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

FINAL RELOCATION IMPACT REPORT

City of Palmdale to Apple Valley, CA
County of Los Angeles and San Bernardino
High Desert Corridor (HDC)
(A New Freeway/Tollway with HSR)
07– LA & San Bernardino – Rte HDC
EA: 2600U0 (0712000035)

SUMMARY OF RELOCATION IMPACT REPORT:

The proposed High Desert Corridor (HDC) is a new transportation facility in the High Desert region of Los Angeles and San Bernardino counties. It is a Freeway/Tollway with High Speed Rail Project that will impact the City of Palmdale, unincorporated areas of Los Angeles County-Littlerock, Llano and Lake Los Angeles, as well as cities of Adelanto, Apple Valley, Victorville and unincorporated areas of San Bernardino County. This report is to document the potential impacts that may be caused by the displacement of existing structures and their occupants by the proposed project. Previously, several different alternatives and four variations were reviewed. A separate Draft Relocation Impact Report and two supplemental reports were prepared previously to evaluate the relocation impacts of the various alternatives and variations. Subsequently, a Preferred Alternative was selected after evaluation of the alternatives. This Final Relocation Impact Report (FRIR) will only focus on the relocation impacts caused by the selected Preferred Alternative. The staff of Division of Environmental Planning has prepared a table breaking down the impacts by communities. Please refer to Appendix following this report for the table. Please also refer to the Draft Relocation Impact Report, written by Maria Brooks, Associate Right of WAY Agent, and two supplemental reports, prepared by Angus Chan, Associate Right of Way Agent, for a full analysis of multiple alternatives/variations.

Presently, the project area is mostly undeveloped land, with limited commercial/industrial use and minimal residential development. The Preferred Alternative will impact properties within the proposed right of way and properties straddling the right of way line. The relocation impact of the Preferred Alternative is estimated to be approximately 197 displacees; 131 residential units and 66 non-residential units.

Market statistics indicate that the real estate market in High Desert has sufficient inventory to supply the relocation requirement of these displaces, both residential and non-residential. The relocation of the displacees will not negatively impact the communities, with the exceptions of the acquisition and the relocation of the Palmdale School District facilities and the Antelope Valley Union High School District facility. The State may have to provide functional replacement property for these facilities. The replacement process may require extended period to complete.

All displacees will be treated fairly, consistently and equitably in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Polices Act of 1970, as amended "The Uniform Act".

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

10/22/15 Helen Chiang
Date Helen Chiang, Associate Right of Way Agent

The undersigned has reviewed and approved this report.

10/22/15 Lydia Lai for Kelly Lin
Date Kelly Lin, Senior of Relocation Assistance Program

10/23/15 Kelly Lin for John N.
Date John Njoroge, Office Chief
RAP, Utility Relocation, Division of Right of Way

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 the proposed High Desert Corridor (HDC) project, a new freeway/expressway, would have on the residential and nonresidential occupants within the proposed project alignments. Specifically, this report is concerned with potential problems that may be caused by the displacement of existing structures and their occupants.

