

**RELOCATION IMPACT REPORT**

(Form #)

State of California  
Department of Transportation  
**REVISED DRAFT RELOCATION IMPACT REPORT**  
**New Freeway/Expressway & possible Toll Facility**

**Revised August 20, 2014**  
Palmdale to Apple Valley, CA  
New SR 138/E-220  
07 – LA & San Bernardino - Rte 138- KP(PM)  
0712000035 (EA: 2600U0)

**SUMMARY OF RELOCATION IMPACT REPORT:** The proposed New State Route 138 (SR 138) Freeway/Expressway Project impacts the City of Palmdale, and unincorporated areas of Los Angeles County and San Bernardino County. This report is concerned with potential challenges that may be caused by the displacement of existing structures and their occupants by the proposed alternatives and alignments for this project. Seven different alternatives and four variations were reviewed. The alternatives and variations proposed have varying impacts. **Alternative 1- No Build**—This “no build” Alternative and does not impact any properties. **Alternative 3 (Freeway/Expressway) & 4 (Freeway/Tollway)** will create approximately 95 displacees, 91 residential and non-residential unit displacements. **Alternative/Variation 3A & 4A** will create approximately 95 displacees, 92 residential and non-residential unit displacements. **Alternative/Variation 3B & 4B** will create approximately 98 displacees, 91 residential and non-residential unit displacements. **Alternative/Variation 3D & 4D** will create approximately 102 displacees, 93 residential and non-residential unit displacements. **Alternative /Variation 3E & 4E** will create approximately 95 displacees, 70 residential and non-residential unit displacements. Although the alternatives & variations impact different properties, the real estate market for both residential and non-residential properties have sufficient supply that will support the relocation of the displaced owners without negatively impacting the communities. The exception pertains to several of the industrial/manufacturing properties impacted by Variation E and the four Palmdale School District properties impacted by the main project alignment. The acquisition and the relocation of vital Palmdale School District (PSD) facilities will require significant lead time and a substantial financial allocation. The State will have to provide functional replacement property for PSD facilities. The functional replacement process can take up to 8 years to complete. The acquisition and relocation of several of the industrial/ manufacturing properties will require additional lead-time and may require additional financial allotment. USA Services, Inc. and Apex Bulk Transportation are companies that produce & transport various materials such as: waste-by-products, borax, manganese, ore, and limestone. Possible contamination of the soil and or ground water will have to be determined. Presently, the project area is mostly undeveloped land, with limited commercial/industrial use and minimal residential use. All displacees will be treated in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Polices Act of 1970, as amended.

The undersigned has completed this report of the above referenced project and recommends approval of the report.

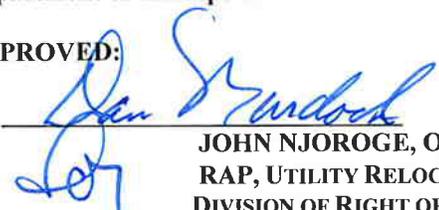
8/20/2014   
Date M. REYNOLDS BROOKS, Associate Right of Way Agent

The undersigned has reviewed and approved this report.

8-20-14   
Date BILLY E. COOPER, SENIOR  
Relocation Assistance Program

STATE OF CALIFORNIA  
Department of Transportation

APPROVED:

By  Date 8-20-14  
JOHN NJOROGE, Office Chief  
RAP, UTILITY RELOCATION  
DIVISION OF RIGHT OF WAY



State of California  
Department of Transportation  
**EXECUTIVE SUMMARY RELOCATION IMPACT REPORT**  
**New Freeway/Expressway & possible Toll Facility**

Palmdale to Apple Valley, CA  
New SR 138/E-220  
07 – LA & San Bernardino - Rte 138- KP(PM)  
0712000035 (EA: 2600U0)

**EXECUTIVE SUMMARY OF RELOCATION IMPACT REPORT:** The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), proposes the construction of the High Desert Corridor (HDC) as a new transportation facility in the High Desert region of Los Angeles and San Bernardino counties. The proposed 63-mile long east-west facility would provide route continuity and relieve traffic congestion between Route 18 and Route 395 in San Bernardino County with Route 14 in Los Angeles County. The project would comprise of one or more of the following major components, including high, tollway, high speed rail transit, bikeway, and green energy facilities.

Several alternatives have been proposed and vetted for compliance with Caltrans' Relocation Assistance Program (RAP) is performed in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24 (42 U.S.C. 4601, et seq). Additionally all relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 U.S.C. 2000d, et seq.). The Highway Beautification Act of 1965 (as amended) and Title 23 CFR Part 750 (23 U.S.C. 131, et seq.). And Functional Replacement regulations codified under Title 23 CFR Part 710 (23 U.S.C. 103, et seq.).

All property types are anticipated to have impacts: Residential (Single Family and Multi residential) and Non-Residential (Industrial, Commercial, Non-Profit, and Agricultural) with the impacts being heaviest in the Cities of Palmdale and Adelanto. Notable displacements include the anticipated functional replacement, pending Federal Highway Administration concurrence, for Palmdale School District properties. Also considered notable are junk yards which will need to be relocated in compliance with the Highway Beautification Act.

The alternatives include: No Build, Freeway/Expressway and Freeway/Tollway Alternatives, and Freeway/Expressway and Freeway/Tollway with High-Speed Rail Feeder Service.

Please take note that parcels included in the attached table "High Desert Corridor Proposed Displacements" are inclusive of "Revised Draft Relocation Impact Report" – dated August 20, 2014 and "Revised Supplemental Report of Rail Feeder Options to New Proposed High Desert Corridor (HDC)" – dated June 11, 2014, and "Revised Supplemental Report of Variation B-1 Alignment (Between Oasis Rd and Caughlin Rd) to the New Proposed High Desert Corridor (HDC)" – dated June 11, 2014. Any variance relates to increased refinement of scope and greater analysis of impacts, as of this date.

High Desert Corridor  
Proposed Displacements

	Alternatives: Freeway/Expressway & Freeway/Tollway											Alternatives: Freeway/Expressway w/ HSR & Freeway/Tollway w/ HSR													
	Main Alignment/ common areas	Var A Main Alignment	Var A	Var B Main Alignment	Var B	Var B1	Var D Main Alignment	Var D	Var E Main Alignment	Var E		Main Alignment/ common areas	Var A Main Alignment	Var A	Var B Main Alignment	Var B	Var B1	Var D Main Alignment	Var D	Var E Main Alignment	Var E	Palmdale Rail Option #1	Palmdale Rail Option #7	XpressWest Rail connection Main Alignment	XpressWest Rail connection Var E
Type of Property																									
Residential	46	1	34	2	2	1	12	2	1	1		26	8	NA	2	2	1	12	3	1	1	0	18	12	20
Non-Residential	24	8	19	1	1	7	7	1	1	11		34	1	NA	1	1	7	7	1	1	4	17	14	0	1
Total	70	9	53	3	3	8	19	3	2	12		60	9	NA	3	3	8	19	4	2	5	17	32	12	21

**RELOCATION IMPACT REPORT (Cont.)**

(Form #)

The undersigned has completed this report of the above referenced project and recommends approval of the report.

*Aydi Lai for Maria Reynolds-Brooks*  
Date: \_\_\_\_\_  
M. REYNOLDS BROOKS, Associate Right of Way Agent

The undersigned has reviewed and approved this report.

*Billy E. Cooper*  
Date: *8/21/2014*  
BILLY E. COOPER, SENIOR  
Relocation Assistance Program

STATE OF CALIFORNIA  
Department of Transportation

APPROVED:  
*[Signature]*  
Date: *8/21/2014*  
JOHN NJORGE, Office Chief  
RAP, UTILITY RELOCATION  
DIVISION OF RIGHT OF WAY

Distribution: Original File: (as applicable) --Region/District R/W Manager; Project Manager; Region/District/RW Branch Managers; Environmental Planning Branch- Design; & Attachments: Project Map, Displacement Map, Replacement Map.

**RELOCATION IMPACT REPORT**

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**SUMMARY AND PROJECT DATA****A. Purpose of Study:**

The purpose of this study is to provide the Department of Transportation, local agencies and the public with information as to what effect a proposed construction of a new freeway/expressway, possible toll or rail facility project would have on the residential and nonresidential occupants within the proposed project alignments. This report is concerned with potential challenges that may be caused by the displacement of existing structures and their occupants by the proposed alternatives and alignments for this project.

This assessment is based on field observations, interviews with real estate professionals and secondary sources of information (Appendix A). Personal interviews were not conducted with homeowners, tenants or commercial occupants. Specific relocation requirements for a selected alternative will be included in the final report.

This document identifies all residential and nonresidential units within the displacement area of each alternative and variation, describes structure characteristics, type of occupant, and population characteristics of the area and community. This document also discusses the availability of residential and nonresidential relocation units and their proximity to the displacement area. **Impacts along alternatives and variations that have alignments outside of the main alignment are addressed according to their occurrence within each jurisdiction. Alternatives 5, 6 & 7 are in conceptual stage and will not be addressed at this time. However, the alternatives may be discussed in subsequent submittals.**

The findings of this document will be incorporated in to the Draft Environmental Impact Statement/Report (DEIS/EIR). The preferred alternative will be identified after the public review of the DEIS/EIR, and the Final Relocation Impact Report will be based on the preferred alternative.

**B. Project description**

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), proposes construction of the High Desert Corridor (HDC) as a new transportation facility in the High Desert region of Los Angeles and San Bernardino counties. The proposed 63-mile-long west-east facility would provide route continuity and relieve traffic congestion between State Route (SR) 18 and United States Highway 395 (US 395) in San Bernardino County with SR-14 in Los Angeles County. The project would comprise of one or more of the following major components, including highway, tollway, rail transit, bikeway, and recommendation for green energy facilities. Figures 1-1 and 1-2 are project vicinity and location maps, respectively.

**BI Purpose and Need**

The purpose of the proposed action is to improve west-east mobility through the High Desert region of southern California by addressing present and future travel demand and mobility needs within the Antelope and Victor valleys. The proposed action is intended to achieve the following objectives:

Increase capacity of west-east transportation facilities to accommodate existing and future transportation demand

- Improve travel safety and reliability within the High Desert region
- Improve the regional goods movement network
- Provide improved access and connectivity to regional transportation facilities, including airports and existing and future passenger rail systems, which include the proposed California HSR system and the proposed XpressWest HSR system
- Contribute to state greenhouse gas (GHG) reduction goals through the use of green energy features

The specific needs to be addressed by the proposed action include:

- Recent and future planned population growth within the High Desert region
- Limited and unreliable west-east connectivity within the High Desert region
- Regional demands for goods movement to support the growth of the regional economy
- Future demands for the use of green energy, including sustainability and green energy provisions in state law and policy

Figure 1-1 Project Vicinity Map

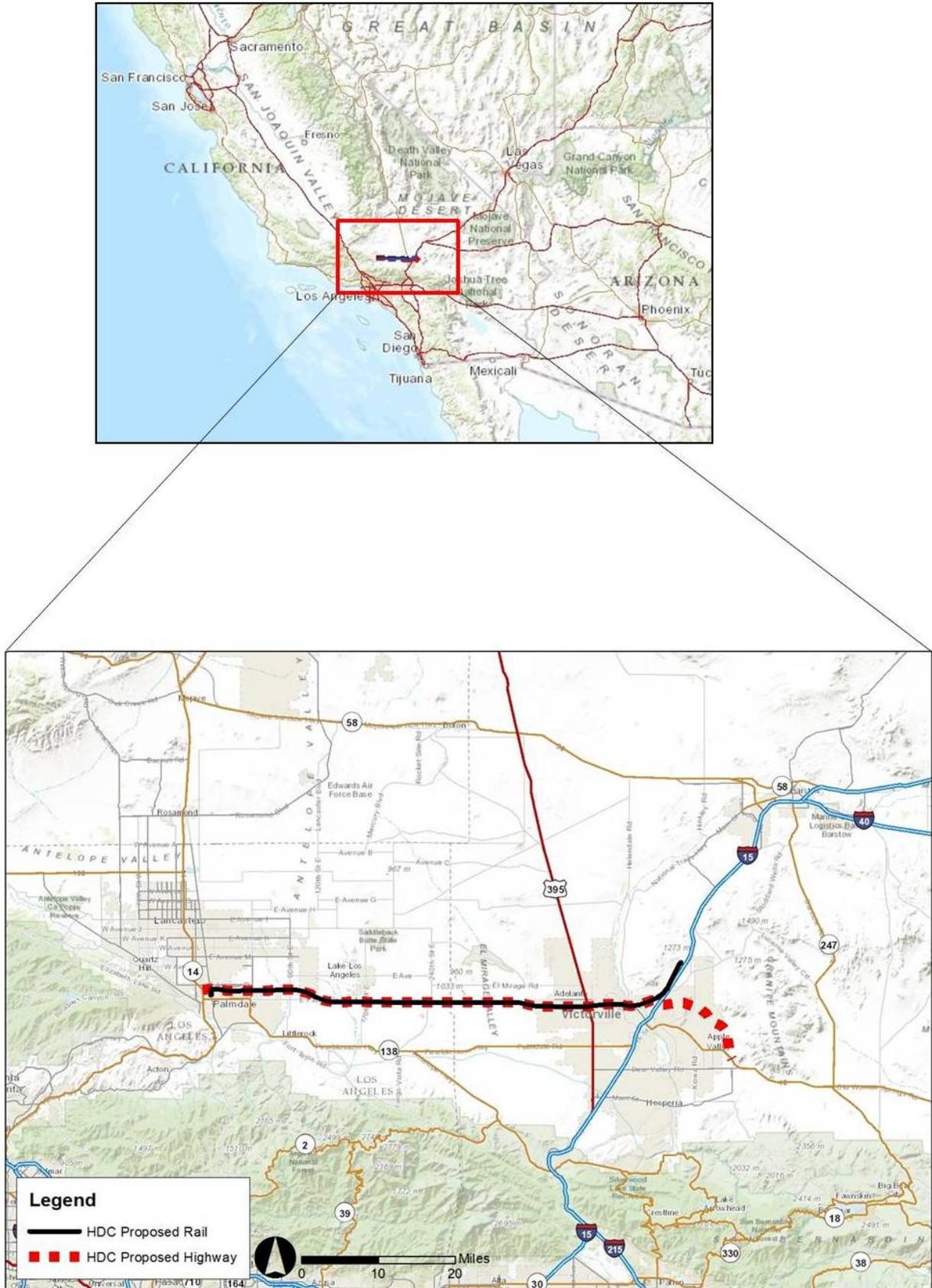
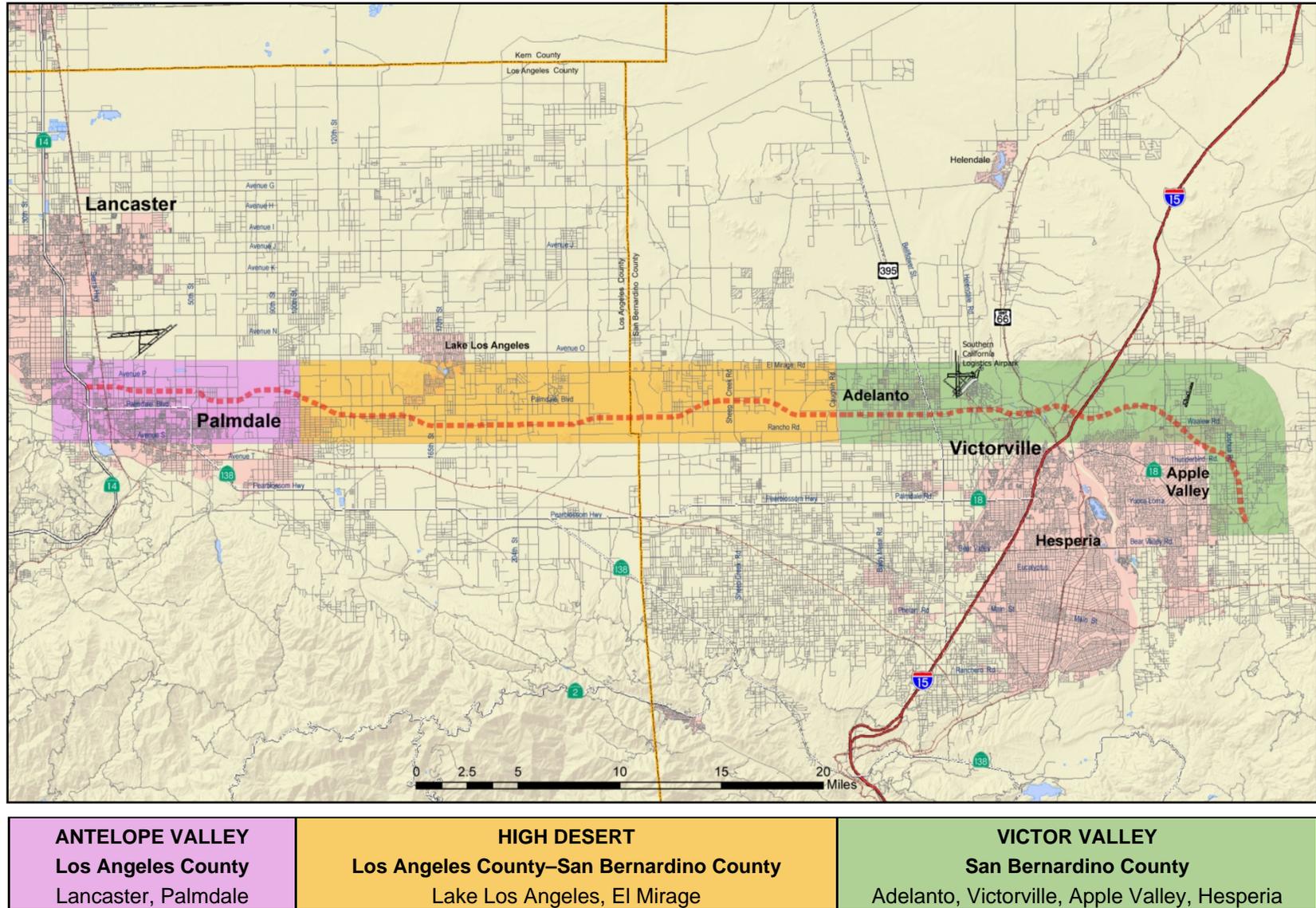


Figure 1-2 Project Location Map



**C Project Alternatives**

Several project alternatives and design variations have been considered and evaluated. A No Build Alternative and four build alternatives were selected for detailed evaluation in the Draft Environmental Impact Report/Environmental Impact Statement.

***No Build Alternative (Alt. #1)***

Under the No Build alternative, no new transportation infrastructure would be built within the project area to connect Los Angeles and San Bernardino Counties aside from existing SR-138 safety corridor improvements in Los Angeles County and SR-18 corridor improvements in San Bernardino County. Traffic circulation and congestion currently experienced on Palmdale Boulevard, Air Expressway, and Happy Trails Highway (existing SR-18) would remain. The no action alternative functions as a baseline to compare against all of the proposed build alternatives.

