ERRATA: APPENDIX 3.13-B, LAND USE TABLES

Errata No.	Draft EIR/EIS Reference		Errata Final EIR/EIS	
	Section	Page	Correction and Rationale	Errata Page Reference
1	Section 3.13-B.2	3.13-B-2	Corrected acreages for temporary use and permanent acquisitions in Table 3.13-B1	16-229
2	Section 3.13-B.2	3.13-B-13	Corrected acreages for temporary use and permanent acquisitions in City of Buena Park in Table 3.13-B12	16-233

EIR/EIS = environmental impact report/environmental impact statement; No. = number

APPENDIX 3.13-B: LAND USE TABLES

3.13-B.1 Introduction

Appendix 3.13-B provides a series of tables that present the resource study area acreage by existing land use category. The tables also present the acreage of the temporary uses and permanent acquisitions by their identified land use category. The tables are organized by land use category for individual cities and communities.

3.13-B.2 Land Use Tables

Table 3.13-B1 presents the existing land use acreages for the resource study area, uses, and acquisitions for the project section. The resource study area crosses the cities of Los Angeles, Vernon, Bell, Commerce, Montebello, Pico Rivera, Santa Fe Springs, Norwalk, La Mirada, Buena Park, Fullerton, and Anaheim. Table 3.13-B2 through Table 3.13-B14 present the acreages for the cities, Metrolink Stations, and high-speed rail stations. The following lists the tables found in this appendix:

Table 3.13-B1 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions (acres)

Table 3.13-B2 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Los Angeles (acres)

Table 3.13-B3 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Vernon (acres)

Table 3.13-B4 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Bell (acres)

Table 3.13-B5 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Commerce (acres)

Table 3.13-B6 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Montebello (acres)

Table 3.13-B7 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Pico Rivera (acres)

Table 3.13-B8 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the Community of West Whittier-Los Nietos (acres)

Table 3.13-B9 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Santa Fe Springs (acres)

Table 3.13-B10 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Norwalk (acres)

Table 3.13-B11 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of La Mirada (acres)

Table 3.13-B12 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Buena Park (acres)

Table 3.13-B13 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Fullerton (acres)

Table 3.13-B14 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Anaheim (acres)

Table 3.13-B1 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions (acres)

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]			Norwalk/Santa Fe Springs HSR Station Option			Fullerton HSR Station Option		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Commercial, services, and offices	24.95	1.42	23.53	25.27	1.42	23.85	-	-	-	0.32	-	0.32
Facilities[3]	7.81	0.01	7.80	7.81	0.01	7.80	9.49	-	8.17	-	-	-
Industrial and mixed commercial	204.10	2.73	201.37	242.46	2.73	239.73	31.26	-	13.32	3.87	-	3.87
Multifamily residential	0.26	0.19	0.07	0.26	0.19	0.07	-	-	-	-	-	-
Open space and recreation	3.66	0.04	3.62	3.66	0.04	3.62	-	-	-	-	-	-
Single-family residential	6.79	3.01	3.78	6.79	3.01	3.78	-	-	-	-	-	-
Transportation, communications, and utilities[4]	-	-	-	-	-	-	-	-	-	-	-	-
Transportation—railroad	-	-	-	-	-	-	-	-	-	-	-	-
Grand Total (acres)[1]	**247.57**	**7.40**	**240.17**	**286.25**	**7.40**	**278.85**	**21.48**	**0.00**	**21.48**	**4.19**	**0.00**	**4.19**

Source: Digital Map Products 2024

[1] Values are rounded to the nearest hundredth; therefore, the grand totals are rounded as well.

[2] Includes the track alignment and other associated facilities, except for stations, including maintenance infrastructure, paralleling station, traction power station, and other facilities.

[3] Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.

[4] For purposes of the land use compatibility analysis, the land designated as transportation, communications, and utilities as well as transportation–railroad have been filtered out of the permanent acquisitions. The analysis considers the permanent conversions of non-transportation-related land. Accordingly, the transportation-related land use designations of transportation, communications, and utilities and transportation—railroad are not relevant to the analysis.

HSR = high-speed rail

Table 3.13-B2 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Los Angeles (acres)

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Commercial, services, and offices	0	0	0	0.32	0	0.32
Facilities[3]	0	0	0	0	0	0
Industrial and mixed commercial	1.56	0	1.56	39.91	0	39.91
Mixed residential	0	0	0	0	0	0
Multifamily residential	0	0	0	0	0	0
Single-family residential	0	0	0	0	0	0
Open space and recreation	0	0	0	0	0	0
Transportation, communications, and utilities[4]	0	0	0	0	0	0
Transportation—railroad	0	0	0	0	0	0
Grand Total (acres)[1]	**1.56**	**0**	**1.56**	**40.23**	**0**	**40.23**

Source: Digital Map Products 2024

[1] Values are rounded to the nearest hundredth; therefore, the grand totals are rounded as well.