B. Limits and Purpose of Project

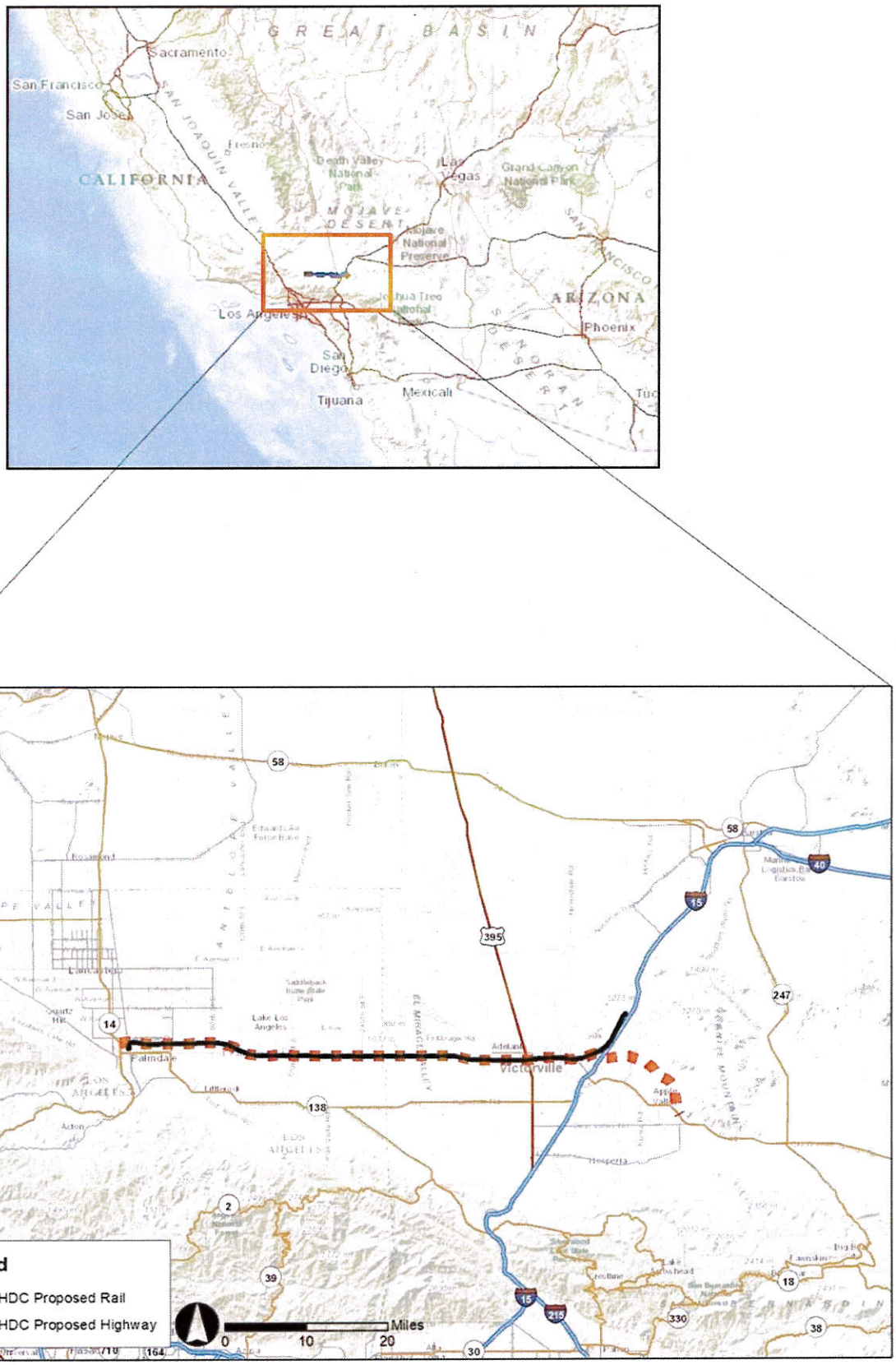
B.1 Limits

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 alignment, combining a controlled-access freeway and an expressway, will begin at State Route 14 (SR-14) in Los Angeles County, will generally follow Avenue P-8 in Los Angeles County and just south of El Mirage Road in San Bernardino County, then extend east to Air Expressway Boulevard near I-15, and finally curve south, ending at Bear Valley Road.

The project would comprise of one or more of the following major components, including highway, tollway, rail transit, bikeway, and green energy facilities. Figure 1-1 shows the project vicinity.

Figure 1-1 Project Vicinity Map



B.2 Purpose and Needs of the Proposed Project

The purpose of the proposed project 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 project 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

C. Description of alignments studied: Recapture of the project alternatives and describe the selected Preferred Alternative

C.1 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.

C.1.1 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 Build Alternative functions as a baseline to compare against all of the proposed build alternatives.

C.1.2 Freeway/Expressway Alternative (Avenue P-8, I-15, and SR-18) (Alt. #3)

This alternative would construct a combination of a controlled-access freeway and at-grade expressway for a total distance of 63 miles. The corridor from SR-14 to US 395 would be 500 feet wide and from US 395 to SR-18 would be 300 feet wide. The alignment generally follows Avenue P-8 in Los Angeles County and then runs slightly south of El Mirage Road in San Bernardino County. The alignment then extends to Air Expressway Road near I-15 and curves slightly southeast to terminate at Bear Valley Road near Apple Valley. Bicycle facility and green energy components would be incorporated into the design features of this alternative.

Four physical alignment variations are being considered.

