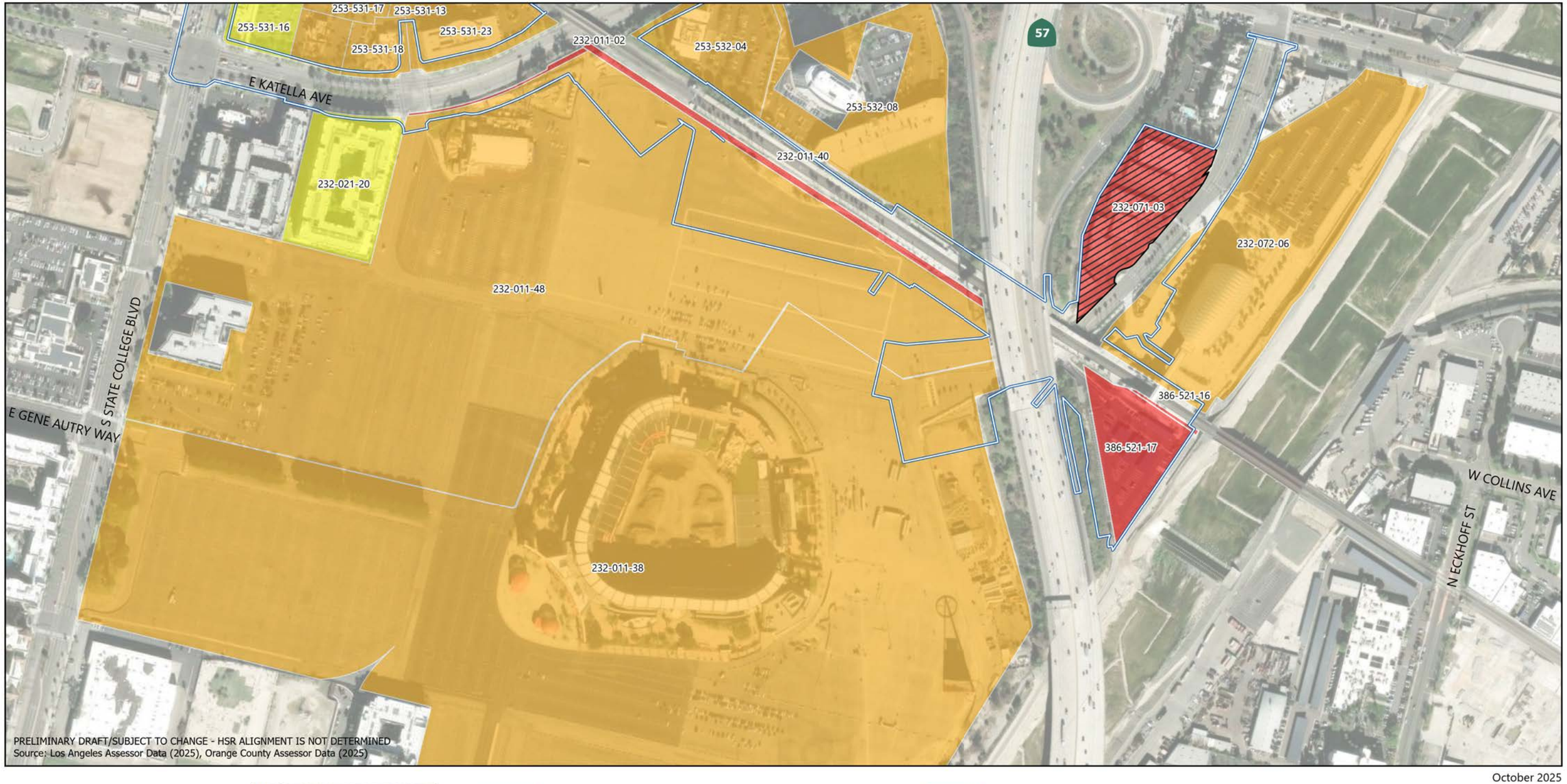

Project Footprint

Parcel with Potential Displacement

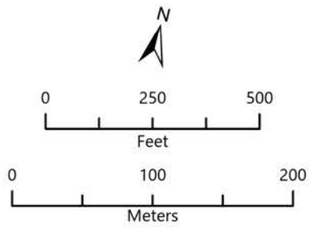
Full Acquisition

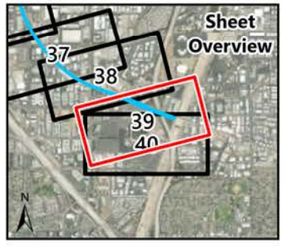
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025



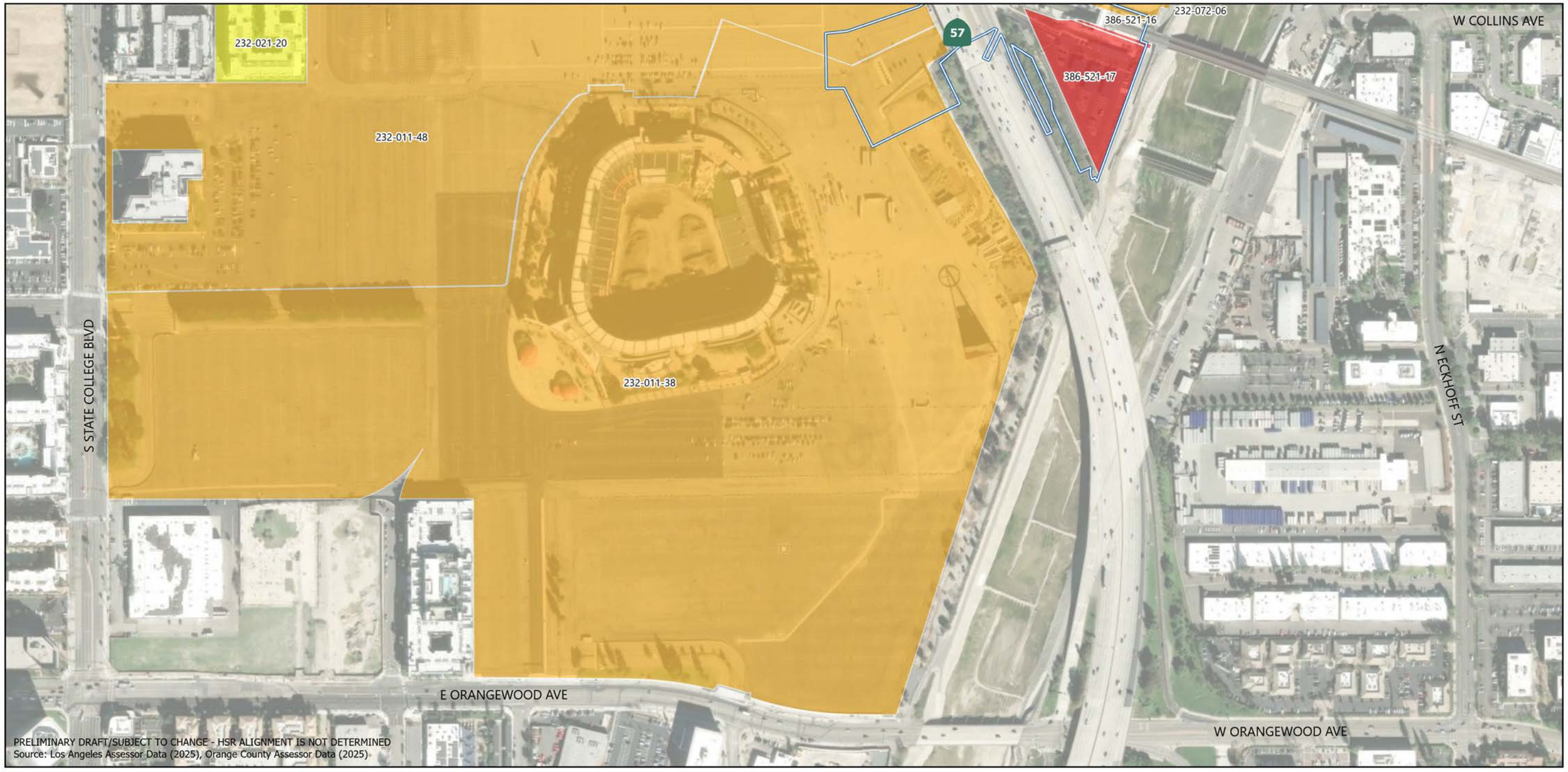

Project Footprint

Parcel with Potential Displacement

Full Acquisition

Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025

N

0 250 500
Feet

0 100 200
Meters



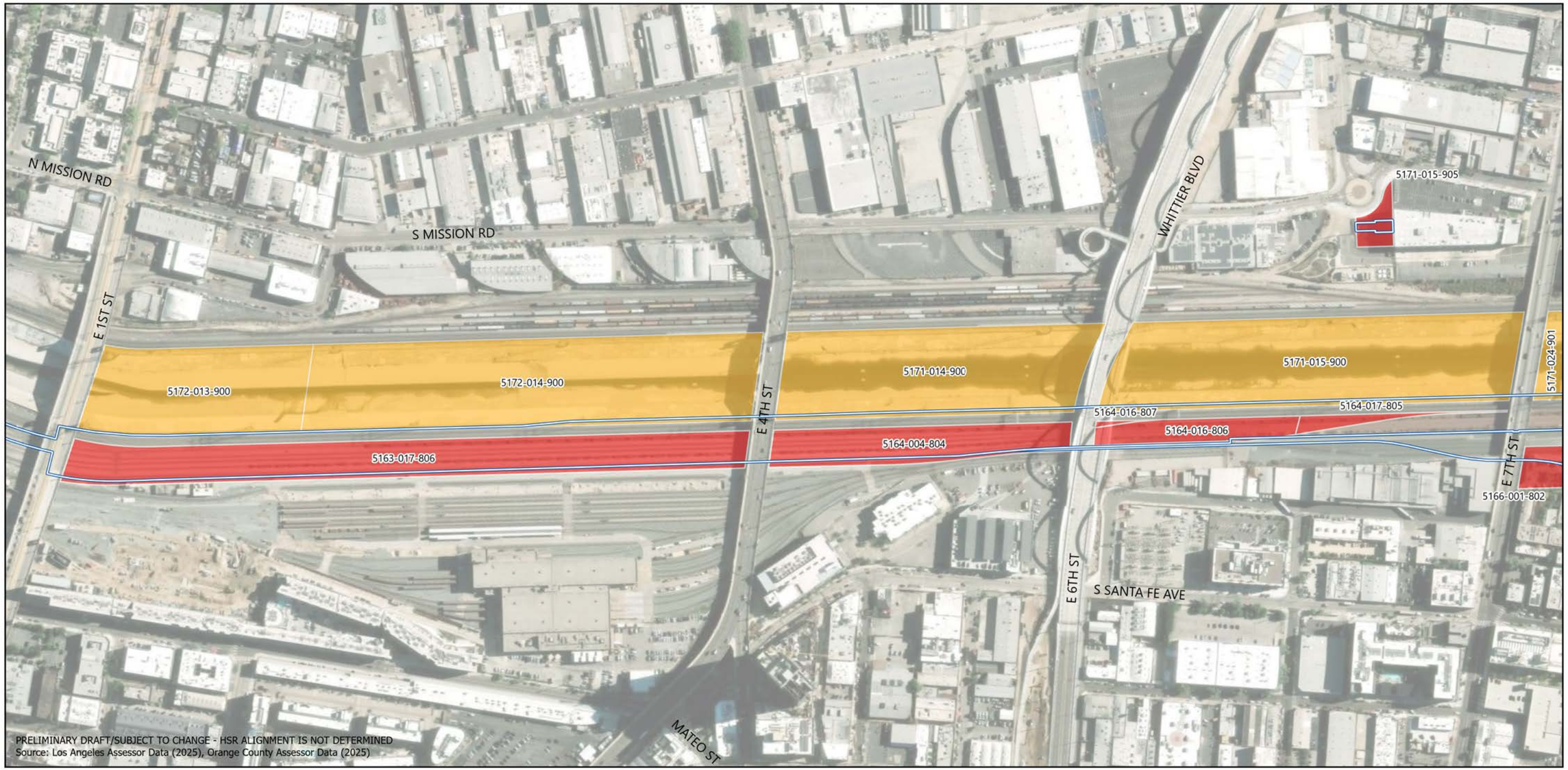

Project Footprint

Parcel with Potential Displacement

Full Acquisition

Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement

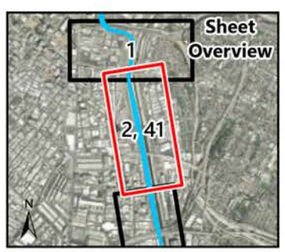



October 2025

N

0 250 500
Feet

0 100 200
Meters



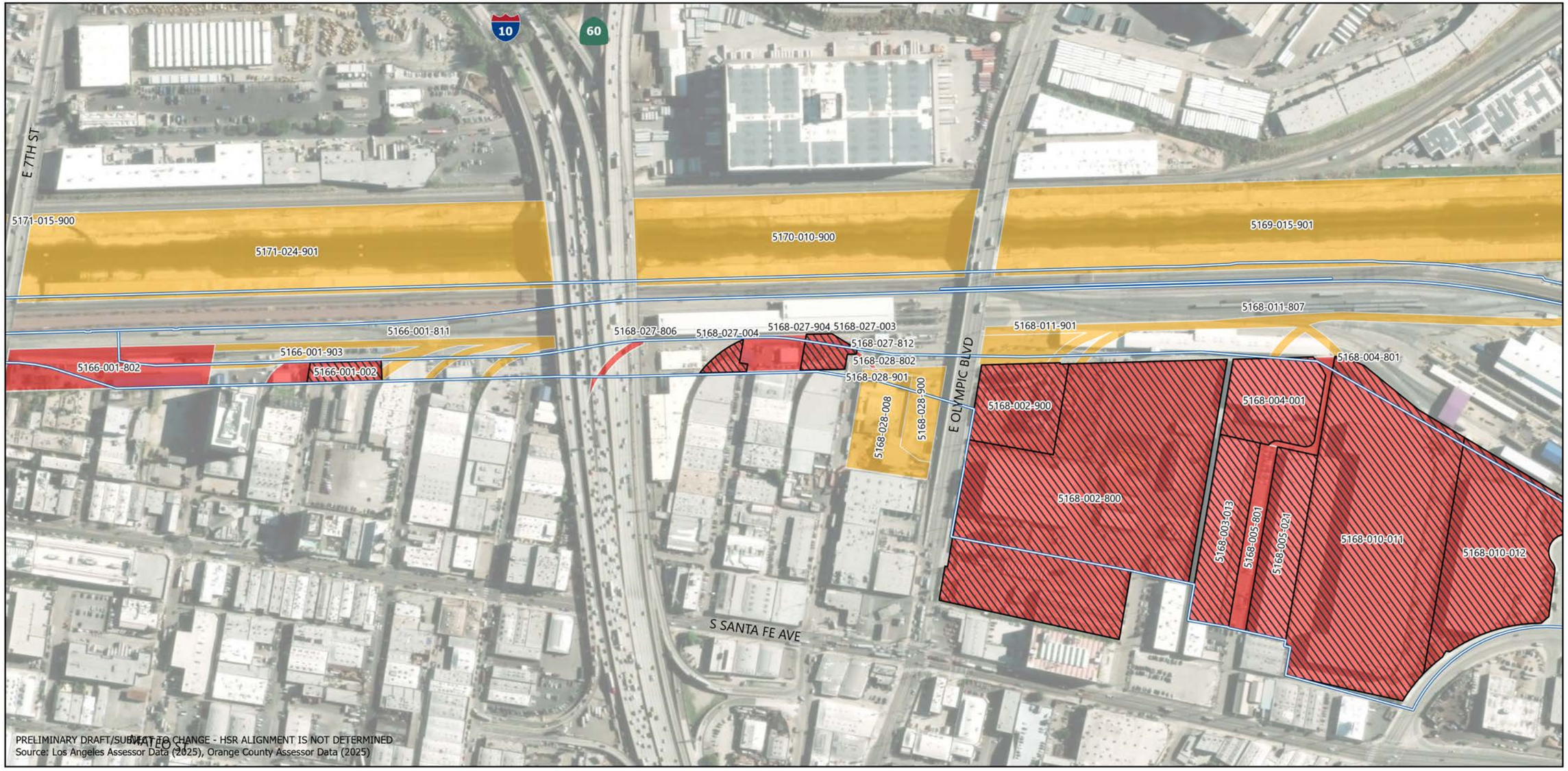

Project Footprint

Parcel with Potential Displacement

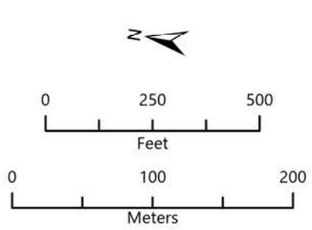
Full Acquisition

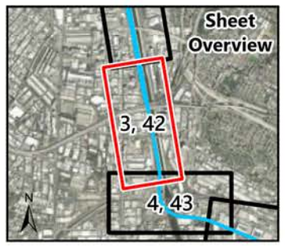
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025



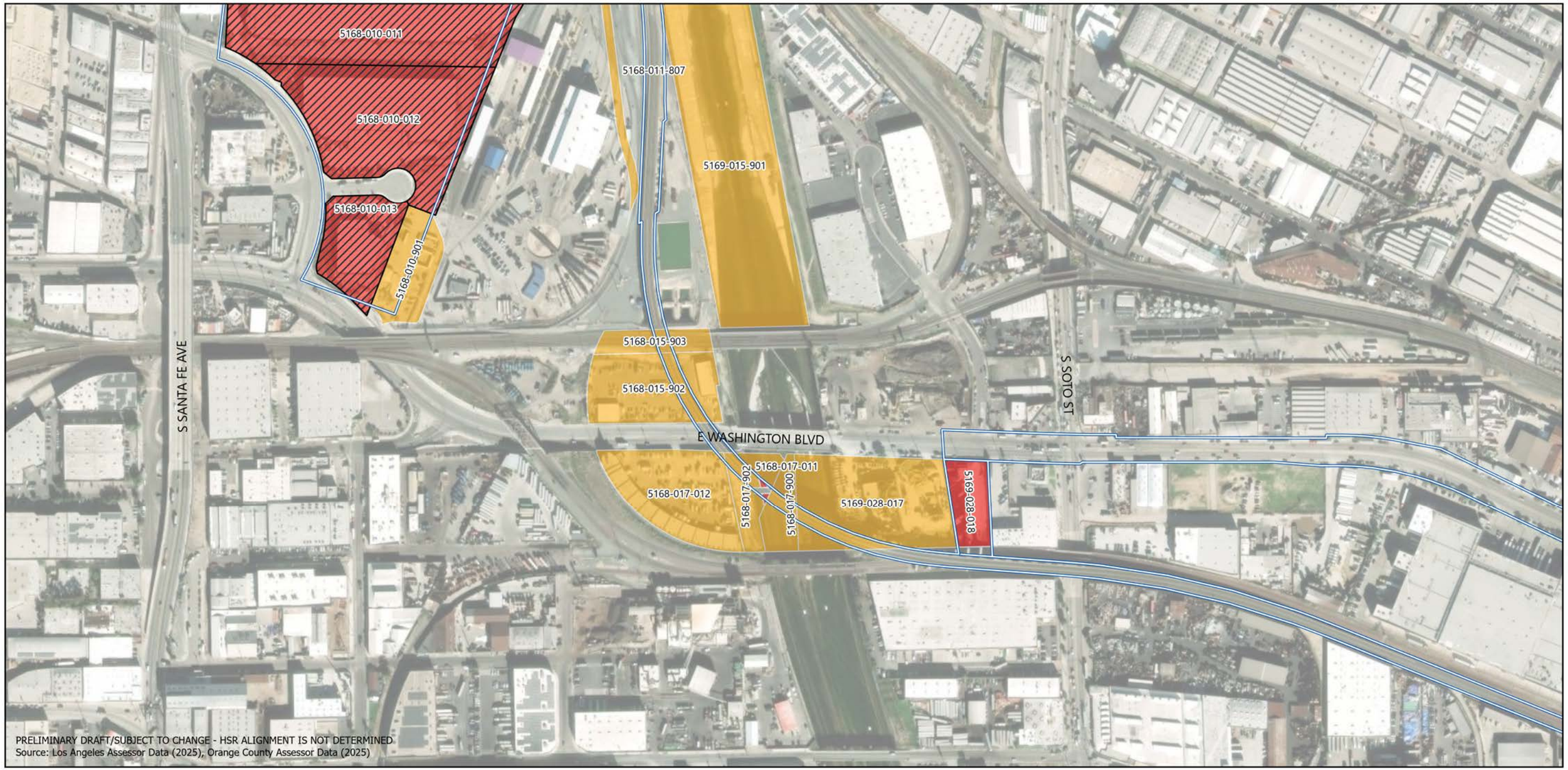

Project Footprint

Parcel with Potential Displacement

Full Acquisition

Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement

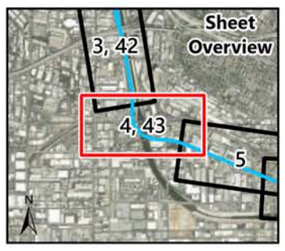



October 2025

N

0 250 500
Feet

0 100 200
Meters



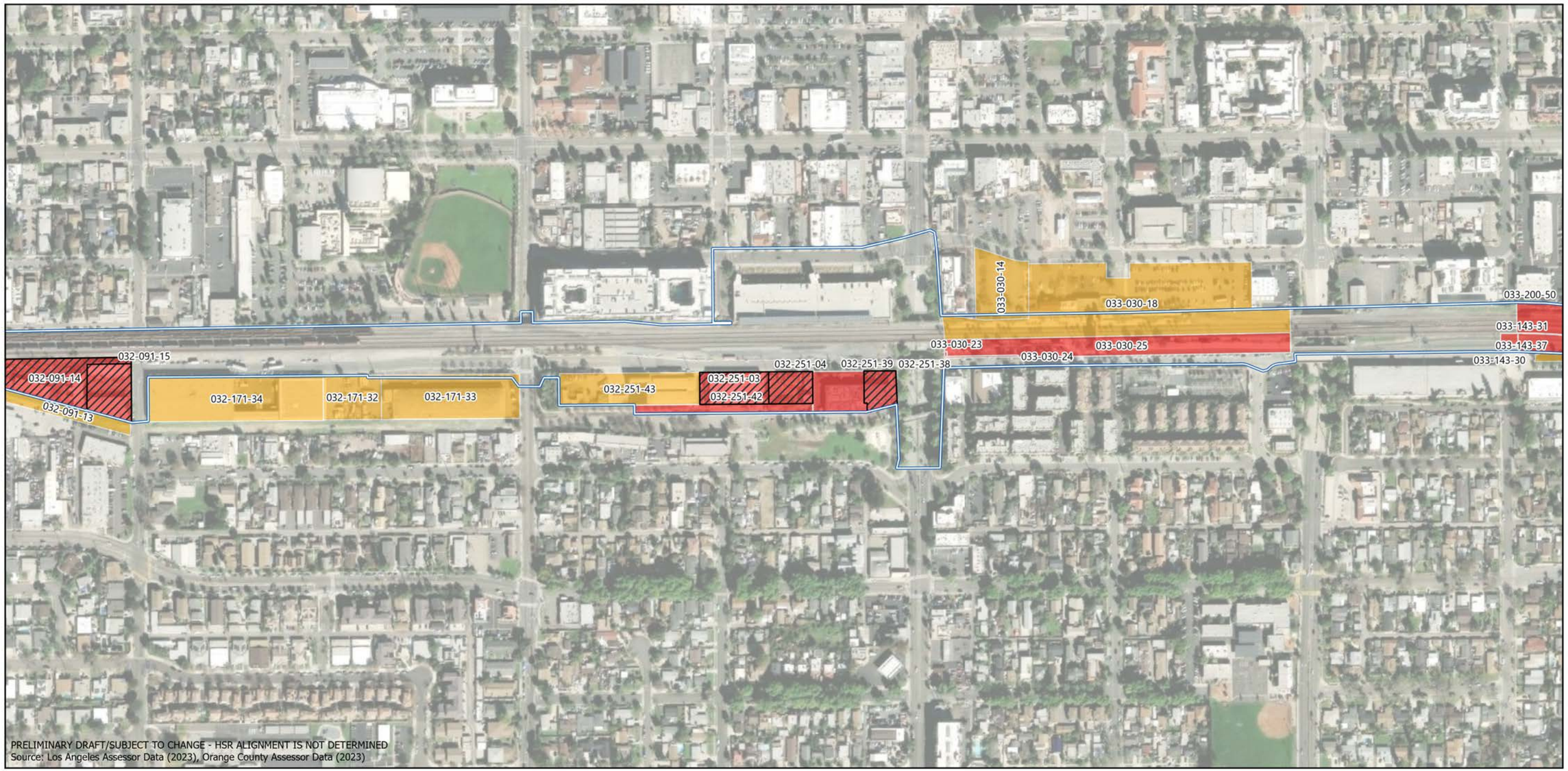

Project Footprint

Parcel with Potential Displacement

Full Acquisition

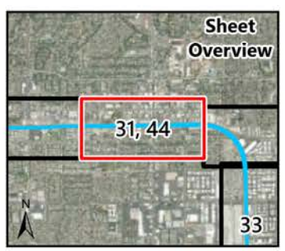
Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement




October 2025

N
0 250 500
Feet
0 100 200
Meters




Project Footprint

Parcel with Potential Displacement

Full Acquisition

Partially Affected Parcel (partial acquisition or permanent easement)

Temporary Construction Easement

# APPENDIX B: RESIDENTIAL DISPLACEMENTS

# RESIDENTIAL DISPLACEMENTS

| APN | PROPERTY OWNER | ADDRESS | CITY | COUNTY | LAND USE | UNITS AFFECTED | ESTIMATED RESIDENTS DISPLACED | PARCEL ACQUISITION TYPE |
|---|---|---|---|---|---|---|---|---|
| 8177-026-025 | DUARTE, ENEDINA | 11005 RIVERA RD | UNINCORPORATED | LOS ANGELES | SINGLE-FAMILY RESIDENTIAL | 1 | 3.8 | Full Acquisition |
| 8177-026-034 | ESCOBAR, RENE | 8533 PIONEER BLVD | UNINCORPORATED | LOS ANGELES | SINGLE-FAMILY RESIDENTIAL | 1 | 3.8 | Full Acquisition |
| 8177-026-040 | RAZO, HUGO | 10971 RIVERA RD | UNINCORPORATED | LOS ANGELES | SINGLE-FAMILY RESIDENTIAL | 1 | 3.8 | Full Acquisition |