[2] Includes the track alignment and other associated facilities, except for stations, including maintenance infrastructure, paralleling station, traction power station, and other facilities.

[3] Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.

[4] For purposes of the land use compatibility analysis, the land designated as transportation, communications, and utilities as well as transportation–railroad have been filtered out of the permanent acquisitions. The analysis considers the permanent conversions of non-transportation-related land. Accordingly, the transportation-related land use designations of transportation, communications, and utilities and transportation—railroad are not relevant to the analysis.

Table 3.13-B3 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Vernon (acres)

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Commercial, services, and offices	0.08	0	0.08	0.08	0	0.08
Facilities[3]	0	0	0	0	0	0
Industrial and mixed commercial	83.14	0.19	82.95	83.15	0.19	82.96
Mixed residential	0	0	0	0	0	0

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Multifamily residential	0	0	0	0	0	0
Single-family residential	0	0	0	0	0	0
Open space and recreation	0	0	0	0	0	0
Transportation, communications, and utilities[4]	0	0	0	0	0	0
Transportation—railroad	0	0	0	0	0	0
Grand Total (acres)[1]	**83.22**	**0.19**	**83.03**	**83.23**	**0.19**	**83.15**

Source: Digital Map Products 2024

[1] Values are rounded to the nearest hundredth; therefore, the grand totals are rounded as well.

[2] Includes the track alignment and other associated facilities, except for stations, including maintenance infrastructure, paralleling station, traction power station, and other facilities.

[3] Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.

[4] For purposes of the land use compatibility analysis, the land designated as transportation, communications, and utilities as well as transportation–railroad have been filtered out of the permanent acquisitions. The analysis considers the permanent conversions of non-transportation-related land. Accordingly, the transportation-related land use designations of transportation, communications, and utilities and transportation–railroad are not relevant to the analysis.

Table 3.13-B4 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Bell (acres)

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Commercial, services, and offices	0	0	0	0	0	0
Facilities[3]	1.07	0	1.07	1.07	0	1.07
Industrial and mixed commercial	0.16	0	0.16	0.16	0	0.16
Mixed residential	0	0	0	0	0	0
Multifamily residential	0	0	0	0	0	0
Single-family residential	0	0	0	0	0	0
Open space and recreation	0	0	0	0	0	0

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Transportation, communications, and utilities[4]	0	0	0	0	0	0
Transportation—railroad	0	0	0	0	0	0
Grand Total (acres)[1]	**1.23**	**0**	**1.23**	**1.23**	**0**	**1.23**

Source: Digital Map Products 2024
[1] Values are rounded to the nearest hundredth; therefore, the grand totals are rounded as well.
[2] Includes the track alignment and other associated facilities, except for stations, including maintenance infrastructure, paralleling station, traction power station, and other facilities.
[3] Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.
[4] For purposes of the land use compatibility analysis, the land designated as transportation, communications, and utilities as well as transportation–railroad have been filtered out of the permanent acquisitions. The analysis considers the permanent conversions of non-transportation-related land. Accordingly, the transportation-related land use designations of transportation, communications, and utilities and transportation–railroad are not relevant to the analysis.

Table 3.13-B5 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Commerce (acres)

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Commercial, services, and offices	3.49	0	3.49	3.49	0	3.49
Facilities[3]	1.80	0	1.80	1.80	0	1.80
Industrial and mixed commercial	34.60	0.36	34.60	34.60	0.36	34.60
Mixed residential	0	0	0	0	0	0
Multifamily residential	0	0	0	0	0	0
Single-family residential	0	0	0	0	0	0
Open space and recreation	0	0	0	0	0	0
Transportation, communications, and utilities[4]	0	0	0	0	0	0
Transportation—railroad	0	0	0	0	0	0
Grand Total (acres)[1]	**39.89**	**0.36**	**39.53**	**39.89**	**0.36**	**39.53**

Source: Digital Map Products 2024
[1] Values are rounded to the nearest hundredth; therefore, the grand totals are rounded as well.
[2] Includes the track alignment and other associated facilities, except for stations, including maintenance infrastructure, paralleling station, traction power station, and other facilities.