- **Variation A**: Near Palmdale, the freeway/expressway would dip slightly south of the main alignment, approximately between 15th 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**: Another option for Variation B is called Variation B1, which is shorter than Variation B and would run slightly south of the main alignment.
    -
- **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 180th Street East and 230th Street East.
- **Variation E**: Near Adelanto and Victorville, the freeway/expressway would dip south of the federal prison.

C. 1.3 Freeway/Tollway Alternative (Avenue P-8, I-15, and SR-18) (Alt. #4)

This alternative would follow the same route as the Freeway/Expressway Alternative (with variations A, B, D, and E), but it would have sections that operate as a tollway. The segment where toll lanes are proposed, four in each direction, would begin from 100th Street East in Palmdale and end at US 395 in Victorville. The Central Segment would consist of a toll facility, and motorists who choose not to use this segment of the HDC would have the option to exit and use local west-east parallel roads adjacent to the HDC and reenter the freeway segments from either 90th Street East in Palmdale or US 395 in Adelanto. Each toll lane would be 12 feet wide. Bicycle facility and green energy components would be incorporated into the design features of this alternative. Details of this operating feature are being evaluated as part of an ongoing P3 analysis.

C.1.4 Freeway/Expressway Alternative with High-Speed Rail (HSR) Feeder/Connector Service

This alternative would be the same route as the Freeway/Expressway Alternative, but it also includes an HSR Feeder Service between Palmdale and Victorville. Variations A, B, D, and E were considered, but Variation A was later determined to be not a viable variation for the alternatives with HSR due to some geometric constraint. Additional elements would include bikeways and green energy facilities as described under the Freeway/Expressway Alternative.

The HSR component of the HDC would operate as a new west to east passenger rail corridor from the existing Metrolink station in Palmdale (Antelope Valley) to Victorville (Victor Valley). This service could also conveniently allow rail passengers to continue on to Las Vegas without having to change trains at Victorville (a one-seat ride). It would fill a gap by providing a crucial missing interregional link between two major rail infrastructure investments currently in the planning stages for southern California, the California HSR and the XpressWest, formerly known as Desert Xpress.

The HSR Feeder Service would consist of steel wheels on track and would have a maximum operating speed of 180 miles per hour (mph). The HSR Feeder would be built within the HDC right-of-way (ROW). The area needed for this rail facility would be approximately 160 feet wide to accommodate the tracks and associated structures. The rail alignment would primarily run in the median of the HDC freeway. Certain areas would require additional ROW to allow the train to negotiate curves and reach the train station. A 52-foot buffer would be kept from the edge of the freeway to the railway travel path for safety and maintenance access.

Palmdale Rail Connection

For the Palmdale rail connection, two rail connection approaches are proposed for connecting the HDC to the California HSR network, Options 1 and 7. Both options allow for eastbound and westbound tracks on the HDC to connect to the California HSR network northbound and southbound tracks by using a combination of aerial and cut-and-cover or tunneling structures.

Rail Option 1

Option 1 would shift the existing Palmdale Transportation Center south approximately 800 feet and would require a cut-and-cover box and mined tunnels configuration. This option would encroach into the Air Force Plant 42 parking lot associated with the Palmdale Airport. The alignment would also cross under commercial development at Rancho Vista Boulevard and 15th Street East. This option would diverge outside of the HDC median and would require only two rail tracks to cross under the HDC westbound lanes, reducing the ROW needed for the HDC. Rail Option 1 with Variations A, B and C.

- **Variation A:** This variation would place the HDC and Metrolink station platforms on the west side of Sierra Highway inside the Union Pacific Railroad (UPRR) ROW. The HDC platforms would be approximately 20 feet in width and 1,400 feet in length. The Metrolink platforms would be approximately 50 feet in width and 500 feet in length. The HDC platforms would extend from Transportation Drive to about 700 feet north of Avenue Q. Station area parking is proposed at the terminus of 6th Street (UPRR/Sierra Highway) and would provide 6,200 surface parking spaces. The existing Palmdale Transportation Center would be shifted approximately 800 feet south of its current location.

- **Variation B:** This variation is the same as Variation A with the following exceptions: (1) HDC station platforms would extend from just north of Avenue Q and immediately north of Avenue Q3; and (2) this option would not affect the location of the existing Palmdale Transportation Center.