***Freeway/Expressway Alternative (Avenue P-8, I-15, and SR-18) (Alt. #3)***

This alternative would consist of a combination of a controlled-access freeway and an expressway. It generally would follow Avenue P-8 in Los Angeles County and just south of El Mirage Road in San Bernardino County. This alternative then extends east to Air Expressway Road near I-15 and curves south, terminating at Bear Valley Road. The incorporation of green energy technologies and a bike path along segments of the alternative would also be considered.

Four physical alignment variations are being considered, including:

- Variation A: Near Palmdale, the freeway/expressway would dip slightly south of the main alignment, approximately between 15<sup>th</sup> Street East and Little Rock Wash.
- Variation B: East of the county line, the freeway/expressway would flare out slightly south of the main alignment between Oasis Road and Coughlin Road. \*Variation B1 would be at the same location, but it would flare out a little less and pass through the Krey airfield.
- Variation D: Near the community of Lake Los Angeles, the freeway/expressway would dip slightly south of the main alignment, just south of Avenue R approximately between 180<sup>th</sup> Street East and 230<sup>th</sup> Street East.
- Variation E: Near Adelanto and Victorville, the freeway/expressway would dip south of the federal prison.

***Freeway/Tollway Alternative (Avenue P-8, I-15, and SR-18) (Alt. #4)***

This alternative would follow the same physical alignment as the Freeway/Expressway Alternative (including Variations A, B, D, and E), but it would have a section between 100<sup>th</sup> Street East and US 395 operate as a tollway. Details of this operating feature are being evaluated as part of an ongoing P3 analysis. The incorporation of green energy technologies and a bike path would also be considered.

***\*Freeway/Expressway Alternative with High-Speed Rail (HSR) Feeder/Connector Service***

This alternative would be the same as the Freeway/Expressway Alternative except that it would also include an HSR Feeder/Connector Service between the cities of Palmdale and Victorville. The HSR Feeder/Connector Service would utilize proven steel wheel-on-steel track technology and have a design speed of 180 miles per hour (mph) with an operating speed of 160 mph. Additional details of this operating feature, including the type of train technology (i.e., electric versus diesel-electric), its location in relation to the HDC (median-running alignment), and its connections to existing and proposed rail stations, are being evaluated as part of an ongoing Rail Alternatives Analysis. The incorporation of green energy technologies and a bike path would also be considered.

***\*Freeway/Tollway Alternative with High-Speed Rail Feeder/Connector Service***

This alternative would be the same as the Freeway/Expressway Alternative except that it would also include an HSR Feeder/Connector Service between the cities of Palmdale and Victorville. The incorporation of green energy technologies and a bike path would also be considered.

*\*Impacts associated with these Alternatives/Variations are addressed in two additional studies: "Revised Supplemental Report of Rail Feeder Options to New Proposed High Desert Corridor (HDC)" – dated June 11, 2014, and "Revised Supplemental Report of Variation B-1 Alignment (Between Oasis Rd and Coughlin Rd) to the New Proposed High Desert Corridor (HDC)" – dated June 11, 2014.*

**RELOCATION IMPACT REPORT (Cont.)**

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Is there a “core” corridor common to all alternates? Yes  No  Explanation or comments:

The physical alignment of the common corridor is referenced in this report as the main project alignment. The alignment begins at Route 14 and it parallels Avenue P-8 within Los Angeles County and it runs just south of El Mirage Road in San Bernardino County. The alignment then extends to Air Expressway Road near I-15 and curves south and terminates at Bear Valley Road. \*\* There is no preferred alternative at the time of this report.

D. **Basis of Findings:** The sources used in the preparation of this report were both primary and secondary in nature. They include project development, public documents, the U.S Census, community websites, local realtors, field surveys. Specific sources used are identified in the Bibliography.

E. **Displacement Area:**

The project area is located within the High Desert. The area is located to the east of State Route 14, and to the north of existing State Route 138. The High Desert is an unofficial geographic term used to refer to an area of southern California, located to the northeast of the San Gabriel Mountains. The High Desert may be defined as the area bounded by the San Gabriel Mountains and the Tehachapi Mountains, and extending varyingly into the Mojave Desert’s Basin and Range Province to the east. The High Desert most commonly refers to the Antelope Valley and Victorville area, as well as the Edwards Air Force Base region to the north. The area is mostly vacant, developed primarily with minimal industrial and pocket residential subdivisions.

The Los Angeles County police and fire departments serve the City of Palmdale and unincorporated areas of Los Angeles County. The San Bernardino County Sheriff’s Department and Fire Department serves the Town of Apple Valley, the Cities of Adelanto and Victorville, as well as unincorporated areas of San Bernardino County. The High Desert areas discussed in this report are discussed according to their jurisdictions - the City of Palmdale, Unincorporated Los Angeles County- Littlerock, Llano and Lake Los Angeles, as well as, Unincorporated San Bernardino County- Adelanto, Victorville, and Apple Valley.

The main project alignment crosses through all of the above named jurisdictions. The description of the displacement area will be addressed in accordance with each jurisdictional area. Beginning at the western end of the alignment moving east and into towards San Bernardino County. General information concerning the *Area Type; Housing Characteristics, Business Characteristics; Non-Profit Characteristics; Industrial Characteristics and Agricultural Characteristics* will be addressed. Please note: Agricultural characteristics are primarily addressed in accordance to an agricultural parcel’s ownership, operation and location.

**Table E 1**

<i>Comparative Analysis Displacements Units- Main Alignment Route – (Alt 3 &amp; 4) City/Town</i>	<i>Estimated Residential Units</i>	<i>Estimated Commercial Business Relocations</i>	<i>Estimated Industrial Relocation</i>	<i>Estimated Non- Profit</i>	<i>Estimated Agricultural parcels</i>
<b>Palmdale</b>	6	8	0	8	0
<b>Little Rock</b>	0	0	0	0	1
<b>Llano</b>	0	0	0	0	4
<b>Lake Los Angeles</b>	8	0	0	0	6
<b>City of Adelanto/El Mirage</b>	0	0	2	1	1
<b>Victorville</b>	29 (dilapidated & abandon)	1 (a portion of abandon golf course)	1	0	0
<b>Town of Apple Valley</b>	11	1	1	0	0
<b>Total:</b>	54	10	4	9	12

**Palmdale:**

Area Type: Incorporated on August 24, 1962, the city of Palmdale is an urban area, located 60 miles northeast of Downtown Los Angeles. It is situated within the High Desert area of Los Angeles County; and is also known as the Aerospace Capital of America. Palmdale consist of mostly vacant land. It is developed primarily with pocket residential subdivisions and minimal industrial usage. Palmdale has a population of 152,622 and it has grown by 31 percent since the 2000 Census. (GAVEA 2012 Economic Round Table Report). It encompasses 104 square miles. Major employment sectors for the area are retail trade and the State and Local governments. The median household income ranges \$66,580 to \$72,369. (GAVEA 2012) Palmdale contains a total of 42,952 occupied housing units; of which 29,167 are owner occupied and 13,785 are renter occupied. (American Fact Finder 2010) Palmdale has a median of 3.6 persons per household. (GAVEA 2012) Homeowners comprise approximately 72 percent of the Palmdale population and the median housing cost for a single family residence is \$144,000. Police and fire services are provided by Los Angeles County.

Housing Characteristics & Condition: Sixteen (16), of the seventy-six residences, within the main project alignment area, are located within the City of Palmdale. The residences are single family houses built between the mid 1950's to the mid 1980's. The residences vary in size/amenities, ranging from approximately 900sf to 2,250sf. The condition of the homes ranges from fair to good. The acquisition requirement for six (6) of the sixteen (16) parcels are full takes and include the acquisition of six single family residences. The remaining ten (10) acquisitions are partial and do not indicate the acquisition of the residences.

Commercial Business Characteristics: Eight (8) of the nine commercial properties, affected by the main project alignment, are located in Palmdale. Three (3) of the properties are full acquisitions – APN: 33005004074; APN: 3005004090; APN 3022002016/3022002017. The properties consist of a fast food restaurant, a florist shop and a bingo supply wholesaler. Employee size ranges from two to 15 persons. Partial acquisition is required for the remaining four commercial properties. Three of the partial acquisitions involve acquiring a portion of rear parking areas that are utilized by three car dealerships within the Antelope Valley Auto Center. There is also a partial acquisition of a public storage –APN: 3006023020. The partial acquisition of APN: 3006023020 include the acquisition of one (1) of the six storage buildings. It is located in the rear of the property and is the largest of the six storage buildings. Parcel APN: 3022015018 is also a partial acquisition.

Non-Profit Characteristics: Eight (8) non-profits, affected by the main project alignment, are located in Palmdale. The properties are improved with structures which include a media services, educational annex, warehouses garages, office, utility storage, and a fuel pump station. Operators of the facilities vary and include: Los Angeles World Airport (LAWA), the Palmdale School District and a church. Full takes are indicated for all eight properties.

Industrial Characteristics: No industrial businesses are affected by the main project alignment. *Variation A:* One (1) industrial property, affected by the Variation A alignment, is located in Palmdale. It is a salvage yard.

Agricultural Characteristics: No agricultural properties are affected by the main project alignment.

**Littlerock/Sun Village:**

Area Type: Littlerock and Sun Village are unincorporated, rural communities within Los Angeles County. The communities are located in southeastern portion of the Antelope Valley; approximately eleven (11) miles east of the Palmdale Civic Center. Littlerock encompasses a total area of approximately 2 square miles. Sun Village encompasses an area of approximately 11 square miles. Sun Village is considered to be a part of Littlerock. The Littlerock and Sun Village community has a population of approximately 15,000. The population has declined since the 2000 Census. Approximately 87 percent of the residents speak Spanish at home and approximately three percent speak Asian or Pacific Island language at home. (*City-Data 2012*) Littlerock has a median of 3.3 persons per household and Sun Village has a median of 3.9 persons per household. Littlerock has a median household income is \$70,615. Sun Village has a median household income of \$50,482. Sixteen (16) percent of the community's residents have income below the poverty level. (*City-Data2012*) Littlerock consists of a total of 461 housing units, of which 269 or (64 %) are owner-occupied and 148 or (35.5%) are renter occupied. The homeowner vacancy rate is 2.5 percent and the rental vacancy rate is 10.3 percent. The median price for a single family residence is \$120,000(Trulia 1/2013).

Sun Village consists of a total of 3,343 housing units, of which 2,238 or (74.5%) are owner-occupied and 765 or (25.5%) are renter occupied. The homeowner vacancy rate is 2.9 percent and the rental vacancy rate is 5.4 percent. The median value for a single family residence is \$236,400 (*American Fact Finder*2). The gross rent is approximately \$1,200.00 per month. (*American Fact Finder*)

*Housing Characteristics & Condition:* One (1), of the seventy-six residences, within the main project alignment area is located within Littlerock. The single family residence was built in 1979 and is in good condition. It is approximately 2,150sf and is on a parcel zoned LCA25- Agriculture. In addition to the residence, the parcel also contains small horse stables and feed areas. The partial acquisition of the parcel will not impact the residence.

\**Alternative 2:* Nine (9) Single Family Residences, of which four are abandoned and dilapidated. In addition, there are approximately 5 mobile homes located along this alternative.

*Commercial Business Characteristics:* No commercial properties are affected by the main project alignment.

*Industrial Characteristics:* No industrial properties are affected by the main project alignment.

*Non profit:* No non-profit properties are affected by the main project alignment

*Agricultural Characteristics:* See comments below in Section I-C for information concerning agricultural properties affected by the project's main alignment.

#### **Llano:**

Llano is an unincorporated town located in Los Angeles County, near the San Bernardino County line. Llano is approximately 25 miles southeast of Palmdale and has a population of approximately 1,200. Pearblossom High (State Route 138) runs through the heart of Llano and is its principal street. Small storefront properties line Pearblossom Highway. Much of the land use consists of small ranches or single family residences situated on agricultural land. Llano has a population of 1,259 (*2010 American Fact Finder – US Census*). It consists of a total of 762 housing units, of which 448 (78.7%) are owner-occupied and 121 (21.3%) are renter occupied. The homeowner vacancy rate is 4.4 percent and the rental vacancy rate is 6.2 percent. Llano has a median of 2.2 persons per household. Housing values range from \$91,000 to 167, 000 (*Trulia 2013; Zillow 2013*).

*Housing Characteristics & Condition:* One (1) of the seventy-six residences, within the main project alignment area, is located within Llano. The residence was built in 1950 and is in average condition. It is a two bedroom, one bath and measures approximately 13,123sf. In addition, a site visit of the property confirmed that there are approximately 8 small bungalow style structures also present on the parcel. The measurement and condition of the bungalows are unavailable. The partial acquisition requirement will not impact the residence.

*Commercial Business Characteristics:* No commercial properties are affected by the main project alignment.

*Industrial Characteristics:* No industrial properties are affected by the main project alignment.

*Agricultural Characteristics:* See comments below in Section I-C for information concerning agricultural properties affected by the project's main alignment.

#### **Lake Los Angeles:**

*Area Type:* Lake Los Angeles is an unincorporated community within the northern Los Angeles County. It is approximately seventeen (17) miles east of the Palmdale Civic Center and thirteen (13) square miles long. Lake Los Angeles has a population of approximately 12,328. (*2010 US Census*). The Hispanic or Latino population composes approximately 54 percent of the community (*City-Data 5-2012*). Twenty- seven (27%) percent of the residents have income below the poverty level. (*US Census-ACS 2008-2010*) The unemployed percentage is above the state average (*City-Data 5/2012*). The median household income is \$45,917. (*American Fact Finder ACS 2006-2010*) Lake Los Angeles has a total of 3,143 occupied housing units, of which 2,393 are owner occupied and 770 are renter occupied. (*American Fact Finder –ACS 2006-2010*) The community has a median of 3.76 persons per household. Approximately seventy- five (75) percent of the total housing units were constructed between the 1990's and the 2005. The median gross rent within the Lake Los Angeles community is approximately \$1,200 and the median value for an owner- occupied dwelling is \$218,000. (*American Fact Finder ACS 2006-2010*)

Housing Characteristics & Condition: Thirteen (13), of the seventy-six residences, within the main project alignment area, are located within Lake Los Angeles. The properties are single-family residences. The majority of the residences were built in the 1950's. Several of them were built in the late 70's; early 80's. The residences vary in size/amenities, ranging from approximately 1000sf to 2,978sf. The condition of the homes range from fair to good. Full and partial acquisitions are required for the thirteen (13) parcels. The acquisition requirement for eight (8) of the thirteen parcels are full takes and include the acquisition of eight single family residences. The remaining five acquisitions are partial and do not indicate the acquisition of the residences.

Commercial Business Characteristics: No commercial properties are affected by the main project alignment.

Industrial Characteristics: No industrial properties are affected by the main project alignment.

Agricultural Characteristics: See comments below in Section I-C for information concerning agricultural properties affected by the project's main alignment.

### **City of Adelanto/El Mirage**

The City of Adelanto and El Mirage is located within San Bernardino County. El Mirage has a population of approximately 18,973 (USA Fact Book) and is affiliated with Adelanto. The City of Adelanto has a population of approximately 31,765; up from 18,130 as accounted for in the 2000 census. (2010 US Census (America Fact Finder). The Hispanic or Latino population composes approximately 58 % of Adelanto (City-Data 5-2012). Twenty-nine percent of the residents in Adelanto have income below the poverty level in 2009. (City-Data 2010) The unemployed percentage is above the state average (City-Data 2012). The median household income ranges from \$31,403 to \$40,000 (American Fact Finder 2010 & USA Fact Book). Adelanto has a total of 7,809 occupied housing units, of which 4,513 are owner occupied and 3,296 are renter occupied. Adelanto has a median of 3.8 persons per household. (American Fact Finder 2010) Approximately seventy (70) percent of the total housing units are either a 3 bedroom or 4 bedroom and the majority of the units were constructed between the 1990's and mid-2000's. In 2009, the median gross rent within Adelanto is \$895 per month. (City-Data 2012) the median value for an owner-occupied dwelling is \$87,000. (Trulia- Adelanto, CA 2012).

Housing Characteristics & Condition: One (1), of the seventy-six residences, within the main project alignment area, is located within the City of Adelanto. The main project alignment indicates a partial acquisition of the parcel – APN #3200121030000 that does not include the purchase of the residence. In addition, *Variation B* indicates an impact to another parcel in El Mirage. Both properties are single family residences. The residences were built in the mid1970's. The residences vary in size/amenities, and range between 1,250sf - 1,600sf. The residences' condition is average and fair. Both parcels indicate partial acquisition. Regarding *Variation B*, partial acquisition of APN: 3200561010000 indicates the inclusion of the single family residence.

Commercial Business Characteristics: No commercial properties are affected by the main project alignment.

Non-Profit Characteristics: One (1), of the two non-profits affected by the main project alignment, is located in the City of Adelanto. It is a Boys & Girls Club. The property consists of a 4,857sf building. The building has an office, restrooms, and a large gymnasium floor. The parcel is approximately 3 acres which includes a parking lot and basketball court. The requirement indicates a full acquisition of the parcel.

Industrial Characteristics: Two (2) of the five industrial properties, affected by the main project alignment, are located within Adelanto. The parcels are improved with varying improvements. The improvements include warehouses, office spaces, garages/carports and parking lots. Partial acquisitions are indicated. Partial acquisition indicates the taking of parking spaces, and a small portion of warehouse and office space. *Variation E:* Seven (7) industrial properties, affected by the Variation E alignment, are located in Adelanto. Full takes are indicated for five of the industrial properties along Variation E – (APN: 0459461730000/ 0459461740000/ 0459461750000; APN: 0459461340000/ 0459461280000; APN: 0459461350000; APN: 0459461460000; & APN: 0459461440000). Partial acquisition is indicated for APN: 312891040000. Site visits, to the industrial properties confirm the presence of numerous, major structural improvements, such as: silos, propane storage tanks, a quarrel plant, a lengthy loading dock, and a large (9,000sf) pipe moving machine.

Agricultural Characteristics: See comments below in Section I-C for information concerning agricultural properties affected by the project's main alignment.

### **Victorville**

The city of Victorville is located within San Bernardino County. Victorville has a population of approximately 115,000 persons. (American Fact Finder 2010) The Hispanic or Latino community is approximately 48% of the city's population. Victorville has a total of 32,558 occupied housing units, of which 20,137 are owner occupied and 12,421 are renter occupied. (American Fact Finder 2010) The city's website boast about Victorville being a place that has affordable and available land, logistics advantages with easy access to I-15 and US 395, a growing population for retail opportunities and an international airport dedicated to cargo processing at Southern California Logistics Airport (SCLA). The website also noted that SCLA has created over 2,000 jobs with its efforts to redevelop and re-use the former George Air Force Base. The George Air Force Base was closed during a period between 1989 and 1991, according to SCLA representative Sophia Escobar. The adjacent golf course was closed between 2009 and 2010.