[3] Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.
[4] For purposes of the land use compatibility analysis, the land designated as transportation, communications, and utilities as well as transportation–railroad have been filtered out of the permanent acquisitions. The analysis considers the permanent conversions of non-transportation-related land. Accordingly, the transportation-related land use designations of transportation, communications, and utilities and transportation–railroad are not relevant to the analysis.

Table 3.13-B6 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Montebello (acres)

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Commercial, services, and offices	0	0	0	0	0	0
Facilities[3]	0	0	0	0	0	0
Industrial and mixed commercial	5.81	0.08	5.73	5.81	0.08	5.73
Mixed residential	0	0	0	0	0	0
Multifamily residential	0	0	0	0	0	0
Single-family residential	0	0	0	0	0	0
Open space and recreation	0.04	0.04	0	0.04	0.04	0
Transportation, communications, and utilities[4]	0	0	0	0	0	0
Transportation—railroad	0	0	0	0	0	0
Grand Total (acres)[1]	**5.85**	**0.12**	**5.73**	**5.85**	**0.12**	**5.73**

Source: Digital Map Products 2024
[1] Values are rounded to the nearest hundredth; therefore, the grand totals are rounded as well.
[2] Includes the track alignment and other associated facilities, except for stations, including maintenance infrastructure, paralleling station, traction power station, and other facilities.
[3] Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.
[4] For purposes of the land use compatibility analysis, the land designated as transportation, communications, and utilities as well as transportation–railroad have been filtered out of the permanent acquisitions. The analysis considers the permanent conversions of non-transportation-related land. Accordingly, the transportation-related land use designations of transportation, communications, and utilities and transportation–railroad are not relevant to the analysis.

Table 3.13-B7 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Pico Rivera (acres)

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Commercial, services, and offices	0.07	0	0.07	0.07	0	0.07
Facilities[3]	0.04	0	0.04	0.04	0	0.04
Industrial and mixed commercial	0.81	0.27	0.54	0.81	0.27	0.54
Mixed residential	0	0	0	0	0	0
Multifamily residential	0.03	0.03	0	0.03	0.03	0
Single-family residential	0.04	0	0.04	0.04	0	0.04
Open space and recreation	3.58	0	3.58	3.58	0	3.58
Transportation, communications, and utilities[4]	0	0	0	0	0	0
Transportation—railroad	0	0	0	0	0	0
Grand Total (acres)[1]	**4.57**	**0.31**	**4.27**	**4.57**	**0.31**	**4.27**

Source: Digital Map Products 2024

[1] Values are rounded to the nearest hundredth; therefore, the grand totals are rounded as well.

[2] Includes the track alignment and other associated facilities, except for stations, including maintenance infrastructure, paralleling station, traction power station, and other facilities.

[3] Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.

[4] For purposes of the land use compatibility analysis, the land designated as transportation, communications, and utilities as well as transportation–railroad have been filtered out of the permanent acquisitions. The analysis considers the permanent conversions of non-transportation-related land. Accordingly, the transportation-related land use designations of transportation, communications, and utilities and transportation–railroad are not relevant to the analysis.

Table 3.13-B8 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the Community of West Whittier-Los Nietos (acres)

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Commercial, services, and offices	0	0	0	0	0	0
Facilities[3]	0	0	0	0	0	0
Industrial and mixed commercial	0	0	0	0	0	0

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Mixed residential	0	0	0	0	0	0
Multifamily residential	0	0	0	0	0	0
Single-family residential	1.55	0.29	1.26	1.55	0.29	1.26
Open space and recreation	0	0	0	0	0	0
Transportation, communications, and utilities[4]	0	0	0	0	0	0
Transportation—railroad	0	0	0	0	0	0
Grand Total (acres)[1]	**1.55**	**0.29**	**1.26**	**1.55**	**0.29**	**1.26**

Source: Digital Map Products 2024

[1] Values are rounded to the nearest hundredth; therefore, the grand totals are rounded as well.

[2] Includes the track alignment and other associated facilities, except for stations, including maintenance infrastructure, paralleling station, traction power station, and other facilities.

[3] Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.

[4] For purposes of the land use compatibility analysis, the land designated as transportation, communications, and utilities as well as transportation–railroad have been filtered out of the permanent acquisitions. The analysis considers the permanent conversions of non-transportation-related land. Accordingly, the transportation-related land use designations of transportation, communications, and utilities and transportation–railroad are not relevant to the analysis.