- **Variation C:** This option would place the HDC and Metrolink station platforms on the west side of Clock Tower Plaza East and outside of the UPRR ROW. The HDC platforms would extend from East Avenue Q to East Avenue Q4. Station area parking is proposed at the terminus of 6th Street (UPRR/Sierra Highway) and would provide 6,200 parking spaces (via an above-grade structure). This option would not affect the location of the existing Palmdale Transportation Center.

Rail Option 7

Option 7 would require a mix of aerial structures and tunneling, and it would allow the Palmdale Transportation Center to remain at its current location. This option would encroach into a small residential area near 10th Street East and would require a four-track section within the HDC median, necessitating a larger ROW section for the HDC in this area.

As part of the design refinement, the California High-Speed Rail Authority has proposed the modification to the "wye" (track splits) connections associated with HDC Rail Options 1 and 7, and parking associated with each of the three proposed variations as outlined above. Station location variations A, B, and C are the same for Rail Options 1 and 7, although the "wye" connections differ, as well as the corresponding details on location and tunnel/aerial configurations.

Victorville Rail Connection

Caltrans has evaluated several rail connection approaches for connecting the HDC HSR Feeder/ Connector track alignment to the XpressWest rail network at Victorville. Two alignment options are being evaluated. The proposed HDC rail tracks would connect to the southernmost limits of the XpressWest Victorville Station tracks. The Victorville XpressWest station, including the station footprint, would not be part of the HDC Project. Both options would allow eastbound and westbound travel by using a combination of culverts and bridges, as well as fill material.

XpressWest Rail Main Alignment

XpressWest Rail Main Alignment (previously termed Northern Alignment Option 1) would cross over the Mojave River and Quarry Road and gradually curve northeast until it crosses the Variation E Option at Walton Drive. This option diverges outside of the HDC median in a trench and requires only two rail tracks to pass under the HDC westbound travel lanes, HDC on-ramp, and Mojave Railroad, where the connector tracks would be constructed on fill material to connect to the southernmost limit of the XpressWest tracks. This option would encroach into three Bureau of Land Management (BLM) parcels. The alignment lies within an area currently identified as a mix of commercial, transportation, open space, and passive open space under the Desert Gateway Specific Plan for the City of Victorville.

XpressWest Rail Variation E

The XpressWest Rail Variation E Alignment Option (previously termed Variation E Alignment Option) spurs off the HDC alignment at East El Evado Road in a northeasterly direction at