# APPENDIX C: COMMERCIAL AND INDUSTRIAL BUSINESS DISPLACEMENTS

# COMMERCIAL AND INDUSTRIAL BUSINESS DISPLACEMENTS

## Shared Passenger Track Alternative A

| APN | PROPERTY OWNER | COMPANY NAME | ADDRESS | CITY | COUNTY | NUMBER OF EMPLOYEES | BUSINESS TYPE | PARCEL ACQUISITION TYPE |
|---|---|---|---|---|---|---|---|---|
| 8178-035-008 | Garcia, Ramon P | Angelo's Burgers | 11703 Los Nietos Rd | Santa Fe Springs | Los Angeles | 3 | Commercial | Partially Affected Parcel |
| 8178-035-008 | Garcia, Ramon P | Ramon's Custom Auto Upholstery | 11703 Los Nietos Rd | Santa Fe Springs | Los Angeles | 6 | Commercial | Partially Affected Parcel |
| 8178-035-008 | Garcia,Ramon P And Eloisa M Trs | Angelos Burgers | 11741 Los Nietos Rd | Santa Fe Springs | Los Angeles | 4 | Commercial | Partially Affected Parcel |
| 8177-031-013 | A C Industrial Properties Llc | U-Haul Neighborhood Dealer | 8717 Pioneer Blvd | Santa Fe Springs | Los Angeles | 5 | Commercial | Full Acquisition |
| 8177-031-013 | A C Industrial Properties Llc | Tri West Move N Store Llc | 8717 Pioneer Blvd | Santa Fe Springs | Los Angeles | 5 | Commercial | Full Acquisition |
| 8177-031-013 | A C Industrial Properties Llc | Bling Bling Pkgng Cstm Retail | 8731 Pioneer Blvd | Santa Fe Springs | Los Angeles | 6 | Commercial | Full Acquisition |
| 8177-031-009 | A C Industrial Properties Llc | Western Corrugated Design | 8741 Pioneer Blvd | Santa Fe Springs | Los Angeles | 41 | Industrial | Full Acquisition |
| 8087-035-015 | JKIM INVESTMENT LLC | Peak Burger | 14901 Alondra Blvd | La Mirada | Los Angeles | 10 | Commercial | Partially Affected Parcel |
| 8045-001-034 | SFS Truck Storage Inc | Logistics Terminals, Inc. | 12920 Imperial Hwy | Santa Fe Springs | Los Angeles | 2 | Industrial | Full Acquisition |
| 8045-001-034 | SFS Truck Storage Inc | Performance Team | 12920 Imperial Hwy | Santa Fe Springs | Los Angeles | 4 | Industrial | Full Acquisition |
| 8045-001-034 | SFS Truck Storage Inc | R & R Transportation | 12920 Imperial Hwy | Santa Fe Springs | Los Angeles | 9 | Industrial | Full Acquisition |
| 8045-001-016 | Coast Industrial | Kenco & Sons Construction | 12830 Imperial Hwy | Santa Fe Springs | Los Angeles | 4 | Commercial | Full Acquisition |
| 8045-001-016 | Coast Industrial | Calgon Carbon Corp | 12832 Imperial Hwy | Santa Fe Springs | Los Angeles | 5 | Commercial | Full Acquisition |
| 8045-001-016 | Coast Industrial | Truss Works Intl Llc | 12832 Imperial Hwy | Santa Fe Springs | Los Angeles | 50 | Commercial | Full Acquisition |
| 8026-041-052 | Sika Chemical Corp | Sika Corporation | 12767 Imperial Hwy | Santa Fe Springs | Los Angeles | 15 | Industrial | Full Acquisition |
| 8011-020-035 | Mrs Investment Llc | Compass Concepts Inc | 12648 Clark St | Santa Fe Springs | Los Angeles | 14 | Industrial | Full Acquisition |
| 8011-020-026 | Co, Douglas F TR | Pacific Emulsions | 12643 Emmens Way | Santa Fe Springs | Los Angeles | 2 | Industrial | Full Acquisition |
| 8011-020-026 | Co, Douglas F TR | Trexler Compressor Sales & Service | 12643 Emmens Way | Santa Fe Springs | Los Angeles | 3 | Industrial | Full Acquisition |
| 7001-009-024 | Psac Development Partners Lp | Public Storage | 15034 Alondra Blvd | La Mirada | Los Angeles | 3 | Commercial | Full Acquisition |
| 7001-009-016 | Yi,David M | Spot Free Rinse | <Null> | La Mirada | Los Angeles | 0 | Commercial | Full Acquisition |
| 7001-009-001 | Wu,Tien Yu And Hsiu M Trs | Eva'S Flower Shop | 15010 Alondra Blvd | La Mirada | Los Angeles | 4 | Commercial | Full Acquisition |
| 7001-009-001 | Wu,Tien Yu And Hsiu M Trs | 7-Eleven | 15006 Alondra Blvd | La Mirada | Los Angeles | 6 | Commercial | Full Acquisition |
| 7001-009-001 | Wu,Tien Yu And Hsiu M Trs | Taqueria Las Comadres #1 | 15008 Alondra Blvd | La Mirada | Los Angeles | 6 | Commercial | Full Acquisition |
| 6382-014-008 | Pendlay,Mildred | Pico Rivera Plating | 9307 Bermudez St | Pico Rivera | Los Angeles | 9 | Industrial | Full Acquisition |
| 6332-007-011 | Los Angeles Board Of Adjusters | Insul-Therm International Inc | 6651 E 26Th St | Commerce | Los Angeles | 40 | Industrial | Full Acquisition |
| 6332-007-010 | Eshleman, Jan O Reilly | Graphics Studio | 6675 E 26Th St | Commerce | Los Angeles | 3 | Commercial | Full Acquisition |
| 6332-007-001 | Kaffke Mary D Tr Et Al Ruh Marjorie B | Caesar'S Professional Products | 6677 E 26Th St | Commerce | Los Angeles | 6 | Commercial | Full Acquisition |
| 6332-006-003 | 6111 Bandini Blvd LLC | Johannessen Trading Co | 6111 Bandini Blvd | Commerce | Los Angeles | 127 | Industrial | Full Acquisition |
| 6332-006-001 | On Bandini LLC | Northrop Grumman Innovation Systems | 6033 Bandini Blvd | Commerce | Los Angeles | 130 | Industrial | Full Acquisition |
| 6332-001-003 | KBB Investments | G Knit Co Inc | 4720 E 26th St | Vernon | Los Angeles | 2 | Industrial | Partially Affected Parcel |
| 6332-001-003 | KBB Investments | Makeup She Inc. | 4726 E 26th St | Vernon | Los Angeles | 4 | Industrial | Partially Affected Parcel |
| 6332-001-003 | KBB Investments | el karma trading inc | 4732 E 26th St | Vernon | Los Angeles | 4 | Industrial | Partially Affected Parcel |
| 6332-001-003 | KBB Investments | Styleus Corp | 4720 E 26th St | Vernon | Los Angeles | 4 | Industrial | Partially Affected Parcel |
| 6332-001-003 | KBB Investments | Charcoal Water LLC | 4720 E 26th St | Vernon | Los Angeles | 4 | Industrial | Partially Affected Parcel |
| 6332-001-003 | KBB Investments | 1981 Manufacturing Inc | 4720 E 26th St | Vernon | Los Angeles | 7 | Industrial | Partially Affected Parcel |
| 6332-001-003 | KBB Investments | F C Industries Inc | 4720 E 26th St | Vernon | Los Angeles | 7 | Industrial | Partially Affected Parcel |
| 6332-001-003 | KBB Investments | Kooler Air Conditioning & Htg | 4724 E 26th St | Vernon | Los Angeles | 30 | Industrial | Partially Affected Parcel |
| 6332-001-002 | KBB Investments | Hoover Supply | 4800 E 26th St | Vernon | Los Angeles | 6 | Industrial | Partially Affected Parcel |
| 6332-001-002 | KBB Investments | Rocky's Food Distributors, Inc. | 4800 E 26th St | Vernon | Los Angeles | 7 | Industrial | Partially Affected Parcel |
| 5243-029-030 | Neiman,William L | Columbia Trophy & Metal Products Inc | 4621 Sheila St | Commerce | Los Angeles | 7 | Industrial | Full Acquisition |
| 5243-029-027 | Chi,Yang H And Cathy T Trs | Delta Products | 4609 Sheila St | Commerce | Los Angeles | 2 | Commercial | Full Acquisition |
| 5243-029-027 | Chi,Yang H And Cathy T Trs | Fire Storm | 4609 Sheila St | Commerce | Los Angeles | 4 | Commercial | Full Acquisition |
| 5243-029-024 | Parker,Joseph And Bernice Trs | Pacific Periodicals Llc | 4635 Sheila St | Commerce | Los Angeles | 22 | Industrial | Full Acquisition |
| 5243-029-023 | Johnson,Lyman H Et Al | Ceramic Decorating Co | 4651 Sheila St | Commerce | Los Angeles | 60 | Industrial | Full Acquisition |
| 5243-029-022 | Criterion Enterprises Llc | Lawrence Overhead Door | 2416 Bedessen Ave | Commerce | Los Angeles | 15 | Industrial | Full Acquisition |
| 5243-029-021 | Criterion Enterprises Llc | Edward Signs | 2419 Connor Ave | Commerce | Los Angeles | 2 | Industrial | Full Acquisition |
| 5243-029-021 | Criterion Enterprises Llc | Robert Winston | 2415 Connor Ave | Commerce | Los Angeles | 4 | Industrial | Full Acquisition |
| 5243-029-020 | Throgmorton,David M | Throgmorton'S Frame Clinic | 2414 Connor Ave | Commerce | Los Angeles | 8 | Commercial | Full Acquisition |

# COMMERCIAL AND INDUSTRIAL BUSINESS DISPLACEMENTS

## Shared Passenger Track Alternative A

| APN | PROPERTY OWNER | COMPANY NAME | ADDRESS | CITY | COUNTY | NUMBER OF EMPLOYEES | BUSINESS TYPE | PARCEL ACQUISITION TYPE |
|---|---|---|---|---|---|---|---|---|
| 5243-029-018 | Johnson,Lyman H And | Auto Dec Inc | 2402 Dennis Ave | Commerce | Los Angeles | 1 | Industrial | Full Acquisition |
| 5243-029-009 | 4600 Washington Llc | Cortez Tire Truck Service | 4600 E Washington Blvd | Commerce | Los Angeles | 6 | Commercial | Full Acquisition |
| 5243-029-008 | Criterion Enterprises Llc | Neon Signs | 4614 Washington Blvd | Commerce | Los Angeles | 3 | Industrial | Full Acquisition |
| 5243-029-007 | Criterion Enterprises Llc | Ca Drapery Studio | 4620 E Washington Blvd | Commerce | Los Angeles | 2 | Commercial | Full Acquisition |
| 5243-029-003 | Busch,Kenneth W Tr | Rdd Usa | 4638 E Washington Blvd | Commerce | Los Angeles | 6 | Industrial | Full Acquisition |
| 5243-029-002 | Patapoff, Larry | Patapoff, Larry | 4642 E Washington Blvd | Commerce | Los Angeles | 3 | Commercial | Full Acquisition |
| 5243-026-024 | Sarakbe,Ron M Et Al Lessee | Commerce Truck Stop | 4560 E Washington Blvd | Commerce | Los Angeles | 4 | Commercial | Full Acquisition |
| 5243-022-010 | Gnb Batteries Inc | Exide Technologies | 3900 E 26Th St | Vernon | Los Angeles | 100 | Industrial | Full Acquisition |
| 5243-021-021 | Rehrig Properties Ca Llc | Rehrig Pacific Company | 4010 E 26Th St | Vernon | Los Angeles | 150 | Industrial | Full Acquisition |
| 5243-019-018 | Anderson,Bethany G Tr Et Al | Genesis Restaurant | 4306 E 26Th St | Vernon | Los Angeles | 5 | Commercial | Full Acquisition |
| 5243-019-018 | Anderson,Bethany G Tr Et Al | Promofood International | 4306 E 26Th St | Vernon | Los Angeles | 5 | Commercial | Full Acquisition |
| 5243-019-018 | Anderson,Bethany G Tr Et Al | Pacifica Foods Co | 4306 E 26Th St | Vernon | Los Angeles | 20 | Commercial | Full Acquisition |
| 5243-019-017 | Bonnie Beach Capital Llc | Tong Bahang Trading | 2680 S Bonnie Beach Pl | Vernon | Los Angeles | 2 | Commercial | Full Acquisition |
| 5243-019-017 | Bonnie Beach Capital Llc | Lima'S Produce Inc. | 2680 S Bonnie Beach Pl | Vernon | Los Angeles | 2 | Commercial | Full Acquisition |
| 5243-019-017 | Bonnie Beach Capital Llc | Vegwest Farms Llc | 2680 S Bonnie Beach Pl | Vernon | Los Angeles | 7 | Commercial | Full Acquisition |
| 5243-019-017 | Bonnie Beach Capital Llc | D H Oriental Produce | 2680 S Bonnie Beach Pl | Vernon | Los Angeles | 10 | Commercial | Full Acquisition |
| 5243-019-010 | Maltzman E 26Th Street Llc | Maltzman E 26Th Street Llc | 4330 E 26Th St | Vernon | Los Angeles | 41 | Industrial | Full Acquisition |
| 5243-019-009 | Watson,Dennis And Dorothy | Dot-Line Transportation Inc | 4366 E 26Th St | Vernon | Los Angeles | 4 | Commercial | Full Acquisition |
| 5243-018-017 | 26Th Street Llc | F & S Distributing Co Llc | 4429 E 26Th St | Vernon | Los Angeles | 41 | Commercial | Full Acquisition |
| 5243-018-015 | Lkpr Partnership | Peerless Materials Company, Llc | 4442 E 26Th St | Vernon | Los Angeles | 45 | Commercial | Full Acquisition |
| 5243-018-010 | Sfam 4440 E 26Th Street Llc | 7 For All Mankind | 4440 E 26Th St | Vernon | Los Angeles | 127 | Industrial | Full Acquisition |
| 5243-010-043 | Hashimoto, Kenneth M | Hashimoto, Kenneth M | 4054 E Washington Blvd | Commerce | Los Angeles | 9 | Industrial | Full Acquisition |
| 5243-010-041 | Excedra Properties Ltd | Commerce Lube Center | 2432 Indiana St | Commerce | Los Angeles | 2 | Industrial | Full Acquisition |
| 5243-010-041 | Excedra Properties Ltd | Speedy Fuel | 2432 S Indiana St | Commerce | Los Angeles | 5 | Commercial | Full Acquisition |
| 5243-010-035 | Maureen Property Corp | M L Oil Mloc Corp | 4000 E Washington Blvd | Commerce | Los Angeles | 6 | Commercial | Full Acquisition |
| 5243-010-035 | Maureen Property Corp | Chalet | 4000 E Washington Blbd | Commerce | Los Angeles | 15 | Commercial | Full Acquisition |
| 5243-010-035 | Maureen Property Corp | Us Lubricants Chalet | 4000-4030 E Washington Blvd | Commerce | Los Angeles | 18 | Commercial | Full Acquisition |
| 5243-010-035 | Maureen Property Corp | Chalet Products Co | 4000 E Washington Blvd | Commerce | Los Angeles | 20 | Commercial | Full Acquisition |
| 5243-010-032 | Hashimoto,Kenneth M And May N | Root 3 Corporation | 4050 E Washington Blvd | Commerce | Los Angeles | 4 | Commercial | Full Acquisition |
| 5243-010-032 | Hashimoto,Kenneth M And May N | Southland Scaffold & Equipment Inc | 4050 E Washington Blvd | Commerce | Los Angeles | 5 | Commercial | Full Acquisition |
| 5243-008-041 | Flores,Hector A And Nancy L Trs | Minit Tool Co | 4170 E Washington Blvd | Commerce | Los Angeles | 2 | Industrial | Full Acquisition |
| 5243-008-040 | Wheeler And Reeder Inc | Best Welding | 4194 Pacific Way | Commerce | Los Angeles | 4 | Industrial | Full Acquisition |
| 5243-008-039 | Young,Chandler And | National Wire | 4186 Pacific Way | Commerce | Los Angeles | 3 | Industrial | Full Acquisition |
| 5243-008-038 | Swanson,Bill And Robin And | G N A Custom Furniture Inc | 4184 E Pacific Way | Commerce | Los Angeles | 3 | Commercial | Full Acquisition |
| 5243-008-037 | Fell,David H Tr | Unknown | 4176 E Pacific Way | Commerce | Los Angeles | 6 | Industrial | Full Acquisition |
| 5243-008-034 | Amvac Chemical Corp | Amvac Maintanence | 4146 Pacific Way | Commerce | Los Angeles | 9 | Industrial | Full Acquisition |
| 5243-008-033 | Durham Chemical Co | Durham Chemical Co | 4124 E Pacific Way | Commerce | Los Angeles | | Industrial | Full Acquisition |
| 5243-008-032 | Doumani,John C Co Tr | Freedom Usa Corp | 4178 E Washington Blvd | Commerce | Los Angeles | 3 | Industrial | Full Acquisition |
| 5243-008-029 | Davy, Kevin James | Natl Wire Products | 4188 E Washington Blvd | Commerce | Los Angeles | 5 | Industrial | Full Acquisition |
| 5243-008-015 | Durham Chemical Co | Durham Chemical Co | 4096 E Washington Blvd | Commerce | Los Angeles | | Industrial | Full Acquisition |
| 5243-008-013 | Amvac Chemical Corp | Oil Services | 4136 E Washington Blvd | Commerce | Los Angeles | 15 | Industrial | Full Acquisition |
| 5243-008-011 | Amvac Chemical Corp | Amvac Chemical Corporation | 4144 E Washington Blvd | Commerce | Los Angeles | | Industrial | Full Acquisition |
| 5243-008-010 | Schroer,Dietrich And Lenore Trs | Dieseltron | 4150 E Washington Blvd | Commerce | Los Angeles | 5 | Commercial | Full Acquisition |
| 5243-008-008 | Schroer Dietrich & Lenore Trs | Schroer Dietrich & Lenore Trs | 4156 E Washington Blvd | Commerce | Los Angeles | 4 | Commercial | Full Acquisition |
| 5243-008-007 | Magster Investments Llc | Zippy Lube-A-Truck | 4164 E Washington Blvd | Commerce | Los Angeles | 1 | Commercial | Full Acquisition |
| 5243-008-003 | Campos,Armando And Albertina | Global Auto Works | 4180 E Washington Blvd | Commerce | Los Angeles | 3 | Commercial | Full Acquisition |
| 5243-007-053 | Tan Industrial Centerpoint Llc | General Finishing Works Inc | 4202 E Washington Blvd | Commerce | Los Angeles | 34 | Industrial | Full Acquisition |
| 5243-007-052 | Tan Industrial Centerpoint Llc | Horus Paper | 4220 E Washington Blvd | Commerce | Los Angeles | 5 | Industrial | Full Acquisition |

# COMMERCIAL AND INDUSTRIAL BUSINESS DISPLACEMENTS

## Shared Passenger Track Alternative A

| APN | PROPERTY OWNER | COMPANY NAME | ADDRESS | CITY | COUNTY | NUMBER OF EMPLOYEES | BUSINESS TYPE | PARCEL ACQUISITION TYPE |
|---|---|---|---|---|---|---|---|---|
| 5243-007-051 | Doumani,John C Co Tr | Brothers Store | 4262 Pacific Way | Commerce | Los Angeles | 3 | Industrial | Full Acquisition |
| 5243-007-049 | Lalama,Carlos And Blanca | Universal Truck Repair | 4250 Pacific Way | Commerce | Los Angeles | 3 | Commercial | Full Acquisition |
| 5243-007-048 | Desert Green Investments Llc | Desert Green Investments Llc | | Commerce | Los Angeles | 6 | Commercial | Full Acquisition |
| 5243-007-044 | Lotus La Llc | Lotus La Llc | | Commerce | Los Angeles | 3 | Industrial | Full Acquisition |
| 5243-007-043 | Lotus La, Llc | Lotus La, Llc | 4212-4234 E Pacific Way | Commerce | Los Angeles | 6 | Industrial | Full Acquisition |
| 5243-007-037 | Titan Storage Llc | Twins Truck Chrome And Accessories | 4250 E Washington Blvd | Commerce | Los Angeles | 3 | Industrial | Full Acquisition |
| 5243-007-036 | Camacho,Ricardo Jr And Romayne | Ace Repointing Svc Inc | 4230 E Washington Blvd | Commerce | Los Angeles | 6 | Industrial | Full Acquisition |
| 5243-007-035 | Titan Storage Llc | Titan Storage Llc | 4258 E Washington Blvd | Commerce | Los Angeles | 6 | Industrial | Full Acquisition |
| 5243-007-018 | Tan Industrial Centerpoint Llc | Tan Industrial Centerpoint Llc | | Commerce | Los Angeles | | Industrial | Full Acquisition |
| 5243-007-017 | Tan Industrial Centerpoint Llc | Global Development Properties Llc | 4202 E Washington Blvd | Commerce | Los Angeles | 19 | Industrial | Full Acquisition |
| 5243-007-013 | Castillo, Miguel | Castillo, Miguel | 4224 E Washington Blvd | Commerce | Los Angeles | 6 | Industrial | Full Acquisition |
| 5243-007-010 | Nunez,Margot C | Kjj Professional Welding | 4236 E Washington Blvd | Commerce | Los Angeles | 3 | Industrial | Full Acquisition |
| 5243-007-008 | Nunez,Margot C | V&M Iron Works | 4238 E Washington Blvd | Commerce | Los Angeles | 2 | Commercial | Full Acquisition |
| 5243-007-006 | Lalama, Carlos A | Lalama, Carlos A | 4246 E Washington Blvd | Commerce | Los Angeles | 3 | Industrial | Full Acquisition |
| 5243-007-005 | Guerra, Mike | Guerra, Mike | 4248 E Washington Blvd | Commerce | Los Angeles | 4 | Industrial | Full Acquisition |
| 5243-007-001 | Miller,Ashley E Tr | Diesel Machine Works | 4260 E Washington Blvd | Commerce | Los Angeles | 11 | Commercial | Full Acquisition |
| 5243-006-010 | Mendoza,Robert T | Valdez Metal Finishing Co Inc | 4320 E Pacific Way | Commerce | Los Angeles | 15 | Industrial | Full Acquisition |
| 5243-006-008 | Gutierrez, Jose Magana | Gutierrez, Jose Magana | 4200 E Pacific Way | Commerce | Los Angeles | 4 | Commercial | Full Acquisition |
| 5243-006-007 | Gutierrez,Jose M Co Tr | Magana'S Ornamental Ironworks | 4300 Pacific Way | Commerce | Los Angeles | 1 | Commercial | Full Acquisition |
| 5243-006-007 | Gutierrez,Jose M Co Tr | Miguel Truck Repair | 4302 E Pacific Way | Commerce | Los Angeles | 4 | Commercial | Full Acquisition |
| 5243-006-007 | Gutierrez,Jose M Co Tr | Power Truck Svc | 4302 E Pacific Way | Commerce | Los Angeles | 4 | Commercial | Full Acquisition |
| 5243-006-006 | Miller,Ashley E Tr | Bihia Mexican Food To Go | 4300 E Washington Blvd | Commerce | Los Angeles | 5 | Commercial | Full Acquisition |
| 5243-006-006 | Miller,Ashley E Tr | Internet Diesel Inc | 4300 E Washington Blvd | Commerce | Los Angeles | 5 | Commercial | Full Acquisition |
| 5243-005-029 | Millard,Harold B Tr | 3 Hanger Supply Company | 4334 E Washington Blvd | Commerce | Los Angeles | 9 | Industrial | Full Acquisition |
| 5243-005-028 | Grupo Glemka Llc | Pacwest American Scale Llc | 4338 E Washington Blvd | Commerce | Los Angeles | 4 | Commercial | Full Acquisition |
| 5243-005-028 | Grupo Glemka Llc | American Scale Co, Inc | 4338 E Washington Blvd | Commerce | Los Angeles | 12 | Industrial | Full Acquisition |
| 5243-005-027 | Millard,Harold B Tr | Vulcan Petroleum Co | 4350 E Washington Blvd | Commerce | Los Angeles | 1 | Commercial | Full Acquisition |
| 5243-005-026 | 4360 E Washington Llc | Mechanics Trailer Gate Repair | 4360 E Washington Blvd | Commerce | Los Angeles | 42 | Commercial | Full Acquisition |
| 5243-005-025 | Western States Lacquer Corp | Western States Lacquer Corp | 4400 E Washington Blvd | Commerce | Los Angeles | | Industrial | Full Acquisition |
| 5243-005-024 | Western States Lacquer Corp | Transportation Fleet Svc Co | 4400 E Washington Blvd | Commerce | Los Angeles | 10 | Commercial | Full Acquisition |
| 5243-005-023 | Western States Lacquer Corp | Pallet Solutions | 4426 E Washington Blvd | Commerce | Los Angeles | 19 | Commercial | Full Acquisition |
| 5243-005-022 | Termendijian,Grigor | Penreco | 4426 E Washington Blvd | Commerce | Los Angeles | 5 | Industrial | Full Acquisition |
| 5243-004-017 | Verdemont Associates California | Rodatech Automotive Llc | 4473 Sheila St | Commerce | Los Angeles | 2 | Commercial | Full Acquisition |
| 5243-004-017 | Verdemont Associates California | Mindful Corp | 4473 Sheila St | Commerce | Los Angeles | 3 | Commercial | Full Acquisition |
| 5243-004-017 | Verdemont Associates California | Verdemont Associates Ca | 4455 Sheila St | Commerce | Los Angeles | 3 | Commercial | Full Acquisition |
| 5243-004-017 | Verdemont Associates California | Good Karma Beverage, Inc. | 4455-4473 Sheila St | Commerce | Los Angeles | 6 | Commercial | Full Acquisition |
| 5243-004-017 | Verdemont Associates California | Maruhana Usa Corporation Llc | 4455-4473 Sheila St | Commerce | Los Angeles | 30 | Commercial | Full Acquisition |
| 5243-004-016 | Schaffer Sam Inc | Schaffer Sam Inc | | Commerce | Los Angeles | 9 | Commercial | Full Acquisition |
| 5243-004-015 | Sam Schaffer Inc | Weld-It | 4477 Sheila St | Commerce | Los Angeles | 43 | Industrial | Full Acquisition |
| 5243-004-014 | Mathias Investment Corp | Mathias Investment Corp | 4521 Sheila St | Commerce | Los Angeles | 19 | Industrial | Full Acquisition |
| 5243-004-013 | Bart Co Inv | American Pacific | 2441 Ayers Ave | Commerce | Los Angeles | 5 | Industrial | Full Acquisition |
| 5243-004-011 | Laufer,Aron | L A Diesel Inc | 4546 E Washington Blvd | Commerce | Los Angeles | 2 | Commercial | Full Acquisition |
| 5243-003-048 | Cortez,Rosalio And Yolanda | A B C Auto & Truck Parts | 4442 E Washington Blvd | Commerce | Los Angeles | 3 | Commercial | Full Acquisition |
| 5243-003-048 | Cortez,Rosalio And Yolanda | West Tex Trucking | 4442 E Washington Blvd # 1 | Commerce | Los Angeles | 4 | Commercial | Full Acquisition |
| 5243-003-047 | 5801 Alcoa Avenue Llc | 5801 Alcoa Avenue Llc | 4460 E Pacific Way | Commerce | Los Angeles | | Industrial | Full Acquisition |
| 5243-003-042 | Taylor,Stephen F And Joan R Trs | Pacific Welding | 4480 E Pacific Way | Commerce | Los Angeles | 5 | Industrial | Full Acquisition |
| 5243-003-041 | Taylor,Stephen F And Joan R Trs | R J Coatings | 4476 E Pacific Way | Commerce | Los Angeles | 14 | Commercial | Full Acquisition |
| 5243-003-040 | Cabral,Jesus | Forklift Connection | 4488 E Pacific Way | Commerce | Los Angeles | 1 | Commercial | Full Acquisition |