Table 3.13-B9 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Santa Fe Springs (acres)

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]			Norwalk/Santa Fe Springs HSR Station Option		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Commercial, services, and offices	0.80	0	0.80	0.80	0	0.80	0	0	0
Facilities[3]	1.51	0	1.51	1.51	0	1.51	4.60	0	4.60
Industrial and mixed commercial	37.49	0.46	37.03	37.49	0.46	37.03	13.32	0	13.32
Mixed residential	0	0	0	0	0	0	0	0	0
Multifamily residential	0	0	0	0	0	0	0	0	0

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]			Norwalk/Santa Fe Springs HSR Station Option		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Single-family residential	0.01	0	0.01	0.01	0	0.01	0	0	0
Open space and recreation	0	0	0	0	0	0	0	0	0
Transportation, communications, and utilities[4]	0	0	0	0	0	0	0	0	0
Transportation—railroad	0	0	0	0	0	0	0	0	0
Grand Total (acres)[1]	**39.81**	**0.46**	**39.35**	**39.81**	**0.46**	**39.35**	**17.92**	**0**	**17.92**

Source: Digital Map Products 2024
[1] Values are rounded to the nearest hundredth; therefore, the grand totals are rounded as well.
[2] Includes the track alignment and other associated facilities, except for stations, including maintenance infrastructure, paralleling station, traction power station, and other facilities.
[3] Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.
[4] For purposes of the land use compatibility analysis, the land designated as transportation, communications, and utilities as well as transportation–railroad have been filtered out of the permanent acquisitions. The analysis considers the permanent conversions of non-transportation-related land. Accordingly, the transportation-related land use designations of transportation, communications, and utilities and transportation–railroad are not relevant to the analysis.
HSR = high-speed rail

Table 3.13-B10 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Norwalk (acres)

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]			Norwalk/Santa Fe Springs HSR Station Option		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Commercial, services, and offices	0	0	0	0	0	0	0	0	0
Facilities[3]	0	0	0	0	0	0	3.57	0	3.57
Industrial and mixed commercial	0.02	0	0.02	0.02	0	0.02	0	0	0
Mixed residential	0	0	0	0	0	0	0	0	0
Multifamily residential	0	0	0	0	0	0	0	0	0
Single-family residential	0	0	0	0	0	0	0	0	0

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]			Norwalk/Santa Fe Springs HSR Station Option		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Open space and recreation	0	0	0	0	0	0	0	0	0
Transportation, communications, and utilities[4]	0	0	0	0	0	0	0	0	0
Transportation—railroad	0	0	0	0	0	0	0	0	0
Grand Total (acres)[1]	**0.02**	**0**	**0.02**	**0.02**	**0**	**0.02**	**3.57**	**0**	**3.57**

Source: Digital Map Products 2024

[1] Values are rounded to the nearest hundredth; therefore, the grand totals are rounded as well.

[2] Includes the track alignment and other associated facilities, except for stations, including maintenance infrastructure, paralleling station, traction power station, and other facilities.

[3] Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.

[4] For purposes of the land use compatibility analysis, the land designated as transportation, communications, and utilities as well as transportation–railroad have been filtered out of the permanent acquisitions. The analysis considers the permanent conversions of non-transportation-related land. Accordingly, the transportation-related land use designations of transportation, communications, and utilities and transportation–railroad are not relevant to the analysis.

HSR = high-speed rail

Table 3.13-B11 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of La Mirada (acres)

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Commercial, services, and offices	0.93	0.01	0.92	0.93	0.01	0.92
Facilities[3]	0	0	0	0	0	0
Industrial and mixed commercial	3.87	0.43	3.43	3.87	0.43	3.43
Mixed residential	0	0	0	0	0	0
Multifamily residential	0	0	0	0	0	0
Single-family residential	0.01	0	0.01	0.01	0	0.01
Open space and recreation	0	0	0	0	0	0

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Transportation, communications, and utilities[4]	0	0	0	0	0	0
Transportation—railroad	0	0	0	0	0	0
Grand Total (acres)[1]	**4.80**	**0.45**	**4.35**	**4.80**	**0.45**	**4.35**

Source: Digital Map Products 2024
[1] Values are rounded to the nearest hundredth; therefore, the grand totals are rounded as well.
[2] Includes the track alignment and other associated facilities, except for stations, including maintenance infrastructure, paralleling station, traction power station, and other facilities.
[3] Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.
[4] For purposes of the land use compatibility analysis, the land designated as transportation, communications, and utilities as well as transportation–railroad have been filtered out of the permanent acquisitions. The analysis considers the permanent conversions of non-transportation-related land. Accordingly, the transportation-related land use designations of transportation, communications, and utilities and transportation–railroad are not relevant to the analysis.

