

3. Racially or Ethnically Concentrated Areas of Poverty

A. Racially/Ethnically Concentrated Areas of Poverty

In an effort to identify racially/ethnically concentrated areas of poverty (R/ECAPs), HUD has identified census tracts with a majority non-White population (greater than 50%) with a poverty rate that exceeds 40% or is three times the average tract poverty rate for the metro/micro area, whichever threshold is lower.

According to HUD's 2020 R/ECAP mapping tool based on the 2009–2013 ACS, there are no R/ECAPs in Montebello. A regional view of R/ECAPs in Los Angeles County is shown in Figure 3.7. There are no R/ECAPs in the City.

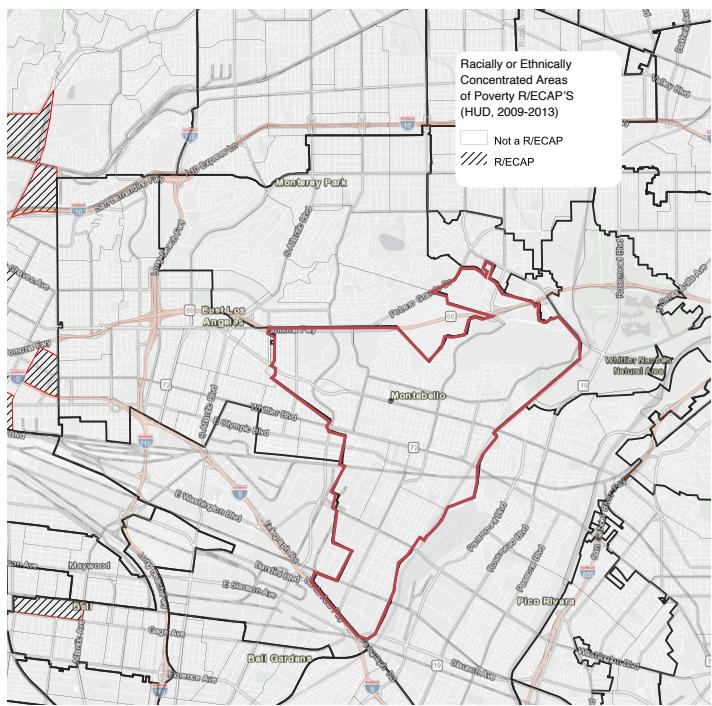


Figure 3.7. R/ECAPs map. Source: AFFH DataViewer.

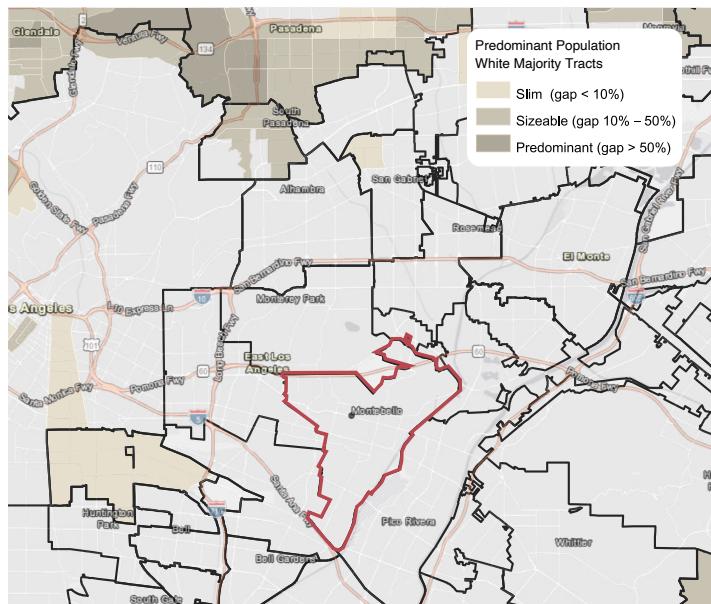


Figure 3.8. RCAs map. Source: AFFH DataViewer.

B. Racially/Ethnically Concentrated Areas of Affluence

Racially concentrated areas of poverty and segregation (R/ECAPs) have long been the focus of fair housing policies. To ensure fair and integrated housing choices, the racially concentrated areas of affluence (RCAs) at the other end of the spectrum must also be analyzed.

HUD defines racially concentrated areas of affluence as affluent, White communities. Whites are the most racially segregated group in the United States and “in the same way neighborhood disadvantage is associated with concentrated poverty and high concentrations of people of color, conversely, distinct advantages are associated with residence in affluent, White communities.”

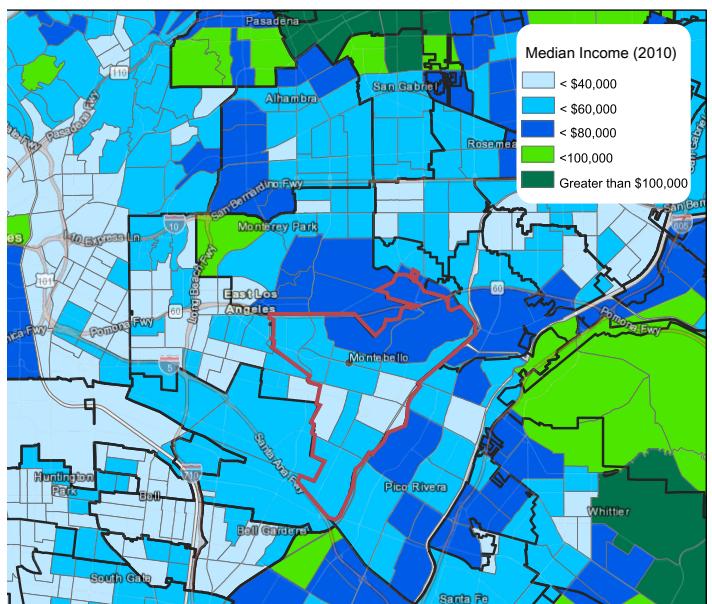


Figure 3.9. Median Income. Source: AFFH DataViewer.

HCD defines RCAs as census tracts where:

- 80% or more of the population is white, and
- The median household income is \$125,000 or greater (slightly more than double the national median household income in 2016).

Figure 3.8 shows predominantly White populations by census tract and Figure 3.9 shows median income by block group. No block groups in the City have median incomes over \$125,000. Block groups along the northeast City boundary have median incomes below \$125,000. Rest of the City blocks are below the State average of \$87,100. No tracts in Montebello are White predominant.

4. Access to Opportunities

Access to opportunity includes improving the quality of life for residents of low-income communities, as well as supporting mobility and access to ‘high resource’ neighborhoods.

HUD has created seven opportunity indices to allow jurisdictions to measure exposure to opportunity in their neighborhoods. Table 3.5 shows index scores for the following opportunity indicator indices. Each opportunity index is percentile ranked on a 0–100 scale, with a score closer to 100 indicating a higher level of opportunity:



- **Low Poverty Index:** Captures poverty in a neighborhood using the poverty rate. The higher the score, the less exposure to poverty in a neighborhood.
- **School Proficiency Index:** Uses fourth-grade performance to assess the quality of an elementary school in a neighborhood. The higher the score, the higher the school system quality is in a neighborhood.
- **Labor Market Engagement Index:** Describes the relative intensity of labor market engagement and human capital in a neighborhood, using the unemployment rate, labor force participation rate, and educational attainment. The higher the score, the higher the labor force participation and human capital in a neighborhood.
- **Transit Trips Index:** Quantifies the number of public transit trips taken annually by a three-person single-parent family with income at 50 percent of the median income for renters. The higher the trips transit index, the more likely residents in that neighborhood utilize public transit.
- **Low Transportation Cost Index:** Estimates the transportation costs for a three-person single-parent family with income at 50 percent of the median income for renters. The higher the index, the lower the cost of transportation in that neighborhood.
- **Jobs Proximity Index:** Quantifies the accessibility of a neighborhood to job locations within the larger region, with larger employment centers weighted accordingly. The higher the index value, the better access to employment opportunities for residents in a neighborhood.
- **Environmental Health Index:** Describes potential exposure to harmful toxins at the neighborhood level. The higher the index value, the less exposure to toxins harmful to human health and the better environmental quality of a neighborhood.