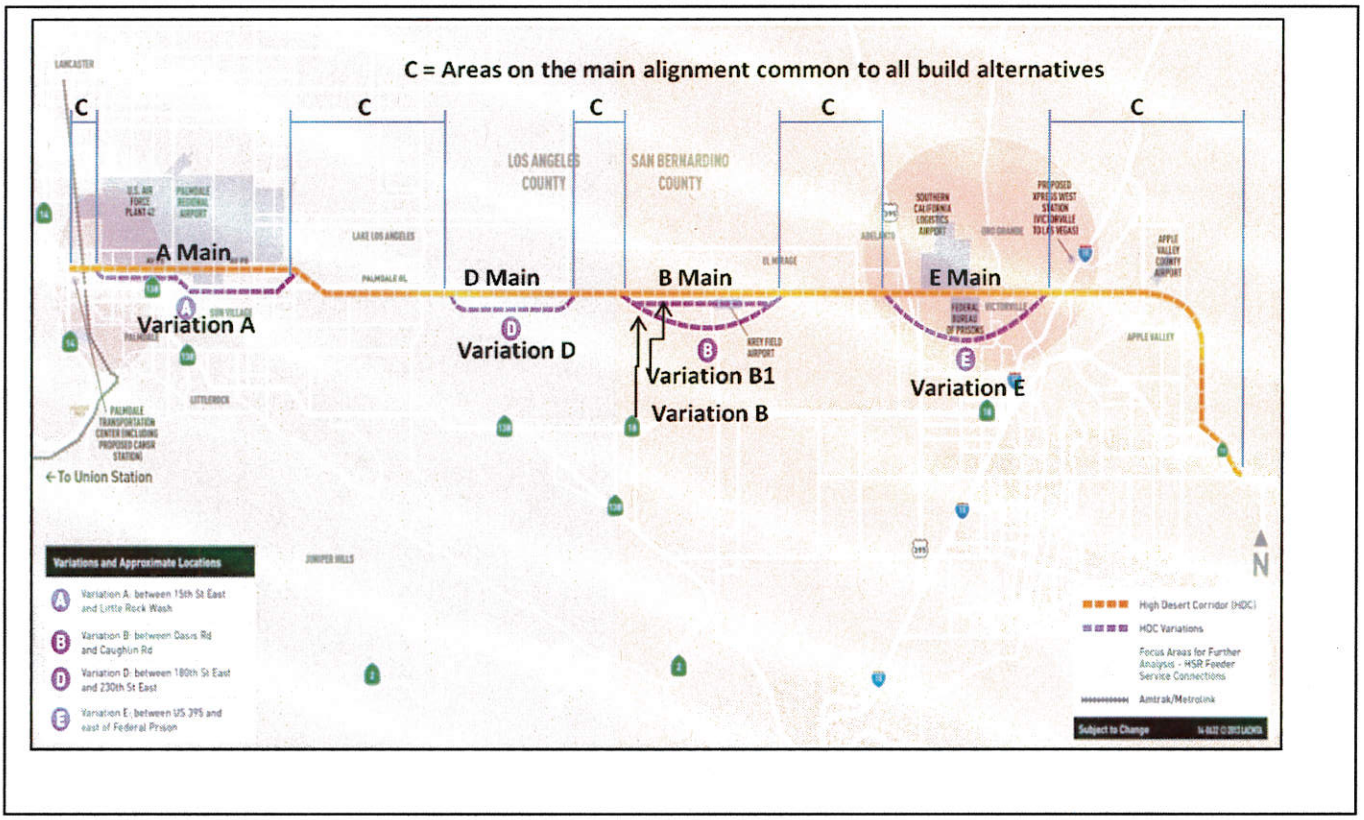
approximately 0.5 mile south of the ExpressWest Rail Main Alignment by traversing the Mojave River and crossing the ExpressWest Rail Main Alignment at Walton Drive. This option diverges outside of the HDC median and would require only two rail tracks to cross under the HDC westbound and eastbound lanes, and it would be connected to the southernmost limit of the XpressWest tracks. This option would encroach into two BLM parcels and would affect about 10 single-family homes. Under the Desert Gateway Specific Plan, this alignment would lie within an area currently identified as a mix of commercial, transportation, open space, and passive open space.

C.1.5 Freeway/Tollway Alternative with High-Speed Rail Feeder/Connector Service

This alternative would follow the same route as the Freeway/Tollway Alternative (including Variations B, D, and E), but it also includes an HSR Feeder Service between Palmdale and Victorville. The Palmdale Rail Options 1 and 7 and variations A, B, and C, as well as XpressWest Rail Main Alignment and Variation E are also included under this alternative. Similar to the Freeway/Tollway Alternative, the bicycle facility and green energy components would be incorporated into the design features of this alternative.

C.2 A "Core" Corridor Common to All Alternates

As described earlier in this report, the project extents 63 miles. There is a "core" corridor common to all alternatives, please see the following map for areas on the main alignment common to all build alternatives. 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. Please refer to the following map for the main alignment common to all build alternatives and variations.



C.3 Background

This High Desert Corridor Project proposes to add a new multimodal link between SR-14 in Los Angeles County and SR-18 in San Bernardino County. As currently planned, the project would be implemented in three segments: the Antelope Valley segment, the High Desert segment, and the Victor Valley segment.

The 10-mile-long Antelope Valley segment would start from a new freeway-to-freeway SR-14/HDC interchange and extend east parallel with and near Avenue P-8 to 100th Street East in Palmdale. The right-of-way (ROW) to be acquired for this segment would accommodate ultimate expansion to four lanes in each direction plus a high-speed passenger rail line.

The 26-mile-long High Desert segment would extend from Palmdale to Adelanto, running in a west-east direction parallel and south of Palmdale Boulevard. The freeway would be three lanes in each direction, with ROW acquired to support an ultimate facility of four lanes in each direction plus a high-speed passenger rail line.

The 27-mile-long Victor Valley segment would generally follow the alignment of Air Expressway Boulevard, between Caughlin Road in Adelanto and Dale Evans Parkway east of I-15 in Apple Valley, and continuing southeasterly as an expressway to join SR-18 just east of Joshua Street. The freeway portion of this segment between Caughlin Road and I-15 would be six lanes wide, continuing to Dale Evans Parkway as a four- or six-lane freeway. ROW would be acquired to support a future freeway of four lanes in each direction plus a high-speed passenger rail line.