# COMMERCIAL AND INDUSTRIAL BUSINESS DISPLACEMENTS

## Shared Passenger Track Alternative A

| APN | PROPERTY OWNER | COMPANY NAME | ADDRESS | CITY | COUNTY | NUMBER OF EMPLOYEES | BUSINESS TYPE | PARCEL ACQUISITION TYPE |
|---|---|---|---|---|---|---|---|---|
| 5243-003-040 | Cabral,Jesus | Jesus Cabral | 4488 E Pacific Way | Commerce | Los Angeles | 3 | Commercial | Full Acquisition |
| 5243-003-038 | Cabral, Jesus | Cabral, Jesus | 4502 E Pacific Way | Commerce | Los Angeles | | Industrial | Full Acquisition |
| 5243-003-037 | Zar, Kambiz | Kamjac Development | 4530 E Pacific Way | Commerce | Los Angeles | 19 | Industrial | Full Acquisition |
| 5243-003-036 | Zar, Kambiz | Zar, Kambiz | 4530 E Pacific Way | Commerce | Los Angeles | 4 | Commercial | Full Acquisition |
| 5243-003-035 | Cabral,Jesus R Tr | Dusty Diamond Enterprise | 4532 E Pacific Way | Commerce | Los Angeles | 5 | Commercial | Full Acquisition |
| 5243-003-035 | Cabral,Jesus R Tr | Preciado, Jaime | 4530 E Pacific Way | Commerce | Los Angeles | 5 | Commercial | Full Acquisition |
| 5243-003-032 | Nalbandian,Raffi And | Malbandian Surplus Sales | 4520 E Washington Blvd | Commerce | Los Angeles | 6 | Commercial | Full Acquisition |
| 5243-003-032 | Nalbandian,Raffi And | Shunt Electrical & Industrial | 4520 E Washington Blvd | Commerce | Los Angeles | 6 | Commercial | Full Acquisition |
| 5243-003-018 | Better Than Food Llc | Nutra Nuts Inc | 4528 E Washington Blvd | Commerce | Los Angeles | 3 | Commercial | Full Acquisition |
| 5243-003-018 | Better Than Food Llc | Urban Pie | 4528 E Washington Blvd | Commerce | Los Angeles | 4 | Commercial | Full Acquisition |
| 5243-003-014 | Gm Real Estate Investments Llc | Gm Real Estate Investments Llc | 4418 E Pacific Way | Commerce | Los Angeles | | Commercial | Full Acquisition |
| 5243-003-013 | Alamillo,Jose C | Curry Mfg | 4504 E Washington Blvd | Commerce | Los Angeles | 6 | Industrial | Full Acquisition |
| 5243-003-012 | Alamillo, Jose C | Alamillo Orlando | 4504 E Washington Blvd | Commerce | Los Angeles | 3 | Industrial | Full Acquisition |
| 5243-003-011 | Getz, Eugenia O | Maurice's Bodyshop | 4480 E Washington Blvd | Commerce | Los Angeles | 3 | Industrial | Full Acquisition |
| 5243-003-010 | Charlston,Jim B And Rochelle Trs | H & A Co | 4476 E Washington Blvd | Commerce | Los Angeles | 1 | Commercial | Full Acquisition |
| 5243-003-009 | Alamillo,Jose C | C & M Glass | 4470 E Washington Blvd | Commerce | Los Angeles | 5 | Industrial | Full Acquisition |
| 5243-003-008 | Shimamoto,Alan J Tr | Bouse Machine Co | 4462 E Washington Blvd | Commerce | Los Angeles | 5 | Industrial | Full Acquisition |
| 5243-003-007 | Shimamoto, Alan J | Shimamoto, Alan J | 4460 E Washington Blvd | Commerce | Los Angeles | 4 | Commercial | Full Acquisition |
| 5243-003-005 | Macris George D And Lynn A Trs | E & M Custom Furniture | 4450 E Washington Blvd | Commerce | Los Angeles | 5 | Industrial | Full Acquisition |
| 5192-030-004 | Adaya Asset 26Th Street L P | Cielo Usa | 3700-3748 E 26Th St | Vernon | Los Angeles | 41 | Commercial | Full Acquisition |
| 5192-030-004 | Adaya Asset 26Th Street L P | Crosstown Distrubutors | 3700-3748 E 26Th St | Vernon | Los Angeles | 2 | Commercial | Full Acquisition |
| 5192-030-004 | Adaya Asset 26Th Street L P | L & P Import Corp | 3700-3748 E 26Th St | Vernon | Los Angeles | 2 | Commercial | Full Acquisition |
| 5192-030-004 | Adaya Asset 26Th Street L P | Milan Clothing Inc | 3700-3748 E 26Th St | Vernon | Los Angeles | 3 | Commercial | Full Acquisition |
| 5192-030-004 | Adaya Asset 26Th Street L P | Sun Dragon Import Inc | 3700-3748 E 26Th St | Vernon | Los Angeles | 3 | Commercial | Full Acquisition |
| 5192-030-004 | Adaya Asset 26Th Street L P | Lumux Lighting Inc | 3700-3748 E 26Th St | Vernon | Los Angeles | 6 | Commercial | Full Acquisition |
| 5192-030-004 | Adaya Asset 26Th Street L P | Cal Plush Mfg. Corp | 3700-3748 E 26Th St | Vernon | Los Angeles | 7 | Commercial | Full Acquisition |
| 5192-030-004 | Adaya Asset 26Th Street L P | Jason Industries | 3700-3748 E 26Th St | Vernon | Los Angeles | 20 | Commercial | Full Acquisition |
| 5192-030-004 | Adaya Asset 26Th Street L P | Lamonica'S Pizza Dough | 3700-3748 E 26Th St | Vernon | Los Angeles | 60 | Commercial | Full Acquisition |
| 5192-030-001 | Command Packaging Vernon | Command Packaging | 3840 E 26Th St | Vernon | Los Angeles | 100 | Industrial | Full Acquisition |
| 5192-029-014 | Pan Pacific Petroleum Co Inc | Targray Biodiesel Vernon Terminal | 3650 E 26TH St | Vernon | Los Angeles | 12 | Industrial | Partially Affected Parcel |
| 5192-029-014 | Pan Pacific Petroleum Co Inc | D-K Environmental | 3650 E 26TH St | Vernon | Los Angeles | 12 | Industrial | Partially Affected Parcel |
| 5192-029-014 | Pan Pacific Petroleum Co Inc | Tellurian Biodiesel | 3650 E 26Th St | Vernon | Los Angeles | 9 | Industrial | Partially Affected Parcel |
| 253-531-07 | Church Bishop Of The | Shell | 2331 E Katella Ave | Anaheim | Orange | 3 | Commercial | Full Acquisition |
| 253-531-02 | Patetta Rocco Tr | California Wholesale Tile | 1656 S State College Blvd | Anaheim | Orange | 8 | Commercial | Full Acquisition |
| 253-531-01 | 1650 So State College Llc | Burger Boy, The | 1650 S State College Blvd | Anaheim | Orange | 7 | Commercial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Jt Schmid'S Brew House & Eatry | 1725 S Douglass Rd # C | Anaheim | Orange | 6 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Team Swolen Activewear | 1747 S Douglass Rd | Anaheim | Orange | 1 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Acme Home Elevator, Inc | 1739 S Douglass Rd | Anaheim | Orange | 1 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Posilovich Enterprises | 1729 S Douglass Rd | Anaheim | Orange | 1 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Rinker & Associates | 1729 S Douglass Rd | Anaheim | Orange | 1 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Discover Distributors | 1739 S Douglass Rd | Anaheim | Orange | 2 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Farmers Insurance-Monica Srrn | 1725 S Douglass Rd # H | Anaheim | Orange | 2 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Transtar Commercial Real Estate Services | 1733 S Douglass Rd | Anaheim | Orange | 3 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Zohredh Jadali | 1729 S Douglass Rd | Anaheim | Orange | 3 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Cnc Company | 1733 S Douglass Rd | Anaheim | Orange | 3 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | First Home Properties | 1725 S Douglass Rd # E | Anaheim | Orange | 3 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Livewire Ergogenics Inc. | 1747 S Douglass Rd | Anaheim | Orange | 3 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Bake Shoppe Specialties | 1725 S Douglass Rd # H | Anaheim | Orange | 3 | Industrial | Full Acquisition |

# COMMERCIAL AND INDUSTRIAL BUSINESS DISPLACEMENTS

## Shared Passenger Track Alternative A

| APN | PROPERTY OWNER | COMPANY NAME | ADDRESS | CITY | COUNTY | NUMBER OF EMPLOYEES | BUSINESS TYPE | PARCEL ACQUISITION TYPE |
|---|---|---|---|---|---|---|---|---|
| 232-071-03 | Douglass Commerce Center Llc | Cherie Duran Inc | 1725 S Douglass Rd # A | Anaheim | Orange | 3 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Douglass Commerce Ctr Llc | 1725 S Douglass Rd # 1751 | Anaheim | Orange | 3 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Better Options Insurance Svc | 1725 S Douglass Rd | Anaheim | Orange | 3 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Zone 4 Systs Integration | 1725 S Douglass Rd # A | Anaheim | Orange | 3 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Maverick Professional Insrnc | 1725 S Douglass Rd # D | Anaheim | Orange | 3 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Lithotech | 1739 S Douglass Rd | Anaheim | Orange | 4 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Structural Concepts Engineering | 1729 S Douglass Rd | Anaheim | Orange | 4 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Americans Overhead Grge Door | 1725 S Douglass Rd | Anaheim | Orange | 4 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Archeion Nevada | 1747 S Douglass Rd | Anaheim | Orange | 5 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Advance Real Estate Dev Llc | 1725 S Douglass Rd # F | Anaheim | Orange | 5 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Danard-Lilly Corp | 1725 S Douglass Rd # H | Anaheim | Orange | 5 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Minor Leagues, Major Dreams | 1733 S Douglass Rd | Anaheim | Orange | 5 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Abm Copy Solutions Inc | 1747 S Douglass Rd | Anaheim | Orange | 8 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Lucas Medical Inc | 1751 S Douglass Rd | Anaheim | Orange | 10 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Dtr Software | 1725 S Douglass Rd # A | Anaheim | Orange | 10 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Car Wash Ads, Inc. | 1743 S Douglass Rd | Anaheim | Orange | 15 | Industrial | Full Acquisition |
| 232-071-03 | Douglass Commerce Center Llc | Sutton Foundation, Inc. | 1733 S Douglass Rd | Anaheim | Orange | 34 | Industrial | Full Acquisition |
| 082-262-01 | Hajali Hatem | Stone Age Tile Inc | 1701 S State College Blvd | Anaheim | Orange | 20 | Commercial | Full Acquisition |
| 082-261-12 | Oviatt Kim A Tr | R S Marble | 1711 S State College Blvd | Anaheim | Orange | 10 | Industrial | Full Acquisition |
| 082-160-46 | Hsieh, Ron | E-Star Manufacturing | 1431 S Vernon St | Anaheim | Orange | 6 | Industrial | Full Acquisition |
| 082-160-46 | Hsieh, Ron | Express Aero Kits | 1431 S Vernon St | Anaheim | Orange | 6 | Industrial | Full Acquisition |
| 082-160-45 | PSHA Investments LLC | JR WEB PRINTING | 1435 S Vernon St | Anaheim | Orange | 6 | Commercial | Full Acquisition |
| 082-160-45 | PSHA Investments LLC | Area 51 Power Inc | 1435 S Vernon St | Anaheim | Orange | 6 | Commercial | Full Acquisition |
| 082-160-45 | PSHA Investments LLC | Gam Products | 1435 S Vernon St | Anaheim | Orange | 6 | Industrial | Full Acquisition |
| 082-160-29 | Cerritos And Vernon | G & F Roof Supply | 1225 E Cerritos Ave | Anaheim | Orange | 10 | Commercial | Full Acquisition |
| 082-160-27 | Winchester Temecula Llc | Stone Hub | 901 E Cerritos Ave | Anaheim | Orange | 2 | Commercial | Full Acquisition |
| 082-140-66 | Proctor Properties LLC | LONESTAR CONSTRUCTION | 1367 S Lewis St | Anaheim | Orange | 33 | Industrial | Partially Affected Parcel |
| 066-583-04 | Luttrell Ken Tr | Skyclimber Access Solutions | 5470 Dodds Ave | Buena Park | Orange | 3 | Industrial | Full Acquisition |
| 066-583-04 | Luttrell Ken Tr | Cmu Industry Inc | 5470 Dodds Ave | Buena Park | Orange | 5 | Industrial | Full Acquisition |
| 066-583-04 | Luttrell Ken Tr | Secure Decks & Scaffolding | 5470 Dodds Ave | Buena Park | Orange | 7 | Industrial | Full Acquisition |
| 066-583-03 | Howorth Kimberly A Tr K | General Container Corporation | 5450 Dodds Ave | Buena Park | Orange | 75 | Industrial | Full Acquisition |
| 066-582-07 | Stage Rd Llc | General Container Corp | 7700 Stage Rd | Buena Park | Orange | 3 | Industrial | Full Acquisition |
| 066-582-07 | Stage Rd Llc | Artistic Maintenance Inc | 7700 Stage Rd | Buena Park | Orange | 9 | Industrial | Full Acquisition |
| 066-582-06 | Black Tim G Tr | On Display Creative | 5455 Dodds Avenue | Buena Park | Orange | 25 | Industrial | Full Acquisition |
| 066-582-05 | Stage Rd Llc | Wesco Mounting And Finishing Inc | 5465 Dodds Ave | Buena Park | Orange | 8 | Industrial | Full Acquisition |
| 066-582-03 | Barak Nisim Tr Family Tr | Island Snacks Inc | 7650 Stage Rd | Buena Park | Orange | 4 | Industrial | Full Acquisition |
| 066-582-03 | Barak Nisim Tr Family Tr | For Par Golf Supplies | 7650 Stage Rd | Buena Park | Orange | 8 | Industrial | Full Acquisition |
| 066-582-03 | Barak Nisim Tr Family Tr | Nivel Parts & Manufacturing Company, Llc | 7650 Stage Rd | Buena Park | Orange | 35 | Industrial | Full Acquisition |
| 066-582-03 | Barak Nisim Tr Family Tr | Fore-Par Group | 7650 Stage Rd | Buena Park | Orange | 80 | Industrial | Full Acquisition |
| 066-391-07 | Fullerton Artesia Properties LLC | Straightway Equipment Rental | 4201 Artesia Ave | Fullerton | Orange | 0 | Industrial | Partially Affected Parcel |
| 032-091-14 | Bostick James B Tr | Gaskey Motor | 301 S Richman Ave | Fullerton | Orange | 1 | Commercial | Full Acquisition |
| 032-091-14 | Bostick James B Tr | Pav-Kote Inc | 301 S Richman Ave | Fullerton | Orange | 18 | Commercial | Full Acquisition |
| 030-170-12 | Y & Y Company | Excaliber Polishing | 1875 W Commonwealth Ave | Fullerton | Orange | 3 | Industrial | Partially Affected Parcel |
| 030-170-12 | Y & Y Company | Gallo's Machine Shop | 1875 W Commonwealth Ave | Fullerton | Orange | 3 | Industrial | Partially Affected Parcel |
| 030-170-12 | Y & Y Company | Metal Babe Mayhem | 1875 W Commonwealth Ave | Fullerton | Orange | 3 | Commercial | Partially Affected Parcel |
| 030-170-12 | Y & Y Company | Napa Valley Wine Barrels | 1875 W Commonwealth Ave | Fullerton | Orange | 3 | Commercial | Partially Affected Parcel |
| 030-170-12 | Y & Y Company | Alliance Electric | 1875 W Commonwealth Ave | Fullerton | Orange | 3 | Industrial | Partially Affected Parcel |
| 030-170-12 | Y & Y Company | Unknown | 1875 W Commonwealth Ave | Fullerton | Orange | 3 | Industrial | Partially Affected Parcel |

# COMMERCIAL AND INDUSTRIAL BUSINESS DISPLACEMENTS

## Shared Passenger Track Alternative A

| APN | PROPERTY OWNER | COMPANY NAME | ADDRESS | CITY | COUNTY | NUMBER OF EMPLOYEES | BUSINESS TYPE | PARCEL ACQUISITION TYPE |
|---|---|---|---|---|---|---|---|---|
| 030-170-09 | Egari Roy Tr | Mapo Korean Restaurant | 1821 W Commonwealth Ave STE F&G | Fullerton | Orange | 9 | Commercial | Partially Affected Parcel |
| 030-170-08 | Rahm Dorothy L TR | Advance Auto Engineering | 1829 W Commonwealth Ave | Fullerton | Orange | 9 | Commercial | Full Acquisition |
| 030-170-03 | Egari Roy Tr | Golden Ox Burger, Burritos | 1801 W Commonwealth Ave | Fullerton | Orange | 3 | Commercial | Full Acquisition |
| 030-160-29 | Fullerton Auto Plaza LLC | JMC Collision | 158 N Gilbert St | Fullerton | Orange | 6 | Industrial | Partially Affected Parcel |
| 030-160-29 | Fullerton Auto Plaza LLC | Supreme Collision Center | 158 N Gilbert St | Fullerton | Orange | 3 | Industrial | Partially Affected Parcel |
| 030-160-29 | Fullerton Auto Plaza LLC | CAR AND CARPLUS | 158 N Gilbert St | Fullerton | Orange | 6 | Industrial | Partially Affected Parcel |
| 030-160-27 | 2029 West Commonwealth LLC | Scooterfied | 2017 W Commonwealth Ave | Fullerton | Orange | 3 | Industrial | Partially Affected Parcel |
| 030-160-27 | 2030 West Commonwealth LLC | HJM Brothers Corporation | 2017 W Commonwealth Ave | Fullerton | Orange | 3 | Commercial | Partially Affected Parcel |
| 030-160-27 | 2031 West Commonwealth LLC | S3 Suspension | 2017 W Commonwealth Ave Unit A | Fullerton | Orange | 3 | Industrial | Partially Affected Parcel |
| 030-160-27 | 2032 West Commonwealth LLC | Tlc & More | 2017 W Commonwealth Ave | Fullerton | Orange | 3 | Commercial | Partially Affected Parcel |
| 030-160-19 | Pepper Lane-Hamilton Leigh LLC | Futura Best Llc | 1941 W Commonwealth Ave | Fullerton | Orange | 3 | Commercial | Partially Affected Parcel |
| 030-160-19 | Pepper Lane-Hamilton Leigh LLC | Unknown | 1941 W Commonwealth Ave | Fullerton | Orange | 3 | Commercial | Partially Affected Parcel |
| 030-160-05 | Pepper Lane-Hamilton Leigh LLC | Ace Painting Co. | 2013 W Commonwealth Ave Ave Suite G | Fullerton | Orange | 3 | Commercial | Partially Affected Parcel |
| 030-160-05 | Pepper Lane-Hamilton Leigh LLC | Unknown | 2005 W Commonwealth Ave | Fullerton | Orange | 3 | Commercial | Partially Affected Parcel |
| 6354-024-024 | Duffy,Peter C et al Lessor | Epsilon Electronics, Inc. | 1550 S Maple Ave | Montebello | Los Angeles | 41 | Industrial | Full Acquisition |
| 6354-024-024 | Duffy,Peter C et al Lessor | American Renolit Corporation | 1550 S Maple Ave | Montebello | Los Angeles | 41 | Industrial | Full Acquisition |

# COMMERCIAL AND INDUSTRIAL BUSINESS DISPLACEMENTS

## Shared Passenger Track Alternative B - Additional Businesses

| APN | PROPERTY OWNER | COMPANY NAME | ADDRESS | CITY | COUNTY | NUMBER OF EMPLOYEES | BUSINESS TYPE | PARCEL ACQUISITION TYPE |
|---|---|---|---|---|---|---|---|---|
| 5166-001-002 | SACRAMENTO STREET PROPERTY LP | Virgin Hyperloop | 2159 BAY ST | LOS ANGELES | INDUSTRIAL | 6 | INDUSTRIAL | Full Acquisition |
| 5168-002-800 | SO CALIF GAS CO SBE PAR 3 MAP 149-19-8E | SoCal Gas | | LOS ANGELES | INDUSTRIAL | 48 | INDUSTRIAL | Full Acquisition |
| 5168-002-900 | L A CITY | Los Angles Street Services Asphalt Plant No. 1 | 2484 E OLYMPIC BLVD | LOS ANGELES | INDUSTRIAL | 2 | INDUSTRIAL | Full Acquisition |
| 5168-003-013 | REXFORD INDUSTRIAL-EAST 12TH LLC | Rockstar Original HQ | 2445 E 12th St Unit A | LOS ANGELES | COMMERCIAL | 250 | COMMERCIAL | Full Acquisition |
| 5168-003-013 | REXFORD INDUSTRIAL-EAST 12TH LLC | Deadstock | 2445 E 12th St Unit A | LOS ANGELES | COMMERCIAL | 32 | COMMERCIAL | Full Acquisition |
| 5168-003-013 | REXFORD INDUSTRIAL-EAST 12TH LLC | Nexora House Cleaners | 2445 E 12th St | LOS ANGELES | COMMERCIAL | 41 | COMMERCIAL | Full Acquisition |
| 5168-005-021 | REXFORD INDUSTRIAL-EAST 12TH LLC | Santa Fe Finishing | 2460 E 12TH ST | LOS ANGELES | INDUSTRIAL | 41 | INDUSTRIAL | Full Acquisition |
| 5168-005-021 | REXFORD INDUSTRIAL-EAST 12TH LLC | DAILYLOOK | 2460 E 12TH ST | LOS ANGELES | COMMERCIAL | 50 | COMMERCIAL | Full Acquisition |
| 5168-005-021 | REXFORD INDUSTRIAL-EAST 12TH LLC | Wantables | 2460 E 12TH ST | LOS ANGELES | COMMERCIAL | 41 | COMMERCIAL | Full Acquisition |
| 5168-005-021 | REXFORD INDUSTRIAL-EAST 12TH LLC | The Bureau | 2460 E 12TH ST | LOS ANGELES | COMMERCIAL | 41 | COMMERCIAL | Full Acquisition |
| 5168-005-021 | REXFORD INDUSTRIAL-EAST 12TH LLC | Idle Hour Bakery LAX Inc | 2460 E 12TH ST | LOS ANGELES | COMMERCIAL | 25 | COMMERCIAL | Full Acquisition |
| 5168-004-001 | REXFORD INDUSTRIAL-EAST 12TH LLC | Ship Essential | 2535 E 12th St | LOS ANGELES | INDUSTRIAL | 25 | INDUSTRIAL | Full Acquisition |
| 5168-004-001 | REXFORD INDUSTRIAL-EAST 12TH LLC | The Berrics | 2535 E 12th St | LOS ANGELES | COMMERCIAL | 25 | COMMERCIAL | Full Acquisition |
| 5168-010-011 | SANTA FE 15 PROPERTY LLC | Ambiance USA, Inc. | 2415 E 15TH ST | LOS ANGELES | INDUSTRIAL | 100 | INDUSTRIAL | Full Acquisition |
| 5168-010-012 | SANTA FE 15 PROPERTY LLC | Ambiance USA, Inc. | 2465 E 16TH ST | LOS ANGELES | INDUSTRIAL | 68 | INDUSTRIAL | Full Acquisition |
| 5168-010-013 | 2466 REFLEX PROPERTY LLC | Mass Electric Construction Company | 2466 E 16TH ST | LOS ANGELES | INDUSTRIAL | 33 | INDUSTRIAL | Full Acquisition |
| 5168-027-003 | D & S ACQUISITONS LLC | Storage Yard | 2486 HUNTER ST | LOS ANGELES | COMMERCIAL | 2 | COMMERCIAL | Full Acquisition |
| 5168-027-004 | HUNTER FE LLC | Unknown Industrial Warehouse | 2485 HUNTER ST | LOS ANGELES | INDUSTRIAL | 3 | INDUSTRIAL | Full Acquisition |

# COMMERCIAL AND INDUSTRIAL BUSINESS DISPLACEMENTS

## Optional Fullerton High-Speed Rail Platform and Station Facilities - Additional Businesses

| APN | PROPERTY OWNER | COMPANY NAME | ADDRESS | CITY | COUNTY | NUMBER OF EMPLOYEES | BUSINESS TYPE | PARCEL ACQUISITION TYPE |
|---|---|---|---|---|---|---|---|---|
| 032-251-38 | COX, THADDEUS W | Sanders K-9 Inn, Inc | 301 S HARBOR BLVD | Fullerton | Orange | 6 | COMMERCIAL | Full Acquisition |
| 032-251-38 | COX, THADDEUS W | Linen Liners | 301 S HARBOR BLVD | Fullerton | Orange | 6 | INDUSTRIAL | Full Acquisition |
| 032-251-04 | BUSHALA JR, GEORGE | Ral Co | 136 W WALNUT AVE | Fullerton | Orange | 15 | INDUSTRIAL | Full Acquisition |
| 032-251-04 | BUSHALA JR, GEORGE | Organix Environmental Services | 136 W WALNUT AVE | Fullerton | Orange | 15 | INDUSTRIAL | Full Acquisition |
| 032-251-03 | LOPEZ LANCE G TR L AND K | Garland's Precision Inc | 144 W WALNUT AVE | Fullerton | Orange | 19 | INDUSTRIAL | Full Acquisition |
| 032-091-15 | GKB JR LLC | International Assemblies | 417 S Richman Ave | Fullerton | Orange | 2 | COMMERCIAL | Full Acquisition |
| 032-091-15 | GKB JR LLC | Bootlegger'S Brewery Llc | 401-417 S Richman Ave | Fullerton | Orange | 3 | COMMERCIAL | Full Acquisition |
| 032-091-15 | GKB JR LLC | Cross Fit | 401-417 S Richman Ave | Fullerton | Orange | 6 | COMMERCIAL | Full Acquisition |
| 032-091-15 | GKB JR LLC | I. N. A. Mega Ministries | 419-445 S Richman Ave | Fullerton | Orange | 9 | COMMERCIAL | Full Acquisition |

# APPENDIX D: RIGHT-OF-WAY ACQUISITION ESTIMATE

# RIGHT-OF-WAY ACQUISITION ESTIMATE
## ALTERNATIVE A



| Larger Parcel ID | APN | Property Owner | Address | City | Land Use | Parcel Acquisition Type | Parcel Area (Sqft.) | Building Area (Sqft.) | Cost Per Sqft. | Fee Area (Sqft.) | TCE Area (Sqft.) | Fee Value | TCE Value (5 YRS) | Total Parcel Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | 030-051-30 | CITY OF FULLERTON | 3415 MAC ARTHUR AV | FULLERTON | MISCELLANEOUS | Partially Affected Parcel | 3,797 | - | $ 65 | 517 | 771 | $ 33,610 | 25,072 | $ 58,682 |
| - | 030-051-31 | CITY OF FULLERTON | 3419 MAC ARTHUR AV | FULLERTON | MISCELLANEOUS | Partially Affected Parcel | 3,740 | - | $ 65 | 446 | 669 | $ 28,985 | 21,754 | $ 50,739 |
| - | 030-052-20 | CITY OF FULLERTON | 153 S PRITCHARD AVE | FULLERTON | MISCELLANEOUS | Partially Affected Parcel | 13,570 | - | $ 65 | 8 | 968 | $ 540 | 31,473 | $ 32,013 |
| - | 030-060-08 | STORAGE EQUITIES INC | 2361 W COMMONWEALTH AV | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 162,117 | - | $ 65 | 1,402 | 2,848 | $ 91,141 | 92,568 | $ 183,709 |
| - | 030-060-12 | PACIFIC WEST MANAGEMENT | 2401 W COMMONWEALTH AV | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 478,500 | - | $ 65 | 6,161 | 9,316 | $ 400,488 | 302,771 | $ 703,259 |
| - | 030-070-10 | GILBERT CONGREGATION OF | 121 N GILBERT ST | FULLERTON | COMMERCIAL | Temporary Construction Easement | 45,129 | - | $ 65 | - | 1,040 | $ - | 33,786 | $ 33,786 |
| - | 030-070-15 | TLF LOGISTICS II | 2337 COMMONWEALTH AV | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 332,583 | - | $ 65 | 15,990 | 3,912 | $ 1,039,348 | 127,133 | $ 1,166,481 |
| - | 030-070-16 | JYI GILBERT INVESTMENTS | 131 N GILBERT ST | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 77,568 | - | $ 65 | 25,383 | 7,337 | $ 1,649,920 | 238,468 | $ 1,888,388 |
| - | 030-160-05 | CAPITAL SATCO LTD | 1941 W COMMONWEALTH AVE | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 34,564 | - | $ 65 | 1,379 | - | $ 89,603 | - | $ 89,603 |
| - | 030-160-19 | CAPITAL SATCO LTD | 1941 W COMMONWEALTH AVE | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 53,975 | - | $ 65 | 2,194 | - | $ 142,610 | - | $ 142,610 |
| - | 030-160-25 | FULLERTON SELF STORAGE | 1919 COMMONWEALTH AV | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 74,472 | - | $ 65 | 3,273 | - | $ 212,735 | - | $ 212,735 |
| - | 030-160-26 | FULLERTON SELF STORAGE | 1919 W COMMONWEALTH AV | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 85,723 | - | $ 65 | 3,603 | - | $ 234,205 | - | $ 234,205 |
| - | 030-160-27 | NAKAMURA MASAKO TR | 2029 W COMMONWEALTH AV | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 214,350 | - | $ 65 | 8,172 | - | $ 531,157 | - | $ 531,157 |
| - | 030-160-29 | LICATA BROTHERS LLC | 144 N GILBERT ST | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 55,412 | - | $ 65 | 7,079 | 1,543 | $ 460,151 | 50,152 | $ 510,303 |
| - | 030-170-03 | EGARI ROY TR | 1801 W COMMONWEALTH AV | FULLERTON | COMMERCIAL | Full Acquisition | 15,428 | 2,475 | $ 700 | 3,820 | - | $ 1,732,500 | - | $ 1,732,500 |
| - | 030-170-08 | RAHM DOROTHY L TR | 1829 W COMMONWEALTH AV | FULLERTON | COMMERCIAL | Full Acquisition | 21,003 | 8,050 | $ 330 | 1,495 | - | $ 2,656,500 | - | $ 2,656,500 |
| - | 030-170-09 | EGARI ROY TR | 1821 W COMMONWEALTH AV | FULLERTON | COMMERCIAL | Partially Affected Parcel | 60,417 | - | $ 65 | 5,188 | - | $ 337,201 | - | $ 337,201 |
| - | 030-170-12 | YODER DONALD H | 1875 W COMMONWEALTH AV | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 209,449 | - | $ 65 | 10,297 | - | $ 669,316 | - | $ 669,316 |
| - | 030-170-13 | WESTCO CENTER ENTERPRISES | 1835 W COMMONWEALTH AV | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 25,726 | - | $ 65 | 1,714 | - | $ 111,439 | - | $ 111,439 |
| - | 030-170-15 | WESTCO CENTER ENTERPRISES | 1843 W COMMONWEALTH AV | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 66,026 | - | $ 65 | 5,453 | - | $ 354,472 | - | $ 354,472 |
| - | 030-251-10 | LBA FUND IV LLC | 1830 RAYMER AV | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 97,572 | - | $ 65 | 3,054 | - | $ 198,527 | - | $ 198,527 |
| - | 030-251-11 | CAMP CERRITOS LLC | 1800 RAYMER AV | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 97,573 | - | $ 65 | 3,437 | - | $ 223,414 | - | $ 223,414 |
| - | 030-251-12 | SLM-RAYMER LLC | 1750 RAYMER AV | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 61,818 | - | $ 65 | 2,177 | - | $ 141,510 | - | $ 141,510 |
| - | 030-252-01 | GRACE KOREAN CHURCH AT | 1747 W COMMONWEALTH AV | FULLERTON | COMMERCIAL | Partially Affected Parcel | 35,140 | - | $ 65 | 7,242 | - | $ 470,706 | - | $ 470,706 |
| - | 030-275-01 | VITELA ANTONIO | 1676 GREGORY AVE | FULLERTON | RESIDENTIAL | Temporary Construction Easement | 7,047 | - | $ 90 | - | 388 | $ - | 17,470 | $ 17,470 |
| - | 030-275-02 | SEFCIC TEREZIA | 1672 W GREGORY AVE | FULLERTON | RESIDENTIAL | Temporary Construction Easement | 7,220 | - | $ 90 | - | 464 | $ - | 20,888 | $ 20,888 |
| - | 030-275-03 | MC CORMICK ROBIN A | 1668 W GREGORY AV | FULLERTON | RESIDENTIAL | Temporary Construction Easement | 7,221 | - | $ 90 | - | 470 | $ - | 21,134 | $ 21,134 |
| - | 030-275-04 | GIOURGAS GEORGE TR | 1662 W GREGORY AV | FULLERTON | RESIDENTIAL | Temporary Construction Easement | 7,220 | - | $ 90 | - | 475 | $ - | 21,378 | $ 21,378 |
| - | 030-275-05 | MANALOTO MARIA | 1658 GREGORY AVE | FULLERTON | RESIDENTIAL | Temporary Construction Easement | 7,221 | - | $ 90 | - | 481 | $ - | 21,642 | $ 21,642 |
| - | 030-275-06 | FLORES DANIEL | 1652 GREGORY AV | FULLERTON | RESIDENTIAL | Temporary Construction Easement | 7,648 | - | $ 90 | - | 188 | $ - | 8,439 | $ 8,439 |
| | 030-280-48 | GRACE KOREAN CHURCH AT | 1745 W VALENCIA DR | FULLERTON | COMMERCIAL | Temporary Construction Easement | 384,704 | | $ 65 | - | 1 | $ - | 37 | $ 37 |
| - | 030-290-05 | CITY OF FULLERTON | 203 S BASQUE AV | FULLERTON | MISCELLANEOUS | Temporary Construction Easement | 3,009 | - | $ 65 | - | 540 | $ - | 17,553 | $ 17,553 |
| - | 030-290-21 | CITY OF FULLERTON | 201 S BASQUE AV | FULLERTON | MISCELLANEOUS | Temporary Construction Easement | 97,574 | - | $ 65 | - | 2,212 | $ - | 71,897 | $ 71,897 |
| | 031-150-30 | NICOLAS FAMILY LLC | 1201 W VALENCIA DR | FULLERTON | COMMERCIAL | Temporary Construction Easement | 1,238,548 | | $ 65 | - | 3,495 | $ - | 113,598 | $ 113,598 |
| | 032-091-13 | FULLERTON REDEVELOPMENT AGENCY | NA | FULLERTON | MISCELLANEOUS | Full Acquisition | 141,170 | | $ 65 | 82,588 | - | $ 9,176,050 | - | $ 9,176,050 |
| - | 032-091-14 | BOSTICK JAMES B TR | 301 S RICHMAN AV | FULLERTON | INDUSTRIAL | Full Acquisition | 54,624 | 9,928 | $ 330 | 54,186 | - | $ 3,276,240 | - | $ 3,276,240 |
| | 033-030-14 | THE CITY OF FULLERTON | | FULLERTON | MISCELLANEOUS | Partially Affected Parcel | 39,486 | - | $ 65 | 2,920 | - | $ 189,785 | - | $ 189,785 |
| | 033-030-18 | SUCCESSOR AGENCY FULLERTON | 150 E SANTA FE AVE | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 63,952 | - | $ 65 | 91,968 | - | $ 5,977,894 | - | $ 5,977,894 |
| | 033-030-23 | FULLERTON REDEVELOPMENT AGENCY | | FULLERTON | MISCELLANEOUS | Full Acquisition | 206 | | $ 65 | 101 | - | $ 13,406 | - | $ 13,406 |
| | 033-030-24 | FULLERTON REDEVELOPMENT AGENCY | | FULLERTON | MISCELLANEOUS | Full Acquisition | 1,476 | | $ 65 | 1,476 | | $ 95,952 | - | $ 95,952 |
| | 033-030-25 | FULLERTON REDEVELOPMENT AGENCY | | FULLERTON | MISCELLANEOUS | Full Acquisition | 77,306 | | $ 65 | 69,536 | - | $ 5,024,878 | - | $ 5,024,878 |
| | 033-143-29 | ORANGE COUNTY | | FULLERTON | MISCELLANEOUS | Full Acquisition | 3,350 | | $ - | 3,350 | - | $ - | - | $ - |
| | 033-143-30 | ORANGE COUNTY | | FULLERTON | MISCELLANEOUS | Full Acquisition | 35,686 | | $ - | 35,451 | - | $ - | - | $ - |
| - | 033-143-31 | | | FULLERTON | VACANT LAND | Full Acquisition | 2,290 | - | $ 65 | 2,290 | - | $ 148,850 | - | $ 148,850 |
| - | 033-143-37 | SERVICE ROOFING CO INC | 440 S LAWRENCE AVE | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 60,664 | - | $ 65 | 17,965 | - | $ 1,167,744 | - | $ 1,167,744 |
| | 033-200-50 | ORANGE COUNTY TRANSPORTATION AUTHORITY | NA | FULLERTON | MISCELLANEOUS | Full Acquisition | 833,246 | | $ - | 813,378 | - | $ - | - | $ - |
| - | 035-210-09 | ABBOUD JASON SOBHI TR | 711 E SYCAMORE ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 104,424 | - | $ 120 | 2,661 | - | $ 319,336 | - | $ 319,336 |
| - | 037-291-50 | BROOKFIELD OLIVE STREET | | ANAHEIM | VACANT LAND | Partially Affected Parcel | 1,800 | - | $ 120 | 329 | - | $ 39,472 | - | $ 39,472 |
| - | 037-291-52 | BROOKFIELD OLIVE STREET | | ANAHEIM | VACANT LAND | Partially Affected Parcel | 12,959 | - | $ 120 | 1,051 | - | $ 126,068 | - | $ 126,068 |
| - | 037-301-46 | COLONY PARK ANAHEIM HOMEOWNERS AS | | ANAHEIM | RESIDENTIAL | Partially Affected Parcel | 8,296 | - | $ 120 | 822 | - | $ 98,638 | - | $ 98,638 |
| - | 066-163-26 | ALTICOR INC | | BUENA PARK | COMMERCIAL | Partially Affected Parcel | 599,166 | - | $ 110 | 2 | 25,872 | $ 182 | 1,422,960 | $ 1,423,142 |
| - | 066-191-01 | GARZA JOHN ALBERT | 8001 FRANKLIN ST | BUENA PARK | RESIDENTIAL | Temporary Construction Easement | 9,229 | - | $ 110 | - | 947 | $ - | 52,073 | $ 52,073 |
| - | 066-191-02 | TERRAZAS KEVIN | 8005 FRANKLIN ST | BUENA PARK | RESIDENTIAL | Temporary Construction Easement | 8,633 | - | $ 110 | - | 1,408 | $ - | 77,427 | $ 77,427 |
| - | 066-191-03 | MARTINEZ ENRIQUE | 8011 FRANKLIN ST | BUENA PARK | RESIDENTIAL | Temporary Construction Easement | 7,499 | - | $ 110 | - | 271 | $ - | 14,917 | $ 14,917 |
| - | 066-295-03 | PIRRELL EDWARD TR | 7520 STAGE RD | BUENA PARK | COMMERCIAL | Temporary Construction Easement | 8,606 | - | $ 110 | - | 614 | $ - | 33,781 | $ 33,781 |