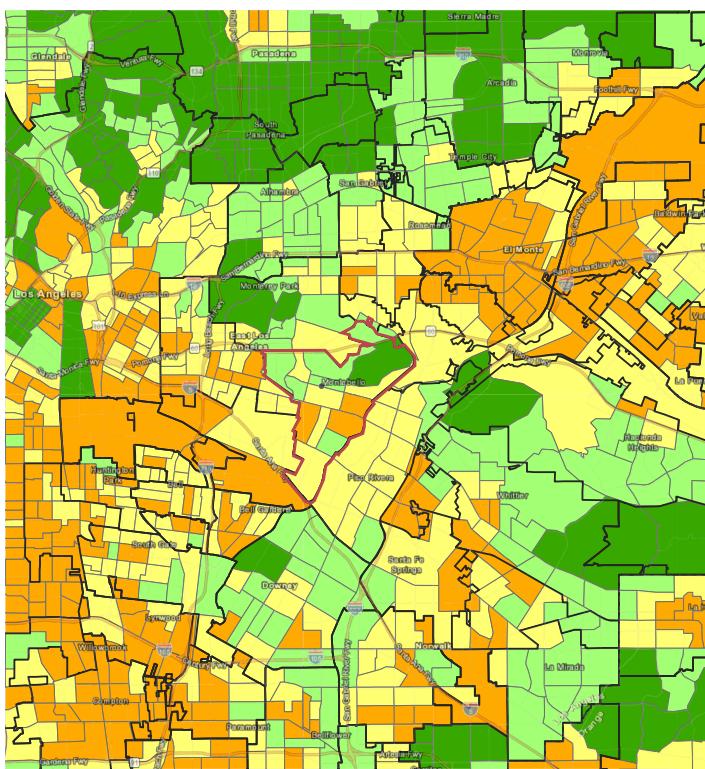
	Low Poverty Index	School Proficiency Index	Labor Market Index	Transit Index	Low Transportation Cost Index	Jobs Proximity Index	Environmental Health Index
Montebello							
Total Population							
White, Non-Hispanic	52.51	53.54	38.47	89.43	78.89	59.68	6.9
Black, Non-Hispanic	46.71	55.21	38.59	90.39	81.71	66.23	6.54
Hispanic	45.84	52.51	33.92	90.31	81.41	64.39	6.68
Asian or Pacific Islander, Non-Hispanic	60.85	56.34	46.11	89.74	77.63	57.57	6.99
Native American, Non-Hispanic	42.77	50.26	32.7	90.46	81.52	62.05	6.68
Population below federal poverty line							
White, Non-Hispanic	45.95	51.33	31.72	89.31	80.26	61.73	6.76
Black, Non-Hispanic	38.93	51.37	35.27	89.04	81.15	79.59	6
Hispanic	40.08	51.03	29.67	90.68	82.85	67.23	6.59
Asian or Pacific Islander, Non-Hispanic	57.47	54.96	41.83	89.98	79.79	56.69	6.78
Native American, Non-Hispanic	40.21	41.05	24.52	90.1	82.85	58.42	6.39
Los Angeles County							
Total Population							
White, Non-Hispanic	70.12	72.18	68.22	76.66	67.6	55.1	22.89
Black, Non-Hispanic	46.29	41.09	42.82	84.1	73.91	41.1	14.44
Hispanic	40.7	43.31	34.05	84.98	73.75	44.48	11.98
Asian or Pacific Islander, Non-Hispanic	68.38	72.86	66.73	82.22	68.98	51.22	13.86
Native American, Non-Hispanic	54.75	55.06	48.03	77.8	69.62	45.65	20.02
Population below federal poverty line							
White, Non-Hispanic	61.23	66.91	61.96	79.48	71.45	55.51	20.59
Black, Non-Hispanic	29.03	29.31	27.29	85.47	76.25	30.59	12.84
Hispanic	28.75	35.77	26.1	87.23	76.67	41.99	10.38
Asian or Pacific Islander, Non-Hispanic	61.63	70.67	62.58	83.88	72.41	51.16	13.3
Native American, Non-Hispanic	41.92	47.9	41.36	84.81	73.95	51	12.82

The higher scores between the Los Angeles County and the City of Montebello have been shaded green for ease of comparative analysis.

Table 3.5. Opportunity Indicators, by Race/Ethnicity. Source: HUD AFFH Data, 2020.

Regional Trend: Montebello is intrinsically integrated within the Los Angeles County. In the Los Angeles County, Hispanic residents are most likely to be impacted by poverty and school proficiency.

Local Trend: Montebello has lower labor force participation and human capital compared to the County. Montebello residents are more likely to utilize public transit, have a lower the cost of transportation, and better access to employment opportunities compared to the County. The potential exposure to harmful toxins is higher in both the County and the City of Montebello. The health and environmental quality of the County and the City needs to improve.



TCAC Opportunity Areas (2021) - Economic Score

- < 0.25 (Less Positive Economic Outcome)
- 0.25 - 0.50
- 0.50 - 0.75
- > 0.75 (More Positive Economic Outcome)

Figure 3.10. Regional TCAC Opportunity Areas, Economic Score.
Source: HCD AFFH Data Viewer, 2021.

Regional Economic Score

Figure 3.10 shows economic scores based on poverty, adult education, employment, job proximity, and median home value.

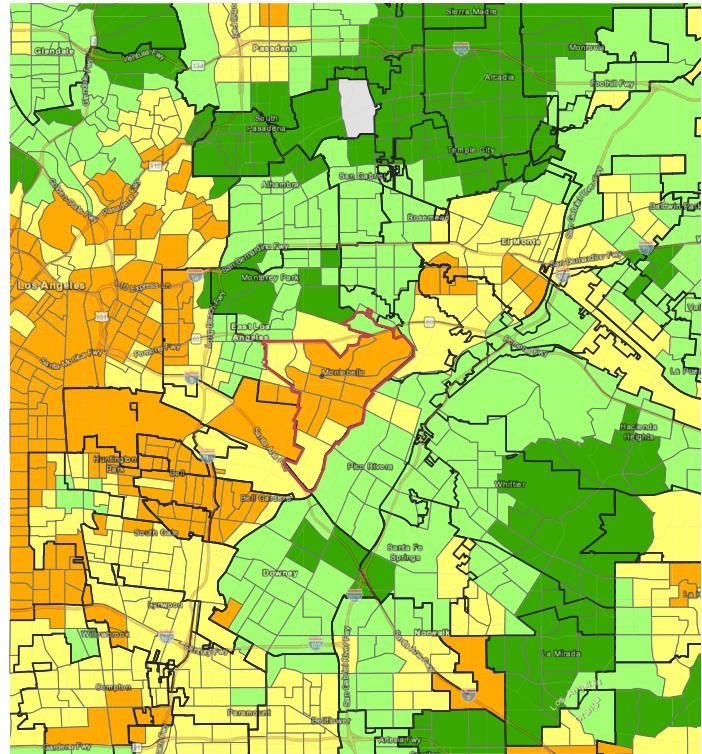
Cities to the north of Montebello, such as Monterey Park, Alhambra, South Pasadena; and cities to the east of Pico Rivera such as eastern portions of Whittier and La Habra Heights have high economic score. Cities to the west such as East Los Angeles and Bell Gardens have lower economic score.

Regional Education Score

High performance schools function not only as centers for providing education but also as hubs for neighborhoods to organize a range of supports and opportunities for children and their families.

The education scores in Figure 3.11 show level of math and reading proficiency, high school graduation rates, and student poverty rates within the region.

Generally, cities west of Montebello have lower educational scores and cities to the north and east have higher educational scores.



TCAC Opportunity Areas (2021) - Education Score

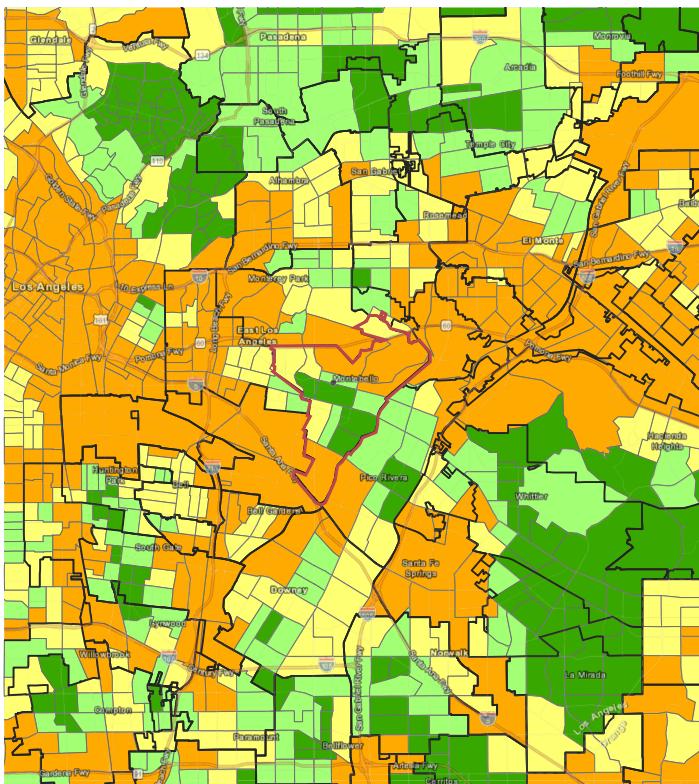
- < 0.25 (Less Positive Education Outcomes)
- 0.25 - 0.50
- 0.50 - 0.75
- > 0.75 (More Positive Education Outcomes)
- No Data

Figure 3.11. Regional TCAC Opportunity Areas, Education Score.
Source: HCD AFFH Data Viewer, 2021.