The desert communities that would be affected by the High Desert Corridor Project include cities of Palmdale, Adelanto, Victorville, Apple Valley and several unincorporated areas under the jurisdiction of counties of Los Angeles and San Bernardino.

Several project alternatives and design variations have been studied and evaluated previously. The impact the proposed project would have on the residential and nonresidential occupants within the proposed project alignments were evaluated previously, and a Draft Relocation Impact Report and two supplemental reports were completed previously.

C.4 Preferred Alternative

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 14 (SR-14) in Los Angeles County and SR-18 and Interstate 15 (I-15) in San Bernardino County.

Several alternatives have been studied and analyzed to ensure the purpose and needs of project objectives are met. Design variations to the proposed corridor segments were proposed and evaluated in an attempt to avoid impacts to environmental resources of concern. The Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared and circulated for public review and comment between September 30, 2014 and December 2, 2014.

Through a collaborative process between Caltrans, Metro, and the HDC Joint Powers Authority (local Cities of the High Desert, and the Counties of Los Angeles and San Bernardino), a Preferred Alternative has been identified by the multi-agency Project Development Team (PDT).

The preferred alternative consists of the following elements:

- The Freeway/Tollway with High Speed Rail Alternative (including Variations D and B1)
- HSR Option 1C to connect to the Palmdale Transportation Center
- HSR main alignment to connect to the Victorville XpressWest rail station
- Bike path between US-395 and 20th Street East (with funding to provide an extension along local streets to the Palmdale Transportation Center)
- Green energy production and transmission facilities within study area footprint

These elements are discussed in more detail below.

Freeway/Tollway Element:

The alignment, combining a controlled-access freeway and an expressway, will generally follow Avenue P-8 in Los Angeles County and just south of El Mirage Road in San Bernardino County, then extend east to Air Expressway Boulevard near I-15, and finally curve south, ending at Bear Valley Road. Right-of-way to accommodate up to four lanes of travel in each direction will be protected, with the number of initial lanes constructed at opening based on the traffic analysis and funding availability. The toll section would begin at 100th Street East in Palmdale and end at US 395 in Victorville. The preferred alternative would incorporate two variations, D and B1. These selected variations are:

- **Variation D** – Near Lake Los Angeles, the freeway/tollway would dip south of the main alignment, just south of Avenue R, approximately between 180th Street East and 230th Street East.
- **Variation B1** – East of the county line, the freeway/tollway would flare out slightly south of the main alignment between Oasis Road and Coughlin Road and pass through Krey Field.

High Speed Rail Feeder Service Element:

HSR Feeder/Connector Service is recommended between the cities of Palmdale and Victorville. The HSR Feeder/Connector Service would utilize steel wheel-on-steel track technology with a design speed of 180 mph and optimal operating speed of 125 mph. Two rail connections would be constructed, one at the future Victorville XpressWest Station in San Bernardino County and another one at the existing Palmdale Transportation Center in Los Angeles County.

Out of the six Palmdale Rail Connection options evaluated previously, Rail Option 1C is preferred. Although it would require relocation of the Palmdale Transportation Center, it would have fewer community impacts overall and would avoid conflicts with park (4(f)), UPRR and Plant 42 property.

The preferred project alternative would connect at its eastern terminus with the XpressWest station. Of the two XpressWest connection options evaluated previously, the Main Alignment option is preferred over the Variation E alignment. The preferred Main Alignment variation would entail only one crossing of the Mojave River, and would leave the HDC approximately 1.8 miles after that crossing. After leaving the HDC, the HSR design speed would be reduced to 150 mph for compatibility with XpressWest.

Bicycle Path Element: The HDC Project would include bicycle facilities, extending 39 miles along the corridor from 20th Street East in Palmdale to US 395 in Adelanto. The bike facility would be designed to complement the proposed freeway/tollway and HSR feeder service. In addition, the necessary funding to provide bike lane(s) as specified in the City's general plan, along 20th Street East and Avenue Q, in its entirety to the Palmdale Transportation Center or future High Speed Rail station, will be provided by Metro as a project mitigation cost.

Green Energy Corridor Element: The green and renewable energy component would contribute to greenhouse gas reductions and reduce energy costs. Due to the ongoing development of new green and renewable energy technologies, the selection of specific technologies, including funding, construction, and operation, would be done through a Public Private Partnership Program or utility company.