Housing Characteristics & Conditions: Twenty-nine (29), of the seventy-six residences, within the main project alignment area, are within the city of Victorville. The properties are single family residences, located on SCLA parcel (APN: 459211100000). Full takes are indicated for all twenty-nine. The units are abandoned and dilapidated. A site visit revealed signs that the units have been gutted out and left unattended for years. Ms. Escobar, a SCLA representative, states that the residences were a part of the former George Air Force Base; and that the base has been closed since in 1989.

Commercial Business Characteristics: One (1) commercial property, within the main alignment, is within the Victorville. A partial acquisition is indicated. It contains a small portion of an abandon golf course. The golf course is non operable and has portions of it owned by SCLA & other portions owned by the City of Victorville. The course was closed sometime in 2010, according to SCLA. A site visit confirmed that the golf course has been abandon and that it was in disrepair.

Non profit: No non-profit properties are affected by the main project alignment

Agricultural Characteristics: No agricultural properties are affected by the main project alignment.

Industrial Characteristics: Two (2) of the five industrial properties, affected by the main project alignment, are located within Victorville. The parcels are improved with large warehouses and equipment. Partial acquisition of parcel APN: 0459194020000, will involve the acquisition of all of the five to seven loading docks that are located along the south west side of the building. Partial acquisition of the other parcel (APN: 0459194050000) will not affect the improvement.

### **Apple Valley**

Apple Valley is located within San Bernardino County. Apple Valley has a population of approximately 69,135; up 27.5% since the 2000 U S Census. (American Fact Finder 2010 and City-Data 2012). The Hispanic or Latino population composes approximately 29% of the city. (City-Data 2012). Approximately, Twenty-two (22%) percent of the residents had income below the poverty level in 2009. (City-Data 2010) The unemployment percentage is above the state average (City-Data 2012). The median household income is \$53,692. (City-Data 2010) Apple Valley has a total of 23,598 occupied housing units, of which 16,297 are owner occupied and 7,301 are renter occupied. (American Fact Finder 2010) The city has a median of 2.9 persons per household. (City-Data 2010). Approximately seventy-seven (77) percent of the total housing units are either a 2 bedroom or 3 bedroom and the majority of the units were constructed between the 1990's and mid-2000's. The median gross rent within Apple Valley was \$839 per month, in 2012. (Neighborhood Scout- Apple Valley 2012) the median value for an owner-occupied dwelling is \$186,646. (Neighborhood Scout – Apple Valley 2012)

Housing Characteristics & Condition: Fourteen (14), of the seventy-six residences, within the main project alignment area, are located within Apple Valley. The properties are single family residences. The majority of the residences were built between the late 80's and early 2000's. Several were built between the late 1940's and mid-1950's. The residences vary in size/amenities, and range between 800sf to 2,170sf. The condition of the units range from average to fair. Full and partial acquisition is indicated. Eleven (11) parcels are indicated for a full

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acquisition and will require the acquisition approximately ten single family residences. The requirement for the remaining three parcels will not affect the units on the site.

*Commercial Business Characteristics:* One (1) of the nine commercial businesses affected by the main project alignment is located within Apple Valley. It operates as a propane provider. A site visit confirmed that here are several large containers on the site along with a self service propane pump. A full take is indicated for this parcel.

*Industrial Characteristics:* One (1) of the five industrial properties, affected by the main project alignment, are located within Apple Valley. The parcel is improved with garages and warehouses. Full acquisition is indicated for the parcel.

*Agricultural Characteristics:* No agricultural properties are affected by the main project alignment.

**F. Estimated displacement units by Alternative & Variations:**

*Note: In the table below, displacements were counted along the "main alignment" except where a variation is noted. For example, for 3A, it is assumed that the route would follow the main alignment, dip south along Variation A, then follow the main alignment again to the end of the project.*

Residential:

	1	3	3A	3B	3D	3E	4	4A	4B	4D	4E
Owner Occupants of Single Family Residence	0	17	17	17	18	17	17	17	17	18	17
Tenant Occupants of Single Family Residence	0	10	10	11	11	10	10	10	11	11	10
Abandon (no Occupants) Single Family Residence	0	29	29	29	29	0	29	29	29	29	0
Tenant Occupants of Multiple Unit Residence	0	0	0	0	0	0	0	0	0	0	0
Owner Occupants of Mobile Homes	0	0	0	0	0	0	0	0	0	0	0
Tenant Occupants of Mobile Homes	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL RESIDENTIAL UNITS</b>	<b>0</b>	<b>56</b>	<b>56</b>	<b>57</b>	<b>58</b>	<b>27</b>	<b>56</b>	<b>56</b>	<b>57</b>	<b>58</b>	<b>27</b>

Nonresidential:

	1	3	3A	3B	3D	3E	4	4A	4B	4D	4E
Commercial Business	0	9	10	9	9	9	9	10	9	9	9
‡Industrial/Manufacturing Business	0	5	5	5	5	13	5	5	5	5	13
Nonprofit Organizations	0	9	9	9	9	9	9	9	9	9	9
Agricultural Farms	0	12	12	11	12	12	12	12	11	12	12
<b>TOTAL NONRESIDENTIAL UNITS</b>	<b>0</b>	<b>35</b>	<b>36</b>	<b>34</b>	<b>35</b>	<b>43</b>	<b>35</b>	<b>36</b>	<b>34</b>	<b>35</b>	<b>43</b>
<b>TOTAL UNITS</b>	<b>0</b>	<b>91</b>	<b>92</b>	<b>91</b>	<b>93</b>	<b>70</b>	<b>91</b>	<b>92</b>	<b>91</b>	<b>93</b>	<b>70</b>

**G. Type of Residential Displacement Improvements by Alternatives & Variations:**

	1	3	3A	3B	3D	3E	4	4A	4B	4D	4E
Single Family Residences	0	27	27	28	29	27	27	27	28	29	27
Single Family Residences (abandon)	0	29	29	29	29	0	29	29	29	29	0
Duplex/Triplex (Multi-Res)	0	0	0	0	0	0	0	0	0	0	0
Apartments (Multi-Res) 4 or More	0	0	0	0	0	0	0	0	0	0	0
Sleeping rooms/Shared Quarters	0	0	0	0	0	0	0	0	0	0	0
Mobile Homes	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL IMPROVEMENTS</b>	<b>0</b>	<b>56</b>	<b>56</b>	<b>57</b>	<b>58</b>	<b>27</b>	<b>56</b>	<b>56</b>	<b>57</b>	<b>58</b>	<b>27</b>

H. Adequate relocation resources exist for:  
Residential owners .....

Yes  No

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Residential tenants .....	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mobile Homes .....	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Businesses.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Nonprofit Organizations .....	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Agriculture.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>

1. The replacement neighborhoods are homogeneous to displacement areas. The general condition ranges from poor to excellent and with a mixture of varying levels of maintenance, size and amenities.
2. The relocation areas are comparable in terms of amenities, public utilities, and accessibility to public services, transportation and shopping. Yes  No
3. The relocation resources are affordable to residential displacees given the use of replacement housing payments.
4. There does not appear to be public projects in the area that will create additional housing within the project area.
5. The State's relocation program is adequate to successfully relocate all displacees, regardless of the relocation challenges. Special issues may be handled with additional time to relocate, special advisory assistance, a field office and Section Eight-(8) replacement housing.
6. There are special/significant relocation problems associated with this project. "See Final Conclusion".
7. The Last Resort Housing Program payments may be utilized, when necessary, to relocate residential households being displaced within the Los Angeles County Area.
8. The Last Resort Housing Program payments may be utilized, when necessary, to relocate residential households being displaced within the San Bernardino County Area.
9. At present, construction of replacement housing under the Last Resort Housing Program is not anticipated for displacement occurring within the City of Palmdale, Unincorporated Los Angeles County, unincorporated San Bernardino County, the City of Adelanto the city of Victorville and the Town of Apple Valley.
10. Field offices will be required for this project.

**DETAILED ANALYSIS:**

**I. DISPLACEMENT AREA**

- A. **Residential Displacements:** Alternative 1 requires no relocation of Single Family Residences. Alternative 3 & 4 will require the relocation of approximately 56 Single Family Residences (29 of the residences are dilapidated and abandon).

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**B. Business, Nonprofit and Industrial****Number of businesses directly impacted by the project:**

<i>Alternatives &amp; Variations:</i>	1	3	3A	3B	3D	3E	4	4A	4B	4D	4E
Manufacturing	0	3	3	3	3	9	3	3	3	3	9
Offices	0	0	0	0	0	0	0	0	0	0	0
Government	0	2	2	2	2	2	2	2	2	2	2
Service	0	9	10	9	9	9	9	10	9	9	9
Other/ Logistics	0	2	2	2	2	1	2	2	2	2	1
Other/ Non-Profit	0	2	2	2	2	2	2	2	2	2	2
<b>Total Units</b>	<b>0</b>	<b>18</b>	<b>19</b>	<b>18</b>	<b>18</b>	<b>23</b>	<b>18</b>	<b>19</b>	<b>18</b>	<b>18</b>	<b>23</b>

**2. Age of business:**

	<b>Alternatives:</b>	1	3	3A	3B	3D	3E	4	4A	4B	4D	4E
1-3 years		0	1	1	1	1	1	1	1	1	1	1
4-5 years		0	5	6	5	4	5	5	6	5	5	5
8-15 years		0	6	6	6	6	7	6	6	6	6	7
Over 15 years		0	6	6	6	6	10	7	7	6	6	10

*Note: Age of Business information is estimate, as data for every business impacted by the project was not always available.*

**3. Estimated number of employees:**

	<b>Alternatives:</b>	1	3	3A	3B	3D	3E	4	4A	4B	4D	4E
1-20		0	12	13	12	13	13	12	13	12	12	13
21-100		0	4	4	4	4	10	4	4	4	4	10
Over 200		0	2	2	2	2	0	2	2	2	2	0

*Note: Number of Employee information is an estimate, as data for every impacted business impacted was not readily available.*

**4. There are no businesses impacted by the project that are assumed to be minority owned.****C. Agricultural Impact:** The main project alignment impact to farm property is discussed below.**Littlerock:**

One (1) of the twelve (12) agricultural properties affected by the main project alignment is located in Littlerock. APN #3029016007 is 19.55 acres. As of the date of this report, the parcel is vacant. However, as farmland, there is a potential for future crop cultivation. Based on field review, the land appears vacant but could be fallowed.

**Llano:**

Four (4) of the twelve (12) agricultural properties affected by the main project alignment, are located in Llano. All four farmland parcels contain either large crops or rows of crops. Three (3) parcels are owned and operated by Bolthouse Properties (APNs: 3091021018, 3091020019, and 3091020020). One farmland parcel is privately owned (APN: 3075007007). The main project alignment indicates that the project will have varying impact to the four farmland parcels. Partial acquisition of the farmland parcels will cause a disturbance to crops and to each parcel's irrigation system. In addition to such disturbance, partial acquisition of APN: 3091021018 and APN: 3075007007 is significant. Partial acquisition of APN: 3091021018 will require approximately half of the property and separate the property. Partial acquisition of APN: 3075007007 will bisect midway through the parcel and

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affect the large water well/pump currently in place. The acquisition will impact the utility of the farmland and its water source. Site visits appear to indicate that APN: 3075007007 is also irrigated with a non-stationary sprinkler system. However, the source of irrigation water is undetermined. Therefore, the overall impact to parcel #3075007007 is unquantifiable.

**Lake Los Angeles:**

Six (6) of the twelve (12) agricultural properties affected by the main project alignment, are located in Lake Los Angeles. One, of the parcels, is privately owned and is vacant. The parcel (APN: 3075007008) is farmland and has the potential for future crop cultivation. Based on field review, the land appears to be vacant but could be fallowed. Five agricultural parcels are owned and operated by Long Valley Road, LP. Impact to the five parcels varies. There are major impacts to parcels APN's: 3075007010 & 0750007001. Parcel 3075007010 requires a full acquisition. APN: 3075007001 requires a partial acquisition that will bisect midway through the parcel. Minor impacts are required for privately owned APN: 307500708 and three Long Valley Road LP farm parcels 3075007002, 3075007003, and 3075007009.

**The City of Adelanto/El Mirage:**

One (1) of the twelve (12) agricultural properties affected by the main project alignment is located in El Mirage. Parcel #0457161100000 is a large dairy farm, owned by the Meadowbrook Dairy Real Estate Company and it is approximately 158 acres. One half of the square-shaped parcel contains two very large crop circles. The remainder of the property contains a warehouse, a large garage, machinery, and approximately twenty long carport style structures that provide shade and feeder to over 600 cattle. Partial acquisition is required. The requirement will bisect midway through the property and significantly affect major portions of the crop circles, feeder stations, housing and the milk processing machinery. A full acquisition may be necessary under this alignment.

1. Type of agriculture (Indicate number and whether full or part take, and those with residents that are impacted.)

	<b>Alternatives:</b>	<b>1</b>	<b>3</b>	<b>3A</b>	<b>3B</b>	<b>3D</b>	<b>3E</b>	<b>4</b>	<b>4A</b>	<b>4B</b>	<b>4D</b>	<b>4E</b>
Row Crops & Trees		0	5	5	5	5	5	5	5	5	5	5
Livestock, Row Crops		0	1	1	0	1	1	1	1	0	1	1
Crop Circles		0	4	4	4	4	4	4	4	4	4	4
Other – Vacant/ Fallowed		0	2	2	2	2	2	2	2	2	2	2

**II. REPLACEMENT AREA**

- A. Finding replacement dwellings will be dependent on the demand for housing within Southern California. The replacement area is in Antelope Valley, North Los Angeles County; and in San Bernardino County, specifically in the Town of Apple Valley, City of Adelanto and the City of Victorville. Currently, the market is competitive and there is an inventory shortage of single family residences. According to area brokers and a June 10, 2012 Los Angeles Times article, Southern California inventories have plunged over the last year. The number of homes listed for sale in April 2012 fell 35% in Los Angeles and 39% in San Bernardino.

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The article also stated that “the number of days a home sits on the market has also decreased, meaning properties are selling faster. Real estate information source DataQuick News, reports in their February 2013 article that the “Southern California Housing market started 2013 with the highest January home sales in six years as sales to investors and cash buyers hovered near record levels and move-up activity remain relatively brisk.” The article adds that the Southland median price has increased year-over-year for ten consecutive months. However, DataQuick also makes reference to the fact that the increase comes at a time when regional home sales remain sub-par and prices in many areas are at least 30 to 40 percent below their peaks. DataQuick also reports that: “For the overall market, price pressures should gradually ease as more homeowners react to rising values. This is the ‘supply response’ many analysts expect. The idea is that many who’ve held out for higher prices will be tempted to stick a for-sale sign in the front yard. Fewer will owe more than their homes are worth, enabling them to sell. Construction is already rising, and we could see lenders clear backlogs of distressed properties faster, adding to the supply.” Economists project slow market recovery well into 2016. (Beacon Economics – 2012 Los Angeles Economic Forecast Conference) The displacement neighborhoods and the replacement neighborhoods are similar and therefore are comparable in amenities, public utilities, and accessibility to public services, transportation and shopping. Therefore, adequate replacement housing properties exist and are presently available.

- 1 Housing stock in the project area:
  - a. Number of single family residences 95,277
  - b. Number of multiple family units 18,455
  - c. Number of mobile homes 5,058
  - d. Total housing units (a+b+c) 118,790

	# of Single Family Residences	# of Multiple Family units	# of Mobile Homes	Total Housing units	Homeowner Vacancy Rate %	Rental Vacancy Rate %
Palmdale	36,504	6,504	1,854	44,862	3.4	8.0
Littlerock	400	44	0	444	0	33.6
Llano	457	0	100	557	4.4	6.2
Lake Los Angeles	3,592	0	8	3,600	3.8	15.1
Adelanto	6,780	1,250	387	8,417	11.0	8.4
Victorville	27,198	6,947	1,178	35,323	7.6	11.1
Apple Valley	20,346	3,710	1,531	25,587	5.1	9.3
Total /Units	95,277	18,455	5,058	118,790		

\*Source: U.S. Census Bureau, American Fact Finder- ACS 2007-2011/Date: 2/15/13 & General Population & Housing Characteristics 2010)

2. Vacancy rate expressed as a percent, per city or town in the project area: “See Table above”.
3. Housing characteristics:
 

The replacement areas are similar to the displacement areas – North Los Angeles County, also known as, the Antelope Valley and North San Bernardino County, also known as the North Desert area. A majority of the Antelope Valley residences were built between 1980 and 2005. However, a sizable amount was constructed between 1950- 1979. The residences range between two to four bed rooms with one bath. (NeighborhoodScout.com) Residence sizes range from 1,00sf to 2,700sf. The quality of the Antelope Valley housing stock varies in level of maintenance and includes well maintained dwellings and dwellings in disrepair. The median price for single-family residences in the project area is \$180,000. (Trulia- Antelope Valley Market Trends/ Nov.-Jan’13) See the chart below (in Section 4) for the average price of a single family residence per city or township. The average market rent for a single family residence ranges between \$800-\$1,000; depending on the number of bedroom/baths, square feet, ect. (Neighborhoodscout.com- Data/Description) Project area housing, within the North Desert / San Bernardino County project area was built between 1970 and 1999. (NeighborhoodScout.com) A sizable amount was constructed between 1940 and 1969; within the Town of Apple Valley and the City of Adelanto. Victorville has a sizable amount of residences that were constructed in 2000 or later. A majority of the residence sizes range from 1000sf to 1800sf.

(Zillow – Local Info - San Bernardino homes) A notable amount of Victorville residences range from 1800sf to 2400sf. Housing stock in the North Desert varies in level of maintenance and includes well maintained dwellings and dwellings in disrepair. The median price for single-family residences is \$137,000.00. (Zillow – Local Info - San Bernardino homes- 1/2013) The average market rent for a single family residence ranges between \$744-\$834; depending on the number of bedroom/baths, square feet, ect. (Neighborhoodscout.com – Data/Descriptions)

4. Average prices of typical single family homes that are DS&S for the displacement properties:

	Sales of SFR's	Price Median SFR's (\$1,000)	Price % Chg from 2012
<b>Palmdale</b>			
93550	42	\$137	38.6%
93551	78	\$220	15.8%
93552	42	\$140	3.7%
<b>Littlerock</b>	15	\$104	3.0%
<b>Llano</b>	2	\$ 86	145.7%
<b>Lake Los Angeles</b>			
935591	7	\$ 82	22.4%
<b>Adelanto</b>	54	\$100	25.0%
<b>Victorville</b>			
92392	58	\$130	15.6%
92394	42	\$130	15.8%
92395	57	\$119	19.1%
<b>Apple Valley</b>			
92307	47	\$132	15.0%
92308	65	\$113	2.7%

\*Source: Data Quick News.com – L.A. Times Sunday Edition Charts- Data for Jan. 2013

B. Business and Nonprofit Replacement:

1. Number of business sites that will be available for rent, purchase, or development:

Given the unstable commercial/industrial real estate market, it is uncertain the exact number of business sites available for rent, purchase or development. Notwithstanding, a review of several 2012 Quarterly Market trend reports by *Daum, Voit, and Cushman & Wakefield*, reveal that a demand for retail and industrial properties has caused an increase in lease rates despite evidence of slow movement within the Greater Los Angeles and the Inland Empire markets. Properties are available for lease, purchase and development.