Regional Environment Score

Figure 3.12 shows potential exposure to harmful toxins. The higher values represent better environment and lesser exposure to harmful toxins. Generally, cities west of Montebello have lower environmental scores and cities to the east have higher environmental scores.

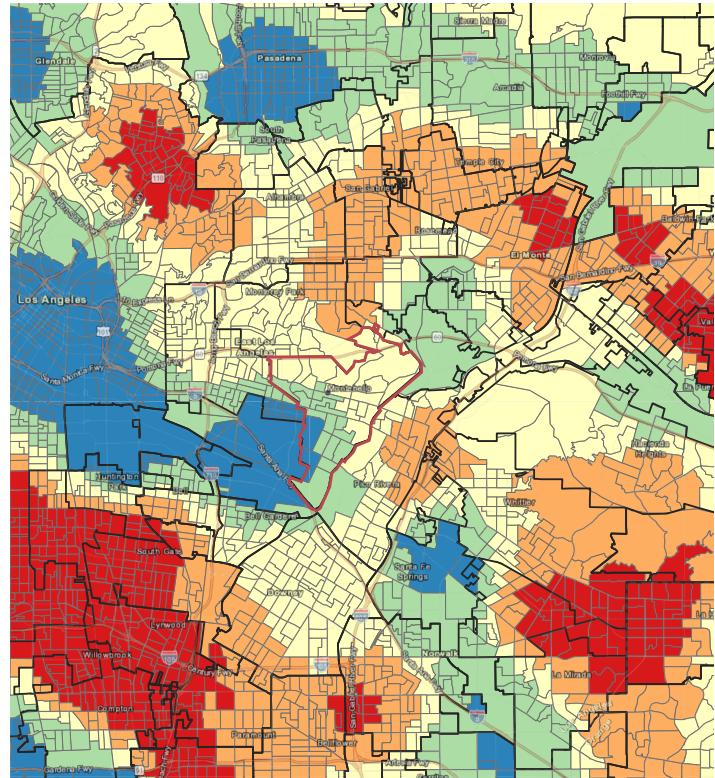
The unique geographic location of Montebello brings unique environmental challenges. For instance, air pollution generated in the southern portions of the region gets carried by the winds and trapped by the mountains to the north. Creative local solutions such as tree planting and measures to reduce greenhouse gas emissions can create a micro-climate of healthy environment.



TCAC Opportunity Areas (2021) - Environmental Score

- < .25 (Less Positive Environmental Outcomes)
- .25 - .50
- .50 - .75
- .75 - 1 (More Positive Environmental Outcomes)

Figure 3.12. Regional TCAC Opportunity Areas, Environmental Score.
Source: HCD AFFH Data Viewer, 2021.



Jobs Proximity Index (HUD, 2014 - 2017) - Block Group

- < 20 (Furthest Proximity)
- 20 - 40
- 40 - 60
- 60 - 80
- > 80 (Closest Proximity)

Figure 3.13. Regional TCAC Opportunity Areas, Job Proximity Score.
Source: HCD AFFH Data Viewer, 2021.

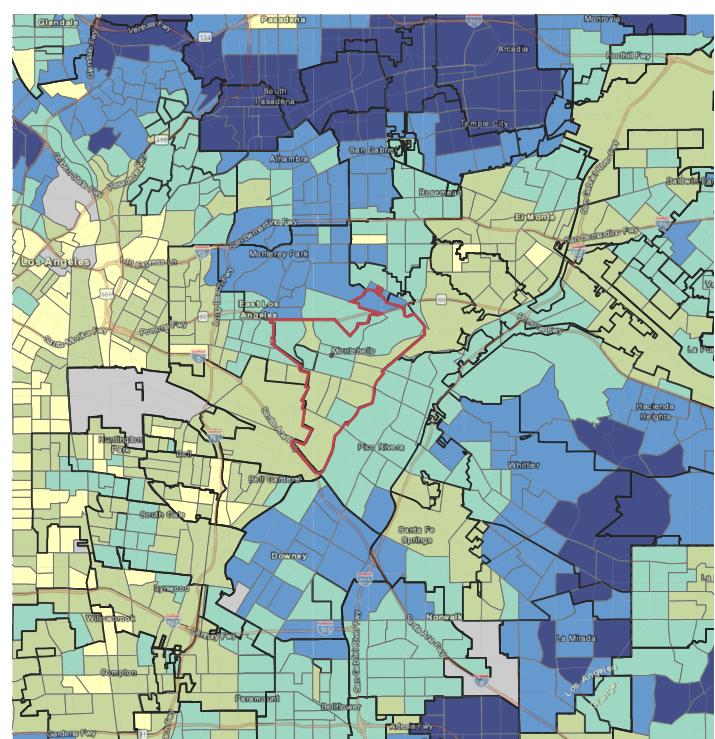
Regional Proximity to Jobs Score

Higher values in Figure 3.13 suggest better access to employment opportunities for residents. Affordable, efficient, and safe transportation options facilitate access to opportunities within the region. Housing and jobs within five minute or half-mile access to transit stop improves access to jobs.

Montebello Bus Lines is the third largest municipal bus system in Los Angeles County. With a fleet of 66 buses, MBL serves over 8 million passengers a year throughout the communities of Alhambra, Bell Gardens, Boyle Heights, Commerce, Downtown Los Angeles, East Los Angeles, La Mirada, Montebello, Monterey Park, Pico Rivera, Rosemead, South Gate and Whittier. Montebello and its surrounding cities have higher scores suggesting better access to employment opportunities for residents.

Composite Score for the Region

Generally the cities with higher resource areas are to the north, south, and east of Montebello. Cities with lower resource areas are to the west (East Los Angeles) and to the northeast (El Monte and Baldwin Park) of Montebello.



TCAC Opportunity Areas (2021) - Composite Score

- Highest Resource
- High Resource
- Moderate Resource
- Low Resource
- High Segregation & Poverty
- Missing/Insufficient Data
- Moderate Resource (Rapidly Changing)

Figure 3.14. Regional TCAC Opportunity Areas, Composite Score. Source:
HCD AFFH Data Viewer, 2021.