# RIGHT-OF-WAY ACQUISITION ESTIMATE
## ALTERNATIVE A



| Larger Parcel ID | APN | Property Owner | Address | City | Land Use | Parcel Acquisition Type | Parcel Area (Sqft.) | Building Area (Sqft.) | Cost Per Sqft. | Fee Area (Sqft.) | TCE Area (Sqft.) | Fee Value | TCE Value (5 YRS) | Total Parcel Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | 066-295-06 | GABEL BERNIE TR | 7600 STAGE RD | BUENA PARK | INDUSTRIAL | Partially Affected Parcel | 26,699 | - | $ 110 | 180 | 382 | $ 19,836 | 21,001 | $ 40,837 |
| - | 066-295-07 | MITCHELL JOHN F | 7750 STAGE RD | BUENA PARK | INDUSTRIAL | Temporary Construction Easement | 64,739 | - | $ 110 | - | 2,617 | $ - | 143,909 | $ 143,909 |
| - | 066-391-01 | ORANGE COUNTY FLOOD | | BUENA PARK | MISCELLANEOUS | Partially Affected Parcel | 603,212 | - | $ 110 | 321 | 6,662 | $ 35,342 | 366,390 | $ 401,731 |
| - | 066-391-07 | FULLERTON ARTESIA | 4115 ARTESIA AV | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 245,977 | - | $ 65 | 92,611 | 53 | $ 6,019,746 | 1,730 | $ 6,021,476 |
| - | 066-391-32 | KIM YOUN SOO | 3811 ARTESIA AV | FULLERTON | INDUSTRIAL | Temporary Construction Easement | 31,746 | - | $ 65 | - | 944 | $ - | 30,688 | $ 30,688 |
| - | 066-391-38 | LAKESIDE MASTER ASSN | | BUENA PARK | VACANT LAND | Temporary Construction Easement | 37,353 | - | $ 110 | - | 24,296 | $ - | 1,336,303 | $ 1,336,303 |
| - | 066-391-39 | LAKESIDE MASTER ASSN | | BUENA PARK | VACANT LAND | Temporary Construction Easement | 57,030 | - | $ 110 | - | 50,126 | $ - | 2,756,920 | $ 2,756,920 |
| - | 066-391-41 | LAKESIDE MASTER ASSN | | BUENA PARK | VACANT LAND | Temporary Construction Easement | 29,805 | - | $ 110 | - | 23,425 | $ - | 1,288,372 | $ 1,288,372 |
| - | 066-391-42 | LAKESIDE MASTER | | BUENA PARK | VACANT LAND | Temporary Construction Easement | 54,068 | - | $ 110 | - | 36,622 | $ - | 2,014,229 | $ 2,014,229 |
| - | 066-391-44 | LAKESIDE MASTER ASSN | | BUENA PARK | VACANT LAND | Partially Affected Parcel | 279,303 | - | $ 110 | 4,204 | 1,156 | $ 462,443 | 63,600 | $ 526,042 |
| | 066-391-56 | LAKESIDE MASTER ASSN | | BUENA PARK | VACANT LAND | Full Acquisition | 128,453 | | $ 110 | 55,209 | 26,792 | $ 14,129,884 | - | $ 14,129,884 |
| | 066-503-08 | CITY OF BUENA PARK | 8400 LAKE KNOLL | BUENA PARK | MISCELLANEOUS | Partially Affected Parcel | 136,201 | | $ 110 | 546 | 123,357 | $ 60,102 | 6,784,616 | $ 6,844,718 |
| - | 066-503-09 | CITY OF BUENA PARK | | BUENA PARK | MISCELLANEOUS | Partially Affected Parcel | 19,322 | - | $ 110 | 174 | 475 | $ 19,167 | 26,110 | $ 45,277 |
| 2 | 066-504-49 | CSU FULLERTON HOUSING | | BUENA PARK | MISCELLANEOUS | Partially Affected Parcel | 29,077 | - | $ 110 | 380 | - | $ 41,746 | - | $ 41,746 |
| 2 | 066-504-50 | CSU FULLERTON HOUSING | | BUENA PARK | MISCELLANEOUS | Partially Affected Parcel | 86,982 | - | $ 110 | 532 | - | $ 58,557 | - | $ 58,557 |
| 2 | 066-505-43 | CSU FULLERTON HOUSING | | BUENA PARK | MISCELLANEOUS | Partially Affected Parcel | 86,982 | - | $ 110 | 465 | - | $ 51,105 | - | $ 51,105 |
| | 066-506-03 | CITY OF BUENA PARK | | BUENA PARK | MISCELLANEOUS | Partially Affected Parcel | 433,679 | - | $ 110 | 9,759 | - | $ 1,073,490 | - | $ 1,073,490 |
| | 066-523-58 | BUENA PARK SUMMERTREE | | BUENA PARK | VACANT LAND | Temporary Construction Easement | 8,596 | | $ 110 | - | 21 | $ - | 1,147 | $ 1,147 |
| - | 066-571-19 | ALTICOR INC | 5530 BEACH BL | BUENA PARK | INDUSTRIAL | Partially Affected Parcel | 128,041 | - | $ 110 | 649 | 138 | $ 71,354 | 7,598 | $ 78,952 |
| - | 066-581-03 | CHEVRON U S A INC | | BUENA PARK | VACANT LAND | Full Acquisition | 6,041 | - | $ 110 | 1 | 1,912 | $ 664,510 | - | $ 664,510 |
| - | 066-581-05 | LOS ANGELES COUNTY FLOOD | | BUENA PARK | VACANT LAND | Full Acquisition | 96,014 | - | $ 110 | - | 53,746 | $ 10,561,540 | - | $ 10,561,540 |
| - | 066-582-01 | ORANGE COUNTY FLOOD | | BUENA PARK | MISCELLANEOUS | Full Acquisition | 28,803 | - | $ 110 | 28,655 | - | $ 3,168,330 | - | $ 3,168,330 |
| - | 066-582-02 | LOS ANGELES COUNTY FLOOD | | BUENA PARK | VACANT LAND | Partially Affected Parcel | 45,023 | - | $ 110 | 2,028 | 207 | $ 223,114 | 11,409 | $ 234,524 |
| - | 066-582-03 | BARAK NISIM TR FAMILY TR | 7650 STAGE RD | BUENA PARK | INDUSTRIAL | Full Acquisition | 87,893 | 52,368 | $ 390 | 87,853 | 39 | $ 20,423,520 | - | $ 20,423,520 |
| - | 066-582-05 | STAGE RD LLC | 5465 DODDS ST | BUENA PARK | INDUSTRIAL | Full Acquisition | 20,923 | 8,371 | $ 350 | 20,923 | - | $ 2,929,850 | - | $ 2,929,850 |
| - | 066-582-06 | BLACK TIM G TR | 5455 DODDS ST | BUENA PARK | INDUSTRIAL | Full Acquisition | 34,442 | 17,362 | $ 350 | 34,442 | - | $ 6,076,700 | - | $ 6,076,700 |
| - | 066-582-07 | STAGE RD LLC | 7700 STAGE RD | BUENA PARK | INDUSTRIAL | Full Acquisition | 23,671 | 7,970 | $ 350 | 23,671 | 1 | $ 2,789,500 | - | $ 2,789,500 |
| - | 066-583-03 | HOWORTH KIMBERLY A TR K | 5450 DODDS AVE | BUENA PARK | INDUSTRIAL | Full Acquisition | 126,724 | 62,155 | $ 390 | 125,627 | 645 | $ 24,240,450 | - | $ 24,240,450 |
| - | 066-583-04 | LUTTRELL KEN TR | 5470 DODDS AV | BUENA PARK | COMMERCIAL | Full Acquisition | 35,506 | 4,706 | $ 320 | 35,048 | 14 | $ 1,505,920 | - | $ 1,505,920 |
| - | 082-140-13 | BERT B MALOUF L L C | 900 E BALL RD | ANAHEIM | INDUSTRIAL | Temporary Construction Easement | 210,319 | - | $ 120 | - | 277 | $ - | 16,623 | $ 16,623 |
| - | 082-140-29 | PARR-BOHN BOWES LTD | 1324 S ALLEC ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 33,984 | - | $ 120 | 84 | - | $ 10,083 | - | $ 10,083 |
| - | 082-140-30 | BETA ALLEC LLC | 1328 S ALLEC ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 22,646 | - | $ 120 | 1,944 | - | $ 233,230 | - | $ 233,230 |
| - | 082-140-31 | BETA ALLEC TWO LLC | 1332 S ALLEC ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 23,035 | - | $ 120 | 1,429 | - | $ 171,471 | - | $ 171,471 |
| - | 082-140-32 | VICTOR VALLEY DEV CO | 1336 S ALLEC ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 30,149 | - | $ 120 | 1,252 | - | $ 150,300 | - | $ 150,300 |
| - | 082-140-33 | DOSSETT ANDREW J III TR | 1340 S ALLEC ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 31,088 | - | $ 120 | 1,173 | - | $ 140,794 | - | $ 140,794 |
| - | 082-140-50 | LEONARD ABRAMS MARK | 1255 S LEWIS ST | ANAHEIM | INDUSTRIAL | Temporary Construction Easement | 19,977 | - | $ 120 | - | 2,603 | $ - | 156,190 | $ 156,190 |
| - | 082-140-54 | SAIC HOLDING CORP | 1265 S LEWIS ST | ANAHEIM | INDUSTRIAL | Temporary Construction Easement | 21,450 | - | $ 120 | - | 2,876 | $ - | 172,541 | $ 172,541 |
| - | 082-140-55 | NINOS I L P | 1275 S LEWIS ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 14,853 | - | $ 120 | 6 | 2,804 | $ 775 | 168,224 | $ 168,999 |
| - | 082-140-56 | AMANDA PROP LLC | 1285 S LEWIS ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 15,857 | - | $ 120 | 815 | 3,105 | $ 97,766 | 186,285 | $ 284,051 |
| - | 082-140-57 | OCEAN REALTY GROUP LLC | 1295 S LEWIS ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 25,707 | - | $ 120 | 1,745 | 6,031 | $ 209,446 | 361,877 | $ 571,323 |
| - | 082-140-64 | HANNA MILAD I | 1357 S LEWIS ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 35,102 | - | $ 120 | 2,643 | 5,197 | $ 317,145 | 311,792 | $ 628,937 |
| - | 082-140-66 | PROCTOR PROPERTIES LLC | 1367 S LEWIS ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 32,946 | - | $ 120 | 460 | 11,024 | $ 55,158 | 661,464 | $ 716,623 |
| - | 082-150-12 | SALVATION ARMY | 1300 S LEWIS ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 168,582 | - | $ 120 | 2,067 | 11,322 | $ 248,088 | 679,294 | $ 927,383 |
| - | 082-150-46 | ACE ASSET LEASING LLC | 1000 E BALL RD | ANAHEIM | INDUSTRIAL | Temporary Construction Easement | 213,512 | - | $ 120 | - | 163 | $ - | 9,771 | $ 9,771 |
| - | 082-150-47 | ACE ASSET LEASING LLC | 1230 S LEWIS ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 107,238 | - | $ 120 | 4 | 5,780 | $ 510 | 346,791 | $ 347,300 |
| - | 082-160-11 | SALVATION ARMY | 1340 S LEWIS ST ANAHEIM 92805 | ANAHEIM | COMMERCIAL | Partially Affected Parcel | 447,644 | - | $ 120 | 1,095 | 6,911 | $ 131,442 | 414,646 | $ 546,088 |
| - | 082-160-19 | GRIFFITH WILLIAM H TR W | 1475 S STATE COLLEGE BL ANAHEIM C/ | ANAHEIM | COMMERCIAL | Temporary Construction Easement | 62,473 | - | $ 120 | - | 1,348 | $ - | 80,854 | $ 80,854 |
| - | 082-160-25 | MARBLEX CORP | 1415 S VERNON ST | ANAHEIM | INDUSTRIAL | Temporary Construction Easement | 99,275 | - | $ 120 | - | 1,432 | $ - | 85,932 | $ 85,932 |
| - | 082-160-27 | WINCHESTER TEMECULA LLC | 901 E CERRITOS AVE | ANAHEIM | INDUSTRIAL | Full Acquisition | 89,983 | 42,300 | $ 400 | 89,772 | - | $ 16,920,000 | - | $ 16,920,000 |
| - | 082-160-28 | WINCHESTER TEMECULA LLC | 901 E CERRITOS AVE | ANAHEIM | INDUSTRIAL | Full Acquisition | 5,672 | - | $ 120 | 5,675 | - | $ 680,640 | - | $ 680,640 |
| - | 082-160-29 | CERRITOS AND VERNON | 1225 E CERRITOS AV | ANAHEIM | INDUSTRIAL | Full Acquisition | 125,889 | 23,104 | $ 275 | 81,640 | 3,485 | $ 6,353,600 | - | $ 6,353,600 |
| - | 082-160-38 | AMB PROPERTY L P | 1201 E CERRITOS AV | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 357,398 | - | $ 120 | 44,782 | 12,733 | $ 5,373,816 | 763,995 | $ 6,137,811 |
| - | 082-160-39 | WINTER ABRAHAM TR | 1901 E CERRITOS AV ANAHEIM CA | ANAHEIM | INDUSTRIAL | Temporary Construction Easement | 173,081 | - | $ 120 | - | 996 | $ - | 59,746 | $ 59,746 |
| - | 082-160-40 | INLAND EMPIRE REALTY | 1601 E CERRITOS AV | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 701,038 | - | $ 120 | 74,132 | 24,799 | $ 8,895,872 | 1,487,935 | $ 10,383,807 |
| - | 082-160-45 | PSHA INVESTMENTS LLC | 1435 S VERNON ST | ANAHEIM | INDUSTRIAL | Full Acquisition | 24,316 | 12,650 | $ 380 | 2,142 | 525 | $ 4,807,000 | - | $ 4,807,000 |

# RIGHT-OF-WAY ACQUISITION ESTIMATE
## ALTERNATIVE A



| Larger Parcel ID | APN | Property Owner | Address | City | Land Use | Parcel Acquisition Type | Parcel Area (Sqft.) | Building Area (Sqft.) | Cost Per Sqft. | Fee Area (Sqft.) | TCE Area (Sqft.) | Fee Value | TCE Value (5 YRS) | Total Parcel Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | 082-160-46 | HSIEH RON TR HSIEH | 1431 S VERNON ST | ANAHEIM | INDUSTRIAL | Full Acquisition | 26,972 | 13,030 | $ 380 | 4,695 | 932 | $ 4,951,400 | - | $ 4,951,400 |
| - | 082-241-01 | CITY OF ANAHEIM | | ANAHEIM | MISCELLANEOUS | Full Acquisition | 742 | - | $ 120 | 742 | - | $ 89,040 | - | $ 89,040 |
| - | 082-241-02 | PACIFIC BELL TELEPHONE COMPANY | | ANAHEIM | MISCELLANEOUS | Full Acquisition | 2,320 | - | $ 120 | 2,320 | - | $ 278,400 | - | $ 278,400 |
| - | 082-241-03 | CITY OF ANAHEIM | 826 E CERRITOS AV | ANAHEIM | MISCELLANEOUS | Partially Affected Parcel | 285,652 | - | $ 120 | 285,202 | 25 | $ 34,224,236 | 1,493 | $ 34,225,729 |
| - | 082-241-04 | SOUTHERN CALIFORNIA EDISON | | ANAHEIM | MISCELLANEOUS | Partially Affected Parcel | 37,250 | - | $ 120 | 37,250 | - | $ 4,469,989 | - | $ 4,469,989 |
| | 082-241-05 | WINTER ABRAHAM TR | 530 E CERRITOS AV | ANAHEIM | INDUSTRIAL | Temporary Construction Easement | 121,272 | | $ 120 | - | 379 | $ - | 22,769 | $ 22,769 |
| - | 082-241-06 | 710 E CERRITOS LLC | 710 E CERRITOS AVE | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 186,730 | - | $ 120 | 37 | 839 | $ 4,398 | 50,326 | $ 54,724 |
| - | 082-241-08 | N/A | | ANAHEIM | MISCELLANEOUS | Partially Affected Parcel | 87,087 | - | $ 120 | 19,276 | 2,489 | $ 2,313,096 | 149,326 | $ 2,462,422 |
| - | 082-241-09 | N/A | | ANAHEIM | MISCELLANEOUS | Partially Affected Parcel | 37,022 | - | $ 120 | 628 | 1,753 | $ 75,404 | 105,187 | $ 180,591 |
| - | 082-250-17 | RSG PARTNERS LLC | 1200 E CERRITOS AVE | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 82,156 | - | $ 120 | 29,096 | 2,153 | $ 3,491,526 | 129,176 | $ 3,620,702 |
| - | 082-250-18 | SOUTHERN CALIFORNIA EDISON | | ANAHEIM | VACANT LAND | Temporary Construction Easement | 398,115 | - | $ 120 | - | 7,464 | $ - | 447,869 | $ 447,869 |
| - | 082-250-30 | SOUTHERN CALIFORNIA EDISON | | ANAHEIM | MISCELLANEOUS | Partially Affected Parcel | 233,267 | - | $ 120 | 5,307 | 1,934 | $ 636,816 | 116,060 | $ 752,875 |
| - | 082-250-35 | SHAPIRO LEONARD | 1500 E CERRITOS AV | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 44,340 | - | $ 120 | 8,448 | 1,751 | $ 1,013,706 | 105,050 | $ 1,118,755 |
| - | 082-250-40 | ROLLINS LEASING CORP | 1625 S STATE COLLEGE BL | ANAHEIM | COMMERCIAL | Partially Affected Parcel | 303,823 | - | $ 120 | 13,017 | 29,373 | $ 1,562,053 | 1,762,368 | $ 3,324,420 |
| - | 082-250-41 | SEAWARD RE LP | 1551 S STATE COLLEGE BL | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 73,682 | - | $ 120 | 2,031 | 7,182 | $ 243,679 | 430,905 | $ 674,585 |
| | 082-250-54 | SEAWARD RE L P | 1531 S STATE COLLEGE BL | ANAHEIM | INDUSTRIAL | Temporary Construction Easement | 64,201 | | $ 120 | - | 122 | $ - | 7,323 | $ 7,323 |
| - | 082-250-57 | CERRITOS STREET 2005 LP | 1400 E CERRITOS AV | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 122,790 | - | $ 120 | 56,058 | 5,639 | $ 6,726,905 | 338,342 | $ 7,065,247 |
| - | 082-250-64 | SYCAMORE INVESTMENT CO | | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 54,736 | - | $ 120 | 5,554 | 7,304 | $ 666,424 | 438,240 | $ 1,104,664 |
| - | 082-250-71 | BENSON LAWRENCE H TR | 1594 S LEWIS ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 12,929 | - | $ 120 | 30 | 2,441 | $ 3,580 | 146,431 | $ 150,010 |
| - | 082-250-72 | BALCO PROPERTIES LTD | 1590 S LEWIS ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 23,067 | - | $ 120 | 124 | 3,196 | $ 14,920 | 191,756 | $ 206,676 |
| - | 082-250-75 | 1500 LEWIS LLC | 1500 S LEWIS ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 27,694 | - | $ 120 | 14,214 | 21 | $ 1,705,659 | 1,235 | $ 1,706,894 |
| - | 082-250-76 | JLW INVESTMENTS LLC | 1000 E CERRITOS AVE | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 82,895 | - | $ 120 | 13,972 | 3,213 | $ 1,676,629 | 192,780 | $ 1,869,409 |
| | 082-250-81 | 1550 MARIGOLD HOLDINGS | 1550 S LEWIS ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 17,024 | | $ 120 | 971 | - | $ 116,552 | - | $ 116,552 |
| - | 082-250-82 | 1560 LEWIS LLC | 1560 S LEWIS ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 17,880 | - | $ 120 | 600 | - | $ 72,039 | - | $ 72,039 |
| - | 082-250-85 | TAFOYA MICHAEL A TR | 1510 S LEWIS ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 19,635 | - | $ 120 | 363 | 4,238 | $ 43,607 | 254,302 | $ 297,910 |
| - | 082-250-86 | KDG INVESTMENTS INC | 1520 S LEWIS ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 24,143 | - | $ 120 | 204 | 3,211 | $ 24,498 | 192,674 | $ 217,173 |
| - | 082-250-87 | SEAWARD PROPERTIES LTD | | ANAHEIM | MISCELLANEOUS | Partially Affected Parcel | 57,308 | - | $ 120 | 1,246 | 5,714 | $ 149,515 | 342,861 | $ 492,376 |
| - | 082-261-11 | MARTIN AND ASSOCIATES | 1961 WRIGHT CI | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 47,110 | - | $ 120 | 892 | 4,296 | $ 107,096 | 257,730 | $ 364,827 |
| - | 082-261-12 | OVIATT KIM A TR | 1981 WRIGHT CI | ANAHEIM | INDUSTRIAL | Full Acquisition | 46,056 | 20,186 | $ 275 | 45,962 | 93 | $ 5,551,150 | - | $ 5,551,150 |
| 5 | 082-261-13 | EXTRA SPACE PROPERTIES | 1705 S STATE COLLEGE BL | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 235,854 | - | $ 120 | 9,818 | 4,047 | $ 1,178,210 | 242,830 | $ 1,421,040 |
| - | 082-262-01 | HAJALI HATEM | 1661 S STATE COLLEGE BL | ANAHEIM | COMMERCIAL | Full Acquisition | 101,542 | 48,580 | $ 280 | 101,539 | - | $ 13,602,400 | - | $ 13,602,400 |
| - | 082-542-28 | MOELLER RONALD H TR | 805 E CERRITOS AV | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 56,933 | - | $ 120 | 406 | 6,390 | $ 48,775 | 383,379 | $ 432,154 |
| - | 082-542-29 | 1400 ALLEC STREET LLC | 1400 S ALLEC ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 233,464 | - | $ 120 | 1,187 | - | $ 142,417 | - | $ 142,417 |
| - | 082-542-37 | NORCO DELIVERY SERVICE | 851 E CERRITOS AV | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 127,820 | - | $ 120 | 2,681 | 23,626 | $ 321,689 | 1,417,570 | $ 1,739,259 |
| - | 082-542-39 | ALEC COMMERCIAL PROP L P | 1420 S ALLEC ST | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 69,725 | - | $ 120 | 5,177 | 5,168 | $ 621,234 | 310,071 | $ 931,305 |
| - | 082-542-40 | CPI VENTURES LLC | 1426 S ALLEC ST | ANAHEIM | INDUSTRIAL | Temporary Construction Easement | 41,281 | - | $ 120 | - | 5,838 | $ - | 350,292 | $ 350,292 |
| - | 232-011-02 | CITY OF ANAHEIM | | ANAHEIM | MISCELLANEOUS | Full Acquisition | 9,300 | - | $ 120 | 9,285 | 25 | $ 1,116,000 | - | $ 1,116,000 |
| | 232-011-38 | CITY OF ANAHEIM | 2200 E KATELLA | ANAHEIM | MISCELLANEOUS | Partially Affected Parcel | 4,394,720 | | $ 100 | 93,740 | | $ 9,374,000 | - | $ 9,374,000 |
| 16 | 232-011-40 | CITY OF ANAHEIM | 2150 E KATELLA AVE | ANAHEIM | MISCELLANEOUS | Full Acquisition | 40,063 | - | $ 100 | 40,063 | 12 | $ 4,006,276 | - | $ 4,006,276 |
| | 232-011-48 | CITY OF ANAHEIM | 2200 E KATELLA | ANAHEIM | MISCELLANEOUS | Partially Affected Parcel | 2,189,807 | | $ 100 | 211,247 | 107,548 | $ 21,124,655 | 5,377,415 | $ 26,502,069 |
| 4 | 232-021-20 | AVALONBAY COMMUNITIES INC | | ANAHEIM | RESIDENTIAL | Temporary Construction Easement | 151,188 | - | $ 120 | - | 3,628 | $ - | 217,679 | $ 217,679 |
| - | 232-071-03 | DOUGLASS COMMERCE CENTER LLC | 1725 S DOUGLASS RD | ANAHEIM | INDUSTRIAL | Full Acquisition | 139,400 | 52,454 | $ 400 | 139,341 | - | $ 20,981,600 | - | $ 20,981,600 |
| - | 232-072-06 | CITY OF ANAHEIM | | ANAHEIM | MISCELLANEOUS | Partially Affected Parcel | 531,486 | - | $ - | 22,435 | 21,957 | $ - | - | $ - |
| | 253-061-03 | D S A PROPERTIES | 1550 S STATE COLLEGE BL | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 101,854 | | $ 120 | 704 | 6,971 | $ 84,474 | 418,231 | $ 502,704 |
| - | 253-061-04 | D S A PROPERTIES | 1600 S STATE COLLEGE BL | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 43,095 | - | $ 120 | 725 | 3,919 | $ 86,992 | 235,127 | $ 322,119 |
| - | 253-061-05 | D S A PROPERTIES | 1630 S STATE COLLEGE BL | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 95,647 | - | $ 120 | 10,450 | 14,754 | $ 1,254,014 | 885,245 | $ 2,139,259 |
| - | 253-061-06 | D S A PROPERTIES | 2051 E HOWELL AV | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 82,623 | - | $ 120 | 2,561 | 3,858 | $ 307,365 | 231,505 | $ 538,870 |
| | 253-061-11 | D S A PROPERTIES | 2111 E HOWELL AV | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 35,889 | | $ 120 | 19 | 636 | $ 2,227 | 38,178 | $ 40,405 |
| | 253-061-20 | RREEF AMERICA REIT II | 1641 S SUNKIST ST | ANAHEIM | INDUSTRIAL | Temporary Construction Easement | 500,473 | | $ 120 | - | 363 | $ - | 21,762 | $ 21,762 |
| - | 253-531-01 | 1650 SO STATE COLLEGE LLC | 1650 S STATE COLLEGE BL | ANAHEIM | COMMERCIAL | Full Acquisition | 24,619 | 1,896 | $ 1,850 | 22,451 | - | $ 3,507,600 | - | $ 3,507,600 |
| - | 253-531-02 | PATETTA ROCCO TR | 1660 S STATE COLLEGE BL | ANAHEIM | INDUSTRIAL | Full Acquisition | 63,749 | 21,070 | $ 275 | 57,114 | - | $ 5,794,250 | - | $ 5,794,250 |
| - | 253-531-03 | 2020 HOWELL AVENUE | 2020 E HOWELL AV | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 73,100 | - | $ 120 | 10,796 | 1,586 | $ 1,295,522 | 95,179 | $ 1,390,701 |
| - | 253-531-04 | HOWELL AVENUE | 2120 E HOWELL AV | ANAHEIM | INDUSTRIAL | Partially Affected Parcel | 273,857 | - | $ 120 | 3,881 | 3,672 | $ 465,772 | 220,331 | $ 686,103 |
| - | 253-531-05 | CHURCH BISHOP OF THE | 2222 HOWELL ST | ANAHEIM | VACANT LAND | Partially Affected Parcel | 146,410 | - | $ 120 | 1,016 | - | $ 121,961 | - | $ 121,961 |
| - | 253-531-06 | BISHOP OF THE PROTESTANT EPISCOPAL CH | 2225 E KATELLA AV | ANAHEIM | VACANT LAND | Partially Affected Parcel | 229,777 | - | $ 120 | 2,822 | 18,903 | $ 338,665 | 1,134,174 | $ 1,472,839 |