Currently, The Antelope Valley area has 11 commercial properties available for sale, according to CRML. In addition, there are 5 industrial properties available for sale in the Antelope Valley area. In the High Desert/Inland Empire area, real estate services group- Newmark Grubb Knight Frank lists 25 industrial properties for sale, 55 industrial properties available for lease and 34 readily apparent development opportunities.

2. Discussion difficulties the businesses may encounter in finding replacement property because of:

- a. Replacement site requirements:

There is adequate and affordable commercial and industrial comparables available in both the Antelope Valley- North Los Angeles County area and the High Desert-San Bernardino County area.

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## b. Lease rates or purchase price:

Commercial:

*Voit's* Greater Los Angeles-second quarter 2012 retail market report states that the market is stabilizing and that space availability is decreasing. Lease rates are rising. Malls display the lowest availability rates of all the retail types and the lowest vacancy rates 3.02%. Leasing activity totaled 1.7 million square feet in the second quarter. Sales activity totaled nearly 3.1 million square feet of sales in the second quarter of 2012. Overall, *Voit* reports that transaction activity decreased over 16.5% from the same quarter in 2011.

## Commercial:

	Net Rentable Square Feet	Square Feet Available	Vacancy Rate	Average Asking Lease Rate /sf
Antelope Valley	15,454,652	1,489,711	8.01%	\$1.37
*Inland Empire	136,733,828	14,608,980	9.95%	\$1.35

**Source:** *Voit*, Real Estate Services- Greater Los Angeles, 2<sup>nd</sup> Quarter Retail Market Report & the Inland Empire, 4<sup>th</sup> Quarter Retail Market Report. \*Inland Empire includes San Bernardino, Riverside & Ontario

*Cushman & Wakefield* fourth quarter 2011 retail market report states that the Inland Empire was hit harder than most retail markets during the recession due to nearly 16 million square feet of commercial inventory constructed between 2006 and 2009 to meet the demands of residential construction volume. Inland Empire references the following areas: San Bernardino, Riverside and Ontario. The vacancy rate is in the 9% range as compared to the 5-6% vacancy rates for other Southern California markets, states the 2011 report. Construction activity is minimal. Some small pads and triple net investments have been developed since 2009. However, no substantial shop space has been added to the market. *Voit's* 2012 Inland Empire market trend report confirms that retail demand is slowly improving. Realtors are noticing a decrease in the amount of available space and vacant space being added per quarter, as well as continued increases in the average asking lease rates. Significant development is expected in 2013; prompting opportunities for some of the excess inventory to be absorbed. Discussions with a several Inland Empire realtors confirmed that, currently, there is a large retail development project underway on 5 acres of land located across the street from the Antelope Valley Regional Mall. The project's expected completion date is the end of 2014, according to Josh Sherley, sales associate at Cushman & Wakefield.

Industrial:

Both, the Los Angeles and the Inland Empire (San Bernardino, Riverside & Ontario) industrial markets are flat and they are at pre-recession 2006-2007 levels, according to *Newmark Grubb Knight Frank* Real Estate Company. *Daum* commercial real estate company reports in its 2012 fourth quarter review that the Los Angeles North industrial market experienced a decrease in vacancy rates. *Daum* added that the average asking rents increased 1.6%, year over year, moving from \$0.63/sf to \$0.64/sf. The average industrial rent for the Antelope Valley is \$0.56/sf. Under construction activity decreased, with no new projects currently underway, activity in the investment and sale market for industrial real estate in Los Angeles County continues to improve as the total square footage sold increased 54%, year over year, while median prices increased 3.5%. *Newmark Grubb* reports that the average asking rent for warehouse/distribution space ended the 2012 fourth quarter at \$0.48/sf. *Newmark Grubb* also states that the demand for warehouse/distribution space has impacted the vacancy rate between Class A and Class B quality space. Asking rents for Class A was up 2 cents while Class B space remained unchanged over the prior year.

## Industrial

	Total Inventory (Square Footage)	Vacancy Rate	Total Average Asking Rent
Antelope Valley	11,494,842	3.4%	\$0.56
High Desert	9,761,718	2.2%	\$0.40

**Source:** *Daum*, Commercial Real Estate Services- "Los Angeles North Industrial -Fourth Quarter 2012" report; *Newmark Grubb Knight Frank - Research - "Fourth Quarter Inland Empire Industrial Market" report.*

*Newmark Grubb* 2012 fourth quarter review reports that the Inland Empire Industrial market had a year-end vacancy rate of 4.9%, remaining flat over the prior quarter and 160 basis points below the 6.5% registered a year ago in the fourth quarter 2011.

Vacancy rate remains at pre-recession 2007 levels even though 5.4 million square feet of new space was delivered to the market in 2012. The average asking rents have begun to rise, according to the same report. The average asking rent for warehouse/distribution space, within the Inland Empire, ended the quarter at \$0.35/sf - up 9% from the same time in 2011. The total asking rent for industrial properties, within the High Desert area, is \$0.40/sf/month. Higher rental rates are demanded for those properties closer to the airport. The High Desert has a total inventory of 9,761,718/sf of industrial property and it has a total vacancy rate of 2.2%. The demand for quality warehouse/distribution space, especially for buildings over 100,000/sf has increased significantly, according to *Newmark Grubb's* 2012 market trend report. Demand for Class A warehouse/distribution space has been the greatest over the past year, representing 68% of the total year-to-date net absorption. Construction has returned to the Inland Empire. Seventy percent of the industrial space completed in 2012 has been leased, according to the same report.

Discussions with local realtors in the High Desert area confirm that, currently there is an 8 building, 7 million square foot industrial development project underway in the City of Adelanto. It is located near the SCLA area; close to the intersection of Adelanto Road & Air Expressway. The project is a "built to suit" and should take several years to complete.

There are 5 replacement industrial properties for sale in the Los Angeles North – Palmdale area. The sale price ranges from \$45,000.00 for 1.1 acres to \$135,000.00 for 2.4 acres. There are 5 replacement industrial properties for sale in the San Bernardino- High Desert area. The sale price ranges from \$29,900.00 for 8.4 acres (Apple Valley) to \$499,000.00 for 40 acres (Adelanto).

c. Financial capacity of the businesses to accomplish the move:

It is unknown what properties have been confirmed for partake/full-take; at the time of this writing. Overall, business in the project area varies in size and scope. They are service, manufacturing and distribution type of establishments designed to take advantage of the easy access and exposure to adjacent freeway travelers and nearby residents. There is an adequate supply of comparable commercial and industrial properties available for lease and purchase in the displacement/replacement area. Lease rates are moderate to low. It should not be a challenge for relocation in the same general area. However, the impacted property will need all of the benefits provided from the Relocation Assistance Program and very likely any special consideration by the local agency that is deemed reasonable and necessary.

d. Special services that may be necessary to assist businesses relocation:

Residential: Alternatives 3 & 4 impact a Southern California Logistics Airport (SCLA) parcel. The SCLA parcel has 29 abandon and dilapidated single family residences located on the property. Special handling may be required for the removal of the residences. The improvements were built in the 1950's and contain asbestos. Removal of the improvements will require additional lead-time due to the necessity of supplementary demolition requirements.

Alternative 3 & 4 impact a parcel #3075011015. The use is as a single family residence. However, Los Angeles County records indicate that the property was used as a fireworks manufacturing and storage facility. The permitted use expired on March 31, 2006, according to Christine Carlon, a Los Angeles County planner. County records state that the use of the property as a storage for fireworks was ceased, on April 13, 2007. However, a site visit to the location suggests that the usage may still be in operation. Acquisition of the parcel will bisect the property and impact several of small structures on the lot. There does appear to be ample room on the remaining property to accommodate relocation. However, additional lead-time may be necessary to acquire and relocate the property, once land use is confirmed. An initial site assessment will be necessary to determine possible contamination of the soil and or ground water.

Non Profit – Govt.: Alternatives 3 & 4 displace three Palmdale School District properties, which house facilities essential to the day-to-day operation for the school district's 22,500 enrolled students. The acquisition and relocation of the tree facilities presents a major concern and will require a significant amount of additional time and financial allotment. Special attention should be given to the three properties prior to the acquisition in order to assure an effective acquisition and relocation. This will include hiring an architect to create plans for the construction of the new facilities, making offers to purchase neighboring vacant land on which to place the new

**RELOCATION IMPACT REPORT (Cont.)**

(Form #)

buildings, negotiating a Memorandum of Agreement for all parties (i.e State, property owner, contractor), possibly having to secure a temporary replacement property due to insufficient lead time, and also providing sufficient personnel hours to oversee the entire relocation process, which relocation professionals estimate may span up to eight years.

Industrial: Alternative 3B & 4B involve will impact USA Services, Inc and Apex Bulk Transportation Company. The two properties handle large amounts of chemicals. The companies either produce and/or transport various materials such as: waste-by-products, borax, manganese, ore, and limestone. Additional lead-time will be required to determine possible contamination of the soil and or ground water.

Agricultural:

Alternatives 3 & 4 displace twelve (12) agricultural properties. Eleven of the properties are currently used as farmland and one is vacant. The farms contain various High Desert crops, such as: small grains for hay, alfalfa, onions, carrots, peaches, pears, cherries, apples & grapes. There are also nurseries present on a few of the parcels. Every effort should be made to allow the farmers sufficient time to harvest the crops. Please note that displaced owners may require time to reestablish. Additional lead-time and financial allotment may be necessary to reestablish a parcel's irrigation system and to re-drill/establish new water sources since a majority of the proposed acquisitions require severing portions of the farmland. Bolthouse property (APN#3075007007) has an active well on the premises. Well abandonment is a lengthy process and it can be costly. Current regulations require that the well be appropriately abandoned. It will require filling and capping. Additional lead-time and financial allotment may also be necessary for the acquisition and relocation of the Meadowbrook Dairy farm due to its large operation (APN#0457161100000). The farm contains three single family residences. The residences are used as an office, housing and equipment storage. Present also is a four car garage and 20 long and narrow car ports. The ports shade and feed to the cattle. The farm processes milk, cultivates two large crop fields and facilitates approximately 600 cattle. The residences, also known as "out buildings" may need to be reconstructed/replaced. The property also contains approximately 600 cattle. Additional lead-time will be necessary to determine whether the property contains potentially hazardous materials. An initial site assessment may be needed to determine possible contamination of the soil and or ground water.

## 3. Discussion of issues the employees may have if the business relocates as planned:

Local Realtors describe the market as slow and stabilizing. Financing is available for business with good credit. However, businesses with fair or poor credit may find it more difficult to obtain credit. The businesses impacted by the project may experience problems obtaining financing to purchase another property or the escrows for purchase transactions might require more time to close. If this occurs then employees may face furloughs, lay-off, and/or reduction in work hours during the established period. Change in location may cause an increase in commute time and cost for the employees.

## 4. Issues the employees may have if the business cannot relocate as planned:

- a. Loss of wages / Unemployment
- b. Loss of time / Job seeking and vocational /occupational re-training
- c. Increased transportation expense (gasoline, vehicular wear and tear, public transportation)
- d. Reduced income to fulfill family obligations
- e. Loss of self-esteem

**C. Residential Replacement:**

1. Replacement neighborhoods are homogeneous to displacement areas. The general condition ranges from poor to excellent and with a mixture of varying levels of maintenance, size, age and amenities.

**D. Comparative Data**

	DISPLACEMENT AREA							*Replacement Area
	Palmdale	Littlerock	Llano	Lake Los Angeles	Adelanto	Apple Valley	Victorville	
Total Housing Units	45,544	461	762	3,658	9,086	26,117	36,655	*
Total Occupied Units	42,952	417	569	3,267	7,809	23,598	32,558	*
Owner Occupied Units	29,167	269	448	2,374	4,513	16,297	20,137	*
Tenant Occupied Units	13,785	148	121	893	3,296	7,301	12,421	*
Total Housing Units Vacant	3,592	44	193	391	1,277	2,519	4,097	*
Vacancy Rate: Homeowner/ Tenant	3.2%	2.5%	4.4%	4.5%	11.7%	4.0%	4.9%	*
Housing Units for Sale	45	31	12	8	41	86	96	*
Housing Units for Rent	195	2	3	7	55	59	244	*
Person per household	3.9	3.4	2.2	3.8	4.0	3.4	3.4	*
Median Housing Value	\$227,300	\$174,300	\$233,300	\$218,000	\$118,000	\$130,000	\$230,300	

\*Source: U.S. Census Bureau- American Fact Finder –2010 Demographic Profile & ACS 5-year Estimate; Redfin.com; Rentalsource.com;

\*There are seven separate residential displacement areas. Replacement area incorporates the displacement area(all-inclusive).

**III. RELOCATION RESOURCES**

- A. Adequate resources (availability, funds, staffing, time) exist for all potential displacees along the main project area.
- B. The replacement areas chosen and used as a basis for relocation resources are as follows:  
Sufficient, comparable housing, commercial, industrial and agricultural resources are and will exist within the affected communities through the time of displacement. General residential, commercial, industrial and agricultural areas used to identify comparable replacements for possible displacees encompasses were: Palmdale, Littlerock, Llano, Lake Los Angeles, Adelanto, Apple Valley and Victorville. To the extent possible, displacees will seek replacement properties in locations as close as possible to the displaced properties. Standard relocation procedures will be followed to locate displacees in replacement housing in comparable or better quality than the property from which they are being displaced.
- C. Market availability is expected to remain adequate through the time of displacement.
- Residential:  
Economists project slow market recovery well into 2016. However, Southern California Housing market started 2013 with the highest January home sales in six years. Despite a competitive market and an inventory shortage of single-family residences, local Antelope valley realtors boost that the Antelope valley is a growing area and the inventory of homes are affordable when compared to nearby areas. Currently, realtors state that it is a seller's market. Properties are selling fast. Therefore, adequate replacement housing properties exist and are presently available.
- Agriculture:  
There is much vacant land available in North Los Angeles County and the High Desert- San Bernardino County areas. Discussions with local realtors and city engineers confirmed that the areas have a notable supply of barren land and that the real estate market is soft in the sales of agricultural property. Currently, there are numerous vacant properties available for sale on the California Regional Multiple Service.

**RELOCATION IMPACT REPORT (Cont.)**

(Form #)

Commercial:

Southern California retail markets are extremely weak, according to a major commercial brokerage firm. Raising vacancy rates, negative absorption, and soft rental rates are characteristics of the market. Real estate services company *Voit* reports that vacancy has increased since 2011. An interview with a Palmdale real estate agent confirmed that another mall area is planned for vacant property along Rancho Vista Blvd., Palmdale. Overall, the Los Angeles County retail market appears to be stabilizing and moving toward market recovery, according to a *Voit 2012* commercial market report. Therefore, adequate replacement commercial properties exist and are presently available.

	Net Rentable SF	SF Vacant	Vacancy Rate in percent	SF Available	Average Asking Lease Rate
Antelope Valley	15,454,652	1,237,306	8.0	1,489,711	\$1.37

\*Source: *Voit* Real Estate Services- Greater Los Angeles /Retail Market Report/ 2<sup>nd</sup> Quarter 2012

Industrial:

The Los Angeles North and Inland Empire industrial markets are stabilizing, according to the leading real estate services companies *Voit and Daum*. The Inland Empire encompasses San Bernardino, Riverside and Ontario. The Los Angeles North includes the Antelope Valley area. Both the Los Angeles North and the Inland Empire industrial markets are experiencing a decrease in the amount of available space on the market, which is contributing to the increase in asking lease rates. *Daum - Los Angeles North Industrial, 4<sup>th</sup> quarter report 2012* reports that the Los Angeles North average lease rate is \$0.63 per square- triple net; an increase of approximately 2 percent from 2011. Inland Empire's average asking lease rate is \$0.33 and its Net occupancy has turned positive. *Voit & Daum* suggest that both the Los Angeles North and Inland Empire industrial markets should continue to improve as investment activity continues to grow in the area and the increase in leasing activity continue, as short-term deals come up for renewal and job creation occurs. Discussions with local realtors in the Antelope Valley and the High Desert area; along with searches on the California Regional Multiple Service (CRLMS) confirm that industrial property is available for purchase & lease. One real estate source reports that there is an estimated 20.5 million square feet of industrial inventory in the High Desert. 8.5 million square feet is associated with buildings of 50,000 or less. The remaining 12 million square feet is in buildings greater than 50,000sf. Industrial inventory in the High Desert has a vacancy rate of approximately 5 percent. Therefore, adequate replacement Industrial properties exist and are presently available.

*Industrial Vacancy Rate -by City and Building size as of 30 June 2012:*

	High Desert	Adelanto	Apple Valley	Victorville – SCLA Only
All Buildings	4.7%	2.0%	2.8%	2.4%
<= 50,000sf	5.4%	3.1%	8.2%	9.3%
>50,000sf	4.2%	0.0%	0.0%	1.4%

\*Source: The Bradco High Desert Report- a quarterly economic overview; Volume 51

*Antelope Valley Industrial Inventory*

	Total Inventory SF	Direct Vacant SF	Direct Vacancy Rate
Antelope Valley	11,494,849	395,565	3.4%

\*Source: *Daum*- Commercial Real Estate Services- Los Angeles North Industrial – 4<sup>th</sup> Quarter 2012

**RELOCATION IMPACT REPORT (Cont.)**

(Form #)

**IV. RELOCATION PROBLEMS AND PROGRAMS**

A. Relocation Problems might exist for the following categories. However, at this time, no special problems have been noted.

Elderly*	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Minorities	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Low Income (30%)	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Overcrowded Residence	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Low Income (Poverty)	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Handicapped*	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Last Resort Housing Const	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Minority Business	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Marginal Business*	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Other	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
Lack of Availability	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>					

\* All indicate special advisory assistance will be needed.

B. Housing Impact: This project will not significantly impact the local housing stock for the community and it does not appear there will be any significant effect on the local community housing stock caused by any of the proposed alignment(s):

**FINAL CONCLUSION:**

The alternatives and variations proposed have varying impacts.

**Alternative 1-** No Build—This “no build” Alternative and does not impact any properties.

**Alternative 3 & 4** - The Freeway/Expressway & Freeway/Toll Way alternatives will create approximately 95 displacees, 91 residential and non-residential unit displacements.

**Alternative/Variation 3A & 4A** – The Freeway/Expressway & Freeway/Toll Way alternative with Variation A (LAWA Dip) will create approximately 95 displacees, 92 residential and non-residential unit displacements.

**Alternative/Variation 3B & 4B-** The Freeway/Expressway & Freeway/Toll Way with Variation B (South- Dairy Dip) will create approximately 98 displacees, 91 residential and non-residential unit displacements.

**Alternative/Variation 3D & 4D-**The Freeway/Expressway & Freeway/Toll Way with Variation D (Vineyard Dip) will create approximately 102 displacees, 93 residential and non-residential unit displacements.

**Alternative/Variation 3E & 4E-**The Freeway/Expressway & Freeway/Toll Way with Variation E (Prison Dip) will create approximately 95 displacees, 70 residential and non-residential unit displacements.