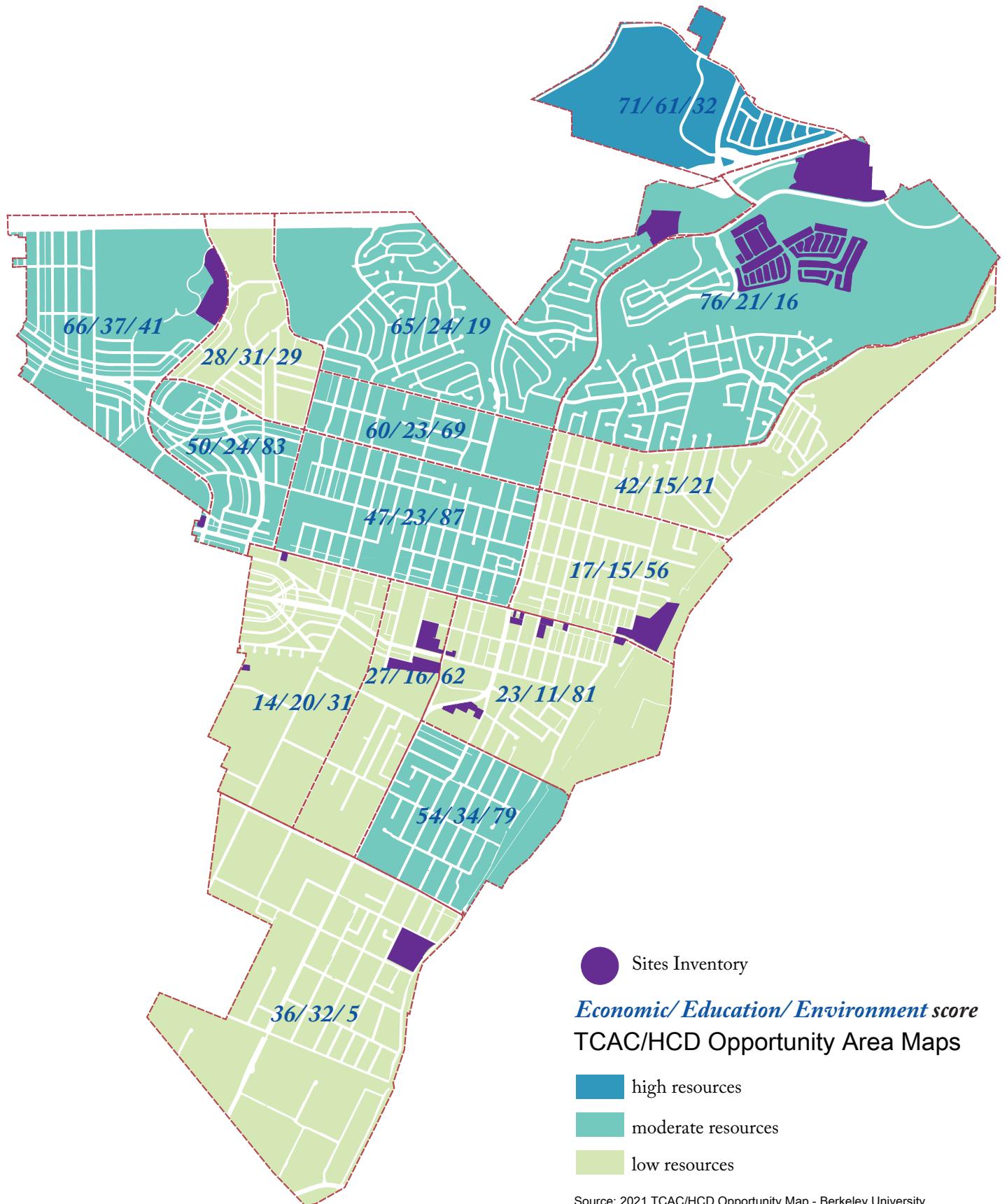
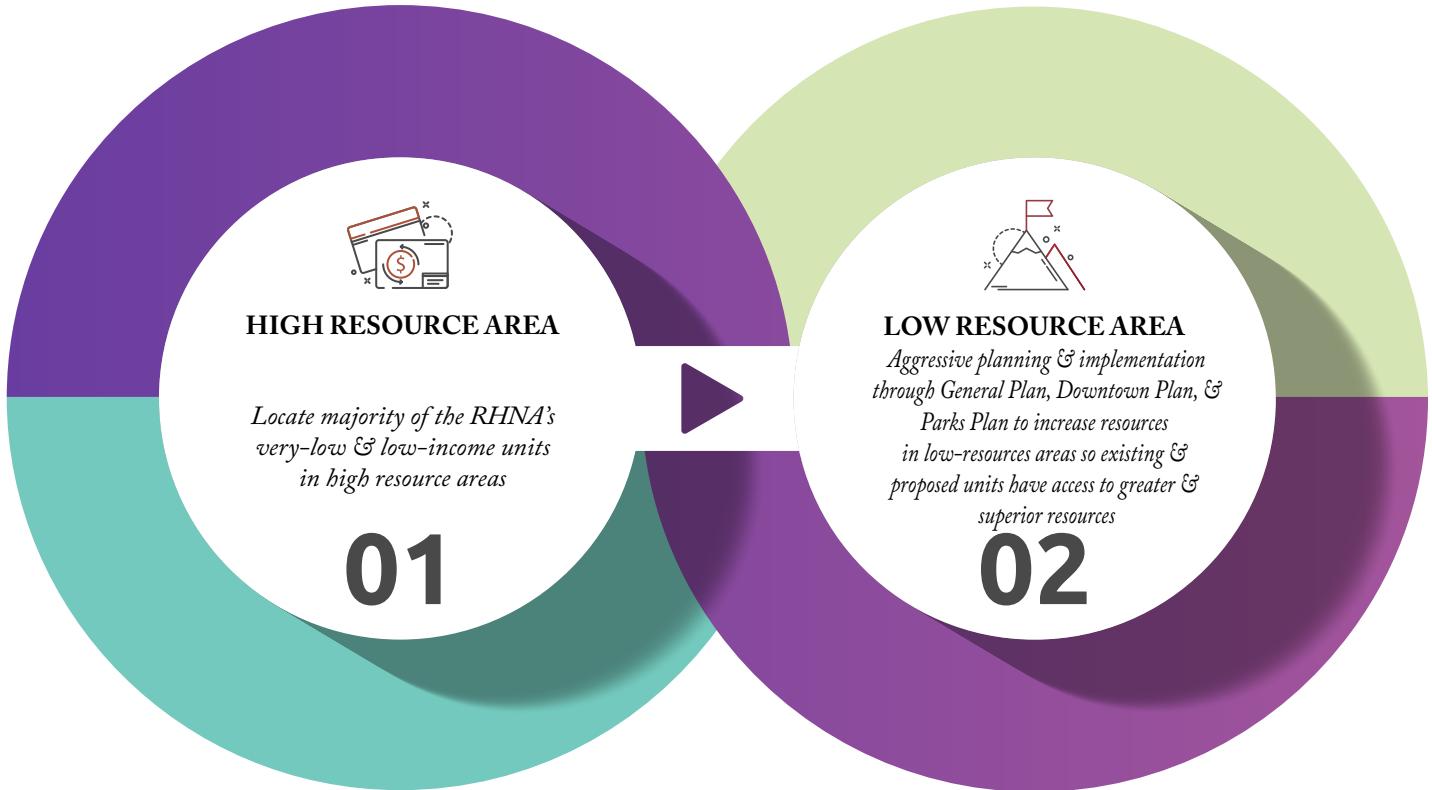


Figure 3.15. California Tax Credit Allocation Committee (TCAC) Opportunity Areas (2021) with Montebello Housing Element Sites Inventory. Source: HCD, AFFH Data Viewer.



Two-part strategy: Increase low-income housing in high resource areas and increase access to resources in low resource areas.

A. Mapping Opportunities

Opportunity mapping is a way to measure and visualize place-based characteristics linked to critical life outcomes, such as earnings from employment, educational attainment, and economic mobility. Opportunity maps can be used to inform how to target investments and policies in a way that is conscious of the independent and inter-related effects that research has shown places have on economic, educational, and health outcomes. These opportunity maps are made from composite scores of three different domains made up of a set of indicators. Based on these domain scores, tracts are categorized as Highest Resource, High Resource, Moderate Resource, Moderate Resource (Rapidly Changing), Low Resource, or areas of High Segregation and Poverty.

Opportunity map scores for Montebello census tracts are presented in Figure 3.10. A single-tract north of State Route-60 is considered high resource. Most tracts in the northern section of the City and one tract in the southeastern area of the City are categorized as modest resource, two tracts are considered high resource, and one tract in the western corner on the City is considered moderate resource. There are no tracts in the City that are categorized as areas of high segregation and poverty.

The individual scores for economic, environment, and education domain for each census tract are shown on Figure 3.15.

Figure 3.15 also includes the sites used to meet Montebello's 2021-2029 RHNA. Majority of the larger sites and resulting larger unit count are proposed within the high resource areas. The General Plan update, Downtown Montebello Specific Plan, and the recently adopted Parks Master Plan are all targeting new resources such as light rail transit, parks, and improvements to the facilities and infrastructure within the low resources areas where the remainder of the units are proposed.