This multimodal preferred project alternative would meet the project's Purpose and Need. The alternative would improve traffic operations along the entire length of the corridor, maintain mobility/accessibility and enhance mode choice while accommodating planned growth in the Antelope and Victor Valleys. The preferred project alternative would also help reduce the potential for head on crashes and increase safety by introducing more gentle and gradual curves, wider lanes, and other geometric engineering improvements. The preferred project alternative would provide a connection to existing and future passenger rail systems, including the California HSR system and the proposed XpressWest HSR system. The proposed bike path would provide a continuous linkage between Los Angeles and San Bernardino counties and would be built by Caltrans and local planning authorities or through a public private partnership (PPP) program. The green and renewable energy component would contribute to a reduction in greenhouse gas emissions and reduce energy costs.

The rationale for supporting the Preferred Alternative includes:

→ The Preferred Alternative, with its variations, would have fewer impacts to sensitive environmental resources, including two protected avian species - the State and federally-listed southwestern willow flycatcher and the least bell's vireo - than would other build alternatives.

→ The Preferred Alternative, with its variations, would have fewer projected residential displacements than would other build alternatives.

→ Comments received from both the general public and local agencies during the Draft EIR/EIS public review period showed positive support for multi-modal options.

→ Given the uncertainty of future federal and state government funds for surface transportation improvements, and pending other financial options, the use of Tolled Express Lanes is consistent with and is included as part of SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy.

→ With the implementation of a FastTrak system as part of the tolling facility, the Preferred Alternative would be implemented faster and, upon construction and opening, would continue to foster a more efficient and coherent transportation network for the motoring public.

→ The HSR feeder service recommended between Palmdale and Victorville provides an additional mode choice that would complement the HDC and has the potential to connect the San Francisco, Central Valley, Los Angeles, Las Vegas, and San Diego regions.

→ The Preferred Alternative would add capacity to the transportation system to accommodate the immense projected growth in international freight and goods movement. It also has the potential as a bypass of the greater Los Angeles urban area.

→ The Preferred Alternative would provide improved access and linkages between various desert residential communities, businesses, and facilities.

→ The Preferred Alternative is consistent with the community planning goals of the various affected local jurisdictions as framed by their respective general plans.

→ The Preferred Alternative is expected to support local economic development efforts in the High Desert. It would have little or no effect on the major development plan expansion projects already underway or on regional development trends in general.

→ The Preferred Alternative can be built with minimal disruption to current east-west traffic flow in the desert making it inherently easier to construct.

→ The Preferred Alternative will help achieve smart growth goals required by SB 375 in that it may help foster higher-density and mixed-use developments, especially near the proposed HSR rail stations in Palmdale and Victorville.

→ Community character and livability would be enhanced as a result of incorporating the proposed bike path/lane. Incorporation of a bike path would provide the community with an additional transportation option.

→ The green and renewable energy component would contribute to greenhouse gas and energy cost reductions. The green energy production and transmission facilities would be constructed within the study area footprint, thus resulting in no additional impacts to environmental resources.

Please refer to Exhibit 1 for a matrix for the High Desert Corridor Preferred Alternative Decision Matrix, Exhibit 2 for a map of the selected preferred alternative, and Exhibit 3 for a map for Rail Option 1 Variation C.

A separate Draft Relocation Impact Report and two supplemental reports were prepared previously based on the selected four build alternatives and one no build alternative. Subsequently, a Preferred Alternative was selected after evaluation of these alternatives. This Final Relocation Impact Report (FRIR) will only focus on the relocation impacts caused by the selected Preferred Alternative.

Please refer to Exhibit 4 for the Draft Relocation Impact Report, written by Maria Brooks, Associate Right of WAY Agent, and two supplemental reports, prepared by Angus Chan, Associate Right of Way Agent, for a full analysis of multiple alternatives/variations.