Table 3.13-B12 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Buena Park (acres)

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Commercial, services, and offices	1.43	0.59	0.85	1.43	0.59	0.85
Facilities[3]	2.85	0	2.85	2.85	0	2.85
Industrial and mixed commercial	7.45	0.07	7.37	7.45	0.07	7.37
Mixed residential	0	0	0	0	0	0
Multifamily residential	0.02	0	0.02	0.02	0	0.02
Single-family residential	5.14	2.71	2.43	5.14	2.71	2.43
Open space and recreation	0.04	0	0.04	0.04	0	0.04
Transportation, communications, and utilities[4]	0	0	0	0	0	0
Transportation—railroad	0	0	0	0	0	0
Grand Total (acres)[1]	**16.92**	**3.38**	**13.55**	**16.92**	**3.38**	**13.55**

Source: Digital Map Products 2024
[1] Values are rounded to the nearest hundredth; therefore, the grand totals are rounded as well.
[2] Includes the track alignment and other associated facilities, except for stations, including maintenance infrastructure, paralleling station, traction power station, and other facilities.

[3] Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.
[4] For purposes of the land use compatibility analysis, the land designated as transportation, communications, and utilities as well as transportation–railroad have been filtered out of the permanent acquisitions. The analysis considers the permanent conversions of non-transportation-related land. Accordingly, the transportation-related land use designations of transportation, communications, and utilities and transportation–railroad are not relevant to the analysis.

Table 3.13-B13 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Fullerton (acres)

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]			Fullerton HSR Station Option		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Commercial, services, and offices	0.25	0	0.25	0.25	0	0.25	0.32	0	0.32
Facilities[3]	0.35	0.01	0.34	0.35	0.01	0.34	0	0	0
Industrial and mixed commercial	6.80	0.01	6.79	6.80	0.01	6.79	3.87	0	3.87
Mixed residential	0	0	0	0	0	0	0	0	0
Multifamily residential	0.08	0.08	0	0.08	0.08	0	0	0	0
Single-family residential	0.05	0	0.05	0.05	0	0.05	0	0	0
Open space and recreation	0	0	0	0	0	0	0	0	0
Transportation, communications, and utilities[4]	0	0	0	0	0	0	0	0	0
Transportation—railroad	0	0	0	0	0	0	0	0	0
Grand Total (acres)[1]	**7.53**	**0.11**	**7.43**	**7.53**	**0.11**	**7.43**	**4.19**	**0**	**4.19**

Source: Digital Map Products 2024
[1] Values are rounded to the nearest hundredth; therefore, the grand totals are rounded as well.
[2] Includes the track alignment and other associated facilities, except for stations, including maintenance infrastructure, paralleling station, traction power station, and other facilities.
[3] Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.
[4] For purposes of the land use compatibility analysis, the land designated as transportation, communications, and utilities as well as transportation–railroad have been filtered out of the permanent acquisitions. The analysis considers the permanent conversions of non-transportation-related land. Accordingly, the transportation-related land use designations of transportation, communications, and utilities and transportation–railroad are not relevant to the analysis.
HSR = high-speed rail

Table 3.13-B14 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Anaheim (acres)

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Commercial, services, and offices	17.89	0.82	17.07	17.89	0.82	17.07
Facilities[3]	0.18	0	0.18	0.18	0	0.18
Industrial and mixed commercial	22.36	0.86	21.50	22.36	0.86	21.50
Mixed residential	0	0	0	0	0	0
Multifamily residential	0.13	0.08	0.05	0.13	0.08	0.05
Single-family residential	0	0	0	0	0	0
Open space and recreation	0	0	0	0	0	0
Transportation, communications, and utilities[4]	0	0	0	0	0	0
Transportation—railroad	0	0	0	0	0	0
Grand Total (acres)[1]	**40.56**	**1.75**	**38.81**	**40.56**	**1.75**	**38.81**

Source: Digital Map Products 2024

[1] Values are rounded to the nearest hundredth; therefore, the grand totals are rounded as well.

[2] Includes the track alignment and other associated facilities, except for stations, including maintenance infrastructure, paralleling station, traction power station, and other facilities.

[3] Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.

[4] For purposes of the land use compatibility analysis, the land designated as transportation, communications, and utilities as well as transportation–railroad have been filtered out of the permanent acquisitions. The analysis considers the permanent conversions of non-transportation-related land. Accordingly, the transportation-related land use designations of transportation, communications, and utilities and transportation–railroad are not relevant to the analysis.

References

Digital Map Products. 2024. Los Angeles and Orange County Assessor Parcel Data. Irvine, CA.