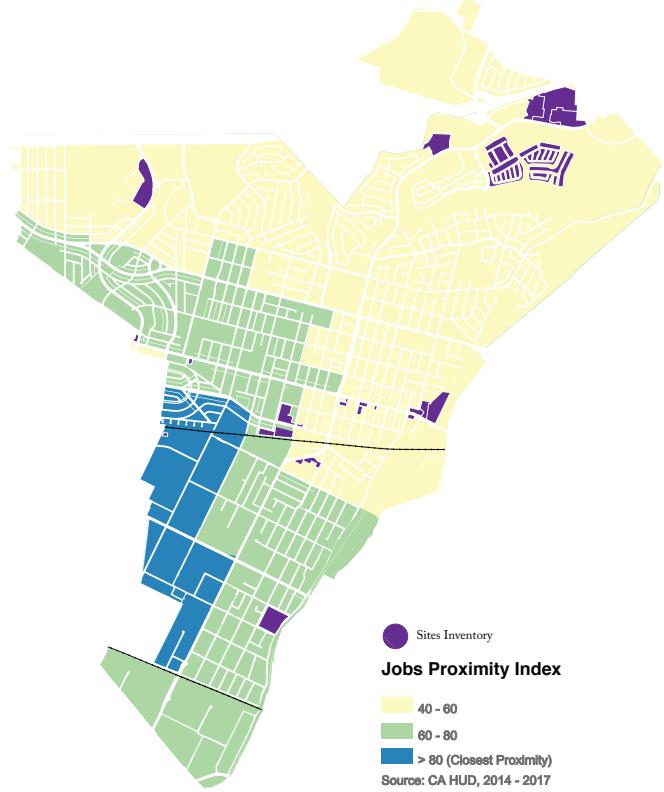
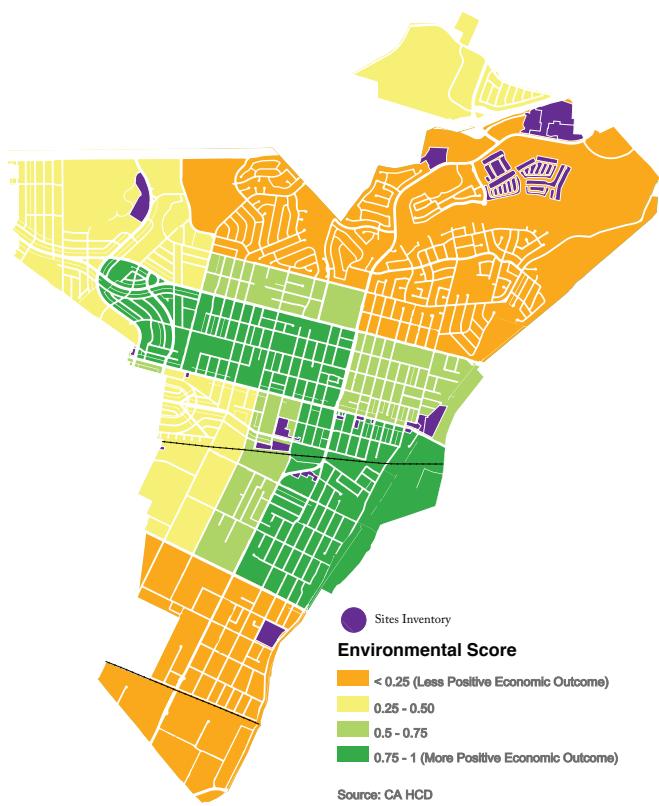
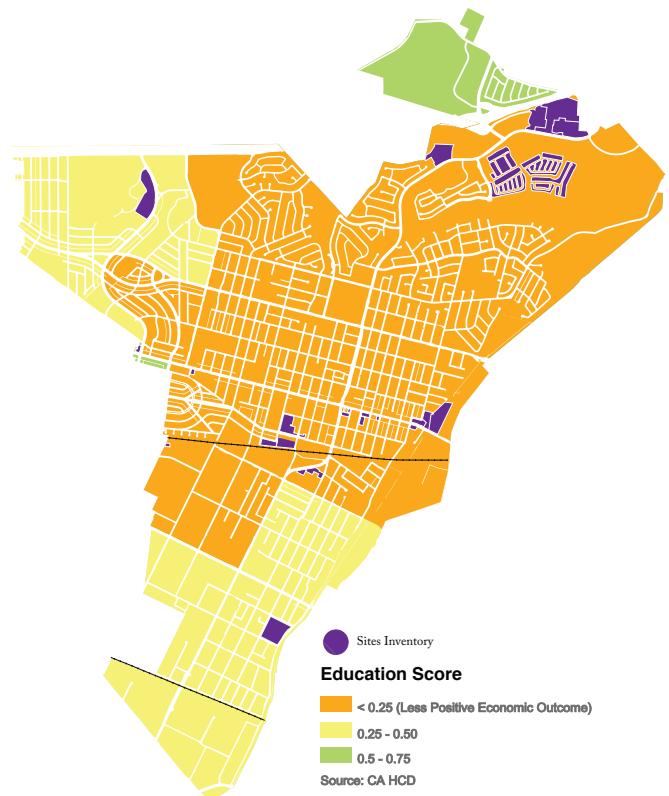
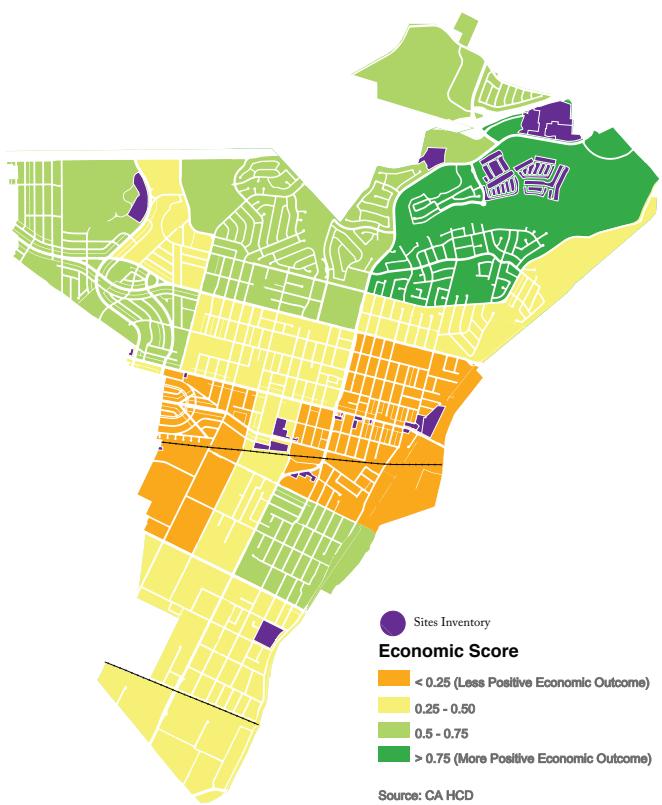
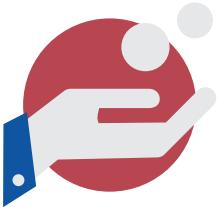


Figure 3.16 (top left). Economic Score. Figure 3.17 (top right). Education Score. Figure 3.18 (bottom left). Environmental Score. Figure 3.19 (bottom right). Job Proximity Index.



1. Economic

The economic scores are based on poverty, adult education, employment, job proximity, and median home values. According to the 2021 TCAC/HCD map presented in Figure 3.16, the economic scores in the highest quartile were to the north, while two census tracts in the central area has lower economic scores. The mix scores are similar to other surrounding cities in Los Angeles County.

The City provides a listing of public services agencies and homeless resources, and links to social service agencies. In addition, the City supports other government agencies, private developers, and nonprofit agencies that are involved in creating affordable housing and economic opportunities for low- and moderate-income residents. Additionally, using CDBG and most recently, CDBG-CV funds, the City supports local non-profits such as YMCA, Mexican American Opportunity Foundation, Heart of Compassion, and the newly established Montebello Community Assistance Program which strive to address the needs of underserved persons in the community.

2. Education



Montebello Unified School District (MUSD) serves approximately 26,000 students from Headstart to grade twelve. There are seventeen elementary schools, six intermediate schools, four comprehensive high schools, an alternative high school, and community day school.

As shown in Figure 3.17, the tract north of State Route-60 received score of 0.5 to 0.75. The northwest and southern tract of the City received a lower education score of 0.25 to 0.50. The rest of the City tracts received the lowest education scores of less than 0.25. These education scores are based on math and reading proficiency, high school graduation rates, and student poverty rates.

Based on a review of performance on the state indicators and local performance indicators included in the California School Dashboard, Montebello USD has made a significant (3.2%) increase in the graduation rate. Additionally, the two student groups with the lowest graduation rates made very large increases to their graduation percentages: English Learners (12.1% increase) and Students with Disabilities (5.9% increase). Another significant student group, Foster Youth, experienced a graduation rate increase of 16.8% to 88.5%, where the rate is only 59% state-wide.

District and school personnel are specifically assigned to support our Foster and Homeless students. MUSD connects with county services to support students in transition and who have experienced multiple adverse childhood experiences (ACEs). Personnel throughout the district have worked to understand how ACEs affect a student's ability to learn and perform in school. This emphasis will continue. Dashboard data indicate the MUSD's chronic absenteeism declined significantly and is below the state average. The MUSD homeless student group suspension rate (2.9%) made a 0.7% decline to just above the district average and is in the green performance level. This is especially significant when the state average is 5.9%.

3. Environment



The environmental score mirrors the California Office of Environmental Health Hazard Assessment (OEHHA)'s approach to CalEnviroScreen 3.0, a risk assessment methodology based on twelve indicators used to measure the cumulative impacts of pollution-related exposures and environmental effects. Exposure indicators include: ozone concentrations, PM2.5 concentrations, diesel PM emissions, drinking water contaminants, pesticide use, toxic releases from facilities, and traffic density. Environmental effect indicators include: cleanup sites, groundwater threats, hazardous waste generators and facilities, impaired water bodies, and solid waste sites and facilities.

Figure 3.18 shows that tracts in the northeastern, and southern corners of Montebello received environmental scores in the lowest quartile. The proximity of State Route 60, high traffic volumes, oil wells to the north; and Interstate-5 and industrial land uses to the south shape the poor environmental scores for these tracts. Tracts in central section of Montebello scored the highest quartile for more positive environmental outcomes.