All of the alternatives and variations impact three Palmdale School District properties, which house facilities essential to the day-to-day operations for the school district’s 22,500 enrolled students. The acquisition and relocation of the three facilities presents a major concern and will require a significant amount of additional time and financial allotment. Special attention should be given to the three properties prior to the acquisition in order to assure an effective acquisition and relocation. This will include hiring an architect to create plans for the construction of the new facilities, making offers to purchase neighboring vacant land on which to place the new buildings, negotiating a Memorandum of Agreement for all parties (i.e. State, property owner, contractor), possibly having to secure a temporary replacement property due to insufficient lead time, and also providing sufficient personnel hours to oversee the entire relocation process, which relocation professionals estimate may span up to eight years.

*Alternatives/Variation 3E & 4E* impact a several industrial/manufacturing companies that handle hazardous chemicals. Additional lead-time will be required to determine possible contamination of the soil and or ground water. The USA Services, Inc parcels – APN’s: 0459461730000, 0459461740000 and 0459461750000- and the Apex Bulk Transportation Company parcels - APN’s: 0459461340000 and #0459461280000 produce and/or transport various materials such as: waste-by-products, borax, manganese, ore, and limestone.

After reviewing all of the alternatives and variations to the project, it appears that there are sufficient residential, commercial, industrial, and agricultural properties available in the replacement area. It does not appear the Last Resort housing Program will be necessary, as the residential housing stock in the replacement area is ample. Should the housing market improve and prices increase, however, the Last Resort Housing Program would be available to assist any residential displacees unable to afford comparable replacement housing. Similarly, a review of the current commercial, industrial, and agricultural real estate market confirm that the non-residential properties impacted by all the alternatives and variations will have sufficient replacement property available for lease/purchase and or raw land for development. The exception will apply to the Palmdale School District; as the acquisition and relocation of the property will require the use of functional replacement process.

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Cushman & Wakefield

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**RELOCATION IMPACT REPORT**

(Form #)

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 7  
DIVISION OF RIGHT OF WAY

DRAFT RELOCATION IMPACT REPORT

**Revised Supplementary Report of Rail Feeder Options to  
New Proposed High Desert Corridor (HDC)**

City of Palmdale  
County of Los Angeles  
07-LA-SR 138  
EA 2600U0  
Project ID 0712000035

The undersigned has completed this Draft Relocation Impact Report of the above referenced project.

  
\_\_\_\_\_  
Angus Chan, Associate Right of Way Agent June 11/14  
Date

The undersigned has reviewed and recommends approval of this report.

  
\_\_\_\_\_  
Billy Cooper, Senior Right of Way Agent, Relocation Assistance Program 6/11/2014  
Date

The undersigned has reviewed this report and approves it as written.

  
\_\_\_\_\_  
John Njoroge, Office Chief 6.11.2014  
Date

Cc: Project Manager  
Environmental Planning

Distribution: Original File: (as applicable) --Region/District R/W Manager; Project Manager; Region/District/RW Branch Managers;  
Environmental Planning Branch- Design; & Attachments: Project Map, Displacement Map, Replacement Map.

## Project Description

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), proposes construction of the High Desert Corridor (HDC) as a new transportation facility in the High Desert region of Los Angeles and San Bernardino counties. The proposed 63-mile-long west-east facility would provide route continuity and relieve traffic congestion between State Route (SR) 18 and United States Highway 395 (US 395) in San Bernardino County with SR-14 in Los Angeles County. The project would comprise of one or more of the following major components, including highway, tollway, rail transit, bikeway, and recommendation for green energy facilities. Pictures 1-1 and 1-2 are project vicinity and location maps, respectively.

## Purpose of Study

The purpose of the proposed action is to improve west-east mobility through the High Desert region of southern California by addressing present and future travel demand and mobility needs within the Antelope and Victor valleys. The proposed action is intended to achieve the following objectives:

- Increase capacity of west-east transportation facilities to accommodate existing and future transportation demand
- Improve travel safety and reliability within the High Desert region
- Improve the regional goods movement network
- Provide improved access and connectivity to regional transportation facilities, including airports and existing and future passenger rail systems, which include the proposed California HSR system and the proposed XpressWest HSR system
- Contribute to state greenhouse gas (GHG) reduction goals through the use of green energy features

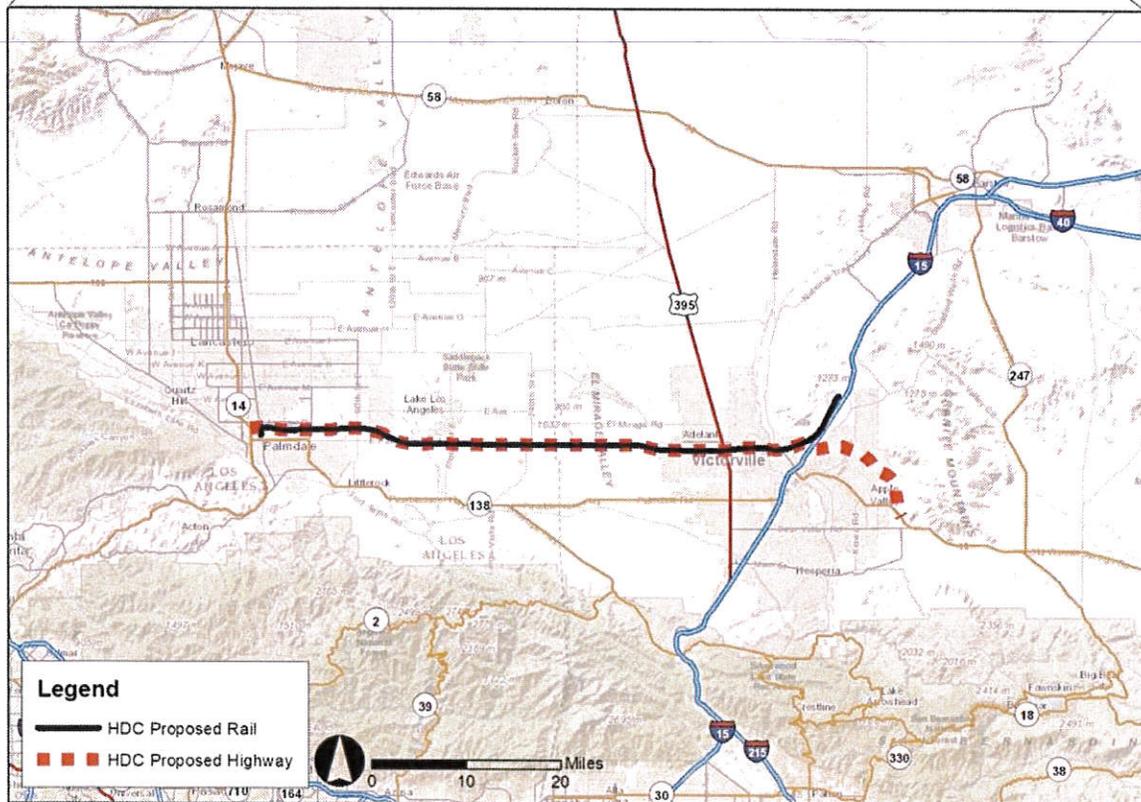
The specific needs to be addressed by the proposed action include:

- Recent and future planned population growth within the High Desert region
- Limited and unreliable west-east connectivity within the High Desert region
- Regional demands for goods movement to support the growth of the regional economy
- Future demands for the use of green energy, including sustainability and green energy provisions in state law and policy

***Note: this supplemental report will only focus on the relocation impacts caused by Freeway/Expressway Alternative with High-Speed Rail (HSR) Feeder/Connector Service (to be called Rail Option 1 and 7). Please refer to the original DRIR, written by Associate Right of Way agent, Maria Brooks, for a full analysis of other alternatives/ the whole High Desert Corridor (HDC).***

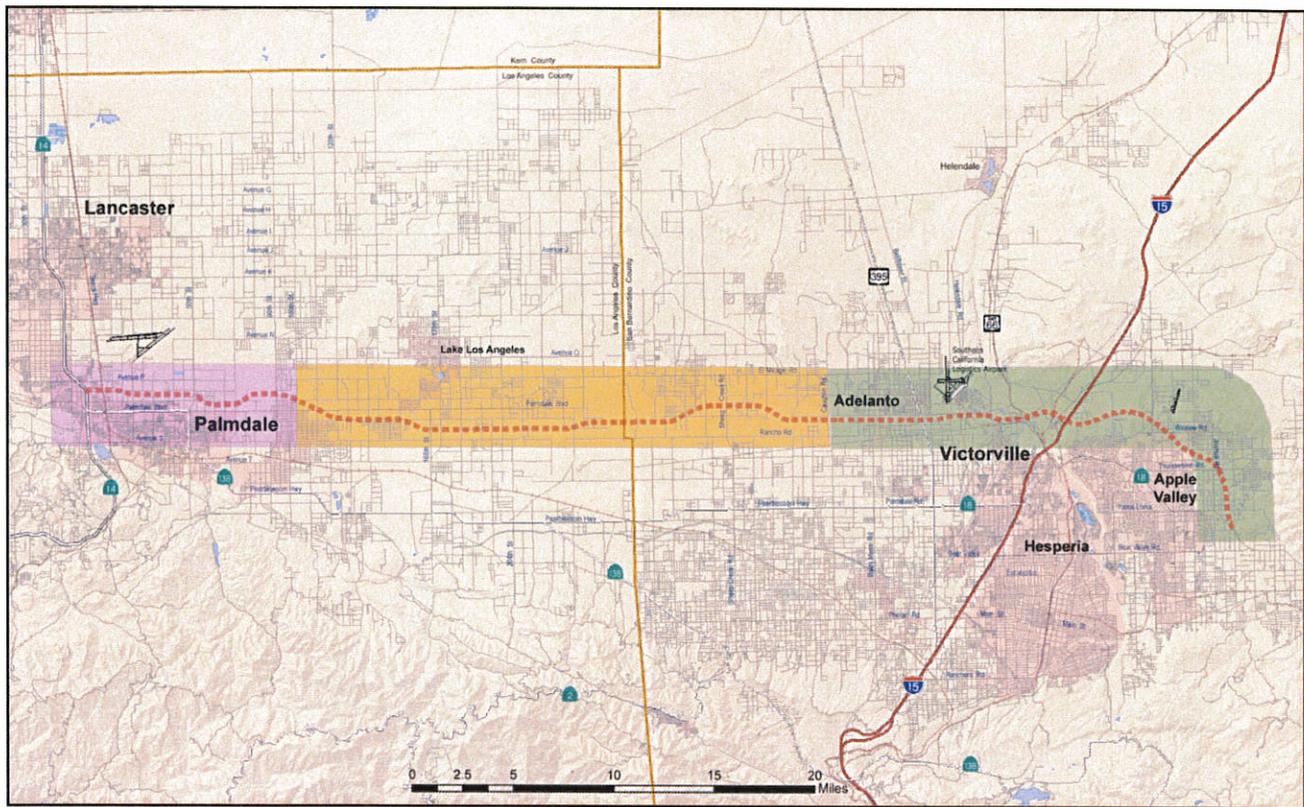
The findings of this document will be incorporated in to the Draft Environmental Impact Statement /Report (DEIS/EIR). The preferred alternative will be identified after the public review of the DEIS/EIR, and the Final Relocation Impact Report will be based on the preferred alternative.

**High Desert Corridor (HDC)**



*Vicinity Map – Common Corridor and Variations*

*Picture I-1*



<b>ANTELOPE VALLEY</b> Los Angeles County Lancaster, Palmdale	<b>HIGH DESERT</b> Los Angeles County–San Bernardino County Lake Los Angeles, El Mirage	<b>VICTOR VALLEY</b> San Bernardino County Adelanto, Victorville, Apple Valley, Hesperia
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*Project Location Map*

*Picture 1-2*

## Description of Alternatives and Rail Options

### Freeway/Expressway Alternative with High-Speed Rail (HSR) Feeder/Connector Service

This alternative would be the same as the Freeway/Expressway Alternative except that it would also include an HSR Feeder/Connector Service between the cities of Palmdale and Victorville. The HSR Feeder/Connector Service would utilize proven steel wheel-on-steel track technology and have a design speed of 180 miles per hour (mph) with an operating speed of 160 mph. Additional details of this operating feature, including the type of train technology (i.e., electric versus diesel-electric), its location in relation to the HDC (median-running alignment), and its connections to existing and proposed rail stations, are being evaluated as part of an ongoing Rail Alternatives Analysis. The incorporation of green energy technologies and a bike path would also be considered.

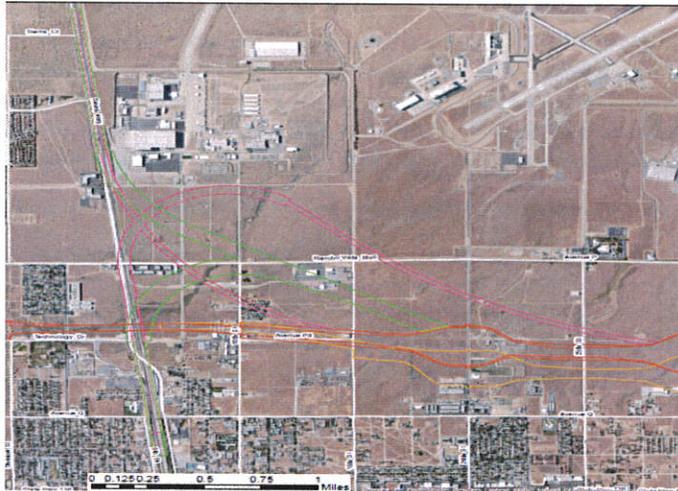
### Freeway/Tollway Alternative with High-Speed Rail Feeder/Connector Service

This alternative would be the same as the Freeway/Expressway Alternative except that it would also include an HSR Feeder/Connector Service between the cities of Palmdale and Victorville. The incorporation of green energy technologies and a bike path would also be considered.

**Option 1** shifts the existing Palmdale Transportation Center (PTC) south approximately 800 feet, and requires cut and cover box and mined tunnels configuration. This option encroaches into the Plant 42 parking lot associated with the Palmdale airport. The alignment also crosses under commercial development at Rancho Vista Boulevard and 15<sup>th</sup> street

East. This option diverges outside of the HDC median and requires only 2 rail tracks to cross under the HDC westbound lanes, reducing the Right of Way needed for the HDC (please see picture 2 below).

**Option 7** requires a mix of aerial structures and tunneling, and allows for the Palmdale Transportation Center to remain at its current location. This option encroaches into a small residential area near 10<sup>th</sup> street, and requires a four track section within the HDC median, requiring a larger Right of Way section for the HDC in this area (please see picture 2 below).



*Picture 2*  
Purple – Option 7. Green – Option 1. Red and Orange – HDC Footprint

## Basis of Findings

The sources used in the preparation of this report were both primary and secondary in nature. They include project development, public documents, the U.S Census, community websites, field surveys.

## Displacement Area

The main displacement area, impacted by the rail option alternatives, is the City of Palmdale. Incorporated on August 24, 1962, the city of Palmdale is an urban area, located 60 miles northeast of Downtown Los Angeles. It is situated within the High Desert area of Los Angeles County; and is also known as the Aerospace Capital of America. Palmdale consists of mostly vacant land. It is developed primarily with pocket residential subdivisions and minimal industrial usage. The followings are some demographic data of Palmdale:

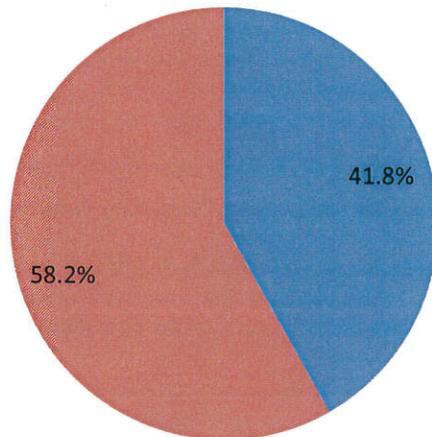
2012 Population:	153,708*
Area in Sq Miles:	104*
Mean Household Income:	\$66,837*
Avg Household Size:	3.6*
2012 Median Housing Price:	\$145,000*

\*City of Palmdale website 2013

### City of Palmdale Population by Origin

■ Non-hispanic ■ Hispanic

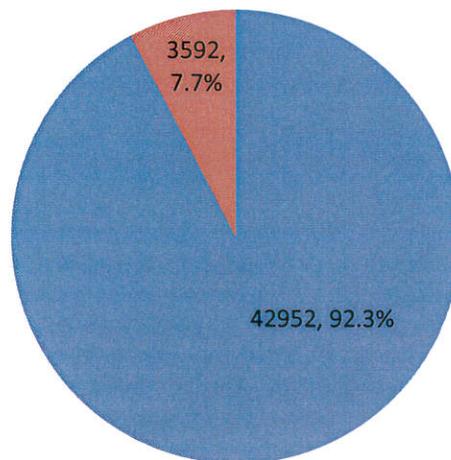
2012 population 153,708



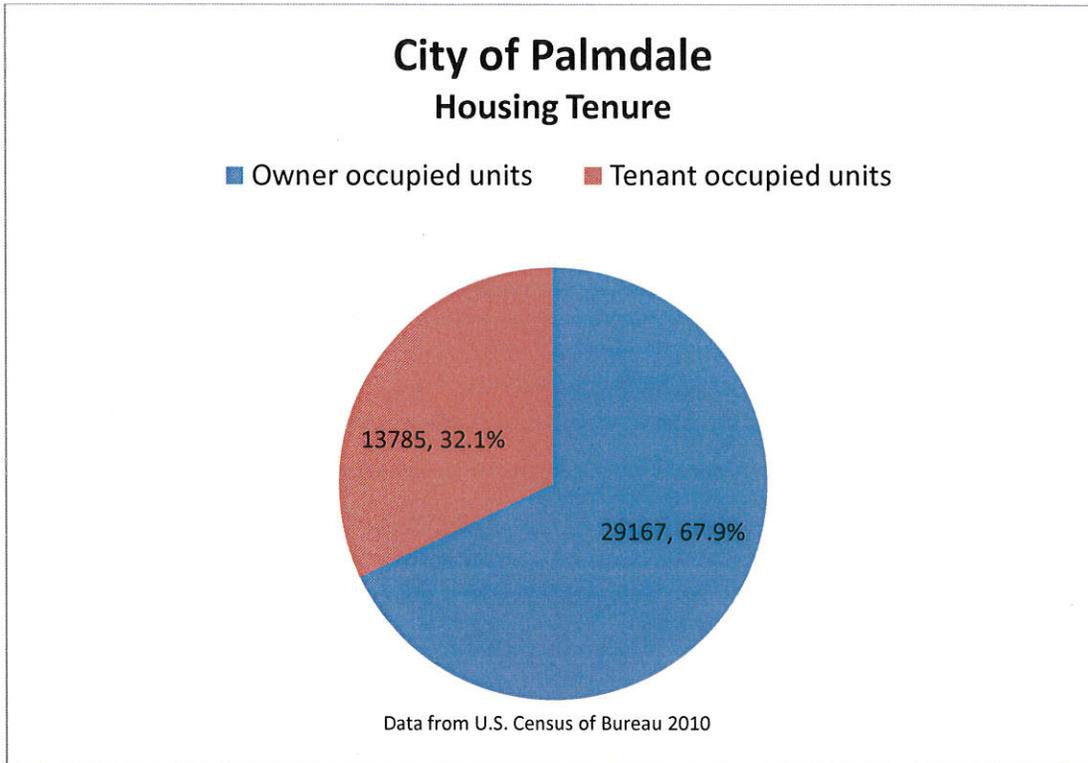
Data from City of Palmdale website 2012

### City of Palmdale Housing Occupancy

■ Occupied housing units ■ Vacant housing units



Data from U.S. Census Bureau 2010



### Residential Impacted Property Characteristics & Conditions & Current Market Analysis

There are total of 20 residential properties being impacted in the project area. All of them fall into option 7 rail alignments. Out of the 20 properties, 18 are full-take which means displacees and personal properties relocation are necessary; 19 of them are single family residence (SFR) with typical 3 bedrooms and 1 bathroom (only 1 of them is a duplex), range from 896 to 1350 sq ft.