# RIGHT-OF-WAY ACQUISITION ESTIMATE
## ALTERNATIVE A



| Larger Parcel ID | APN | Property Owner | Address | City | Land Use | Parcel Acquisition Type | Parcel Area (Sqft.) | Building Area (Sqft.) | Cost Per Sqft. | Fee Area (Sqft.) | TCE Area (Sqft.) | Fee Value | TCE Value (5 YRS) | Total Parcel Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | 253-531-07 | CHURCH BISHOP OF THE | 2331 E KATELLA AV | ANAHEIM | COMMERCIAL | Full Acquisition | 23,162 | 1,307 | $ 1,815 | 2,171 | 6,960 | $ 2,372,205 | - | $ 2,372,205 |
| - | 253-531-12 | HARVARD GRAND LP | 1730 S STATE COLLEGE BLVD | ANAHEIM | COMMERCIAL | Partially Affected Parcel | 125,579 | - | $ 120 | 17,563 | 11,294 | $ 2,107,510 | 677,624 | $ 2,785,134 |
| - | 253-531-13 | 2125 EAST KATELLA AVENUE | 2095 E KATELLA AV | ANAHEIM | COMMERCIAL | Partially Affected Parcel | 87,005 | - | $ 120 | 750 | - | $ 89,969 | - | $ 89,969 |
| - | 253-531-15 | 2125 EAST KATELLA AVENUE | 1750 S STATE COLLEGE BL | ANAHEIM | COMMERCIAL | Partially Affected Parcel | 33,266 | - | $ 120 | 1,119 | 5,895 | $ 134,283 | 353,680 | $ 487,963 |
| - | 253-531-16 | 2125 EAST KATELLA AVENUE | 2005 E KATELLA AV | ANAHEIM | COMMERCIAL | Partially Affected Parcel | 47,652 | - | $ 120 | 19 | 6,764 | $ 2,238 | 405,855 | $ 408,093 |
| - | 253-531-17 | 2125 EAST KATELLA AVENUE | 2025 E KATELLA AV | ANAHEIM | COMMERCIAL | Partially Affected Parcel | 32,974 | - | $ 120 | 1,636 | 477 | $ 196,317 | 28,605 | $ 224,922 |
| - | 253-531-18 | 2125 EAST KATELLA AVENUE | 2035 E KATELLA AV | ANAHEIM | COMMERCIAL | Partially Affected Parcel | 41,332 | - | $ 120 | 4,591 | 4,973 | $ 550,962 | 298,387 | $ 849,350 |
| - | 253-531-23 | 2125 EAST KATELLA AVENUE | 2105 E KATELLA AV | ANAHEIM | COMMERCIAL | Partially Affected Parcel | 147,042 | - | $ 120 | 10,217 | 14,125 | $ 1,226,065 | 847,492 | $ 2,073,556 |
| - | 253-532-04 | STADIUM TOWERS LLC | 2300 E KATELLA AV | ANAHEIM | COMMERCIAL | Partially Affected Parcel | 141,212 | - | $ 120 | 6,247 | 11,568 | $ 749,620 | 694,083 | $ 1,443,703 |
| - | 253-532-08 | 2400 EAST KATELLA AVE | 2400 E KATELLA AVE | ANAHEIM | COMMERCIAL | Partially Affected Parcel | 262,138 | - | $ 120 | 3,436 | 63 | $ 412,367 | 3,775 | $ 416,141 |
| - | 253-622-04 | METROPLEX OFFICE | 2401 E KATELLA AVE | ANAHEIM | COMMERCIAL | Partially Affected Parcel | 141,263 | - | $ 120 | 251 | 12,728 | $ 30,083 | 763,681 | $ 793,764 |
| | 267-061-02 | COMMERCIAL FAMILY LTD | 711 E LA PALMA | ANAHEIM | MISCELLANEOUS | Full Acquisition | 383,164 | | $ 120 | 175,676 | - | $ 45,979,680 | - | $ 45,979,680 |
| | 280-212-06 | SFERS REAL EST CORP RR | | FULLERTON | VACANT LAND | Temporary Construction Easement | 13,042 | | $ 65 | - | 269 | $ - | 8,752 | $ 8,752 |
| | 280-212-07 | SFERS REAL EST CORP RR | | FULLERTON | VACANT LAND | Temporary Construction Easement | 9,084 | | $ 65 | - | 284 | $ - | 9,236 | $ 9,236 |
| | 280-212-08 | HRC 500 BURNING TREE | | FULLERTON | VACANT LAND | Temporary Construction Easement | 10,266 | | $ 65 | - | 138 | $ - | 4,482 | $ 4,482 |
| | 386-521-16 | ORANGE COUNTY | | ANAHEIM | MISCELLANEOUS | Full Acquisition | 2,759 | | $ - | 2,992 | - | $ - | - | $ - |
| - | 386-521-17 | CITY OF ANAHEIM | | ANAHEIM | MISCELLANEOUS | Full Acquisition | 105,204 | - | $ 120 | 103,917 | - | $ 12,624,480 | - | $ 12,624,480 |
| | 5163-017-806 | BNSF Railway | | LOS ANGELES | MISCELLANEOUS | Full Acquisition | 282,049 | | $ 100 | 259,165 | - | $ 28,204,900 | - | $ 28,204,900 |
| | 5164-004-804 | BNSF Railway | | LOS ANGELES | MISCELLANEOUS | Full Acquisition | 119,036 | | $ 100 | 103,316 | - | $ 11,903,600 | - | $ 11,903,600 |
| | 5164-016-806 | BNSF Railway | | LOS ANGELES | MISCELLANEOUS | Full Acquisition | 48,667 | | $ 100 | 51,276 | - | $ 4,866,700 | - | $ 4,866,700 |
| | 5164-016-807 | BNSF Railway | | LOS ANGELES | MISCELLANEOUS | Full Acquisition | 2,220 | | $ 100 | 2,015 | - | $ 222,000 | - | $ 222,000 |
| | 5164-017-805 | BNSF Railway | | LOS ANGELES | MISCELLANEOUS | Full Acquisition | 16,133 | | $ 100 | 16,279 | - | $ 1,613,300 | - | $ 1,613,300 |
| | 5168-015-902 | L A CITY | | LOS ANGELES | MISCELLANEOUS | Partially Affected Parcel | 105,445 | - | $ 100 | 12,120 | - | $ 1,212,008 | - | $ 1,212,008 |
| | 5168-015-903 | L A CITY | NA | LOS ANGELES | INDUSTRIAL | Partially Affected Parcel | 19,782 | | $ 100 | 3,758 | - | $ 375,782 | - | $ 375,782 |
| | 5168-017-011 | FARMERS AND MERCHANTS TRUST | | LOS ANGELES | VACANT LAND | Full Acquisition | 670 | - | $ 100 | 1,012 | - | $ 67,000 | - | $ 67,000 |
| | 5168-017-012 | 2640 WASHINGTON BLVD LLC | 2640 E WASHINGTON BLVD | LOS ANGELES | INDUSTRIAL | Partially Affected Parcel | 117,292 | 33,860 | $ 100 | 416 | - | $ 41,643 | - | $ 41,643 |
| | 5168-017-900 | LOS ANGELES COUNTY FLOOD | | LOS ANGELES | MISCELLANEOUS | Partially Affected Parcel | 30,765 | - | $ 100 | 5,184 | - | $ 518,402 | - | $ 518,402 |
| | 5168-017-902 | L A CITY DEPT OF WATER AND POWER | | LOS ANGELES | MISCELLANEOUS | Partially Affected Parcel | 38,500 | - | $ 100 | 6,881 | - | $ 688,069 | - | $ 688,069 |
| | 5169-015-901 | L A CITY | | LOS ANGELES | MISCELLANEOUS | Partially Affected Parcel | 779,378 | | $ 100 | 8,421 | 17,998 | $ 842,072 | 899,912 | $ 1,741,984 |
| - | 5169-022-009 | SOCO WEST INC | 3270 E WASHINGTON BLVD | VERNON | VACANT LAND | Partially Affected Parcel | 136,349 | - | $ 100 | 11,720 | - | $ 1,172,000 | - | $ 1,172,000 |
| - | 5169-022-270 | L A CITY DEPT OF WATER AND POWER | | VERNON | VACANT LAND | Partially Affected Parcel | 34,020 | - | $ 100 | 3,091 | - | $ 309,056 | - | $ 309,056 |
| - | 5169-023-016 | BLT ALAMEDA LA FREEZER LP LESSOR | 3136 E WASHINGTON BLVD | LOS ANGELES | VACANT LAND | Partially Affected Parcel | 47,506 | - | $ 100 | 857 | - | $ 85,708 | - | $ 85,708 |
| | 5169-023-022 | MERCO GROUP 3185 E WASHINGTON | | VERNON | VACANT LAND | Partially Affected Parcel | 1,570 | | $ 100 | 776 | - | $ 77,567 | - | $ 77,567 |
| - | 5169-023-031 | EVERY BEAR INVESTMENTS LLC | 3170 E WASHINGTON BLVD | VERNON | INDUSTRIAL | Partially Affected Parcel | 254,722 | - | $ 100 | 15,632 | - | $ 1,563,157 | - | $ 1,563,157 |
| - | 5169-023-037 | CAMFIELD WASHINGTON 1 LLC | | VERNON | VACANT LAND | Partially Affected Parcel | 101,791 | - | $ 100 | 5,707 | - | $ 570,664 | - | $ 570,664 |
| - | 5169-023-038 | CIRCLE AU LLC | 3232 E WASHINGTON BLVD | VERNON | INDUSTRIAL | Partially Affected Parcel | 75,781 | - | $ 100 | 4,353 | - | $ 435,328 | - | $ 435,328 |
| - | 5169-025-031 | BLT ALAMEDA LA FREEZER LP LESSOR | | LOS ANGELES | VACANT LAND | Partially Affected Parcel | 69,420 | - | $ 100 | 4,942 | - | $ 494,225 | - | $ 494,225 |
| | 5169-028-017 | LEBATA INC | 2750 E WASHINGTON BLVD | LOS ANGELES | INDUSTRIAL | Partially Affected Parcel | 166,861 | | $ 100 | 14,571 | - | $ 1,457,092 | - | $ 1,457,092 |
| | 5169-028-018 | | E of 2750 E Washington Blvd | LOS ANGELES | INDUSTRIAL | Full Acquisition | 40,081 | | $ 100 | 40,023 | - | $ 4,008,100 | - | $ 4,008,100 |
| | 5170-010-900 | L A CITY | | LOS ANGELES | MISCELLANEOUS | Partially Affected Parcel | 345,403 | | $ 100 | 6,644 | 13,173 | $ 664,440 | 658,660 | $ 1,323,100 |
| | 5171-014-900 | L A CITY | | LOS ANGELES | MISCELLANEOUS | Partially Affected Parcel | 313,922 | | $ 100 | 4,263 | 11,834 | $ 426,313 | 591,688 | $ 1,018,000 |
| | 5171-015-900 | L A CITY | | LOS ANGELES | MISCELLANEOUS | Partially Affected Parcel | 413,264 | | $ 100 | 6,375 | 17,127 | $ 637,491 | 856,337 | $ 1,493,828 |
| | 5171-015-905 | L A CITY | | LOS ANGELES | MISCELLANEOUS | Full Acquisition | 18,066 | - | $ 100 | 4,211 | - | $ 1,806,600 | - | $ 1,806,600 |
| | 5171-024-901 | L A CITY | | LOS ANGELES | MISCELLANEOUS | Partially Affected Parcel | 536,932 | - | $ 100 | 9,615 | 21,909 | $ 961,500 | 1,095,451 | $ 2,056,952 |
| | 5172-013-900 | L A CITY | | LOS ANGELES | MISCELLANEOUS | Partially Affected Parcel | 221,186 | | $ 100 | 3,357 | - | $ 335,673 | - | $ 335,673 |
| | 5172-014-900 | L A CITY | | LOS ANGELES | MISCELLANEOUS | Partially Affected Parcel | 460,674 | | $ 100 | 6,493 | 7,219 | $ 649,268 | 360,938 | $ 1,010,206 |
| | 5192-025-008 | KIMS MACHINERY AND | 2646 S DOWNEY RD | VERNON | INDUSTRIAL | Partially Affected Parcel | 43,915 | | $ 100 | 2,588 | - | $ 258,813 | - | $ 258,813 |
| | 5192-025-015 | 2448 EAST 25TH ST LLC | 3636 E 26TH ST | VERNON | INDUSTRIAL | Partially Affected Parcel | 25,939 | | $ 100 | 920 | - | $ 91,991 | - | $ 91,991 |
| - | 5192-025-901 | LONG BEACH CITY | | VERNON | RAILROAD | Partially Affected Parcel | 68,372 | - | $ 100 | 2,603 | 575 | $ 260,287 | 28,757 | $ 289,043 |
| | 5192-026-908 | L A CITY | | LOS ANGELES | MISCELLANEOUS | Full Acquisition | 20,739 | - | $ 100 | 2,832 | - | $ 2,073,900 | - | $ 2,073,900 |
| - | 5192-026-909 | LONG BEACH CITY | | VERNON | RAILROAD | Partially Affected Parcel | 20,739 | - | $ 100 | 2,832 | - | $ 283,166 | - | $ 283,166 |
| - | 5192-029-014 | PAN PACIFIC PETROLEUM CO INC | 3650 E 26TH ST VERNON, CA 90058 | VERNON | INDUSTRIAL | Partially Affected Parcel | 106,080 | 10,254 | $ 100 | 6,077 | 99,985 | $ 607,691 | 4,999,266 | $ 5,606,957 |
| - | 5192-029-018 | ALUM LANDLORD DE QRS 16 105 INC | 3663 BANDINI BLVD | VERNON | INDUSTRIAL | Partially Affected Parcel | 309,097 | - | $ 100 | 1,186 | 307,932 | $ 118,592 | 15,396,619 | $ 15,515,211 |
| - | 5192-029-273 | L A CITY DEPT OF WATER AND POWER | | VERNON | VACANT LAND | Partially Affected Parcel | 247,344 | - | $ 100 | 134,049 | 113,279 | $ 13,404,911 | 5,663,937 | $ 19,068,848 |
| - | 5192-030-001 | COMMAND PACKAGING VERNON | 3800 E 26TH ST | VERNON | INDUSTRIAL | Full Acquisition | 304,851 | 169,500 | $ 330 | 304,867 | - | $ 55,935,000 | - | $ 55,935,000 |

# RIGHT-OF-WAY ACQUISITION ESTIMATE
## ALTERNATIVE A



| Larger Parcel ID | APN | Property Owner | Address | City | Land Use | Parcel Acquisition Type | Parcel Area (Sqft.) | Building Area (Sqft.) | Cost Per Sqft. | Fee Area (Sqft.) | TCE Area (Sqft.) | Fee Value | TCE Value (5 YRS) | Total Parcel Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | 5192-030-004 | ADAYA ASSET 26TH STREET L P | 3700 E 26TH ST | VERNON | INDUSTRIAL | Full Acquisition | 158,643 | 98,336 | $ 310 | 158,634 | 6 | $ 30,484,160 | - | $ 30,484,160 |
| | 5192-030-009 | VERNON ENVL RESPONSE COMPANY TR | 3841 BANDINI BLVD | VERNON | INDUSTRIAL | Full Acquisition | 197,746 | | $ 100 | 197,747 | - | $ 19,774,577 | - | $ 19,774,577 |
| - | 5243-003-005 | MACRIS GEORGE D AND LYNN A TRS | 4450 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 6,451 | 6,150 | $ 340 | 6,451 | - | $ 2,091,000 | - | $ 2,091,000 |
| - | 5243-003-006 | ERINAKIS,ANDREAS AND DIMITRA TRS | | COMMERCE | VACANT LAND | Full Acquisition | 2,104 | - | $ 90 | 2,104 | - | $ 189,360 | - | $ 189,360 |
| - | 5243-003-007 | SHIMAMOTO,ALAN J TR | 4460 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 2,102 | - | $ 90 | 2,102 | - | $ 189,180 | - | $ 189,180 |
| - | 5243-003-008 | SHIMAMOTO,ALAN J TR | 4462 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 6,356 | 6,048 | $ 340 | 6,356 | - | $ 2,056,320 | - | $ 2,056,320 |
| - | 5243-003-009 | ALAMILLO,JOSE C | 4470 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 4,230 | 3,773 | $ 350 | 4,230 | - | $ 1,320,550 | - | $ 1,320,550 |
| - | 5243-003-010 | CHARLSTON,JIM B AND ROCHELLE TRS | 4476 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 2,128 | 2,025 | $ 350 | 2,128 | - | $ 708,750 | - | $ 708,750 |
| - | 5243-003-011 | GETZ,EUGENIA O ET AL TRS | 4480 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 4,250 | - | $ 90 | 4,250 | - | $ 382,500 | - | $ 382,500 |
| - | 5243-003-012 | ALAMILLO,JOSE C | 4504 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 4,199 | 1,050 | $ 350 | 4,200 | - | $ 367,500 | - | $ 367,500 |
| - | 5243-003-013 | ALAMILLO,JOSE C | 4504 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 8,599 | 8,400 | $ 330 | 8,599 | - | $ 2,772,000 | - | $ 2,772,000 |
| - | 5243-003-014 | NALBANDIAN,RAFFI AND | | COMMERCE | INDUSTRIAL | Full Acquisition | 2,084 | 2,125 | $ 350 | 2,084 | - | $ 743,750 | - | $ 743,750 |
| - | 5243-003-015 | NALBANDIAN,RAFFI AND | | COMMERCE | COMMERCIAL | Full Acquisition | 2,134 | 2,125 | $ 90 | 2,134 | - | $ 192,060 | - | $ 192,060 |
| - | 5243-003-018 | BETTER THAN FOOD LLC | 4528 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 3,280 | 3,295 | $ 350 | 3,279 | - | $ 1,153,250 | - | $ 1,153,250 |
| - | 5243-003-032 | NALBANDIAN,RAFFI AND | 4520 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 8,964 | 6,221 | $ 340 | 8,965 | - | $ 2,115,140 | - | $ 2,115,140 |
| - | 5243-003-035 | CABRAL,JESUS R TR | 4530 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 15,877 | 10,112 | $ 330 | 15,877 | - | $ 3,336,960 | - | $ 3,336,960 |
| - | 5243-003-036 | CABRAL,JESUS R TR | 4530 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 2,002 | 1,914 | $ 350 | 2,002 | - | $ 669,900 | - | $ 669,900 |
| - | 5243-003-037 | CABRAL,JESUS R TR | 4530 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 1,993 | 1,800 | $ 350 | 1,993 | - | $ 630,000 | - | $ 630,000 |
| - | 5243-003-038 | CABRAL,JESUS | 4502 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 2,023 | 1,736 | $ 350 | 2,023 | - | $ 607,600 | - | $ 607,600 |
| - | 5243-003-039 | CABRAL,JESUS | 4500 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 2,073 | 1,486 | $ 90 | 2,073 | - | $ 186,570 | - | $ 186,570 |
| - | 5243-003-040 | CABRAL,JESUS | 4488 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 1,946 | 1,914 | $ 350 | 1,946 | - | $ 669,900 | - | $ 669,900 |
| - | 5243-003-041 | TAYLOR,STEPHEN F AND JOAN R TRS | 4476 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 6,326 | 3,600 | $ 350 | 6,326 | - | $ 1,260,000 | - | $ 1,260,000 |
| - | 5243-003-042 | TAYLOR,STEPHEN F AND JOAN R TRS | 4470 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 3,666 | 3,240 | $ 350 | 3,666 | - | $ 1,134,000 | - | $ 1,134,000 |
| 9 | 5243-003-045 | 5801 ALCOA AVENUE LLC | | COMMERCE | INDUSTRIAL | Full Acquisition | 2,068 | - | $ 90 | 2,068 | - | $ 186,120 | - | $ 186,120 |
| 9 | 5243-003-046 | 5801 ALCOA AVENUE LLC | | COMMERCE | VACANT LAND | Full Acquisition | 8,669 | - | $ 90 | 8,669 | - | $ 780,210 | - | $ 780,210 |
| 9 | 5243-003-047 | 5801 ALCOA AVENUE LLC | 4460 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 10,041 | - | $ 90 | 10,041 | - | $ 903,690 | - | $ 903,690 |
| - | 5243-003-048 | CORTEZ,ROSALIO AND YOLANDA | 4442 E WASHINGTON BLVD | COMMERCE | COMMERCIAL | Full Acquisition | 10,832 | 1,025 | $ 350 | 10,831 | - | $ 358,750 | - | $ 358,750 |
| - | 5243-004-011 | LAUFER,ARON | 4546 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 17,284 | 7,189 | $ 340 | 17,284 | - | $ 2,444,260 | - | $ 2,444,260 |
| - | 5243-004-012 | CALIF WATER SERVICE CO | 4540 E WASHINGTON BLVD | COMMERCE | MISCELLANEOUS | Full Acquisition | 20,271 | - | $ 90 | 19,462 | - | $ 1,824,390 | - | $ 1,824,390 |
| - | 5243-004-013 | BART CO INV | 2441 AYERS AVE | COMMERCE | INDUSTRIAL | Full Acquisition | 33,122 | 4,563 | $ 340 | 33,122 | - | $ 1,551,420 | - | $ 1,551,420 |
| - | 5243-004-014 | MATHIAS INVESTMENT CORP | 4521 SHEILA ST | COMMERCE | INDUSTRIAL | Full Acquisition | 28,643 | - | $ 90 | 28,643 | - | $ 2,577,870 | - | $ 2,577,870 |
| - | 5243-004-015 | SAM SCHAFFER INC | 4477 SHEILA ST | COMMERCE | INDUSTRIAL | Full Acquisition | 40,544 | 20,740 | $ 300 | 40,544 | - | $ 6,222,000 | - | $ 6,222,000 |
| - | 5243-004-016 | SCHAFFER,SAM INC | | COMMERCE | INDUSTRIAL | Full Acquisition | 10,179 | 8,150 | $ 330 | 10,179 | - | $ 2,689,500 | - | $ 2,689,500 |
| - | 5243-004-017 | VERDEMONT ASSOCIATES CALIFORNIA | 4455 SHEILA ST | COMMERCE | INDUSTRIAL | Full Acquisition | 100,001 | 99,270 | $ 200 | 100,001 | - | $ 19,854,000 | - | $ 19,854,000 |
| - | 5243-005-022 | TERMENDIJIAN,GRIGOR | 4426 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 18,806 | 11,210 | $ 330 | 18,806 | - | $ 3,699,300 | - | $ 3,699,300 |
| - | 5243-005-023 | WESTERN STATES LACQUER CORP | 4406 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 40,207 | 1,512 | $ 350 | 38,198 | - | $ 529,200 | - | $ 529,200 |
| - | 5243-005-024 | WESTERN STATES LACQUER CORP | 4400 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 3,917 | - | $ 90 | 3,721 | - | $ 352,530 | - | $ 352,530 |
| - | 5243-005-025 | WESTERN STATES LACQUER CORP | 4400 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 36,108 | 12,056 | $ 320 | 34,329 | - | $ 3,857,920 | - | $ 3,857,920 |
| - | 5243-005-026 | 4360 E WASHINGTON LLC | 4360 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 19,965 | 4,800 | $ 340 | 19,003 | - | $ 1,632,000 | - | $ 1,632,000 |
| - | 5243-005-027 | MILLARD,HAROLD B TR | 4350 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 20,530 | 8,200 | $ 330 | 19,524 | - | $ 2,706,000 | - | $ 2,706,000 |
| - | 5243-005-028 | GRUPO GLEMKA LLC | 4338 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 18,489 | 8,000 | $ 340 | 17,535 | - | $ 2,720,000 | - | $ 2,720,000 |
| - | 5243-005-029 | MILLARD,HAROLD B TR | 4334 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 23,780 | 10,942 | $ 330 | 21,596 | - | $ 3,610,860 | - | $ 3,610,860 |
| - | 5243-006-006 | MILLER,ASHLEY E TR | 4300 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 10,377 | 8,767 | $ 330 | 10,385 | - | $ 2,893,110 | - | $ 2,893,110 |
| - | 5243-006-007 | GUTIERREZ,JOSE M CO TR | 4300 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 5,751 | 6,232 | $ 340 | 5,751 | - | $ 2,118,880 | - | $ 2,118,880 |
| - | 5243-006-008 | MAGANA,JOSE G AND CONSUELO | | COMMERCE | INDUSTRIAL | Full Acquisition | 1,876 | - | $ 90 | 1,876 | - | $ 168,840 | - | $ 168,840 |
| - | 5243-006-009 | MILLER,ASHLEY E TR | | COMMERCE | VACANT LAND | Full Acquisition | 2,074 | 860 | $ 90 | 2,074 | - | $ 186,660 | - | $ 186,660 |
| - | 5243-006-010 | MENDOZA,ROBERT T | 4318 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 7,035 | 5,879 | $ 340 | 7,124 | - | $ 1,998,860 | - | $ 1,998,860 |
| - | 5243-007-001 | MILLER,ASHLEY E TR | 4260 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 4,437 | 3,890 | $ 350 | 4,435 | - | $ 1,361,500 | - | $ 1,361,500 |
| - | 5243-007-005 | GUERRA,MIKE AND LIDUVINA | 4248 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 2,184 | - | $ 90 | 2,184 | - | $ 196,560 | - | $ 196,560 |
| - | 5243-007-006 | LALAMA,CARLOS A | 4246 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 2,149 | 800 | $ 350 | 2,149 | - | $ 280,000 | - | $ 280,000 |
| - | 5243-007-007 | LALAMA,EDWIN A | | COMMERCE | VACANT LAND | Full Acquisition | 2,153 | - | $ 90 | 2,153 | - | $ 193,770 | - | $ 193,770 |
| - | 5243-007-008 | NUNEZ,MARGOT C | 4238 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 4,294 | 1,020 | $ 350 | 4,294 | - | $ 357,000 | - | $ 357,000 |
| - | 5243-007-010 | NUNEZ,MARGOT C | 4236 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 4,221 | 3,696 | $ 350 | 4,221 | - | $ 1,293,600 | - | $ 1,293,600 |
| - | 5243-007-013 | VALERIO,LEONEL | 4224 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 4,310 | - | $ 90 | 4,310 | - | $ 387,900 | - | $ 387,900 |
| - | 5243-007-017 | TAN INDUSTRIAL CENTERPOINT LLC | 4202 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 18,909 | - | $ 90 | 2,111 | - | $ 1,701,810 | - | $ 1,701,810 |