4. Transportation

Transportation service began in Montebello in 1910 with one motorized coach. By 1917, there were four private companies competing for passengers among the influx of workers drawn to the area. In 1922, two years after the incorporation of the City of Montebello, the City officially initiated a municipal bus service. Six years later, the City sold the operation to the Motor Transit Company, a division of Southern Pacific Railroad. Motor Transit later became Pacific Electric, operators of the famed “red cars.”

In 1931, the City purchased the lines back from the Motor Transit Company and launched its second municipal bus line. The City purchased a lot on Greenwood Avenue with a fleet of four coaches and began Montebello Bus Lines (MBL).

Montebello Bus Lines’ (MBL) primary responsibility is to provide transportation services to residents of Montebello and neighboring cities. MBL is the third largest municipal bus system in Los Angeles County, behind Long Beach Transit and Santa Monica’s Big Blue Bus. With a fleet of 66 buses, MBL serves over 8 million passengers a year throughout the communities of Alhambra, Bell Gardens, Boyle Heights, Commerce, Downtown Los Angeles, East Los Angeles, La Mirada, Montebello, Monterey Park, Pico Rivera, Rosemead, South Gate and Whittier.

HUD’s Job Proximity Index can be used to show transportation need geographically. Block groups with lower jobs proximity indices are located further from employment opportunities and have a higher need for transportation. As shown in Figure 3.19, employment opportunities are very accessible for most block groups in the City. Block groups in the southwest sections of the City are located closest to employment opportunities. Employment opportunities are slightly less accessible on the northeastern side of the City. This area is considered high and moderate resource according to the Fair Housing Task Force maps (Figure 3.15).

The City’s General Plan update and Downtown Montebello Specific Plan proposes a safe, interconnected, multimodal transportation system that meets the needs of all users, of all ages and abilities. The policies and actions encourage travel by a variety of modes, including walking, bicycling, and public transit to reduce dependency on private automobiles. These Plans highlight the ability to connect people to high resource areas within the City and the region via active transportation (walking, biking, transit).

5. Disproportionate Housing Needs

Disproportionate Housing Needs typically refers to a condition in which significant disparities exist in the proportion of members of a protected class experiencing a category of housing need when compared to members of any other relevant groups, or the total population experiencing that category of housing need in the applicable geographic area. For this definition, categories of housing need are based on such factors as cost burden and severe cost burden, overcrowding, homelessness, and substandard

housing conditions. This analysis is important to understand how some groups of individuals experience severe housing needs when compared to other populations within a local level and region. Particularly important to this analysis is local data and knowledge, since some areas could be impacted by market conditions that put households at risk of displacement or pending or upcoming planning decisions that may exacerbate displacement risk.

A. Cost Burden

Figure 3.20 compares cost burdened owner households using the 2010-2014 and 2015-2019 ACS. The proportion of cost bur-

dened homeowners has decreased in the southern portion of the City, since the 2010-2014 ACS.



Figure 3.20. Overpayment Homeowners. Source: HCD AFFH Data Viewer.

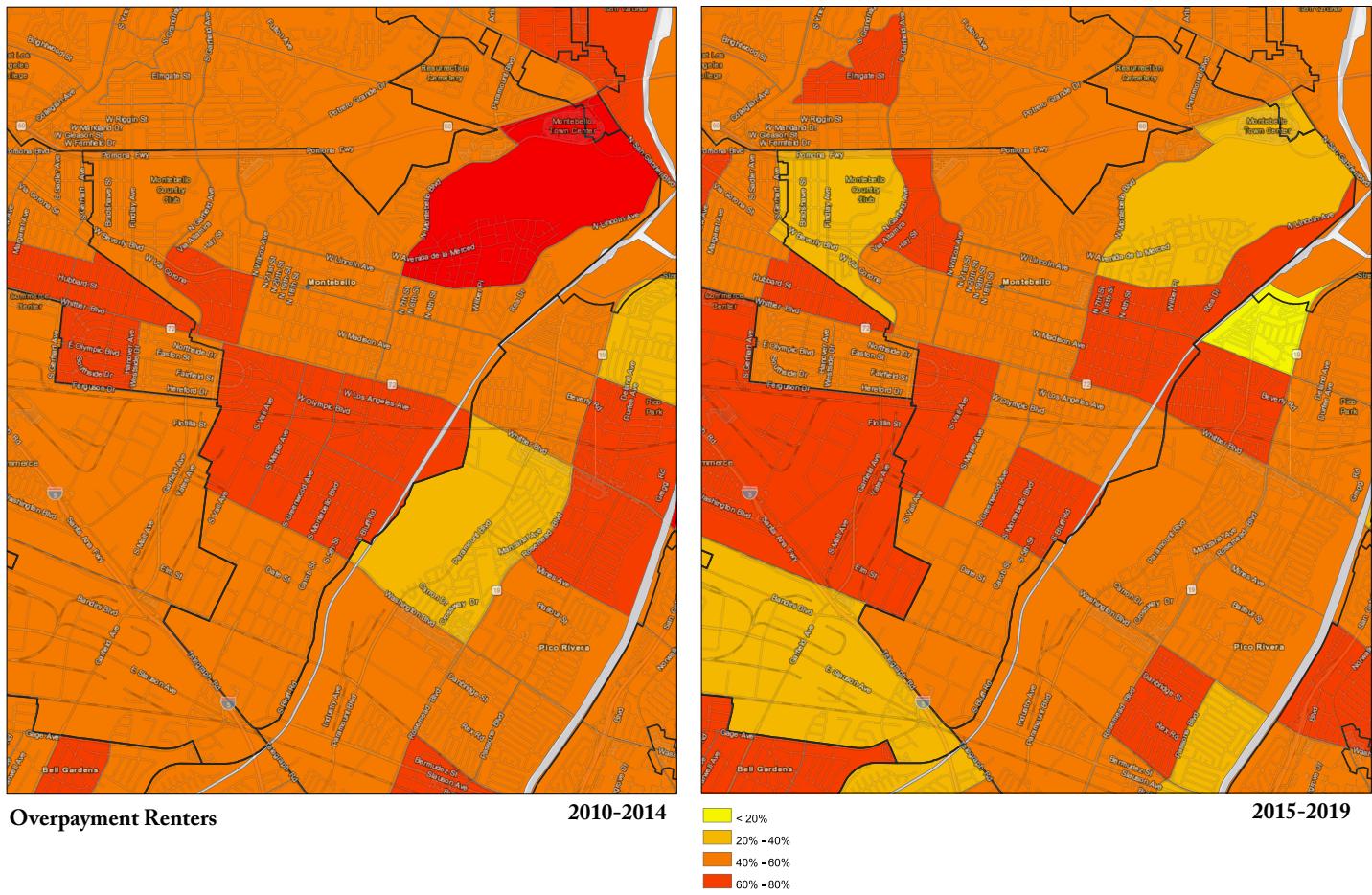


Figure 3.21. Overpayment Renters. Source: HCD AFFH Data Viewer.

Cost burden trends for renter-occupied households is shown in Figure 3.21. Since the 2010-2014 ACS, the proportion of cost burdened renters has decreased throughout the City.

All identified sites to meet RHNA will have appropriate General Plan recommendation and clear and precise objective

zoning standards within a year of the Housing Element adoption. Predictable process and outcomes will encourage more very low- or low-income housing in the City to aid in lowering the percent of disproportionate housing needs experienced by protected classes.

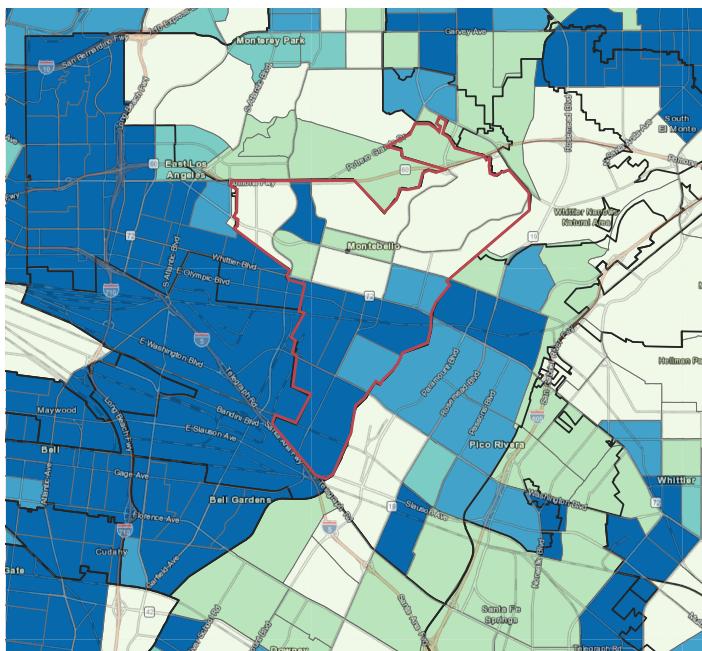


Figure 3.22. Overcrowded Households in the Region.