	<b>Impacted Parcels</b>	
	<u>Option1</u>	<u>Option 7</u>
Residential	0	20
Non-Residential	18	8
Gov	6	7

*Table 1*

	<b>Residential &amp; Non-residential</b>	
	<u>Option 1</u>	<u>Option 7</u>
Full-Take	15	22
Part-Take	3	6
Gov Full	2	3
Gov Part	4	4

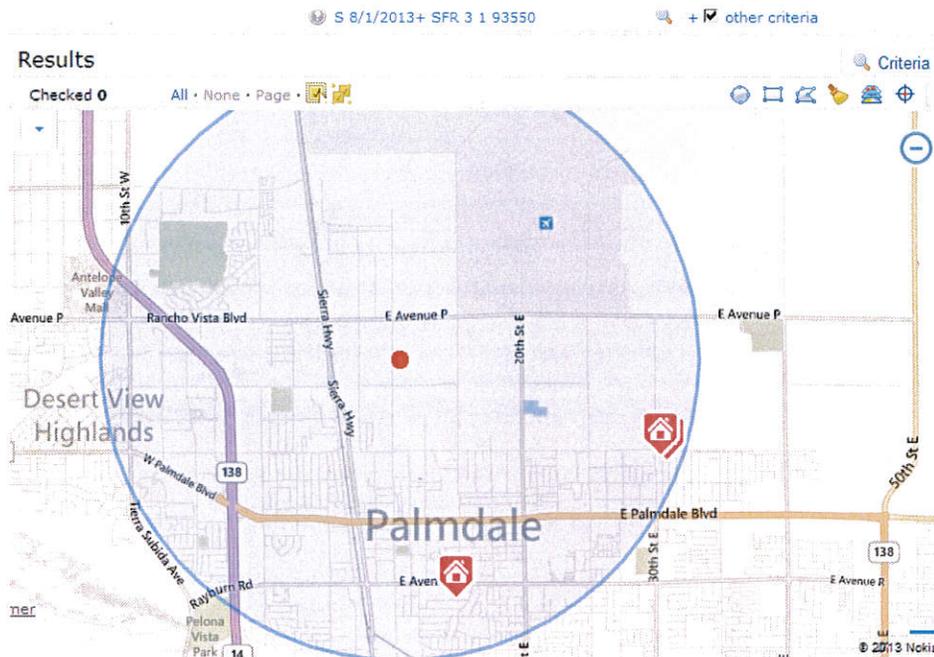
*Table 2*

Since 95% of the impacted single family houses are 3 bedroom /1 bath, the housing study for the residential market will be based on this type of property. As of Nov 7, 2013, the current market value, based on the total number of 3 sold properties within the proposed project area, from Aug 1 to Oct 31, 2013, in City of Palmdale is as follows (please see attachment 1):

**RELOCATION IMPACT REPORT (Cont.)**

(Form #)

Lowest Price	\$96,000
Highest Price	\$141,000
Avg Price	\$120,667
Avg \$/ Sq ft	\$121
Avg Day on Market	24



*The distribution of 3 closed sale of 3 bedroom/1 bath SFR within the impacted residential area (red dot)*

There is only one multi-residential unit, which is a duplex, in the impacted area. Among all the full-take impacted residential properties which need to be relocated, 11 of them are tenant occupied while 7 are owner occupied (please see table 3 below).

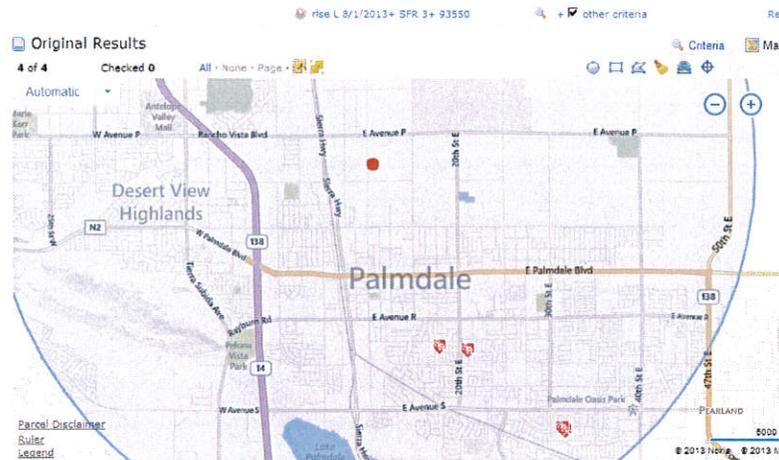
**Type of Occupancy of Impacted Parcels**

	Option 1		Option 7	
	Owner Occupied	Tenant Occupied	Owner Occupied	Tenant Occupied
Residential	0	0	9	11
Non-residential	5	13	0	8

*Table 3*

As of Nov 7, 2013 the current rental market in City of Palmdale, based on total number of 4 closed SFR leases within the proposed project area, from Aug 1 to Oct 31, 2013, is as follow (please see attachment 2):

Lowest Rental	\$1,175 with 3 bedrooms, 2 baths, 1,292 sq ft
Highest Rental	\$1,575 with 4 bedrooms, 2 baths, 1,910 sq ft
Avg Rental	\$1,337
Avg Day on Market	40



*The distribution of 4 closed SFR leases within the impacted residential area (red dot)*

Most of the impacted SFR are 3 bedroom/1 bath and they are all about 900 to 1040 sq ft. From the closed leases shown for the last 3 months, the minimum size of the leased SFR was 1,292 sq ft. Therefore, we can expect for a 3 bedroom 1 bath SFR, the rental rate should be lower than \$1,175.

For purpose of this report, the term tenant or renter is used interchangeably and is defined according to 49CFR24.2(26): “a person who has the temporary use and occupancy of real property owned by another.”

The definition of owner of a dwelling, as cited in 49CFR24(20):

A person is considered to have met the requirement to own a dwelling if the person purchases or holds any of the following interests in real property:

Fee title, a life-estate, land contract, a 99-year lease, or a lease including any options for an extension with at least 50 years to run from the date of acquisition; or

An interest in a cooperative housing project which include the right to occupy a dwelling; or

A contract to purchase any of the interests or estate described in §24.2(a)(1)(i) or (ii) of this section; or

Any other interest, including a partial interest, which in the judgment of the Agency warrants consideration as ownership.

The definition of displaced person, as cited in 49CFR24(9):

The term displaced person means, except as provided in paragraph (a)(9)(ii) of this section, any person who moves from the real property or moves his or her personal property from the real property.

The method of determining the mix of displaced owners and tenants is by using private and public sources of information, generated by California Regional Multiple Listing Services (CRMLS), in October 2013. For residential property, if the tax billing address is different from the property address, we assume that is a rental property; otherwise, it is an owner occupied (ownership records are not included in this report due to privacy protection).

The conditions of each of the housing unit are summarized in the spread sheet and pictured (please see attachment 3 for each SFR’s condition). All the properties to be displaced were built in 1954 and 1956. The assessed conditions of the properties are based on judgment of the exterior viewings that were made during windshield survey conducted in Nov 12, 2013. The conditions of the properties are categorized as poor, fair, good and excellent. The definitions are:

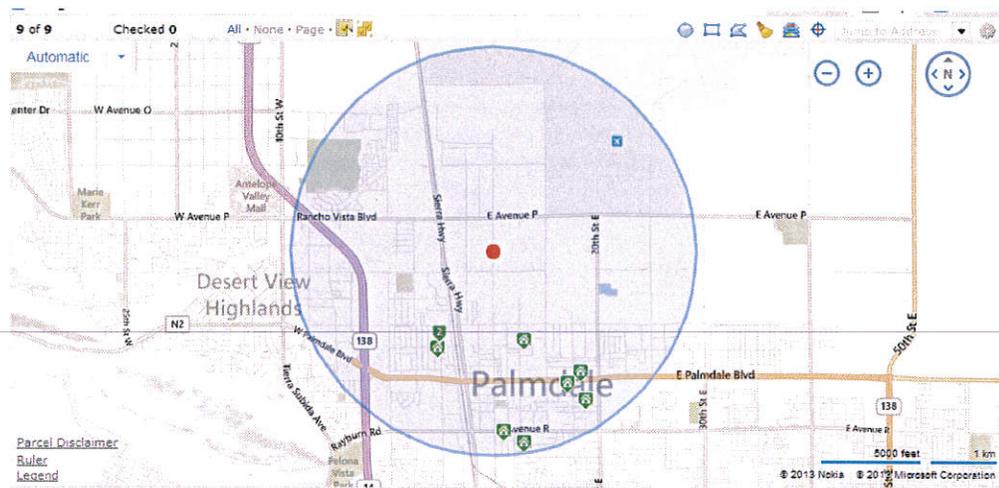
**Excellent condition** - well maintained landscape with no noticeable maintenance needs.

**Good condition** - no new paint is necessary, the roof would be in good shape, and the yard would be neat with only minor maintenance needs.

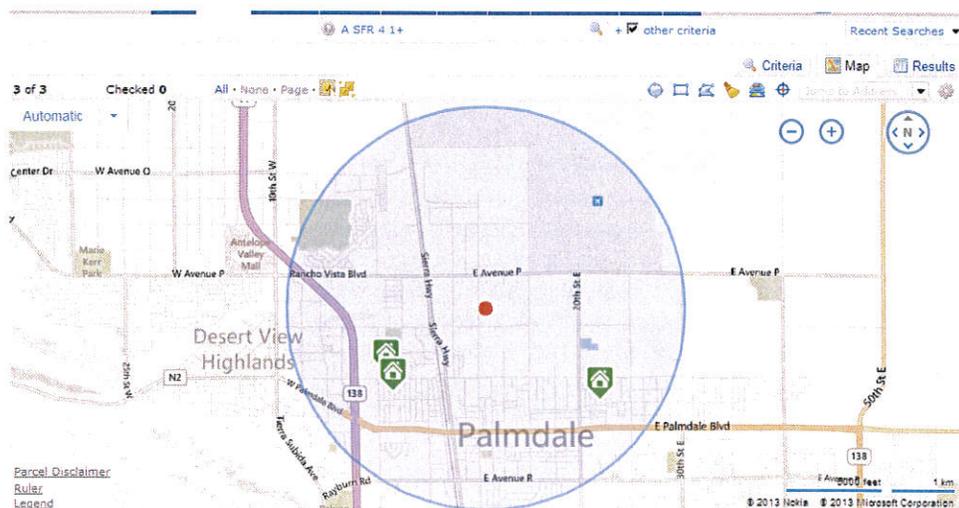
**Fair condition** - would need new paint or roof repair, the yard may need to be cleaned up and there would be multiple signs of deferred maintenance.

**Poor condition** - may need a new roof and new exterior paint, the yard is entirely overgrown and a complete cleaned up is needed.

Total of 18 SFR (full-take) would be relocated by the proposed project. Among those, 7 of them are owner occupied while 11 of them are tenant occupied. As of Nov 4, 2013, there are 9 active 3 bedroom/ 1 bath SFR standard listings in the City, range from \$\$110,000 to \$150,000 and the sq ft from 983 to 1102 within 2 miles radius from the impacted residential parcels (please see attachment 4). For 4 bedroom/ 2 bath, there are 3 active listings, range from \$125,000 to \$150,000 and the sq ft from 1,300 to 1,724 within 2 miles radius from impacted residential parcels (please see attachment 5).



*The distribution of 9 active 3 bedroom/1 bath SFR within 2 miles radius from the impacted residential area (red dot)*

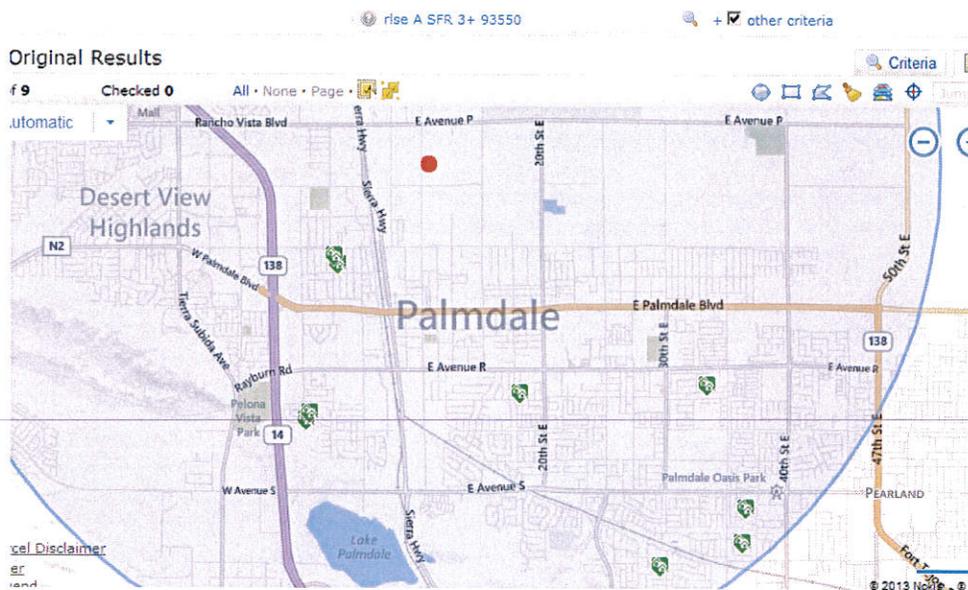


*The distribution of 3 active 4 bedroom/2 bath SFR within 2 miles radius from the impacted residential area (red dot)*

The proposed project is not expected to result in residential relocation problems for home owners. There is sufficient replacement housing available in the project area. The available housing stock appears to fulfill the requirements for SFR and for the estimated sales price range that will be displaced by the proposed project. The displacement neighborhoods and relocation areas are comparable in terms of amenities, public utilities, accessibility to public services, transportation and shopping. The market availability is expected to remain adequate throughout the time of displacement.

Replacement housing will be sought in areas as close as possible to the acquired residences, maintaining the fundamental characteristics of the displaced residence, including the number of square feet, number of bedrooms and bathrooms, price, quality of construction and condition. Standard relocation procedures will be followed to relocate replacement housing of comparable or superior quality than the residence that is being replaced.

Out of 18 full-take impacted residential properties, 11 of them are tenant occupied. As of Nov 7, 2013, there are total of 9 active rental SFRs of 3 bedroom/2 bath and 4 bedroom/2 bath in the neighborhood. The monthly rental rates of the properties are from the lowest \$1,200 to \$1,799 with 1,080 sq ft to 2,544 sq ft (please see attachment 6).



*The distribution of 9 active rental properties (zip code 93550) from the impacted residential area (red dot)*

From the data provided above, assuming all the displaced tenants would like to be relocated within the same neighborhood (zip code 93550), the available rental properties in the market are not sufficient to cover the impacted property displacement at the same time. However, more rental properties would become available if the whole City of Palmdale is considered. Once the area is broadened up to zip code 93550, 93551 and 93552, there are total of 24 active rental SFR available with the lowest rental rate of \$1,195 to \$2,200 from 1,080 to 3,314 sq ft (please see attachment 7).



*The distribution of total of 24 active rental properties (zip code 93550, 93551 and 93552) from the impacted residential area*

**RELOCATION IMPACT REPORT (Cont.)**

(Form #)

The total number of residential displacees (owners + tenants) is estimated to be 65 (18 full-take properties x 3.6 persons/ household).

**Non-Residential Impacted Property Characteristics & Conditions & Current Market Analysis**

The categories of the Non-residential impacted parcels mainly are industrial, warehouse, commercial, auto repair and governmental. The square footage of the impacted business is from 1,760 to 48,000. How many parcels to be impacted depends on which rail option to be selected (please see table 4 and 5 below).

Non-residential Impacted Parcels		
	Option1	Option 7
Full-Take	15	4
Part-Take	3	4
Gov (F/T)	2	3
Gov (P/T)	4	4

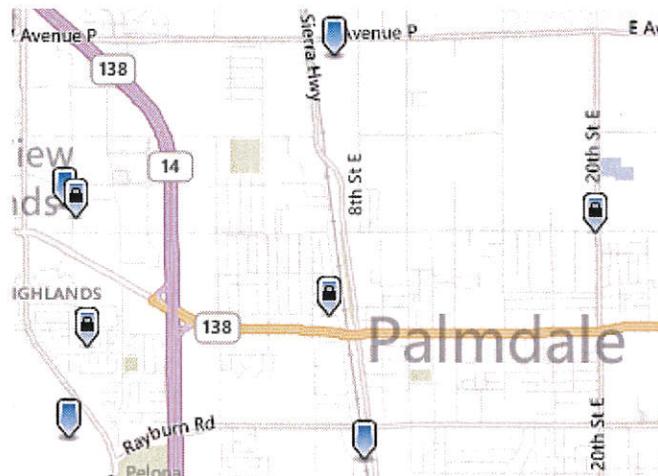
Table 4

Type of Occupancy (non-residential, exclude Gov)		
	Option1	Option 7
Owner Occ.	5	0
Tenant Occ.	13	8

Table 5

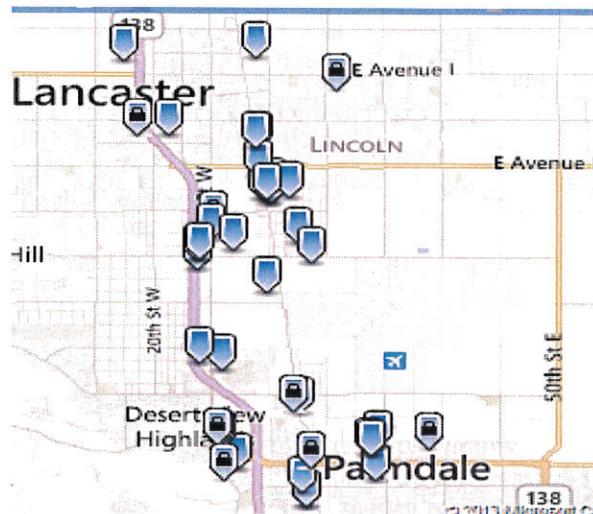
Due to different type of each business and inadequate comps in the market for comparison, this report doesn't include the current market analysis of the non-residential market. Right of Way Appraisal Branch will perform individual appraisal of each business when the final alternative is selected.