# RIGHT-OF-WAY ACQUISITION ESTIMATE
## ALTERNATIVE A



| Larger Parcel ID | APN | Property Owner | Address | City | Land Use | Parcel Acquisition Type | Parcel Area (Sqft.) | Building Area (Sqft.) | Cost Per Sqft. | Fee Area (Sqft.) | TCE Area (Sqft.) | Fee Value | TCE Value (5 YRS) | Total Parcel Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | 5243-007-018 | TAN INDUST CENTERPOINT LLC | | COMMERCE | INDUSTRIAL | Full Acquisition | 2,043 | | $ 90 | 2,043 | - | $ 183,870 | - | $ 183,870 |
| - | 5243-007-035 | WILBERT FUNERAL SERVICES INC | 4258 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 4,308 | - | $ 90 | 4,308 | - | $ 387,720 | - | $ 387,720 |
| - | 5243-007-036 | CAMACHO,RICARDO JR AND ROMAYNE | 4228 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 4,205 | 3,920 | $ 350 | 4,206 | - | $ 1,372,000 | - | $ 1,372,000 |
| - | 5243-007-037 | WILBERT FUNERAL SERVICES INC | 4250 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 2,165 | - | $ 90 | 2,165 | - | $ 194,850 | - | $ 194,850 |
| - | 5243-007-042 | DAVY,KEVIN J AND OLGA M | 4202 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 1,896 | - | $ 90 | 1,896 | - | $ 170,640 | - | $ 170,640 |
| - | 5243-007-043 | LUBRICATION CO OF AMERICA | 4212 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 7,736 | 4,239 | $ 350 | 7,736 | - | $ 1,483,650 | - | $ 1,483,650 |
| - | 5243-007-044 | LUBRICATION CO OF AMERICA | | COMMERCE | INDUSTRIAL | Full Acquisition | 1,884 | - | $ 90 | 1,884 | - | $ 169,560 | - | $ 169,560 |
| - | 5243-007-045 | TAN INDUSTRIAL CENTERPOINT LLC | | COMMERCE | INDUSTRIAL | Full Acquisition | 1,848 | - | $ 90 | 1,848 | - | $ 166,320 | - | $ 166,320 |
| - | 5243-007-046 | TAN INDUSTRIAL CENTERPOINT LLC | | COMMERCE | INDUSTRIAL | Full Acquisition | 2,008 | - | $ 90 | 2,008 | - | $ 180,720 | - | $ 180,720 |
| - | 5243-007-047 | LUBRICATION CO OF AMERICA | 4234 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 9,498 | 5,332 | $ 90 | 9,498 | - | $ 854,820 | - | $ 854,820 |
| - | 5243-007-048 | COOTS,LAURENCE M CO TR ET AL | | COMMERCE | INDUSTRIAL | Full Acquisition | 3,778 | - | $ 90 | 3,778 | - | $ 340,020 | - | $ 340,020 |
| - | 5243-007-049 | LALAMA,CARLOS AND BLANCA | 4250 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 5,789 | 1,564 | $ 350 | 5,789 | - | $ 547,400 | - | $ 547,400 |
| - | 5243-007-050 | LALAMA,CARLOS AND BLANCA | 4250 E PACIFIC WAY STE 22 | COMMERCE | INDUSTRIAL | Full Acquisition | 1,954 | 2,310 | $ 90 | 1,954 | - | $ 175,860 | - | $ 175,860 |
| - | 5243-007-051 | DOUMANI,JOHN C CO TR | 4262 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 3,721 | 2,700 | $ 350 | 3,721 | - | $ 945,000 | - | $ 945,000 |
| 19 | 5243-007-052 | TAN INDUST CENTERPOINT LLC | 4220 E Washington Blvd | COMMERCE | INDUSTRIAL | Full Acquisition | 6,340 | 6,216 | $ 340 | 6,340 | - | $ 2,113,440 | - | $ 2,113,440 |
| 19 | 5243-007-053 | TAN INDUST CENTERPOINT LLC | 4202 E Washington Blvd | COMMERCE | INDUSTRIAL | Full Acquisition | 8,416 | 8,184 | $ 330 | 8,416 | - | $ 2,700,720 | - | $ 2,700,720 |
| - | 5243-008-002 | CAMPOS,ARMANDO AND ALBERTINA | | COMMERCE | VACANT LAND | Full Acquisition | 2,097 | - | $ 90 | 2,097 | - | $ 188,730 | - | $ 188,730 |
| - | 5243-008-003 | CAMPOS,ARMANDO AND ALBERTINA | 4180 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 4,157 | 3,740 | $ 350 | 4,157 | - | $ 1,309,000 | - | $ 1,309,000 |
| - | 5243-008-007 | MAGSTER INVESTMENTS LLC | 4164 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 8,437 | 1,528 | $ 350 | 8,437 | - | $ 534,800 | - | $ 534,800 |
| - | 5243-008-008 | SCHROER,DIETRICH AND LENORE TRS | 4156 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 2,119 | 2,125 | $ 350 | 2,119 | - | $ 743,750 | - | $ 743,750 |
| - | 5243-008-010 | SCHROER,DIETRICH AND LENORE TRS | 4150 E WASHINGTON BLVD | COMMERCE | COMMERCIAL | Full Acquisition | 8,228 | 5,877 | $ 340 | 8,228 | - | $ 1,998,180 | - | $ 1,998,180 |
| 13 | 5243-008-011 | AMVAC CHEMICAL CORP | 4144 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 4,140 | 3,200 | $ 350 | 4,141 | - | $ 1,120,000 | - | $ 1,120,000 |
| 13 | 5243-008-012 | AMVAC CHEMICAL CORP | 4138 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 2,210 | 800 | $ 350 | 2,210 | - | $ 280,000 | - | $ 280,000 |
| 13 | 5243-008-013 | AMVAC CHEMICAL CORP | 4136 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 4,168 | 3,200 | $ 350 | 4,167 | - | $ 1,120,000 | - | $ 1,120,000 |
| - | 5243-008-014 | DURHAM CHEMICAL CO | | COMMERCE | VACANT LAND | Full Acquisition | 2,125 | - | $ 90 | 2,124 | - | $ 191,250 | - | $ 191,250 |
| - | 5243-008-015 | DURHAM CHEMICAL CO | 4096 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 4,556 | 3,180 | $ 350 | 4,554 | - | $ 1,113,000 | - | $ 1,113,000 |
| - | 5243-008-029 | DAVY,KEVIN J AND OLGA M | 4188 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 2,192 | - | $ 90 | 2,188 | - | $ 197,280 | - | $ 197,280 |
| - | 5243-008-032 | DOUMANI,JOHN C CO TR | 4176 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 4,231 | 2,992 | $ 350 | 4,230 | - | $ 1,047,200 | - | $ 1,047,200 |
| - | 5243-008-033 | DURHAM CHEMICAL CO | 4124 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 14,664 | 9,983 | $ 330 | 14,664 | - | $ 3,294,390 | - | $ 3,294,390 |
| 13 | 5243-008-034 | AMVAC CHEMICAL CORP | 4146 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 5,630 | 5,100 | $ 340 | 5,630 | - | $ 1,734,000 | - | $ 1,734,000 |
| 13 | 5243-008-035 | AMVAC CHEMICAL CORP | 4156 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 5,653 | 3,840 | $ 350 | 5,653 | - | $ 1,344,000 | - | $ 1,344,000 |
| - | 5243-008-036 | DAVID H FELL AND CO INC | 4170 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 5,702 | - | $ 90 | 5,702 | - | $ 513,180 | - | $ 513,180 |
| - | 5243-008-037 | FELL,DAVID H TR | 4176 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 5,621 | 2,520 | $ 350 | 5,621 | - | $ 882,000 | - | $ 882,000 |
| - | 5243-008-038 | SWANSON,BILL AND ROBIN AND | 4180 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 5,623 | 4,980 | $ 340 | 5,623 | - | $ 1,693,200 | - | $ 1,693,200 |
| - | 5243-008-039 | YOUNG,CHANDLER AND | 4186 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 1,891 | 1,440 | $ 350 | 1,891 | - | $ 504,000 | - | $ 504,000 |
| - | 5243-008-040 | WHEELER AND REEDER INC | 4194 E PACIFIC WAY | COMMERCE | INDUSTRIAL | Full Acquisition | 3,816 | 3,240 | $ 350 | 3,816 | - | $ 1,134,000 | - | $ 1,134,000 |
| - | 5243-008-041 | FLORES,HECTOR A AND NANCY L TRS | 4170 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 6,246 | 4,230 | $ 350 | 6,246 | - | $ 1,480,500 | - | $ 1,480,500 |
| 13 | 5243-009-014 | AMVAC CHEMICAL CORP | 4100 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 18,812 | 11,980 | $ 320 | 18,818 | - | $ 3,833,600 | - | $ 3,833,600 |
| 13 | 5243-009-015 | AMVAC CHEMICAL CORP | | COMMERCE | INDUSTRIAL | Full Acquisition | 18,632 | 17,880 | $ 310 | 18,632 | - | $ 5,542,800 | - | $ 5,542,800 |
| 13 | 5243-009-018 | AMVAC CHEMICAL CORP | 4090 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 26,511 | 22,240 | $ 300 | 26,510 | - | $ 6,672,000 | - | $ 6,672,000 |
| 13 | 5243-010-028 | AMVAC CHEMICAL CORP | 4080 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 14,031 | 14,300 | $ 320 | 14,031 | - | $ 4,576,000 | - | $ 4,576,000 |
| 13 | 5243-010-029 | AMVAC CHEMICAL CORP | | COMMERCE | INDUSTRIAL | Full Acquisition | 4,895 | 4,725 | $ 340 | 4,895 | - | $ 1,606,500 | - | $ 1,606,500 |
| 13 | 5243-010-030 | AMVAC CHEMICAL CORP | 4070 E WASHINGTON BLVD | COMMERCE | COMMERCIAL | Full Acquisition | 14,058 | 13,513 | $ 320 | 14,058 | - | $ 4,324,160 | - | $ 4,324,160 |
| 18 | 5243-010-032 | HASHIMOTO,KENNETH M AND MAY N | 4050 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 19,911 | 12,417 | $ 320 | 18,788 | - | $ 3,973,440 | - | $ 3,973,440 |
| - | 5243-010-033 | MAUREEN PROPERTY CORP | 4030 E WASHINGTON BLVD | COMMERCE | VACANT LAND | Full Acquisition | 19,129 | - | $ 90 | 19,129 | - | $ 1,721,610 | - | $ 1,721,610 |
| - | 5243-010-034 | MAUREEN PROPERTY CORP | 4030 E WASHINGTON BLVD | COMMERCE | VACANT LAND | Full Acquisition | 18,663 | - | $ 90 | 18,663 | - | $ 1,679,670 | - | $ 1,679,670 |
| - | 5243-010-035 | MAUREEN PROPERTY CORP | 4000 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 56,751 | 34,037 | $ 260 | 56,751 | - | $ 8,849,620 | - | $ 8,849,620 |
| - | 5243-010-041 | EXCEDRA PROPERTIES LTD | 2432 S INDIANA ST | COMMERCE | COMMERCIAL | Full Acquisition | 61,383 | 54,120 | $ 210 | 61,366 | - | $ 11,365,200 | - | $ 11,365,200 |
| 18 | 5243-010-043 | HASHIMOTO, KENNETH M | 4054 E WASHINGTON BLVD | COMMERCE | COMMERCIAL | Full Acquisition | 18,637 | 8,000 | $ 340 | 18,637 | - | $ 2,720,000 | - | $ 2,720,000 |
| | 5243-017-012 | WALTER,D N AND E AND CO | 4505 BANDINI BLVD | VERNON | INDUSTRIAL | Partially Affected Parcel | 162,055 | | $ 100 | 2,281 | - | $ 228,105 | - | $ 228,105 |
| - | 5243-018-010 | SFAM 4440 E 26TH STREET LLC | 4440 E 26TH ST | VERNON | INDUSTRIAL | Full Acquisition | 316,440 | 219,170 | $ 335 | 316,491 | - | $ 73,421,950 | - | $ 73,421,950 |
| | 5243-018-011 | THAI, THINH | 4489 BANDINI BLVD | VERNON | INDUSTRIAL | Partially Affected Parcel | 121,528 | | $ 100 | 11,932 | - | $ 1,193,229 | - | $ 1,193,229 |
| | 5243-018-012 | WU, WEI KAI | 4425 BANDINI BLVD | VERNON | INDUSTRIAL | Partially Affected Parcel | 169,612 | | $ 100 | 15,472 | - | $ 1,547,153 | - | $ 1,547,153 |
| - | 5243-018-015 | LKPR PARTNERSHIP | 4442 E 26TH ST | VERNON | INDUSTRIAL | Full Acquisition | 63,097 | 51,610 | $ 275 | 63,100 | - | $ 14,192,750 | - | $ 14,192,750 |
| - | 5243-018-017 | 26TH STREET LLC | 4429 E 26TH ST | VERNON | INDUSTRIAL | Full Acquisition | 147,032 | 65,798 | $ 300 | 146,989 | - | $ 19,739,400 | - | $ 19,739,400 |

# RIGHT-OF-WAY ACQUISITION ESTIMATE
## ALTERNATIVE A



| Larger Parcel ID | APN | Property Owner | Address | City | Land Use | Parcel Acquisition Type | Parcel Area (Sqft.) | Building Area (Sqft.) | Cost Per Sqft. | Fee Area (Sqft.) | TCE Area (Sqft.) | Fee Value | TCE Value (5 YRS) | Total Parcel Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | 5243-019-009 | WATSON,DENNIS AND DOROTHY | 4366 E 26TH ST | VERNON | INDUSTRIAL | Full Acquisition | 169,456 | 24,700 | $ 305 | 169,451 | - | $ 7,533,500 | - | $ 7,533,500 |
| - | 5243-019-010 | V AND N MOSS 26TH STREET LLC | 4330 E 26TH ST | VERNON | INDUSTRIAL | Full Acquisition | 107,350 | - | $ 100 | 107,350 | - | $ 10,735,000 | - | $ 10,735,000 |
| | 5243-019-015 | ATLANTIC INVESTMENTS LLC | 4291 BANDINI BLVD | VERNON | INDUSTRIAL | Partially Affected Parcel | 83,559 | | $ 100 | 5,820 | - | $ 581,987 | - | $ 581,987 |
| - | 5243-019-017 | BONNIE BEACH CAPITAL LLC | 4300 E 26TH ST | VERNON | INDUSTRIAL | Full Acquisition | 67,247 | 34,706 | $ 300 | 67,257 | - | $ 10,411,800 | - | $ 10,411,800 |
| - | 5243-019-018 | ANDERSON,BETHANY G TR ET AL | 4306 E 26TH ST | VERNON | INDUSTRIAL | Full Acquisition | 80,939 | 69,609 | $ 325 | 80,939 | - | $ 22,622,925 | - | $ 22,622,925 |
| | 5243-019-019 | 4323 BANDINI LLC | 4323 BANDINI BLVD | VERNON | INDUSTRIAL | Partially Affected Parcel | 72,413 | | $ 100 | 5,275 | - | $ 527,520 | - | $ 527,520 |
| | 5243-019-021 | 4415 BANDINI BOULEVARD RYAN | 4415 BANDINI BLVD | VERNON | INDUSTRIAL | Partially Affected Parcel | 435,298 | | $ 100 | 35,815 | - | $ 3,581,505 | - | $ 3,581,505 |
| - | 5243-020-010 | LODRUP,T B AND T W TRS | 2615 S BONNIE BEACH PL | VERNON | INDUSTRIAL | Partially Affected Parcel | 281,996 | - | $ 100 | 281,940 | - | $ 28,194,009 | - | $ 28,194,009 |
| | 5243-020-014 | BANDINI INDIANA PROPERTIES LLC | 4151 BANDINI BLVD | VERNON | INDUSTRIAL | Partially Affected Parcel | 93,695 | | $ 100 | 11,340 | - | $ 1,134,025 | - | $ 1,134,025 |
| | 5243-020-018 | VERNON BANDINI PARTNERSHIP | 4177 BANDINI BLVD | VERNON | INDUSTRIAL | Partially Affected Parcel | 107,895 | | $ 100 | 1,283 | - | $ 128,316 | - | $ 128,316 |
| | 5243-020-019 | VERNON BANDINI PARTNERSHIP | 4199 BANDINI BLVD | VERNON | INDUSTRIAL | Partially Affected Parcel | 92,196 | | $ 100 | 5,501 | - | $ 550,086 | - | $ 550,086 |
| | 5243-020-023 | CONSOLIDATED, DISPOSAL | 4133 BANDINI BLVD | VERNON | INDUSTRIAL | Partially Affected Parcel | 91,724 | | $ 100 | 6,783 | - | $ 678,298 | - | $ 678,298 |
| | 5243-020-024 | PIP 4221 BANDINI LLC | 4221 BANDINI BLVD | VERNON | INDUSTRIAL | Partially Affected Parcel | 164,312 | | $ 100 | 2,371 | - | $ 237,100 | - | $ 237,100 |
| - | 5243-021-012 | VIGINDUSTRIES INC | 4060 E 26TH ST | VERNON | INDUSTRIAL | Full Acquisition | 103,617 | - | $ 100 | 103,611 | - | $ 10,361,700 | - | $ 10,361,700 |
| | 5243-021-016 | BAKER COMMODITIES INC | 4037 BANDINI BLVD | VERNON | INDUSTRIAL | Partially Affected Parcel | 66,996 | | $ 100 | 3,875 | - | $ 387,535 | - | $ 387,535 |
| | 5243-021-017 | BAKER COMMODITIES INC | 4041 BANDINI BLVD | VERNON | INDUSTRIAL | Partially Affected Parcel | 41,276 | | $ 100 | 2,536 | - | $ 253,621 | - | $ 253,621 |
| - | 5243-021-021 | REHRIG PROPERTIES CA LLC | 4010 E 26TH ST | VERNON | INDUSTRIAL | Full Acquisition | 295,375 | 214,526 | $ 285 | 295,401 | - | $ 61,139,910 | - | $ 61,139,910 |
| | 5243-021-022 | BROWNSTEIN PARTNERS | 4065 BANDINI BLVD | VERNON | VACANT LAND | Partially Affected Parcel | 50,172 | | $ 100 | 3,258 | - | $ 325,762 | - | $ 325,762 |
| | 5243-021-023 | BROWNSTEIN PARTNERS | 4105 BANDINI BLVD | VERNON | INDUSTRIAL | Partially Affected Parcel | 53,011 | | $ 100 | 3,621 | - | $ 362,096 | - | $ 362,096 |
| | 5243-021-024 | VERNON ENVL RESPONSE COMPANY TR | 2700 S INDIANA ST | VERNON | COMMERCIAL | Partially Affected Parcel | 65,767 | | $ 100 | 3,527 | - | $ 352,679 | - | $ 352,679 |
| | 5243-022-007 | VERNON ENVL RESPONSE COMPANY TR | 3901 BANDINI BLVD | VERNON | INDUSTRIAL | Partially Affected Parcel | 16,701 | | $ 100 | 16,701 | - | $ 1,670,116 | - | $ 1,670,116 |
| | 5243-022-009 | VERNON ENVL RESPONSE COMPANY TR | 2717 S INDIANA ST | VERNON | INDUSTRIAL | Partially Affected Parcel | 155,236 | | $ 100 | 154,832 | - | $ 15,483,190 | - | $ 15,483,190 |
| 12 | 5243-022-010 | VERNON ENVL RESPONSE COMPANY TR | 3900 E 26TH ST | VERNON | INDUSTRIAL | Full Acquisition | 239,862 | 140,954 | $ 300 | 239,861 | - | $ 42,286,200 | - | $ 42,286,200 |
| - | 5243-022-900 | L A COUNTY | | VERNON | MISCELLANEOUS | Full Acquisition | 26,064 | - | $ 100 | 26,064 | - | $ 2,606,400 | - | $ 2,606,400 |
| - | 5243-026-023 | SARAKBE,RON M ET AL LESSEE | | COMMERCE | VACANT LAND | Full Acquisition | 4,117 | - | $ 90 | 4,118 | - | $ 370,530 | - | $ 370,530 |
| - | 5243-026-024 | SARAKBE,RON M ET AL LESSEE | 4560 E WASHINGTON BLVD | COMMERCE | COMMERCIAL | Full Acquisition | 37,592 | 2,000 | $ 350 | 37,460 | - | $ 700,000 | - | $ 700,000 |
| - | 5243-029-002 | PATAPOFF,LARRY | 4642 E WASHINGTON BLVD | COMMERCE | COMMERCIAL | Full Acquisition | 2,542 | - | $ 90 | 2,542 | - | $ 228,780 | - | $ 228,780 |
| - | 5243-029-003 | BUSCH,KENNETH W TR | 4638 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 7,666 | 3,750 | $ 350 | 7,666 | - | $ 1,312,500 | - | $ 1,312,500 |
| - | 5243-029-004 | BUSCH,KENNETH W TR | 4630 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 5,867 | 2,436 | $ 90 | 5,866 | - | $ 528,030 | - | $ 528,030 |
| - | 5243-029-007 | CRITERION ENTERPRISES LLC | 4614 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 6,209 | 3,495 | $ 350 | 6,205 | - | $ 1,223,250 | - | $ 1,223,250 |
| - | 5243-029-008 | CRITERION ENTERPRISES LLC | 4614 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 5,197 | 1,500 | $ 350 | 5,196 | - | $ 525,000 | - | $ 525,000 |
| - | 5243-029-009 | 4600 WASHINGTON LLC | 4600 E WASHINGTON BLVD | COMMERCE | COMMERCIAL | Full Acquisition | 11,162 | 1,800 | $ 350 | 11,164 | - | $ 630,000 | - | $ 630,000 |
| - | 5243-029-018 | JOHNSON,LYMAN H AND | 4650 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 11,810 | 11,266 | $ 330 | 11,787 | - | $ 3,717,780 | - | $ 3,717,780 |
| - | 5243-029-019 | BUSCH,KENNETH W TR | 4646 E WASHINGTON BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 15,857 | 810 | $ 90 | 15,852 | - | $ 1,427,130 | - | $ 1,427,130 |
| - | 5243-029-020 | THROGMORTON,DAVID M | 2414 CONNOR AVE | COMMERCE | INDUSTRIAL | Full Acquisition | 9,322 | 5,500 | $ 340 | 9,322 | - | $ 1,870,000 | - | $ 1,870,000 |
| - | 5243-029-021 | CRITERION ENTERPRISES LLC | 2415 CONNOR AVE | COMMERCE | INDUSTRIAL | Full Acquisition | 9,865 | 6,318 | $ 340 | 9,865 | - | $ 2,148,120 | - | $ 2,148,120 |
| - | 5243-029-022 | CRITERION ENTERPRISES LLC | 2416 BEDESSEN AVE | COMMERCE | INDUSTRIAL | Full Acquisition | 9,517 | 6,400 | $ 340 | 9,517 | - | $ 2,176,000 | - | $ 2,176,000 |
| - | 5243-029-023 | JOHNSON,LYMAN H ET AL | 4651 SHEILA ST | COMMERCE | INDUSTRIAL | Full Acquisition | 41,286 | 43,936 | $ 240 | 41,181 | - | $ 10,544,640 | - | $ 10,544,640 |
| - | 5243-029-024 | PARKER,JOSEPH AND BERNICE TRS | 4635 SHEILA ST | COMMERCE | INDUSTRIAL | Full Acquisition | 26,479 | 10,292 | $ 330 | 26,485 | - | $ 3,396,360 | - | $ 3,396,360 |
| - | 5243-029-027 | CHI,YANG H AND CATHY T TRS | 4609 SHEILA ST | COMMERCE | INDUSTRIAL | Full Acquisition | 29,934 | 23,500 | $ 290 | 29,932 | - | $ 6,815,000 | - | $ 6,815,000 |
| - | 5243-029-030 | NEIMAN,WILLIAM L | 4621 SHEILA ST | COMMERCE | INDUSTRIAL | Full Acquisition | 16,462 | 6,000 | $ 340 | 16,459 | - | $ 2,040,000 | - | $ 2,040,000 |
| - | 6332-001-002 | KBB INVESTMENTS PARTNERSHIP | 4800 E 26TH ST | VERNON | INDUSTRIAL | Partially Affected Parcel | 38,938 | 19,797 | $ 100 | 1,356 | 9,027 | $ 135,587 | 451,353 | $ 586,940 |
| - | 6332-001-003 | KBB INVESTMENTS PARTNERSHIP | 4720 E 26TH ST | VERNON | INDUSTRIAL | Temporary Construction Easement | 53,058 | 24,300 | $ 100 | - | 6,486 | $ - | 324,305 | $ 324,305 |
| - | 6332-001-004 | KBB INVESTMENTS PARTNERSHIP | 4730 E 26TH ST | VERNON | INDUSTRIAL | Temporary Construction Easement | 71,289 | - | $ 100 | - | 1,708 | $ - | 85,376 | $ 85,376 |
| | 6332-002-077 | FIRST INDUSTRIAL LP | | VERNON | VACANT LAND | Temporary Construction Easement | 155,334 | | $ 100 | - | 25 | $ - | 1,273 | $ 1,273 |
| - | 6332-002-078 | FIRST INDUSTRIAL LP | | BELL | VACANT LAND | Partially Affected Parcel | 223,256 | - | $ 90 | 614 | 3,411 | $ 55,293 | 153,495 | $ 208,788 |
| - | 6332-002-079 | FIRST INDUSTRIAL LP | 5553 BANDINI BLVD | BELL | INDUSTRIAL | Partially Affected Parcel | 542,278 | - | $ 90 | 1,948 | 9,550 | $ 175,295 | 429,744 | $ 605,039 |
| - | 6332-002-813 | SO CALIF EDISON CO | | VERNON | INDUSTRIAL | Partially Affected Parcel | 91,735 | - | $ 100 | 2,945 | 26,193 | $ 294,479 | 1,309,635 | $ 1,604,114 |
| - | 6332-002-925 | U S GOVT POST OFFICE | | COMMERCE | MISCELLANEOUS | Partially Affected Parcel | 343,616 | - | $ 90 | 62,445 | 37,505 | $ 5,620,062 | 1,687,706 | $ 7,307,768 |
| - | 6332-002-970 | U S POSTAL SERVICE | | BELL | MISCELLANEOUS | Partially Affected Parcel | 2,055,642 | - | $ 90 | 7,162 | 18,080 | $ 644,612 | 813,620 | $ 1,458,233 |
| - | 6332-004-901 | COMMERCE CITY | | COMMERCE | MISCELLANEOUS | Full Acquisition | 21,628 | - | $ 90 | 18,064 | 593 | $ 1,946,520 | - | $ 1,946,520 |
| - | 6332-004-902 | COMMERCE CITY | | COMMERCE | MISCELLANEOUS | Full Acquisition | 85,656 | - | $ 90 | 61,930 | 5,643 | $ 7,709,040 | - | $ 7,709,040 |
| | 6332-005-006 | AMB PROPERTY LP | 4700 EASTERN AVE | BELL | INDUSTRIAL | Temporary Construction Easement | 552,158 | | $ 90 | - | 381 | $ - | 17,123 | $ 17,123 |
| 17 | 6332-006-001 | ON BANDINI LLC | 6033 BANDINI BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 94,704 | 36,236 | $ 260 | 46,565 | - | $ 9,421,360 | - | $ 9,421,360 |
| - | 6332-006-003 | 6111 BANDINI BLVD LLC | 6111 BANDINI BLVD | COMMERCE | INDUSTRIAL | Full Acquisition | 344,715 | 150,126 | $ 200 | 109,139 | 9 | $ 30,025,200 | - | $ 30,025,200 |