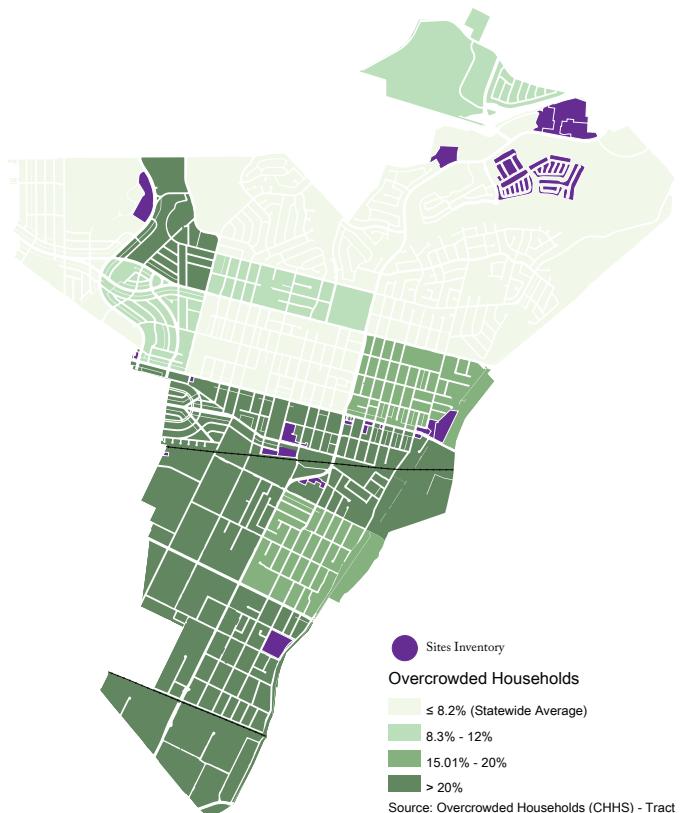


Figure 3.23. Overcrowded Households.

B. Overcrowding

Figure 3.22 shows concentrations of overcrowded households by tract regionally. Overcrowded households are most concentrated to the west and southeast of Montebello in East Los Angeles, Commerce, Bell Gardens, and Pico Rivera.

As discussed in the Community Profile of the Housing Element, 6% of owner-occupied units and 18% of renter dwelling units in Montebello are overcrowded. The rate of overcrowding is far greater for very low-income households. The census tracts with a higher concentration of overcrowded households (>20 percent) are located in the southern portion and the northwestern area, east of Garfield Avenue (darkest green color on Figure 3.23). Overcrowding is defined as housing units where there is more than one person per room, suggesting there is a disproportionate need for affordable, larger housing units in these census tracts. Within the 2021-2029 Housing Element, Program #6 is aimed at providing incentives and support for affordable housing, including larger units for families to reduce instances of overcrowding.



C. Substandard Housing Conditions

Incomplete plumbing or kitchen facilities can be used to measure substandard housing conditions. In Montebello 130 households lack complete plumbing facilities, 214 households lack kitchen facilities, and 366 households have no telephone services. The percentages are relatively low and comparable to the County.

	LA County	Montebello
Lacking complete plumbing facilities	15,082	0.5%
Lacking complete kitchen facilities	50,264	1.5%
No telephone service available	57,649	1.7%

Table 3.6. Substandard Housing Conditions. Source: ACS 2019 5-year Estimates Data Profiles.

Housing age can also be used as an indicator for substandard housing and rehabilitation needs. In general, residential structures over 30 years of age require minor repairs and modernization improvements, while units over 50 years of age are likely to require major rehabilitation such as roofing, plumbing, and electrical system repairs.

Table 2.14 and Figure 3.24 shows that about 64.7% of all housing units in Montebello were constructed prior to 1970, compared to about 60.5% of those in the County as a whole.

Code Enforcement

The City's Code Enforcement Division enforces compliance with current building and safety standards as well as state and local laws intended to alleviate public nuisances. The Code Enforcement Division seeks to maintain a high quality of life for residents and visitors by addressing health and safety hazards, visual blight and other deficiencies in the current housing stock.

Most code enforcement activities are either complaint-driven or the result of observations of City staff. An estimated 20-25% of housing units that are inspected by Code Enforcement staff are found to be substandard and in need of rehabilitation. This estimate is based on Code Enforcement observations of typical enforcement activities and age of the City's housing stock.

The Code Enforcement Division proactively initiates and responds to complaints regarding municipal code violations; conducts initial and follow-up inspections; issues notice of violations, issues administrative citations for non-compliant properties, and forwards to the City Attorney's office for possible prosecution. The primary goal is to gain voluntary compliance through education prior to any citation being issued.

The City is divided into three geographic areas with an assigned officer:

- East quadrant is north of Olympic Blvd and East of Howard/12th;

- West quadrant is north of Olympic Blvd and West of Howard/12th; and
- South quadrant is South of Olympic Blvd.

The East and West areas of the City receive a majority of complaints related to general property maintenance violations and graffiti. The type of violations include: trash cans stored in public view, overgrown vegetation and outdoor storage of personal items. The average time to close a case for these type of violations in these areas is approximately 22 days.

In addition to property maintenance violations and graffiti, the South portion of the City receives increased complaints related to illegal dumping, parking violations and homeless encampments. The average time to resolve a property maintenance violation in the South portion of the City is 30 days.

Increased overcrowding in the City reduces the ability to conduct pro-active enforcement which diminishes the overall health and safety of the community. More city programs are needed to assist residents and business owners in gaining compliance.

During the 2021-2029 Housing Element Planning cycle, Code Enforcement Division will continue to increase proactive enforcement throughout the City. Additional resources will be needed to proactively address and concentrate on substandard housing complaints. In addition, the need to work closely with the Housing Division to identify abandoned properties for abatement or assistance will be necessary.

Windshield Survey: On April 14, 2022, the City Staff conducted a windshield survey of over 200 homes to document the number of residential units that are in need of rehabilitation or replacement. The northern portion is recently built and the structures are in relatively stable conditions. The City Staff surveyed the following neighborhoods in the southern portion of the City:

1. Southeast portion of the intersection of Whittier Boulevard and Greenwood Avenue;
2. Southeast portion of the intersection of Olympic Boulevard and Greenwood Avenue;

3. Southwest portion of the intersection of Bluff Road and Mines Avenue; and
4. Southeast portion of the intersection of Montebello Boulevard and Jacmar Drive.

Based on the neighborhoods surveyed, Staff identified a total of 66 housing units that were found to be substandard and in need of rehabilitation. Staff observed that the majority of homes were in need of a new roof or stucco repair. Many residential units, while still habitable, were showing various stages of disrepair.