According to Loopnet as of Nov 8, 2013, there are 9 active industrial listings in the market for sale, which is from \$1.325M with 16,684 sq to \$4M with 38,000 sq ft. The type of business facility includes distribution, warehouse, manufacturing, office space and retail stores. Some of the industrial buildings are able to be separated into individual units for different accommodations or needs (please see attachment 8).



The distribution of 9 active industrial sale listings in City of Palmdale

Loopnet also shows that there are 20 active industrial listings in the market for lease. The type of business includes distribution, warehouse, manufacturing, office space and retails. The range is from few hundred sq ft storage space to almost 30,000 sq ft warehouse or distribution center. The rental is as low as \$0.34/sf/month to \$2/sf/month depends on the type of the facility. By this preliminary research, the current leasing market should be able to accommodate all the impacted tenant occupied business owners (please see attachment 9).



*The distribution of 20 active rental industrial listings in City of Palmdale*

### **Government Owned Impacted Parcels/ Facilities**

Among the impacted parcels caused by the proposed project, 7 of them are government owned parcels. They are:

- A water test center/utility owned by the City of Palmdale/ LA, located at the corner of Rancho Vista Blvd (Ave P) & 20<sup>th</sup> street, impacted by Option 7
- Lockheed Martin, a military contractor, located at a Fed government owned parcel at Sierra Hwy & Lockheed Way, impacted by both Option 1 and 7 (just a part-take of the parking lot area, relocation shouldn't be necessary)
- Palmdale Transit Center (PTC)/ Metrolink Station, owned by the City of Palmdale, located at Sierra Hwy & Technology Drive, impacted by both Option 1 and 7
- Two parking lots adjacent to the PTC, owned by the City of Palmdale, located at Sierra Hwy & Technology Drive, impacted by both Option 1 and 7

### **Assessment/ Relocation Evaluation of Specific Parcels/ Properties**

By a very preliminary study and field visit, some special properties have brought into our concerns from the Right of Way or relocation perspective.

#### The Water Test Center/Utility (APN 3022006907 impacted by Option 7)

It is owned by the City of Palmdale/ LA, located at the corner of Rancho Vista Blvd (Ave P) & 20<sup>th</sup> street, impacted by Option 7. From the field visit performed on Nov 12, 2013 and other supporting documents, it probably is a testing well for samples of drinking water supply every few months or as needed. We noticed water pipes above ground. Most likely there are also underground pipes located at the spot. A functional replacement property will be needed and Right of Way Utility Relocation may also need to perform a field visit for assessment. However, the positive side of the relocation is that the water facility is located at a 148 acreage City owned vacant parcel. It may just need to be relocated within the same parcel. Another option is that since the parcel is big and vacant; there may be a possibility that Design can re-align the rail feeder just to bypass this water utility/ testing center.

#### Lockheed Martin (APN 3022035900 impacted by both Option 1 and 7)

It is a military contractor located at a Fed Government owned parcel. It should be just a part-take. In fact, it shouldn't involve any relocation or any structure demolition. This is a common impacted parcel which will be impacted by either option. Both of the rail feeders will cut through the SW corner (Sierra Hwy and Lockheed Way) of the parking lot.

Although it shouldn't involve relocation or structure demolition, it may take quite awhile to get permits, if needed due to its sensitivity of business. There may be a possibility that contractors may need to be pre-screened or go through a series of background check before construction begins.

Palmdale Transit Center/ Metrolink Station (APN 3006006904, 3006006905, 3006006908, 3006005901 and 3006005903 impacted by both Option 1 and 7)

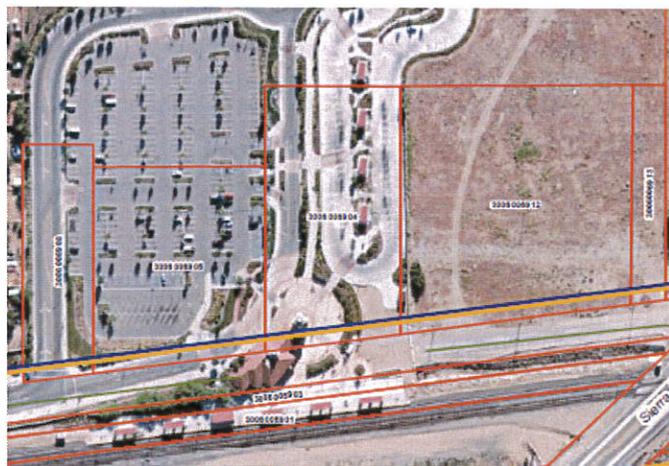
The PTC opened in April 2005 providing riders with a state-of-the-art transportation facility. It is a regional multi-modal hub offers connections between Antelope Valley Transit Authority (AVTA) local and commuter bus service, Metrolink commuter rail service, Santa Clarita Transit, Greyhound bus service and Amtrak Throughway bus service (please see picture 3 below).

The Clock Tower Plaza at the PTC showcases an indoor passenger waiting area complete with concessions, public telephones, seating, restrooms and security service. Metrolink passengers may also utilize partially enclosed outdoor waiting accommodations on the rail platform. Bus patrons will find eight centrally located bus stops providing convenient connections between regional service providers and local bus routes.

Several agencies contributed funding to the PTC project, including Metro, Fed Gov, Caltrans, Air Quality Management District (AQMD), AVTA and LA County.

The proposed project has quite a big impact to the parcel. Not only the main Clock Tower PTC needs to be relocated, but also the infrastructure, such as the station platform, ticket vending machine and the canopies at the station and the bus stops owned by the transit agencies mentioned above. The proposed project also hits another two City owned parcels which are served as parking lots for the riders at the PTC. As this is not just a Metrolink station but a multi-modal transit hub, other agencies need to get involve for the relocation as well, such as Metro, local transit agencies, Right of Way Railroad, CA High Speed Rail Authority, Amtrak and Metrolink. Once railroad is involved, we anticipate a significant amount of time and financial resources to be allocated.

However, the positive side is that there are two City owned vacant neighbor parcels (APN 3006006912 and 3006006913) just right next to it with total acreage of 4.6. These 2 parcels should be able to be used as the replacement site of the facility and infrastructures mentioned above and parking lot expansion, if necessary.



Picture 3

*PTC and impacted parking lots  
Red: impacted parcels; Blue: Option 7, Orange: Option 1*

Allen Recycling (APN 3022004034 impacted by Option 1)

According to the company's website, it provides a comprehensive recycling service to the public, private and governmental sectors, from very first recycling process to final finished products, which to be shipped and sell to all over the nation and overseas. They market a wide variety of recovered fiber, aluminum, plastic, non-ferrous metals, glass and

e-waste and process over one million tons of these materials each year. The company is headquartered at Baldwin Park and has 12 facilities in CA. The one being impacted is located in 39530 12<sup>th</sup> Street East, Palmdale.

During the field visit, the manager of the facility came to talk to us. From the conversation, he told us that since a lot of people still look at recycling business as an unwelcome (not-in-my-backyard) waste management business, the company purposely moved to the current location (away from retail, commercial or residential areas) and just acquired the adjacent property (APN 3022004035, the parcel is now vacant with structure, most likely it was a lumber yard before) to avoid complaints. Landvision shows that the whole block of where the company is located, is basically empty, except with Lusk Machine Products. The nearest residential community is 0.45 mile away from Allen Recycling. In other words, Allen Recycling and Lusk Machine are by themselves within the area of 0.45 mile radius.

From the pictures taken on Nov 12, 2013, we can see the facility is quite big and the building structure is fairly new. Record shows that the structure was built in 2007 with 48,000 sq ft.

We anticipate that relocating this business will be quite a challenge. First, it is big. We assume it has heavy equipments and machines to be relocated. Second, since one of the recyclable commodities is e-waste, it may require a hazardous waste study and analysis by Environmental to see if there will be any restrictions, clearance or requirements needed to be met during the relocation process. Third, the Option 1 rail feeder will cut through not just the parcel but the building structure, so it is highly possible a full take which means Right of Way may need to acquire the whole property plus to pay the demolition expenses and the high relocation expenses.

However, the positive side is, as mentioned above, there should be plenty of vacant lands in the affected area. If the business owner is having a hard time to search for a suitable site (due to its business type, it may create noise and smell during operation), building a new one in his own parcel (APN 3022004035, the neighboring one they just acquired) may be one of the options. Even though that parcel is also being impacted but it should be just a part-take of the south west corner and the remaining parcel should be big enough for a new facility similar to the existing one. We assume the parcel falls within the same zoning category so it should minimize the barriers of getting the CUP (Conditional Use Permit) approved by the City.

***Note: By US Code, Title 23 Highways, Section 136, Allen Recycling may be required to be screened, within 1,000 feet of the nearest edge of the right-of-way, by natural objects, plantings, fences or other appropriate means so as to be visible from the main traveled way of the system, or shall be removed from sight. The main idea is to promote the safety and recreational value of public travel, to protect public investment in such highways, and to preserve the natural beauty of areas adjacent to such highways. Please refer to the following links for details:***

<http://www.gpo.gov/fdsys/pkg/USCODE-2011-title23/pdf/USCODE-2011-title23-chap1-sec136.pdf>

<http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=745-759.3>

<http://www.fhwa.dot.gov/map21/qandas/qajunkyard.cfm>

#### Lusk Machine Products (APN 3022004023 impacted by Option 1)

The Option 1 rail feeder will cut through the whole parcel and the building structure so it has to be a full-take. By the field visit performed on Nov 12, 2013, it is a one story structure. Record shows that it was built in 1966 with about 18,000 sq ft. Since we are not supposed to disturb the business owner, we don't know if the business is a manufacturing type or just a distribution or wholesale of finished machines. The business type may affect the level of difficulty in looking for a replacement property due to different zoning requirement.

#### United Refrigeration (APN 3022001011 impacted by Option 7)

This is in industrial/ warehouse type of property which is located at 510 E. Rancho Vista Blvd. and was built in 2002 with 10,586 sq ft. According to the company website, it is a distributor of refrigeration, air conditioning and heating parts and equipments. This parcel should be considered a full-take due to the fact that at least one-quarter of the building would be directly impacted by the proposed project.

ExtraSpace Storage (APN 3006005804 impacted by Option 1 and 7)

It is basically a warehouse business for self storage service. The building was built in 1988 with 74,379 sq ft. This is a common impacted property which will be impacted by both Options due to the rail road Right of Way widening. The one-story storage structure (north to south along the brick wall) will be cut through but it should be just a part-take only. By the map provided by Environmental, that one-story storage is divided into 17-18 warehouse units. Depends on the lease terms and period of each individual lease, Right of Way may need extra time to relocate all 17-18 space lessee (please see picture 4 below).

The positive side is that this shouldn't be a complicated move. Extraspace has another self storage location just less than 2 miles away at 37352 Sierra Hwy. There are also 7-8 businesses available for personal storage in City of Palmdale. Therefore, there should be enough supply to accommodate the needs of these 17-18 storage space lessees.

By the field visit performed on Nov 12, 2013, part of the Extraspace Storage parcel is used as RV parking lot with the adjacent parcel (APN 3006005004). Since these two parcels should be a part-take, the RVs should be able to park at the other side of the parking lot.



*Extraspace Self Storage and RV Parking  
Red: impacted parcels; Blue: Option 7, Orange: Option 1*

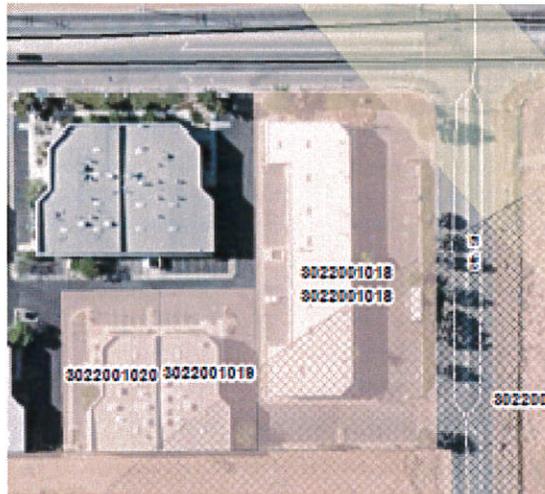
654 E. Rancho Vista Blvd (APN 3022001018 impacted by both Option 1 and 7)

This is an industrial/ warehouse type of property which was built in 2005 with about 17,000 sq ft. It is also a common impacted parcel which will be impacted by both options. If Option 1 is selected, it will be a full-take since 1/3 of the building structure will be cut through. However, Option 7 will only cut through the north east corner of the parcel and it may only take away few parking spaces (please see picture 5 below).

By the field visit performed on Nov 12, 2013, the whole warehouse is divided to several (maybe 3-4) smaller units and they are all occupied.

644 and 640 E. Rancho Vista Blvd (APN 3022001019 & 3022001020 impacted by Option 1)

The two properties are industrial/ warehouse type, which were built in 1992 with 7,180 and 6,284 sq ft respectively. Even though they have two parcel numbers and street addresses, the two building structures are attached together. Both of the above parcels are impacted by Option 1. 644 Rancho Vista (APN 3022001019) will be a full-take because 1/2 of the building structure will be cut through while 640 Rancho Vista (APN 3022001020) should be a part-take only by just cutting through the south east corner. However, since they are one building structure, 640 Rancho Vista may end up become a full-take (Please see picture 5 below).



*Picture 5*  
 654, 644 and 640 Rancho Vista Blvd impacted by both Options

The rest of the non-residential impacted parcels should be considered small and normal compare to the ones mentioned above.

**Conclusion and Recommendations**

Both of the Options will have common impacted parcels. All of them are non-residential parcels shown below:

- Lockheed Martin (APN 3022035900)
- 654 E. Rancho Vista Blvd (APN 3022001018)
- Palmdale Transit Center/ Metrolink Station and Parking lots (APN 3006006904, 3006006905, 3006006908, 3006005901 and 3006005903)
- ExtraSpace Storage (APN 3006005005) and RV Parking (APN 3006005004)
- 38744 6<sup>th</sup> St. E. which is an auto repair (APN 3008011033)
- 38712 6<sup>th</sup> St. E. which is in industrial/warehouse (APN 3008011034)
- 38702 6<sup>th</sup> St. E which is an auto repair (APN 3008011030)

However, each Option also has its own impacted parcels that are mutually exclusive as shown below in table 6

	Mutually Exclusive Impacted Parcels	
	Option 1	Option 7
Residential	0	20
Non-Residential	12	2
Gov	0	1

*Table 6*

By looking at the table above, the major impacted parcels caused by Option 1 from the proposed project are all non-residential, mainly are industrial businesses while Option 7 hits most of the residential home owners.

From Right of Way Relocation point of view in terms of level of relocation difficulty and financial cost, **Option 7 is a preferable alternative** due to the following reasons:

- Business relocation is more complex than residential. Besides the limited availability in the current commercial and industrial market, there are limitations and restrictions which also hinder business owners from relocating their businesses to a new location, such as the type of business, zoning and permit restrictions required by different cities, and political reasons, such as public hearing process. All these concerns require extra amount of time and staff resources and may also prolong the whole relocation process and delay the whole project.

**RELOCATION IMPACT REPORT (Cont.)**

(Form #)

- The level of difficulty to relocate a business is higher than to relocate a residential home, that's why the fewer the business relocation, the better off to Right of Way. Some of the big impacted businesses are Allen Recycling, Lusk Machine Products, and 3 other industrial building structures, and 8-10 regular mid-size businesses which include auto repairs and warehouses. Even though we didn't perform interviews with the business owners or have any interior inspections during the field visit, we anticipate that there should be quite a lot of heavy equipments to be relocated, such as forklifts, machineries, racks, hydraulic jacks/lifts, etc... We need commercial movers with specialty to handle these kinds of heavy equipments' relocation. We may also need to hire facilities planning and move coordinators in the process due to its complexity. All these will drive up the total relocation costs compare to moving mainly the residential homes.
- Goodwill loss claim from business is also another main concern from Right of Way point of view. Although Goodwill loss claim is compensated through Acquisition, not relocation costs, it can be avoided by minimizing business relocation as much as possible.
- By the current residential market study in City of Palmdale, the average price of SFR is about \$121 per sq ft. Let's assume all 20 SFR are to be acquired, the total square footage is about 21,427. The total cost of acquisition is about \$2.6M (21,427 sq ft x \$121/ sq ft). Compare to acquire just Allen Recycling (sold at \$3.65M in year of 2010), Option 7 should cost a lot less in terms of acquisition.

No matter which alternative will be selected, Right of Way Relocation has the following recommendations:

- For Option 1: try to re-design the rail feeder to avoid impact to Allen Recycling and Lusk Machine Products, if possible.
- For Option 7: try to re-design the rail feeder to avoid impact to the City's water utility facility/ testing well, if possible. Since almost 60% of population in City of Palmdale is Hispanic, Right of Way Relocation needs to have enough Spanish speaking agents ready to handle the language barriers.

**RELOCATION IMPACT REPORT**

(Form #)

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 7  
DIVISION OF RIGHT OF WAY

DRAFT RELOCATION IMPACT REPORT

**Revised Supplementary Report of Variation B-1 Alignment  
(Between Oasis Rd and Caughlin Rd) to the  
New Proposed High Desert Corridor (HDC)**

County of San Bernardino  
07-LA-SR 138  
EA 2600U0  
Project ID 0712000035

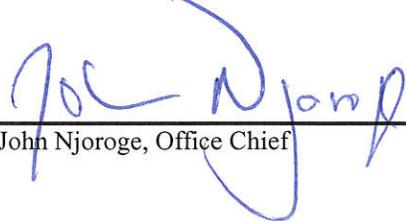
The undersigned has completed this Draft Relocation Impact Report of the above referenced project.

  
\_\_\_\_\_  
Angus Chan, Associate Right of Way Agent June 11 / 14  
Date

The undersigned has reviewed and recommends approval of this report.

  
\_\_\_\_\_  
Billy Cooper, Senior Right of Way Agent, Relocation Assistance Program 6/11/2014  
Date

The undersigned has reviewed this report and approves it as written.

  
\_\_\_\_\_  
John Njoroge, Office Chief 6.11.2014  
Date

Cc: Project Manager  
Environmental Planning

Distribution: Original File: (as applicable) --Region/District R/W Manager; Project Manager; Region/District/RW Branch Managers;  
Environmental Planning Branch- Design; & Attachments: Project Map, Displacement Map, Replacement Map.

**RELOCATION IMPACT REPORT (Cont.)**

(Form #)

## Project Description

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), proposes construction of the High Desert Corridor (HDC) as a new transportation facility in the High Desert region of Los Angeles and San Bernardino counties. The proposed 63-mile-long west-east facility would provide route continuity and relieve traffic congestion between State Route (SR) 18 and United States Highway 395 (US 395) in San Bernardino County with SR-14 in Los Angeles County. The project would comprise of one or more of the following major components, including highway, tollway, rail transit, bikeway, and recommendation for green energy facilities. Pictures 1-1 and 1-2 are project vicinity and location maps, respectively.