# RIGHT-OF-WAY ACQUISITION ESTIMATE
## ALTERNATIVE A



| Larger Parcel ID | APN | Property Owner | Address | City | Land Use | Parcel Acquisition Type | Parcel Area (Sqft.) | Building Area (Sqft.) | Cost Per Sqft. | Fee Area (Sqft.) | TCE Area (Sqft.) | Fee Value | TCE Value (5 YRS) | Total Parcel Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | 6332-006-004 | CHEVRON USA INC | | COMMERCE | VACANT LAND | Partially Affected Parcel | 18,378 | - | $ 90 | 8,357 | 2 | $ 752,152 | 72 | $ 752,225 |
| - | 6332-006-015 | WERTS, ALISON HESTER | 6413 BANDINI BLVD | COMMERCE | INDUSTRIAL | Partially Affected Parcel | 112,384 | - | $ 90 | 3,016 | - | $ 271,414 | - | $ 271,414 |
| | 6332-006-020 | BANDINI GROUP LLC | 6239 BANDINI BLVD | COMMERCE | INDUSTRIAL | Temporary Construction Easement | 46,526 | | $ 90 | - | 262 | $ - | 11,793 | $ 11,793 |
| | 6332-006-807 | L A JUNCTION RY CO | | COMMERCE | MISCELLANEOUS | Full Acquisition | 30,062 | | $ 90 | 30,062 | - | $ 2,705,556 | - | $ 2,705,556 |
| | 6332-006-808 | L A JUNCTION RY CO | | COMMERCE | MISCELLANEOUS | Full Acquisition | 8,887 | | $ 90 | 8,887 | - | $ 799,828 | - | $ 799,828 |
| | 6332-006-814 | L A JUNCTION RY CO | | COMMERCE | MISCELLANEOUS | Partially Affected Parcel | 68,842 | | $ 90 | 24,722 | 1,981 | $ 2,224,984 | 89,157 | $ 2,314,141 |
| | 6332-006-816 | BNSF Railway | | LOS ANGELES | MISCELLANEOUS | Temporary Construction Easement | 20,809 | - | $ 100 | - | 10,865 | $ - | 543,244 | $ 543,244 |
| - | 6332-006-818 | SO CALIF EDISON CO | | COMMERCE | MISCELLANEOUS | Temporary Construction Easement | 25,435 | - | $ 90 | - | 25,435 | $ - | 1,144,597 | $ 1,144,597 |
| - | 6332-006-820 | SO CALIF EDISON CO | | COMMERCE | MISCELLANEOUS | Temporary Construction Easement | 154,159 | - | $ 90 | - | 154,179 | $ - | 6,938,068 | $ 6,938,068 |
| - | 6332-006-900 | COMMERCE CITY | | COMMERCE | MISCELLANEOUS | Full Acquisition | 45,634 | - | $ 90 | 45,277 | - | $ 4,107,060 | - | $ 4,107,060 |
| - | 6332-007-001 | KAFFKE MARY D TR ET AL RUH MARJORIE B | 6681 E 26TH ST | COMMERCE | INDUSTRIAL | Full Acquisition | 19,425 | 9,505 | $ 330 | 18,940 | - | $ 3,136,650 | - | $ 3,136,650 |
| - | 6332-007-010 | ESHLEMAN, JAN O REILLY | 6677 E 26TH ST | COMMERCE | INDUSTRIAL | Full Acquisition | 16,197 | 8,500 | $ 330 | 16,197 | - | $ 2,805,000 | - | $ 2,805,000 |
| - | 6332-007-011 | LOS ANGELES BOARD OF ADJUSTERS | 6651 E 26TH ST | COMMERCE | INDUSTRIAL | Full Acquisition | 87,003 | 46,400 | $ 230 | 86,146 | 50 | $ 10,672,000 | - | $ 10,672,000 |
| | 6332-007-012 | MOBIL OIL CORP | | COMMERCE | VACANT LAND | Partially Affected Parcel | 2,744 | | $ 90 | 2,744 | - | $ 247,000 | - | $ 247,000 |
| | 6332-011-003 | 500 BANDINI LLC | 6040 BANDINI BLVD | COMMERCE | INDUSTRIAL | Temporary Construction Easement | 272,929 | 117,004 | $ 90 | - | 2,668 | $ - | 120,055 | $ 120,055 |
| | 6332-011-004 | REC 5930 VENTURES LLC | 5930 BANDINI BLVD | COMMERCE | INDUSTRIAL | Temporary Construction Easement | 108,956 | 62,248 | $ 90 | - | 1,973 | $ - | 88,769 | $ 88,769 |
| - | 6334-005-010 | FAIRBANKS TRUCKING INC | | COMMERCE | INDUSTRIAL | Partially Affected Parcel | 13,650 | - | $ 90 | 2,246 | - | $ 202,105 | - | $ 202,105 |
| - | 6334-005-012 | PAPER LIMITED LIABILITY CO AND | 2600 COMMERCE WAY | COMMERCE | INDUSTRIAL | Partially Affected Parcel | 19,520 | - | $ 90 | 2,273 | 497 | $ 204,584 | 22,352 | $ 226,936 |
| - | 6334-005-013 | PAPER LIMITED LIABILITY CO AND | 2620 COMMERCE WAY | COMMERCE | INDUSTRIAL | Partially Affected Parcel | 622,792 | - | $ 90 | 3,511 | - | $ 316,015 | - | $ 316,015 |
| - | 6334-005-014 | GALLO SALES COMPANY INC | 2700 S EASTERN AVE | COMMERCE | INDUSTRIAL | Partially Affected Parcel | 132,596 | - | $ 90 | 5,585 | 83 | $ 502,617 | 3,736 | $ 506,353 |
| - | 6334-026-003 | SHEILA STREET PARTNERS | 6150 SHEILA ST | COMMERCE | INDUSTRIAL | Temporary Construction Easement | 439,586 | - | $ 90 | - | 289 | $ - | 13,022 | $ 13,022 |
| - | 6334-026-804 | SO CALIF EDISON CO | | COMMERCE | MISCELLANEOUS | Temporary Construction Easement | 30,116 | - | $ 90 | - | 30,116 | $ - | 1,355,198 | $ 1,355,198 |
| - | 6335-007-010 | ATLANTIC AND SHEILA LP | 2500 S ATLANTIC BLVD | COMMERCE | INDUSTRIAL | Temporary Construction Easement | 305,486 | - | $ 90 | - | 1,205 | $ - | 54,205 | $ 54,205 |
| - | 6335-007-022 | CERTIFIED GROCERS OF CA LTD | | COMMERCE | COMMERCIAL | Partially Affected Parcel | 239,790 | - | $ 90 | 9,924 | - | $ 893,161 | - | $ 893,161 |
| - | 6335-007-023 | TEACHERS INSURANCE AND ANNUITY | 5500 SHEILA ST | COMMERCE | INDUSTRIAL | Partially Affected Parcel | 1,035,438 | - | $ 90 | 13,209 | 2,323 | $ 1,188,838 | 104,523 | $ 1,293,361 |
| - | 6335-007-024 | CERTIFIED GROCERS OF CA LTD | 5300 SHEILA ST | COMMERCE | INDUSTRIAL | Partially Affected Parcel | 1,321,665 | - | $ 90 | 15,630 | - | $ 1,406,739 | - | $ 1,406,739 |
| | 6354-021-061 | AREVALO,JOSE L AND EMILIA TRS | 3033 SUPPLY AVE | COMMERCE | INDUSTRIAL | Partially Affected Parcel | 23,315 | | $ 90 | 133 | - | $ 11,972 | - | $ 11,972 |
| | 6354-022-024 | 3020 SUPPLY AVE LLC | 3020 SUPPLY AVE | COMMERCE | INDUSTRIAL | Partially Affected Parcel | 80,538 | | $ 90 | 113 | - | $ 10,208 | - | $ 10,208 |
| - | 6354-024-024 | DUFFY,PETER C ET AL LESSOR | 1550 S MAPLE AVE | MONTEBELLO | INDUSTRIAL | Full Acquisition | 248,195 | 124,286 | $ 320 | 248,089 | - | $ 39,771,520 | - | $ 39,771,520 |
| | 6354-024-025 | DUFFY,PETER C ET AL LESSOR | 1620 S MAPLE AVE | MONTEBELLO | INDUSTRIAL | Partially Affected Parcel | 181,870 | | $ 90 | 34 | - | $ 3,064 | - | $ 3,064 |
| | 6354-024-026 | DUFFY,PETER C ET AL LESSOR | 7227 TELEGRAPH RD | MONTEBELLO | INDUSTRIAL | Partially Affected Parcel | 169,115 | | $ 90 | 169 | - | $ 15,225 | - | $ 15,225 |
| - | 6354-024-027 | MONTEBELLO DEV ASSOCIATES | 7177 TELEGRAPH RD UNIT 9 | MONTEBELLO | INDUSTRIAL | Partially Affected Parcel | 132,716 | - | $ 90 | 1,484 | 15 | $ 133,538 | 663 | $ 134,201 |
| - | 6369-001-905 | LOS ANGELES COUNTY FLOOD | 8020 WASHINGTON BLVD | PICO RIVERA | MISCELLANEOUS | Partially Affected Parcel | 5,310,450 | - | $ 100 | 13,848 | 141,090 | $ 1,384,848 | 7,054,493 | $ 8,439,341 |
| - | 6369-001-907 | LOS ANGELES COUNTY FLOOD | | MONTEBELLO | MISCELLANEOUS | Temporary Construction Easement | 1,778 | - | $ 90 | - | 1,777 | $ - | 79,983 | $ 79,983 |
| - | 6369-001-911 | MONTEBELLO CITY | | MONTEBELLO | VACANT LAND | Temporary Construction Easement | 3,341 | - | $ 90 | - | 3,338 | $ - | 150,205 | $ 150,205 |
| - | 6369-005-008 | KASTNER CO LTD | 8350 REX RD | PICO RIVERA | INDUSTRIAL | Temporary Construction Easement | 321,502 | - | $ 100 | - | 6,262 | $ - | 313,099 | $ 313,099 |
| - | 6369-006-029 | MAJESTIC AMB PICO RIVERA | | PICO RIVERA | VACANT LAND | Temporary Construction Easement | 44,482 | - | $ 100 | - | 11,861 | $ - | 593,054 | $ 593,054 |
| - | 6369-008-270 | L A CITY DEPT OF WATER AND POWER | | PICO RIVERA | VACANT LAND | Partially Affected Parcel | 252,960 | - | $ 100 | 54 | - | $ 5,355 | - | $ 5,355 |
| - | 6369-008-903 | LOS ANGELES COUNTY FLOOD | | PICO RIVERA | MISCELLANEOUS | Partially Affected Parcel | 2,495,296 | - | $ 100 | 931 | - | $ 93,090 | - | $ 93,090 |
| - | 6369-009-022 | GUSTAFSON,LINDA A TR ET AL | 7607 INDUSTRY AVE | PICO RIVERA | INDUSTRIAL | Partially Affected Parcel | 43,950 | - | $ 100 | 1,017 | - | $ 101,723 | - | $ 101,723 |
| - | 6369-009-023 | GUSTAFSON,LINDA A TR ET AL | | PICO RIVERA | VACANT LAND | Partially Affected Parcel | 28,401 | - | $ 100 | 570 | - | $ 56,989 | - | $ 56,989 |
| | 6369-009-272 | L A CITY DEPT OF WATER AND POWER | | PICO RIVERA | VACANT LAND | Partially Affected Parcel | 54,177 | | $ 100 | 570 | - | $ 56,989 | - | $ 56,989 |
| - | 6369-010-011 | PACIFIC COAST FEATHER CUSHION CO | 7600 INDUSTRY AVE | PICO RIVERA | INDUSTRIAL | Partially Affected Parcel | 45,843 | - | $ 100 | 2,301 | - | $ 230,097 | - | $ 230,097 |
| - | 6369-010-012 | PARAMOUNT INVESTMENT GROUP LLC | 7601 PARAMOUNT BLVD | PICO RIVERA | INDUSTRIAL | Partially Affected Parcel | 55,483 | - | $ 100 | 4,837 | - | $ 483,683 | - | $ 483,683 |
| - | 6369-020-028 | BECERRA,FERNANDO | 8601 WARVALE ST | PICO RIVERA | RESIDENTIAL | Partially Affected Parcel | 6,606 | - | $ 100 | 22 | - | $ 2,219 | - | $ 2,219 |
| - | 6369-021-040 | PARRA,JORGE E AND MARIA E AND | 7613 BIRCHLEAF AVE | PICO RIVERA | RESIDENTIAL | Partially Affected Parcel | 7,324 | - | $ 100 | 60 | - | $ 6,030 | - | $ 6,030 |
| - | 6369-025-033 | CASTILLO,JOSE G | 7607 BIRCHLEAF AVE | PICO RIVERA | RESIDENTIAL | Partially Affected Parcel | 7,848 | - | $ 100 | 277 | - | $ 27,716 | - | $ 27,716 |
| - | 6369-025-034 | TORRES,STELLA E AND | 7602 MANZANAR AVE | PICO RIVERA | RESIDENTIAL | Partially Affected Parcel | 10,810 | - | $ 100 | 383 | - | $ 38,259 | - | $ 38,259 |
| - | 6369-025-037 | BONILLA,SONIA E | 8943 WARVALE ST | PICO RIVERA | RESIDENTIAL | Partially Affected Parcel | 10,348 | - | $ 100 | 515 | - | $ 51,546 | - | $ 51,546 |
| - | 6369-025-038 | LOPEZ,RAMON A AND | 8938 WARVALE ST | PICO RIVERA | RESIDENTIAL | Partially Affected Parcel | 9,810 | - | $ 100 | 458 | 5 | $ 45,779 | 230 | $ 46,009 |
| - | 6382-001-019 | D ANGELO,JOSEPH A AND | 7466 ROSEMEAD BLVD | PICO RIVERA | RESIDENTIAL | Temporary Construction Easement | 25,263 | - | $ 100 | - | 1,451 | $ - | 72,550 | $ 72,550 |
| | 6382-013-900 | LACMTA | | PICO RIVERA | MISCELLANEOUS | Partially Affected Parcel | 69,193 | | $ 100 | 6,032 | 2,192 | $ 603,233 | 109,621 | $ 712,853 |
| - | 6382-014-008 | PENDLAY,MILDRED | 9323 BERMUDEZ ST | PICO RIVERA | INDUSTRIAL | Full Acquisition | 7,403 | 4,320 | $ 270 | 97 | 7,250 | $ 1,166,400 | - | $ 1,166,400 |
| - | 6382-014-017 | PENDLAY,MILDRED A | 9307 BERMUDEZ ST | PICO RIVERA | INDUSTRIAL | Partially Affected Parcel | 29,532 | - | $ 100 | 147 | 90 | $ 14,716 | 4,521 | $ 19,237 |
| - | 6382-014-900 | PICO CO WATER DIST | | PICO RIVERA | MISCELLANEOUS | Full Acquisition | 1,682 | - | $ 100 | - | 1,587 | $ 168,200 | - | $ 168,200 |

# RIGHT-OF-WAY ACQUISITION ESTIMATE
## ALTERNATIVE A



| Larger Parcel ID | APN | Property Owner | Address | City | Land Use | Parcel Acquisition Type | Parcel Area (Sqft.) | Building Area (Sqft.) | Cost Per Sqft. | Fee Area (Sqft.) | TCE Area (Sqft.) | Fee Value | TCE Value (5 YRS) | Total Parcel Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 6382-018-021 | GARCIA,EDGAR AND DOLORES TRS | 9101 PERKINS ST | PICO RIVERA | INDUSTRIAL | Temporary Construction Easement | 68,890 | | $ 100 | - | 16 | $ - | 791 | $ 791 |
| - | 6382-021-040 | OXNARD LAND LLC | 9311 SLAUSON AVE | PICO RIVERA | COMMERCIAL | Partially Affected Parcel | 53,946 | - | $ 100 | 2,017 | 1,192 | $ 201,672 | 59,610 | $ 261,282 |
| | 6383-038-007 | SAN GABRIEL RIVER CO | 9435 SLAUSON AVE | PICO RIVERA | INDUSTRIAL | Partially Affected Parcel | 34,491 | | $ 100 | 436 | 150 | $ 43,606 | 7,519 | $ 51,125 |
| | 6383-038-008 | FEDISHON,EDWARD B CO TR | 9601 SLAUSON AVE | PICO RIVERA | INDUSTRIAL | Partially Affected Parcel | 82,917 | | $ 100 | 344 | - | $ 34,406 | - | $ 34,406 |
| - | 7001-009-001 | WU,TIEN YU AND HSIU M TRS | 15024 ALONDRA BLVD | LA MIRADA | COMMERCIAL | Full Acquisition | 15,119 | 3,980 | $ 500 | 25 | 15,092 | $ 1,990,000 | - | $ 1,990,000 |
| - | 7001-009-004 | SUBURBAN WATER SYSTEMS | 15075 STAGE RD | LA MIRADA | COMMERCIAL | Temporary Construction Easement | 6,320 | - | $ 70 | - | 924 | $ - | 32,323 | $ 32,323 |
| - | 7001-009-016 | YI,DAVID M | 15030 ALONDRA BLVD | LA MIRADA | COMMERCIAL | Full Acquisition | 9,706 | 1,360 | $ 290 | - | 9,705 | $ 394,400 | - | $ 394,400 |
| - | 7001-009-024 | PSAC DEVELOPMENT PARTNERS LP | 15034 ALONDRA BLVD | LA MIRADA | INDUSTRIAL | Full Acquisition | 105,190 | 94,889 | $ 450 | - | 66,746 | $ 42,700,050 | - | $ 42,700,050 |
| - | 7001-010-005 | PIRRELL,ED R AND SUSAN AND | | LA MIRADA | INDUSTRIAL | Partially Affected Parcel | 7,392 | - | $ 70 | 8 | 2,394 | $ 550 | 83,805 | $ 84,355 |
| - | 7001-010-058 | JALIANKA MANAGEMENT LLC | 14830 ALONDRA BLVD | LA MIRADA | INDUSTRIAL | Partially Affected Parcel | 203,379 | - | $ 70 | 53 | 32,613 | $ 3,732 | 1,141,457 | $ 1,145,189 |
| - | 7001-010-059 | LBA MET PARTNERS I COMPANY III | 14930 ALONDRA BLVD | LA MIRADA | INDUSTRIAL | Partially Affected Parcel | 114,811 | - | $ 70 | 5,902 | 15,185 | $ 413,125 | 531,476 | $ 944,601 |
| - | 7001-010-060 | LBA MET PARTNERS I COMPANY III | 14930 ALONDRA BLVD | LA MIRADA | INDUSTRIAL | Partially Affected Parcel | 190,302 | - | $ 70 | 9,713 | 15,514 | $ 679,938 | 542,997 | $ 1,222,935 |
| - | 7001-010-909 | LA MIRADA CITY | | LA MIRADA | VACANT LAND | Full Acquisition | 14,827 | - | $ 70 | 1,090 | 6,744 | $ 1,037,890 | - | $ 1,037,890 |
| - | 7001-020-023 | CHAMPION INTERNATIONAL CORP | 15005 NORTHAM ST | LA MIRADA | INDUSTRIAL | Partially Affected Parcel | 432,994 | - | $ 70 | 111 | - | $ 7,801 | - | $ 7,801 |
| - | 7001-020-039 | PRIM DESMAN INDUSTRIAL LLC | 15250 DESMAN ROAD | LA MIRADA | INDUSTRIAL | Partially Affected Parcel | 511,353 | - | $ 70 | 1,252 | - | $ 87,638 | - | $ 87,638 |
| - | 8002-013-008 | ERC ENTERPRISES LLC | 9211 NORWALK BLVD | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 381,018 | - | $ 85 | 10,513 | 27,332 | $ 893,563 | 1,161,596 | $ 2,055,159 |
| 6 | 8002-016-022 | AVEST GROUP LLC | 9210 NORWALK BLVD | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 276,523 | - | $ 85 | 4,744 | 11,387 | $ 403,210 | 483,947 | $ 887,158 |
| | 8002-016-025 | WALNUT STAR PROPERTIES LLC | 9210 NORWALK BLVD | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 276,523 | | $ 85 | 4,744 | 11,387 | $ 403,210 | 483,947 | $ 887,158 |
| - | 8005-019-040 | JD SQUARE LLC | 9988 SANTA FE SPRINGS RD | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 79,994 | - | $ 85 | 2,181 | 12,148 | $ 185,358 | 516,269 | $ 701,627 |
| - | 8005-023-019 | DPJV LLC AND | 9810 BELL RANCH DR | SANTA FE SPRINGS | INDUSTRIAL | Temporary Construction Easement | 372,700 | - | $ 85 | - | 941 | $ - | 39,994 | $ 39,994 |
| - | 8011-016-027 | EB PROPERTY MANAGEMENT LLC | 12681 CORRAL PL | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 197,164 | - | $ 85 | 10,787 | 17,136 | $ 916,920 | 728,268 | $ 1,645,188 |
| - | 8011-016-028 | EB PROPERTY MANAGEMENT LLC | | SANTA FE SPRINGS | VACANT LAND | Partially Affected Parcel | 21,491 | - | $ 85 | 1,310 | 1,967 | $ 111,322 | 83,602 | $ 194,924 |
| - | 8011-016-903 | L A COUNTY | 12680 CORRAL PL | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 201,304 | - | $ 85 | 10,918 | 20,118 | $ 927,992 | 855,032 | $ 1,783,024 |
| - | 8011-017-053 | BRENNTAG PACIFIC INC | 10747 PATTERSON PL | SANTA FE SPRINGS | VACANT LAND | Temporary Construction Easement | 27,999 | - | $ 85 | - | 683 | $ - | 29,028 | $ 29,028 |
| - | 8011-018-900 | COMMUNITY DEVELOPMENT COMMISSION | | SANTA FE SPRINGS | VACANT LAND | Temporary Construction Easement | 157,770 | - | $ 85 | - | 19,599 | $ - | 832,944 | $ 832,944 |
| - | 8011-019-911 | COMMUNITY DEV COMMISSION OF | | SANTA FE SPRINGS | VACANT LAND | Partially Affected Parcel | 219,082 | - | $ 85 | 1,553 | 3,613 | $ 132,002 | 153,569 | $ 285,571 |
| - | 8011-020-017 | CLARK STREET INVESTMENTS LP | 12645 CLARK ST | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 83,823 | - | $ 85 | 4,167 | 1,312 | $ 354,178 | 55,741 | $ 409,919 |
| - | 8011-020-026 | CO,DOUGLAS F TR | 12643 EMMENS WAY | SANTA FE SPRINGS | INDUSTRIAL | Full Acquisition | 61,527 | 5,291 | $ 85 | 4,100 | - | $ 5,229,795 | - | $ 5,229,795 |
| - | 8011-020-035 | MRS INVESTMENT LLC | 12648 CLARK ST | SANTA FE SPRINGS | INDUSTRIAL | Full Acquisition | 90,239 | 49,018 | $ 350 | 90,231 | - | $ 17,156,300 | - | $ 17,156,300 |
| - | 8011-021-905 | SANTA FE SPRINGS CITY | 10746 BLOOMFIELD AVE | SANTA FE SPRINGS | MISCELLANEOUS | Partially Affected Parcel | 111,673 | - | $ 85 | 4,389 | 1,595 | $ 373,095 | 67,778 | $ 440,873 |
| - | 8011-021-906 | SANTA FE SPRINGS CITY | | SANTA FE SPRINGS | MISCELLANEOUS | Partially Affected Parcel | 129,449 | - | $ 85 | 5,592 | - | $ 475,307 | - | $ 475,307 |
| - | 8026-001-068 | COPLEY WEST COAST INDUSTRIAL | 11333 GREENSTONE AVE | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 414,949 | - | $ 85 | 486 | - | $ 41,301 | - | $ 41,301 |
| - | 8026-001-069 | MISSION INVESTORS GROUP LLC | 11020 BLOOMFIELD AVE | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 224,862 | - | $ 85 | 5,497 | 12,877 | $ 467,203 | 547,284 | $ 1,014,487 |
| - | 8026-001-070 | 11130 BLOOMFIELD LLC | 11130 BLOOMFIELD AVE | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 439,767 | - | $ 85 | 10,911 | 36,481 | $ 927,419 | 1,550,444 | $ 2,477,863 |
| - | 8026-001-071 | JACKSON BLOOMFIELD INVESTMENTS I | 11320 BLOOMFIELD AVE | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 262,716 | - | $ 85 | 7,750 | 14,250 | $ 658,714 | 605,606 | $ 1,264,320 |
| - | 8026-018-010 | BLOOMFIELD AVENUE PARTNERSHIP | 11700 BLOOMFIELD AVE | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 936,155 | - | $ 85 | 13,604 | 812 | $ 1,156,369 | 34,518 | $ 1,190,886 |
| - | 8026-018-023 | COASTAL PROPERTY HOLDINGS L P | 11401 GREENSTONE AVE | SANTA FE SPRINGS | VACANT LAND | Partially Affected Parcel | 289,969 | - | $ 85 | 5,825 | - | $ 495,152 | - | $ 495,152 |
| - | 8026-018-028 | MARUICHI AMERICAN CORP | 11651 GREENSTONE AVE | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 422,018 | - | $ 85 | 17,257 | - | $ 1,466,827 | - | $ 1,466,827 |
| - | 8026-018-029 | MARUICHI AMERICAN CORP | 11651 GREENSTONE AVE | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 424,533 | - | $ 85 | 21,968 | - | $ 1,867,310 | - | $ 1,867,310 |
| - | 8026-019-011 | MAGNA CORP | 11808 BLOOMFIELD AVE | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 94,574 | - | $ 85 | 16,561 | - | $ 1,407,692 | - | $ 1,407,692 |
| - | 8026-019-020 | BAILEY,DANIEL D AND YVONNE B TRS | 12640 ALLARD ST | SANTA FE SPRINGS | INDUSTRIAL | Temporary Construction Easement | 111,216 | - | $ 85 | - | 8,196 | $ - | 348,318 | $ 348,318 |
| - | 8026-020-017 | WELLS,JOHN AND DEBORAH TRS ET AL | 12811 SUNSHINE AVE | SANTA FE SPRINGS | MISCELLANEOUS | Full Acquisition | 209,161 | - | $ 85 | 209,162 | - | $ 17,778,685 | - | $ 17,778,685 |
| - | 8026-020-054 | MEYER,COLETTE M ET AL TRS | 11811 GREENSTONE AVE | SANTA FE SPRINGS | COMMERCIAL | Partially Affected Parcel | 509,876 | - | $ 85 | 17,518 | - | $ 1,488,992 | - | $ 1,488,992 |
| - | 8026-020-080 | COPP PAVING CO INC | | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 241,740 | - | $ 85 | 14,527 | - | $ 1,234,832 | - | $ 1,234,832 |
| - | 8026-041-035 | RAWLINS,MARIAN F R TR | 12211 GREENSTONE AVE | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 216,877 | - | $ 85 | 7,183 | - | $ 610,541 | - | $ 610,541 |
| - | 8026-041-045 | PLACEK,JAMES A CO TR | 12771 IMPERIAL HWY | SANTA FE SPRINGS | COMMERCIAL | Partially Affected Parcel | 149,582 | - | $ 85 | 16,251 | 1,149 | $ 1,381,296 | 48,837 | $ 1,430,133 |
| - | 8026-041-052 | SIKA CHEMICAL CORP | 12767 IMPERIAL HWY | SANTA FE SPRINGS | INDUSTRIAL | Full Acquisition | 211,054 | 94,186 | $ 350 | 210,783 | 3 | $ 32,965,100 | - | $ 32,965,100 |
| - | 8026-041-053 | SIKA CHEMICAL CORP | | SANTA FE SPRINGS | INDUSTRIAL | Full Acquisition | 4,892 | - | $ 85 | 4,897 | - | $ 415,820 | - | $ 415,820 |
| - | 8026-042-017 | DIRTPAD LLC | | SANTA FE SPRINGS | VACANT LAND | Temporary Construction Easement | 15,144 | - | $ 85 | - | 520 | $ - | 22,113 | $ 22,113 |
| - | 8044-001-029 | GOLDEN SPRINGS DEV CO LLC | 12816 ADLER DR | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 612,445 | - | $ 85 | 25,880 | 25,940 | $ 2,199,794 | 1,102,458 | $ 3,302,251 |
| - | 8044-001-033 | GOLDEN SPRINGS DEV CO LLC | 12935 LEFFINGWELL AVE | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 607,931 | - | $ 85 | 16,585 | 19,350 | $ 1,409,746 | 822,393 | $ 2,232,139 |
| - | 8044-001-034 | GOLDEN SPRINGS DEV CO LLC | 13220 ORDEN DR | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 796,242 | - | $ 85 | 2,658 | 6,668 | $ 225,893 | 283,392 | $ 509,285 |
| - | 8044-001-035 | GOLDEN SPRINGS DEVELOPMENT | 13415 CARMENITA RD | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 464,247 | - | $ 85 | 29,853 | 71,952 | $ 2,537,545 | 3,057,978 | $ 5,595,523 |
| - | 8044-001-039 | GOLDEN SPRINGS DEV CO LLC | | SANTA FE SPRINGS | VACANT LAND | Full Acquisition | 32,185 | - | $ 85 | 7,213 | 1,923 | $ 2,735,725 | - | $ 2,735,725 |
| 10 | 8045-001-016 | COAST INDUSTRIAL | 12832 IMPERIAL HWY | SANTA FE SPRINGS | INDUSTRIAL | Full Acquisition | 93,649 | 67,397 | $ 350 | 93,646 | - | $ 23,588,950 | - | $ 23,588,950 |