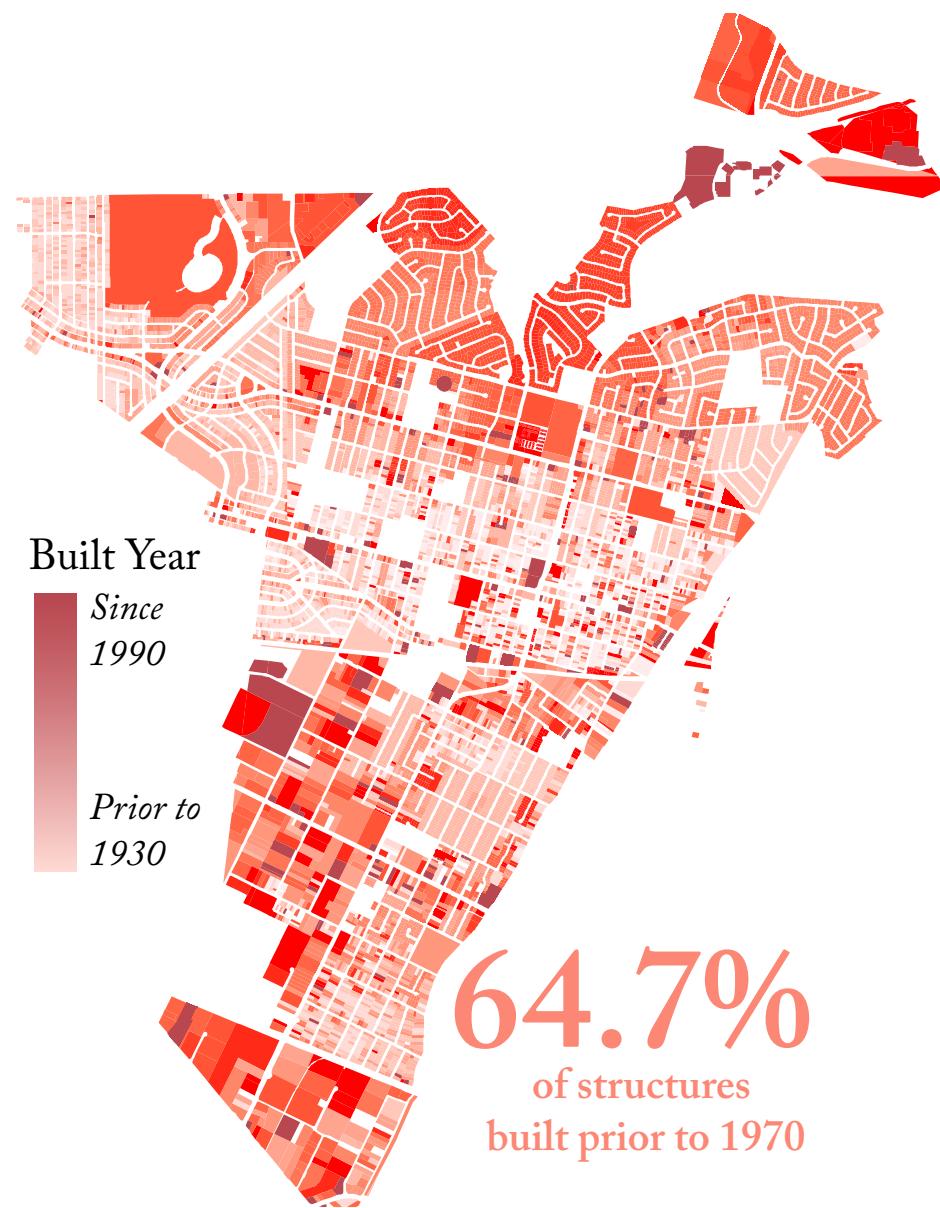


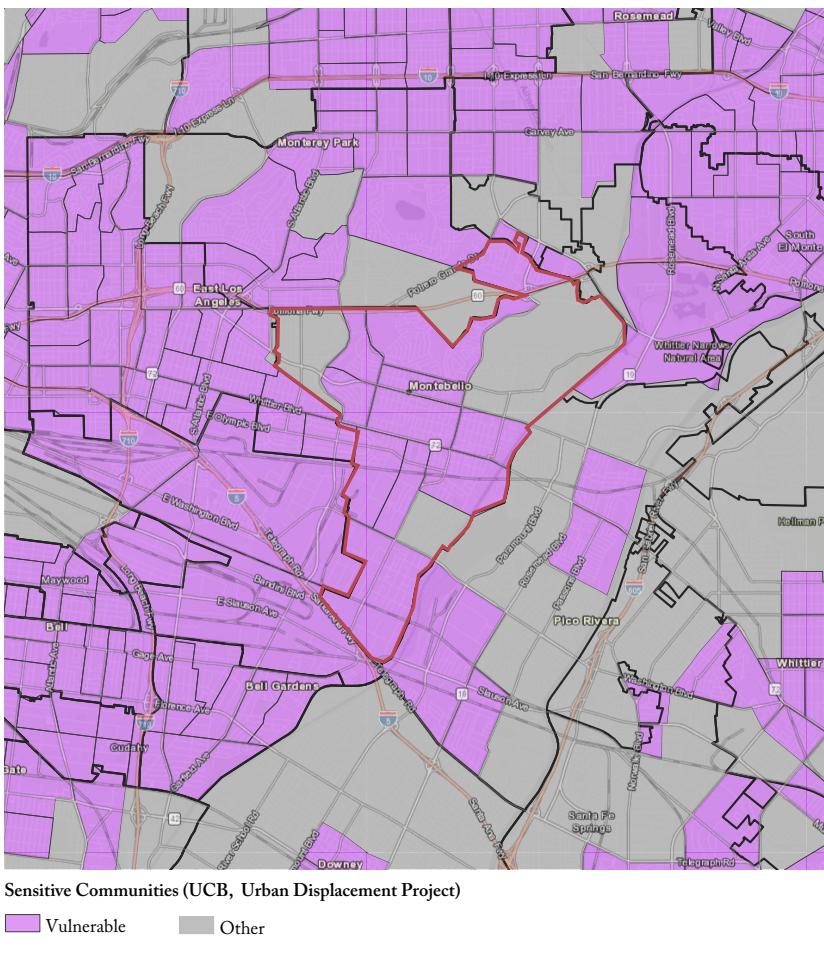
Figure 3.24: Age of Housing Stock

Housing units built prior to 1978 may contain lead-based paint in deteriorated condition. Lead-based paint becomes hazardous to children under age six and to pregnant women when it peels off walls or is pulverized by windows and doors opening and closing. The City of Montebello provides to the public educational

resources related to lead-based paint hazards through the Annual Action Plan, brochures distributed and public announcements. All CDBG- and HOME-funded housing programs and projects have incorporated lead-based paint hazard reduction efforts.



Before (top) and after (bottom) image of 1914 W. Victoria Ave. An example of a property brought into compliance through code enforcement actions.



Sensitive Communities (UCB, Urban Displacement Project)

Purple = Vulnerable Grey = Other

Figure 3.25. Sensitive communities in the region at risk of displacement.

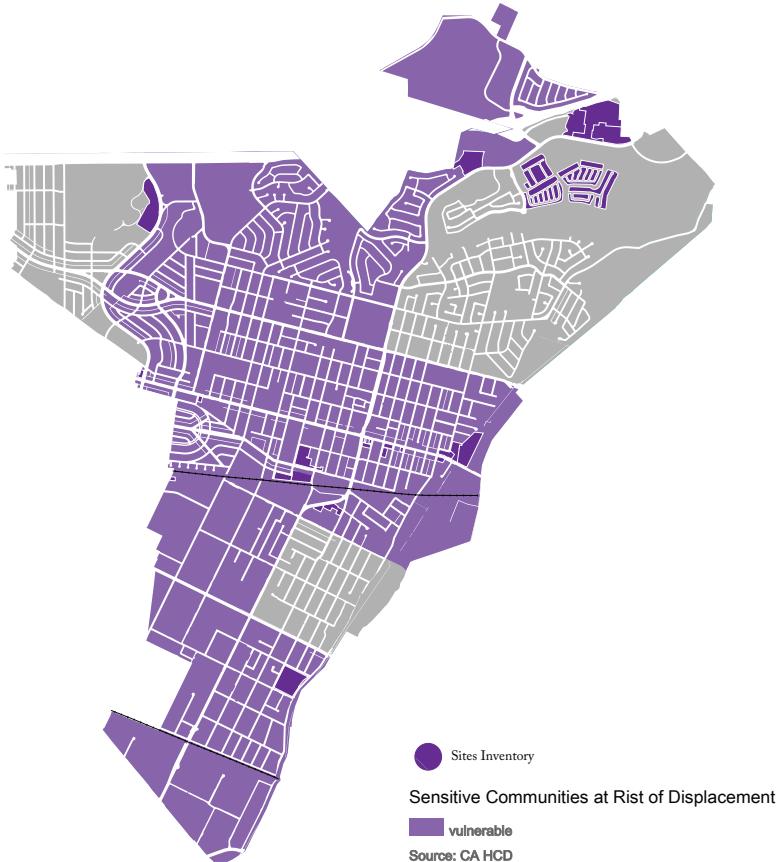


Figure 3.26. Sensitive communities at risk of displacement.

D. Displacement

HCD defines sensitive communities as communities that “currently have populations vulnerable to displacement in the event of increased development or drastic shifts in housing cost.” The following characteristics define a vulnerable community:

- The share of very low income residents is above 20%; and
- The tract meets two of the following criteria:
 - » Share of renters is above 40%,
 - » Share of people of color is above 50%,
 - » Share of very low-income households (50% AMI or below) that are severely rent burdened households is above the county median,
 - » They or areas in close proximity have been experiencing displacement pressures (percent change in rent above County median for rent increases), or
 - » Difference between tract median rent and median rent for surrounding tracts above median for all tracts in county (rent gap).

Figure 3.25 shows sensitive communities at risk of displacement in the region. City of Los Angeles, East Los Angeles, and parts of the San Gabriel Valley are vulnerable communities around Montebello.

HCD has identified multiple tracts in Montebello with populations that may be vulnerable to displacement in the event of increased redevelopment or drastic shifts in housing cost (Figure 3.26). These tracts also have higher concentrations of racial/ethnic minorities, LMI households, and cost burdened renters.

The majority of new growth in this Housing Element is directed in high and moderate resource areas (see Figure 3.15). This takes pressure off sensitive communities vulnerable to displacement. By welcoming homes where they are most desired, and where land values are highest, Montebello will channel much of a city's growth into its opportunity-rich quarters.