## Purpose of Study

The purpose of the proposed action is to improve west-east mobility through the High Desert region of southern California by addressing present and future travel demand and mobility needs within the Antelope and Victor valleys. The proposed action is intended to achieve the following objectives:

- Increase capacity of west-east transportation facilities to accommodate existing and future transportation demand
- Improve travel safety and reliability within the High Desert region
- Improve the regional goods movement network
- Provide improved access and connectivity to regional transportation facilities, including airports and existing and future passenger rail systems, which include the proposed California HSR system and the proposed XpressWest HSR system
- Contribute to state greenhouse gas (GHG) reduction goals through the use of green energy features

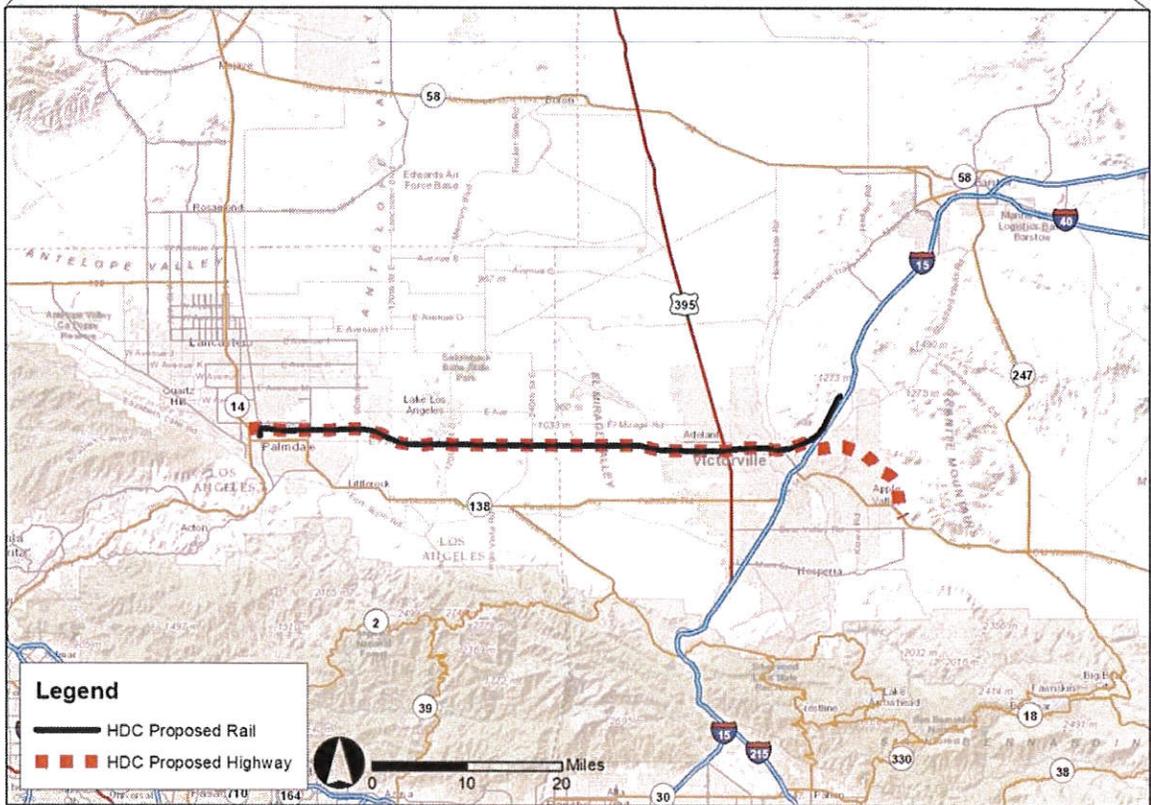
The specific needs to be addressed by the proposed action include:

- Recent and future planned population growth within the High Desert region
- Limited and unreliable west-east connectivity within the High Desert region
- Regional demands for goods movement to support the growth of the regional economy
- Future demands for the use of green energy, including sustainability and green energy provisions in state law and policy

*Note: this supplemental report will only focus on the relocation impacts caused by Variation B-1, approximately 0.4 mile south from the main High Desert Corridor (HDC) alignment, between Oasis road and Caughlin road, in San Bernardino County. Please refer to the original DRIR, written by Associate Right of Way Agent, Maria Brooks, for a full analysis of other alternatives/variations/ the whole High Desert Corridor.*

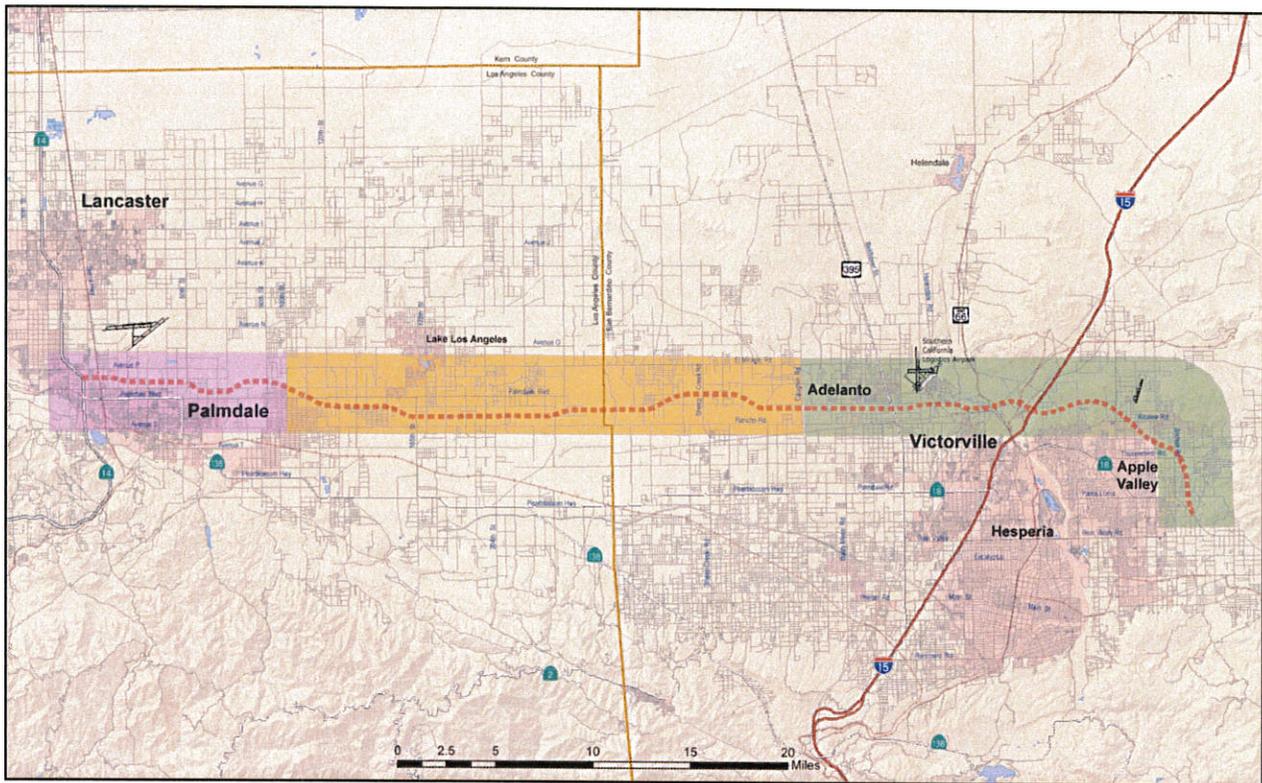
The findings of this document will be incorporated into the Draft Environmental Impact Statement /Report (DEIS/EIR). The preferred alternative will be identified after the public review of the DEIS/EIR, and the Final Relocation Impact Report will be based on the preferred alternative.

**High Desert Corridor (HDC)**



*Vicinity Map – Common Corridor and Variations*

*Picture I-1*

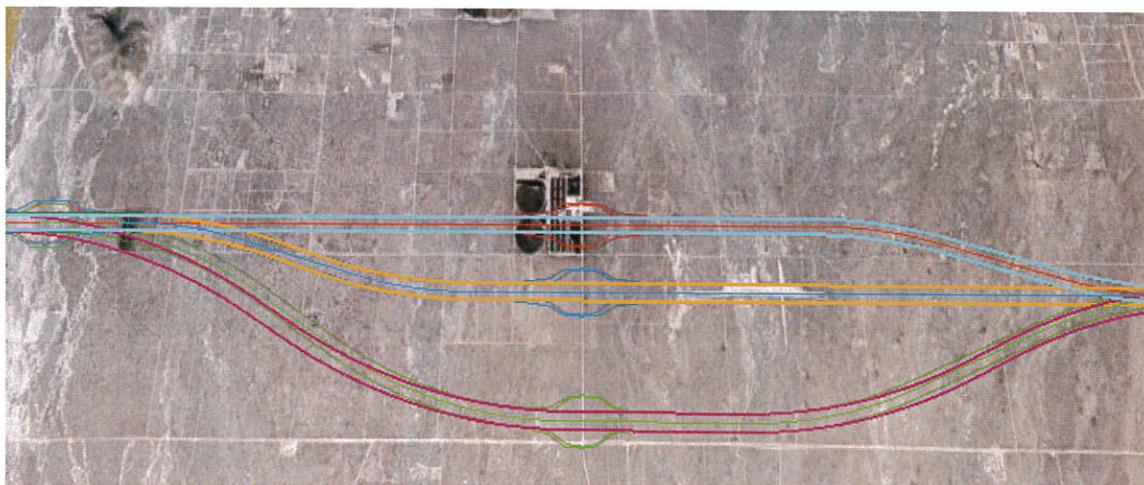


<b>ANTELOPE VALLEY</b> Los Angeles County  Lancaster, Palmdale	<b>HIGH DESERT</b> Los Angeles County–San Bernardino County  Lake Los Angeles, El Mirage	<b>VICTOR VALLEY</b> San Bernardino County  Adelanto, Victorville, Apple Valley, Hesperia
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*Project Location Map      Picture 1-2*

**Description of Variation B-1**

The proposed Variation B-1 alignment is approximately 8 miles long, between Oasis Road and Caughtline Road, about 0.4 mile south from the main HDC alignment center line (please see picture 2 below).



*Picture 2*  
 Teal – HDC/HSR main alignment. Orange – HDC/HSR Variation B-1. Purple – HDC/HSR Variation B (Dairy Dip)

**Basis of Findings**

The sources used in the preparation of this report were both primary and secondary in nature. They include project development, public documents, the U.S Census, community websites.

**Displacement Area and Impacted Parcels**

The main displacement area, impacted by Variation B-1, is in an unincorporated area of San Bernardino County. The location is approximately on Parkdale Road, between Oasis Road and Caughline Road. Most of the impacted parcels caused by this Variation B-1 are vacant land with the exception of the Krey Airport (APN 045821201) and APN 045821245. Since the impacted area is primary neither residential nor commercial (with the exception of the above private owned airport), housing study is not included in this report.

**Assessment/ Relocation Evaluation of Specific Parcels/ Properties**

Krey Field Airport (APN 045821201)

By a preliminary study and research (field visit not performed), records show that the above impacted property is a private owned airport, which is located approximately on Parkdale Road between Johnson Road and Boquina Street, with lot size 74.33 acres. However, the land use is zoned as single family residence (SFR). The main building structures and runway (horizontal) are located on the main parcel APN 045821201. The horizontal runway also extends to parcel APN 045717436 (to west), APN 045821203 and APN 045821204 (to east). The vertical runway extends south to parcels APN 045821246 and APN 045821248. Total of six of the above mentioned impacted parcels belong to the same owner, identified as Krey Airport with the total lot size about 133.33 acres (please see picture 3 below).



*Krey Airport identified parcels*

*Picture3*



*Teal – Property lines of impacted parcels. Orange – Right of Way line of Variation B-1*

Picture4

The major impacted area to the airport is the south 1/3 which is mainly the horizontal runway (please see picture 4 above). The structures located on the parcels are not anticipated to be impacted by the project alignment; therefore, the acquisition would be considered a part- take.

However, as mentioned above, the major horizontal runway is also beyond the parcel APN 045821201, it extends to both east and west. The Variation B-1 alignment in fact is proposed to be built along/ landed on the whole horizontal runway parcels (APN 045717436, APN 045821203 and APN 045821204). Not just the horizontal runway is being affected; the vertical north-south runway is also being cut off (APN 045821246, APN 045821248). The project alignment will likely have an impact on the Krey Airport, possibly to the point that operation of the Airport would not be possible due to impacts to both runways.

If a full-take end up is necessary or requested by the owner, Right of Way may need to acquire the whole Krey Airport which includes six parcels (please see picture 3 above). Right of Way Relocation will need to relocate the property as a regular commercial business or a residential home (as what it states on the property land use record as SFR). Challenges include Federal Aviation Administration and Caltrans Aeronautics may need to get involved to the selection of the new location of the airport, license & permits, plans and operations approval. Right of Way Relocation may also need to pay for the new relocation costs of all the utility connections, such as power, water and sewage. We anticipate a significant amount of time and financial resources to be allocated if a full-take is needed.

#### APN 045821245

This is the impacted parcel located at the south side of the Krey Airport (please see picture 3 and 4 above). Record shows that it is supposed to be vacant (please see attachment 1) with lot size of 10 acres. However, by Google Earth and Landvision pictures as of March 2014, the parcel seems to be used as a junk yard or vehicle storage (please see aerial picture 5 below). Since the impacted area of the parcel is just a little portion of the northern piece which is supposed to be vacant, it is expected to be a part-take only and Right of Way Relocation is not anticipate any relocation activities in this parcel (please see picture 4 above).

***Note: By US Code, Title 23 Highways, Section 136, the subject parcel may be required to be screened, within 1,000 feet of the nearest edge of the right-of-way, by natural objects, plantings, fences or other appropriate means so as to be visible from the main traveled way of the system, or shall be removed from sight. The main idea is to promote the safety and recreational value of public travel, to protect public investment in such highways, and to preserve the natural beauty of areas adjacent to such highways. Please refer to the following links for details:***

<http://www.gpo.gov/fdsys/pkg/USCODE-2011-title23/pdf/USCODE-2011-title23-chap1-sec136.pdf>

<http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=745-759.3>

<http://www.fhwa.dot.gov/map21/qandas/qajunkyard.cfm>



*Enlarged view of parcel APN 045821245*

*Picture5*

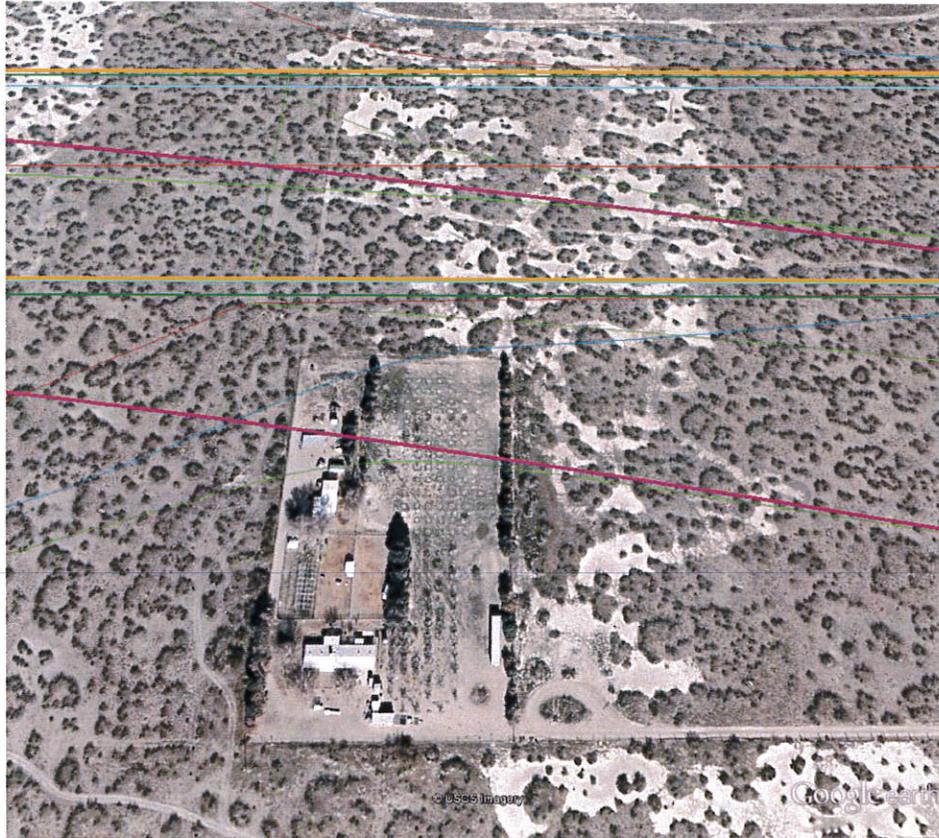
## Conclusion & Recommendations

In order to have a fair relocation point of view analysis, we compare the impacted area caused by the individual alignment of the original HDC, Variation B and Variation B-1 in this report. The approximate length of that alignment/ segment is about 8 miles long, between Oasis Road and Caughlin Road (for a better understanding of the design and locations, please see picture 2 above). Each of the alignments/segments has its own impacted parcel as below:

- Original HDC – the major impacted parcel caused by this alignment is a large 158-acre dairy farm. From the analysis of the original DRIR dated May 23, 2013, it is located in El Mirage (APN 045716110) owned by the Meadowbrook Dairy Real Estate Company. One half of the square-shaped parcel contains two very large crop circles. The remainder of the property contains a warehouse, a large garage, machinery and approximately twenty long carport style structures that provide shade and feeder to over 600 cattle. Partial acquisition is required. However, it will bisect midway through the property and significantly affect major portions of the crop circles, feeder stations, housing and the milk processing machinery. For this reason, a full-take of the parcel may be necessary. Relocation of the operations related to this parcel would be complex, lengthy, and costly.
- Variation B – it is also called the Dairy Dip. The main purpose of this design is to avoid the major impact to the Meadowbrook Dairy Farm, caused by the main original HDC alignment. The impacted parcel caused by Variation B is a 1,000 sq ft residential home on a 5-acre land, located at 1140 Parkdale Road, Adelanto (APN 320012103). The acquisition is expected to be a part-take because only  $\frac{1}{4}$  of the north section would be affected. Right of Way Relocation should not anticipate any relocation activities in this parcel (please see picture 6 below).

- Variation B1 – the major impacted parcel in this variation is the Krey Airport. As discussed earlier in this report, the alignment will have a great impact to the airport due to the termination of the runway operations. Although a part-take is expected for minimal impact, a full-take may be required. Right of Way Relocation needs to relocate the whole airport and the process will be complex, costly and lengthy.

In conclusion, from the Right of Way Relocation stand point, Variation B is preferable due to its minimal relocation effort and impacts to the property owner compare to others.



Picture 6

Purple – Right of Way line of Variation B. Orange – Right of Way line of Variation B-1.