# RIGHT-OF-WAY ACQUISITION ESTIMATE
## ALTERNATIVE A



| Larger Parcel ID | APN | Property Owner | Address | City | Land Use | Parcel Acquisition Type | Parcel Area (Sqft.) | Building Area (Sqft.) | Cost Per Sqft. | Fee Area (Sqft.) | TCE Area (Sqft.) | Fee Value | TCE Value (5 YRS) | Total Parcel Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | 8045-001-017 | COAST INDUSTRIAL | | SANTA FE SPRINGS | VACANT LAND | Full Acquisition | 112,024 | - | $ 85 | 111,984 | - | $ 9,522,040 | - | $ 9,522,040 |
| 11 | 8045-001-026 | SFS TRUCK STORAGE INC | 12923 SHOEMAKER AVE | SANTA FE SPRINGS | VACANT LAND | Full Acquisition | 39,210 | - | $ 85 | 39,185 | 1 | $ 3,332,850 | - | $ 3,332,850 |
| 11 | 8045-001-034 | SFS TRUCK STORAGE INC | | SANTA FE SPRINGS | VACANT LAND | Full Acquisition | 663,029 | - | $ 85 | 494,358 | - | $ 56,357,465 | - | $ 56,357,465 |
| | 8045-001-902 | NORWALK CITY | 12650 IMPERIAL HWY | NORWALK | MISCELLANEOUS | Partially Affected Parcel | 337,598 | | $ - | 156,609 | - | $ - | - | $ - |
| - | 8045-001-903 | SANTA FE SPRINGS CITY | | SANTA FE SPRINGS | VACANT LAND | Full Acquisition | 41,741 | - | $ 85 | 41,648 | - | $ 3,547,985 | - | $ 3,547,985 |
| - | 8045-001-905 | COMMUNITY DEV COMMISSION OF | 12800 IMPERIAL HWY | SANTA FE SPRINGS | VACANT LAND | Full Acquisition | 135,505 | - | $ 85 | 135,505 | - | $ 11,517,925 | - | $ 11,517,925 |
| - | 8045-001-906 | COMMUNITY DEV COMMISSION OF | | SANTA FE SPRINGS | VACANT LAND | Full Acquisition | 76,361 | - | $ 85 | 76,346 | - | $ 6,490,685 | - | $ 6,490,685 |
| - | 8059-001-018 | CAMBRIDGE SPRINGS LLC | 13341 CAMBRIDGE ST | SANTA FE SPRINGS | INDUSTRIAL | Temporary Construction Easement | 421,321 | - | $ 85 | - | 297 | $ - | 12,638 | $ 12,638 |
| - | 8059-004-912 | LOS ANGELES COUNTY FLOOD | | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 135,840 | - | $ 85 | 1,681 | 28,241 | $ 142,843 | 1,200,262 | $ 1,343,105 |
| - | 8059-004-913 | LOS ANGELES COUNTY FLOOD | | SANTA FE SPRINGS | MISCELLANEOUS | Partially Affected Parcel | 163,567 | - | $ 85 | 12,106 | 6,169 | $ 1,028,979 | 262,161 | $ 1,291,141 |
| - | 8059-005-045 | GOLDEN SPRINGS DEVELOPMENT | 13438 FOSTER RD | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 326,379 | - | $ 85 | 4,460 | 7,232 | $ 379,121 | 307,357 | $ 686,478 |
| - | 8059-005-046 | GOLDEN SPRINGS DEVELOPMENT | 13500 FOSTER RD | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 1,439,865 | - | $ 85 | 5,145 | 3,786 | $ 437,297 | 160,889 | $ 598,186 |
| | 8059-029-004 | GLENN LANE CONTRACTORS INC | 14031 MARQUARDT AVE | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 98,950 | | $ 85 | 2,355 | - | $ 200,207 | - | $ 200,207 |
| | 8059-029-018 | MORIARTY, THADDEUS J | 13662 BORA DR | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 53,851 | | $ 85 | 1,034 | - | $ 87,897 | - | $ 87,897 |
| - | 8059-029-032 | PETROS INVESTMENTS LLC | 13650 BORA DR | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 36,350 | - | $ 85 | 1,251 | 1,152 | $ 106,297 | 48,968 | $ 155,264 |
| | 8059-029-036 | VB MARQUARDT LLC | 14013 MARQUARDT AVE | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 144,262 | 63,863 | $ 85 | 3,651 | - | $ 310,375 | - | $ 310,375 |
| - | 8069-007-016 | B AND R INVESTMENT CO | 13833 BORATE ST | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 222,547 | - | $ 85 | 1,752 | - | $ 148,959 | - | $ 148,959 |
| - | 8069-007-043 | DEDEOGLU,ARTIN AND GULHATUN TRS | 14330 MARQUARDT AVE | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 50,114 | - | $ 85 | 2,880 | - | $ 244,802 | - | $ 244,802 |
| | 8069-008-031 | PPF INDUSTRIAL VALLEY VIEW LP | 14027 BORATE ST | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 255,912 | | $ 85 | 15 | - | $ 1,301 | - | $ 1,301 |
| - | 8069-008-032 | PPF INDUSTRIAL VALLEY VIEW LP | 14103 BORATE ST | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 136,760 | - | $ 85 | 2,306 | - | $ 195,994 | - | $ 195,994 |
| - | 8069-008-033 | PPF INDUSTRIAL VALLEY VIEW LP | 14100 BORATE ST | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 334,193 | - | $ 85 | 3,965 | 1,060 | $ 337,028 | 45,041 | $ 382,069 |
| - | 8069-009-900 | LA MIRADA CITY | | LA MIRADA | MISCELLANEOUS | Partially Affected Parcel | 33,820 | - | $ 70 | 14,434 | 2 | $ 1,010,380 | - | $ 1,010,380 |
| - | 8069-009-902 | LA MIRADA CITY | | LA MIRADA | MISCELLANEOUS | Full Acquisition | 273 | - | $ 70 | 273 | 1 | $ 19,110 | - | $ 19,110 |
| | 8087-034-001 | BELL,GREG A AND ANNETTE TRS | 14960 SAN ARDO DR | LA MIRADA | RESIDENTIAL | Temporary Construction Easement | 7,050 | | $ 90 | - | 224 | $ - | 10,060 | $ 10,060 |
| - | 8087-035-015 | GEORGITSIS,PETER P CO TR | 14901 ALONDRA BLVD | LA MIRADA | COMMERCIAL | Partially Affected Parcel | 35,620 | - | $ 70 | 1,175 | 14,117 | $ 82,271 | 494,101 | $ 576,372 |
| - | 8087-035-017 | ESTES TERMINALS OF CALIFORNIA | 14727 ALONDRA BLVD | LA MIRADA | INDUSTRIAL | Temporary Construction Easement | 685,350 | - | $ 70 | - | 17,986 | $ - | 629,523 | $ 629,523 |
| - | 8087-035-803 | SO CALIF EDISON CO | | LA MIRADA | MISCELLANEOUS | Partially Affected Parcel | 76,402 | - | $ 70 | 417 | 11,347 | $ 29,212 | 397,148 | $ 426,360 |
| | 8088-018-098 | LMO GROUP LLC | | LA MIRADA | VACANT LAND | Temporary Construction Easement | 3,568 | | $ 70 | - | 6 | $ - | 227 | $ 227 |
| - | 8168-001-015 | NORWALK BLVD PROPERTIES LLC | 9010 NORWALK BLVD | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 83,621 | - | $ 85 | 9,810 | 1,087 | $ 833,834 | 46,214 | $ 880,048 |
| - | 8168-001-025 | AMB INSTITUTIONAL ALLIANCE FUND | 12007 LOS NIETOS RD | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 302,754 | - | $ 85 | 623 | 12,745 | $ 52,956 | 541,672 | $ 594,628 |
| - | 8168-001-027 | AMB SGP CALIFORNIA LLC | | SANTA FE SPRINGS | VACANT LAND | Partially Affected Parcel | 14,905 | - | $ 85 | 7,070 | 409 | $ 600,955 | 17,365 | $ 618,321 |
| - | 8168-001-028 | AMB SGP CALIFORNIA LLC | 9100 NORWALK BLVD | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 356,267 | - | $ 85 | 49,199 | 13,723 | $ 4,181,895 | 583,215 | $ 4,765,110 |
| - | 8168-001-034 | AMB SGP CALIFORNIA LLC | 9100 NORWALK BLVD | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 106,171 | - | $ 85 | 43,596 | 6,602 | $ 3,705,699 | 280,570 | $ 3,986,269 |
| - | 8177-026-001 | GIURGIUS,SHARIF M | 10709 WHEELOCK CIR | UNINCORPORATED | RESIDENTIAL | Partially Affected Parcel | 5,836 | - | $ 90 | 32 | 45 | $ 2,920 | 2,011 | $ 4,931 |
| - | 8177-026-002 | ROSALES,DANIEL AND ELAINE | 10703 WHEELOCK CIR | UNINCORPORATED | RESIDENTIAL | Partially Affected Parcel | 5,433 | - | $ 90 | 72 | 235 | $ 6,515 | 10,563 | $ 17,078 |
| - | 8177-026-010 | PONCE,JOSE | 10706 WHEELOCK CIR | UNINCORPORATED | RESIDENTIAL | Partially Affected Parcel | 5,897 | - | $ 90 | 33 | 154 | $ 2,970 | 6,938 | $ 9,908 |
| - | 8177-026-011 | AGUIRRE,RAY AND HILDA | 10702 WHEELOCK CIR | UNINCORPORATED | RESIDENTIAL | Partially Affected Parcel | 5,566 | - | $ 90 | 100 | 322 | $ 9,044 | 14,477 | $ 23,520 |
| - | 8177-026-025 | DUARTE,FRANCSICO AND ENEDINA AND | 11005 RIVERA RD | UNINCORPORATED | RESIDENTIAL | Full Acquisition | 8,310 | 2,291 | $ 380 | 8,309 | 1 | $ 870,580 | - | $ 870,580 |
| - | 8177-026-026 | OLVERA,PEDRO | 8620 PIONEER BLVD | WHITTIER | RESIDENTIAL | Partially Affected Parcel | 6,732 | - | $ 90 | 2 | 1,108 | $ 160 | 49,863 | $ 50,023 |
| - | 8177-026-027 | ASPEITIA,FELIPE G AND ISABEL C | 8610 PIONEER BLVD | WHITTIER | RESIDENTIAL | Temporary Construction Easement | 8,074 | - | $ 90 | - | 1,293 | $ - | 58,170 | $ 58,170 |
| - | 8177-026-029 | RIVERA,JOSE M | 11009 RIVERA RD | WHITTIER | RESIDENTIAL | Temporary Construction Easement | 6,868 | - | $ 90 | - | 590 | $ - | 26,539 | $ 26,539 |
| - | 8177-026-032 | NAVA,AURORA | 8523 PIONEER BLVD | UNINCORPORATED | RESIDENTIAL | Partially Affected Parcel | 5,313 | - | $ 90 | 18 | 5,295 | $ 1,598 | 238,290 | $ 239,888 |
| - | 8177-026-033 | GUDINO,ROBERTO C AND ROSA M | 8529 PIONEER BLVD | UNINCORPORATED | RESIDENTIAL | Partially Affected Parcel | 5,394 | - | $ 90 | 39 | 5,355 | $ 3,526 | 240,961 | $ 244,487 |
| - | 8177-026-034 | TOLEDO,JOE O&HORTENSE | 8533 PIONEER BLVD | UNINCORPORATED | RESIDENTIAL | Full Acquisition | 5,457 | 1,000 | $ 675 | 5,455 | 2 | $ 675,000 | - | $ 675,000 |
| | 8177-026-035 | SOLANO,SILVIANO AND | 8603 PIONEER BLVD | UNINCORPORATED | RESIDENTIAL | Partially Affected Parcel | 5,575 | | $ 90 | 787 | 4,788 | $ 70,871 | 215,439 | $ 286,310 |
| | 8177-026-036 | AVALOS,LUIS | 8609 PIONEER BLVD | UNINCORPORATED | RESIDENTIAL | Partially Affected Parcel | 5,273 | | $ 90 | 765 | 4,508 | $ 68,890 | 202,854 | $ 271,744 |
| | 8177-026-037 | JIMENEZ,SALVADOR L AND MARIA E | 8615 PIONEER BLVD | UNINCORPORATED | RESIDENTIAL | Partially Affected Parcel | 5,501 | | $ 90 | 824 | 4,677 | $ 74,178 | 210,451 | $ 284,629 |
| | 8177-026-038 | NUNO,MIGUEL AND JUANA | 8619 PIONEER BLVD | UNINCORPORATED | RESIDENTIAL | Partially Affected Parcel | 5,536 | | $ 90 | 847 | 4,689 | $ 76,223 | 211,016 | $ 287,239 |
| | 8177-026-039 | SALAZAR,BOB AND GLORIA | 8625 PIONEER BLVD | UNINCORPORATED | RESIDENTIAL | Partially Affected Parcel | 5,918 | | $ 90 | 1,096 | 4,825 | $ 98,662 | 217,124 | $ 315,786 |
| - | 8177-026-040 | RAZO,HUGO AND | 10971 RIVERA RD | UNINCORPORATED | RESIDENTIAL | Full Acquisition | 11,476 | 1,211 | $ 640 | 11,469 | 10 | $ 775,040 | - | $ 775,040 |
| - | 8177-029-004 | SANTA FE MEMBERS L P | 8717 PIONEER BLVD | SANTA FE SPRINGS | INDUSTRIAL | Temporary Construction Easement | 225,916 | - | $ 85 | - | 11,823 | $ - | 502,485 | $ 502,485 |
| - | 8177-029-802 | SO CALIF EDISON CO | | SANTA FE SPRINGS | MISCELLANEOUS | Full Acquisition | 37,592 | - | $ 85 | - | 34,065 | $ 3,195,320 | - | $ 3,195,320 |
| 20 | 8177-029-808 | SOU PAC TRANS CO | | SANTA FE SPRINGS | MISCELLANEOUS | Full Acquisition | 25,407 | - | $ 85 | 67 | 7,098 | $ 2,159,595 | - | $ 2,159,595 |
| - | 8177-029-812 | SO CALIF EDISON CO | | SANTA FE SPRINGS | MISCELLANEOUS | Temporary Construction Easement | 68,897 | - | $ 85 | - | 3,669 | $ - | 155,937 | $ 155,937 |
| - | 8177-029-815 | SO CALIF EDISON CO | | SANTA FE SPRINGS | INDUSTRIAL | Full Acquisition | 36,324 | - | $ 85 | - | 20,222 | $ 3,087,540 | - | $ 3,087,540 |

# RIGHT-OF-WAY ACQUISITION ESTIMATE
## ALTERNATIVE A



| Larger Parcel ID | APN | Property Owner | Address | City | Land Use | Parcel Acquisition Type | Parcel Area (Sqft.) | Building Area (Sqft.) | Cost Per Sqft. | Fee Area (Sqft.) | TCE Area (Sqft.) | Fee Value | TCE Value (5 YRS) | Total Parcel Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 | 8177-029-820 | SOU PAC TRANS CO | | SANTA FE SPRINGS | MISCELLANEOUS | Partially Affected Parcel | 79,774 | - | $ 85 | 8,161 | 9,116 | $ 693,647 | 387,447 | $ 1,081,094 |
| 21 | 8177-031-009 | A C INDUSTRIAL PROPERTIES LLC | 8741 PIONEER BLVD | SANTA FE SPRINGS | INDUSTRIAL | Full Acquisition | 88,676 | 46,795 | $ 290 | 23,462 | 2,033 | $ 13,570,550 | - | $ 13,570,550 |
| - | 8177-031-010 | WEINSTEIN,ROBERT I AND ZVIA TRS | 8807 PIONEER BLVD | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 49,683 | - | $ 85 | 3,713 | 4,261 | $ 315,566 | 181,090 | $ 496,655 |
| 21 | 8177-031-013 | A C INDUSTRIAL PROPERTIES LLC | 8731 PIONEER BLVD | SANTA FE SPRINGS | INDUSTRIAL | Full Acquisition | 20,010 | 11,745 | $ 290 | 20,010 | - | $ 3,406,050 | - | $ 3,406,050 |
| - | 8177-031-017 | SANTA FE MEMBERS L P | | SANTA FE SPRINGS | VACANT LAND | Full Acquisition | 12,653 | - | $ 85 | 11,975 | - | $ 1,075,505 | - | $ 1,075,505 |
| | 8177-031-019 | SF 540 PIONEER LLC | 8839 PIONEER BLVD | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 139,588 | | $ 85 | 1,129 | 4,451 | $ 95,936 | 189,146 | $ 285,083 |
| - | 8178-035-008 | GARCIA,RAMON P AND ELOISA M TRS | 11703 LOS NIETOS RD | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 46,674 | 1,815 | $ 85 | 12,637 | 9,819 | $ 1,074,160 | 417,310 | $ 1,491,470 |
| - | 8178-035-010 | MUFFIE,JAMES J AND PATRICIA TRS | 11621 LOS NIETOS RD | SANTA FE SPRINGS | INDUSTRIAL | Temporary Construction Easement | 55,628 | - | $ 85 | - | 110 | $ - | 4,659 | $ 4,659 |
| - | 8178-035-011 | LAVIGNE,DELBERT W AND JOANNE TRS | 11637 LOS NIETOS RD | SANTA FE SPRINGS | INDUSTRIAL | Temporary Construction Easement | 20,464 | - | $ 85 | - | 3,340 | $ - | 141,958 | $ 141,958 |
| - | 8178-035-016 | DEFAZIO,JOHN J TR | 9023 NORWALK BLVD | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 160,198 | - | $ 85 | 35,971 | 1,437 | $ 3,057,532 | 61,062 | $ 3,118,595 |
| - | 8178-037-012 | PIONEER MILLER GROVE ASSOCIATES | 8825 MILLERGROVE DR | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 318,821 | - | $ 85 | 264 | 251 | $ 22,475 | 10,653 | $ 33,128 |
| | 8178-037-014 | HSS PROPERTIES LLC | 8721 MILLERGROVE DR | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 131,960 | 53,122 | $ 85 | 7,421 | | $ 630,785 | - | $ 630,785 |
| - | 8178-037-017 | SUEYOSHI,SAKAE J AND HIDEKO | | SANTA FE SPRINGS | VACANT LAND | Partially Affected Parcel | 4,583 | - | $ 85 | 1,967 | 18 | $ 167,164 | 773 | $ 167,937 |
| - | 8178-037-020 | LEE,SANG W AND ELIZABETH | 8750 PIONEER BLVD | SANTA FE SPRINGS | INDUSTRIAL | Partially Affected Parcel | 79,951 | - | $ 85 | 4,102 | 217 | $ 348,676 | 9,222 | $ 357,897 |
| - | 8178-037-802 | SO CALIF EDISON CO | | SANTA FE SPRINGS | MISCELLANEOUS | Partially Affected Parcel | 81,374 | - | $ 85 | 8,961 | 10,926 | $ 761,700 | 464,372 | $ 1,226,071 |
| | | | | | | | | | | **11,910,612** | **2,848,518** | **$ 1,593,132,556** | **$ 125,290,833** | **$ 1,718,423,388** |

# ACQUISITIONS AND EASEMENTS

## Shared Passenger Track Alternative B - Additional Parcels

| Larger Parcel ID | APN | Property Owner | Address | City | Land Use | Parcel Acquisition Type | Parcel Area (Sqft.) | Building Area (Sqft.) | Cost Per Sqft. | Fee Area (Sqft.) | TCE Area (Sqft.) | Fee Value | TCE Value (5 YRS) | Total Parcel Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5166-001-002 | SACRAMENTO STREET PROPERTY LP | 2159 BAY ST | LOS ANGELES | INDUSTRIAL | Full Acquisition | 17,515 | 9,000 | $ 270 | 17,515 | - | $ 2,430,000 | $ - | $ 2,430,000 |
| | 5168-003-013 | REXFORD INDUSTRIAL-EAST 12TH LLC | | LOS ANGELES | INDUSTRIAL | Full Acquisition | 89,699 | 65,580 | $ 350 | 89,699 | - | $ 22,953,000 | $ - | $ 22,953,000 |
| | 5168-004-001 | REXFORD INDUSTRIAL-EAST 12TH LLC | NA | LOS ANGELES | INDUSTRIAL | Full Acquisition | 90,724 | 59,684 | $ 350 | 90,014 | - | $ 20,889,400 | $ - | $ 20,889,400 |
| | 5168-005-021 | REXFORD INDUSTRIAL-EAST 12TH LLC | 2460 E 12TH ST | LOS ANGELES | INDUSTRIAL | Full Acquisition | 89,525 | 65,580 | $ 350 | 89,525 | - | $ 22,953,000 | $ - | $ 22,953,000 |
| | 5168-010-011 | SANTA FE 15 PROPERTY LLC | 2415 E 15TH ST | LOS ANGELES | INDUSTRIAL | Full Acquisition | 487,392 | 226,907 | $ 415 | 465,811 | - | $ 94,166,405 | $ - | $ 94,166,405 |
| | 5168-010-012 | SANTA FE 15 PROPERTY LLC | 2465 E 16TH ST | LOS ANGELES | RESIDENTIAL | Full Acquisition | 233,450 | 101,788 | $ 415 | 223,821 | - | $ 42,242,020 | $ - | $ 42,242,020 |
| | 5168-010-013 | 2466 REFLEX PROPERTY LLC | 2466 E 16TH ST | LOS ANGELES | INDUSTRIAL | Full Acquisition | 80,502 | 23,440 | $ 380 | 79,064 | - | $ 8,907,200 | $ - | $ 8,907,200 |
| | 5168-027-003 | D & S ACQUISITONS LLC | 2486 HUNTER ST | LOS ANGELES | COMMERCIAL | Full Acquisition | 18,103 | 4,000 | $ 100 | 13,805 | - | $ 400,000 | $ - | $ 400,000 |
| | 5168-027-004 | HUNTER FE LLC | 2485 HUNTER ST | LOS ANGELES | INDUSTRIAL | Full Acquisition | 9,558 | 5,221 | $ 250 | 9,557 | - | $ 1,305,250 | $ - | $ 1,305,250 |
| | 5168-002-800 | SO CALIF GAS CO | | LOS ANGELES | INDUSTRIAL | Full Acquisition | 619,909 | 76,876 | $ 80 | 476,515 | - | $ 49,592,720 | $ - | $ 49,592,720 |
| | 5168-002-900 | L A CITY | 2484 E OLYMPIC BLVD | LOS ANGELES | MISCELLANEOUS | Full Acquisition | 83,704 | 3,845 | $ 100 | 84,227 | - | $ 8,370,400 | $ - | $ 8,370,400 |
| | 5166-001-802 | AT & SF RY CO | | LOS ANGELES | MISCELLANEOUS | Full Acquisition | 100,107 | - | $ 100 | 56,335 | - | $ 10,010,700 | $ - | $ 10,010,700 |
| | 5166-001-811 | AT & SF RY CO | | LOS ANGELES | MISCELLANEOUS | Partially Affected Parcel | 60,475 | - | $ 100 | 14,043 | - | $ 1,404,294 | $ - | $ 1,404,294 |
| | 5166-001-903 | NATIONAL R R PASSENGER CORP | | LOS ANGELES | VACANT LAND | Full Acquisition | 9,601 | - | $ 100 | 9,056 | - | $ 960,100 | $ - | $ 960,100 |
| | 5168-004-801 | AT & SF RY CO | NA | LOS ANGELES | INDUSTRIAL | Full Acquisition | 11,468 | | $ 100 | 9,547 | - | $ 1,146,800 | $ - | $ 1,146,800 |
| | 5168-005-801 | AT & SF RY CO | | LOS ANGELES | MISCELLANEOUS | Full Acquisition | 38,400 | - | $ 100 | 38,399 | - | $ 3,840,000 | $ - | $ 3,840,000 |
| | 5168-010-901 | NATIONAL RAILROAD PASSENGER CORP | 2435 E WASHINGTON BLVD | LOS ANGELES | MISCELLANEOUS | Partially Affected Parcel | 62,025 | - | $ 100 | 31,774 | - | $ 3,177,432 | $ - | $ 3,177,432 |
| | 5168-011-807 | AT & SF RY CO | | LOS ANGELES | MISCELLANEOUS | Partially Affected Parcel | 88,328 | - | $ 100 | 2,148 | - | $ 214,833 | $ - | $ 214,833 |
| | 5168-011-901 | NATL R R PASSENGER CORP | | LOS ANGELES | MISCELLANEOUS | Partially Affected Parcel | 27,745 | - | $ 100 | 6,156 | - | $ 615,622 | $ - | $ 615,622 |
| | 5168-027-806 | AT & SF RY CO | | LOS ANGELES | MISCELLANEOUS | Full Acquisition | 5,792 | - | $ 100 | 4,681 | - | $ 579,200 | $ - | $ 579,200 |
| | 5168-027-812 | AT & SF RY CO | | LOS ANGELES | MISCELLANEOUS | Full Acquisition | 1,203 | - | $ 100 | 1,203 | - | $ 120,300 | $ - | $ 120,300 |
| | 5168-027-904 | NATIONAL R R PASSENGER CORP | | LOS ANGELES | MISCELLANEOUS | Full Acquisition | 24,966 | - | $ 100 | 22,949 | - | $ 2,496,600 | $ - | $ 2,496,600 |
| | 5168-028-008 | BLOOM INVESTMENT CO | 2474 PORTER ST | LOS ANGELES | INDUSTRIAL | Partially Affected Parcel | 66,049 | 13,464 | $ 100 | 6,446 | - | $ 644,644 | $ - | $ 644,644 |
| | 5168-028-802 | AT & SF RY CO | | LOS ANGELES | MISCELLANEOUS | Full Acquisition | 160 | - | $ 100 | 160 | - | $ 16,000 | $ - | $ 16,000 |
| | 5168-028-900 | NATL R R PASSENGER CORP | 2481 E OLYMPIC BLVD | LOS ANGELES | MISCELLANEOUS | Partially Affected Parcel | 36,270 | - | $ 100 | 12,882 | - | $ 1,288,218 | $ - | $ 1,288,218 |
| | 5168-028-901 | NATIONAL RR PASSENGER CORP | | LOS ANGELES | MISCELLANEOUS | Full Acquisition | 170 | - | $ 100 | 93 | - | $ 17,000 | $ - | $ 17,000 |
| | | | | | | | | | | **1,855,423** | **$ -** | **$ 300,741,138** | **$ -** | **$ 300,741,138** |

# ACQUISITIONS AND EASEMENTS

## Optional Fullerton High-Speed Rail Platform and Station Facilities - Additional Parcels

| Larger Parcel ID | APN | Property Owner | Address | City | Land Use | Parcel Acquisition Type | Parcel Area (Sqft.) | Building Area (Sqft.) | Cost Per Sqft. | Fee Area (Sqft.) | TCE Area (Sqft.) | Fee Value | TCE Value | Total Parcel Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 032-091-15 | GKB JR LLC | 401 S RICHMAN AVE | FULLERTON | INDUSTRIAL | Full Acquisition | 27,111 | 15,000 | $ 300 | 26,924 | - | $ 4,500,000 | $ - | $ 4,500,000 |
| | 032-171-32 | FULLERTON MANUFACTURING | 300 W WALNUT AVE | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 29,890 | | $ 65 | 181 | 359 | $ 11,763 | $ 11,678 | $ 23,441 |
| - | 032-171-33 | FULLERTON MANUFACTURING | 311 S HIGHLAND AV | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 71,276 | | $ 65 | 1,232 | 4,398 | $ 80,110 | $ 142,932 | $ 223,041 |
| | 032-171-34 | GKB JR LLC | 398 W WALNUT AVE | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 89,815 | | $ 65 | - | - | $ - | $ - | $ - |
| - | 032-251-03 | LOPEZ LANCE G TR L AND K | 144 W WALNUT AVE | FULLERTON | INDUSTRIAL | Full Acquisition | 25,621 | 18,870 | $ 300 | 25,621 | - | $ 5,661,000 | $ - | $ 5,661,000 |
| | 032-251-04 | BUSHALA JR, GEORGE | 136 W WALNUT AVE | FULLERTON | INDUSTRIAL | Full Acquisition | 16,352 | 2,656 | $ 325 | 16,352 | - | $ 863,200 | $ - | $ 863,200 |
| 1 | 032-251-38 | COX, THADDEUS W | 301 S HARBOR BLVD | FULLERTON | INDUSTRIAL | Full Acquisition | 10,118 | 10,350 | $ 300 | 13,847 | - | $ 3,105,000 | $ - | $ 3,105,000 |
| 1 | 032-251-39 | COX, THADDEUS W | 114 W WALNUT AVE | FULLERTON | INDUSTRIAL | Full Acquisition | 19,077 | 13,206 | $ 300 | 24,649 | - | $ 3,961,800 | $ - | $ 3,961,800 |
| | 032-251-42 | CITY OF FULLERTON | NA | FULLERTON | VACANT LAND | Full Acquisition | 24,711 | - | $ 65 | 18,224 | - | $ 1,606,215 | $ - | $ 1,606,215 |
| - | 032-251-43 | LUI LLC | 230 W WALNUT AV | FULLERTON | INDUSTRIAL | Partially Affected Parcel | 52,054 | | $ 65 | 51,830 | - | $ 3,368,945 | $ - | $ 3,368,945 |
| | | | | | | | | | | | | **$ 23,158,033** | **$ 154,609** | **$ 23,312,642** |