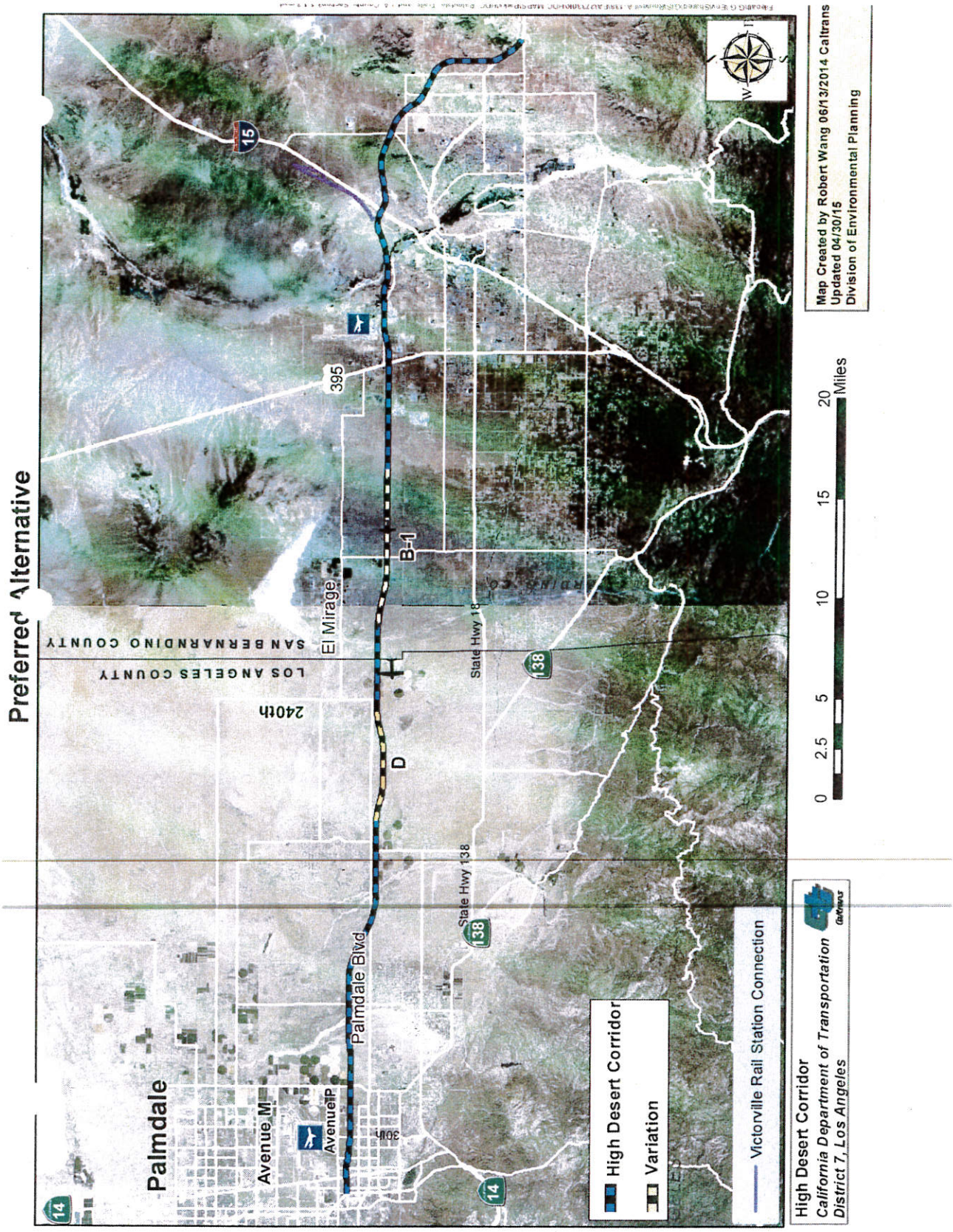
D. Basis of Findings:

The sources used in the preparation of this report were both primary and secondary in nature that include project development, public documents, the U.S. Census, community websites, field surveys, one Draft Relocation Impact Report and two Supplementary Reports prepared previously for this project.

E. Describe the Displacement Area:

The project is situated within the counties of Los Angeles and San Bernardino and traverses the communities of Palmdale, Lake Los Angeles (located within unincorporated Los Angeles County), unincorporated areas of San Bernardino County, Adelanto, Victorville, and Apple Valley. Community character, population, and housing characteristics for the communities mentioned above will be discussed in this section.

The project area is located within the High Desert. Please refer to the following map for the general displacement area.


Preferred Alternative
Palmdale
Avenue M
Avenue P
Palmdale Blvd
30th
240th
LOS ANGELES COUNTY
SAN BERNARDINO COUNTY
El Mirage
State Hwy 138
State Hwy 18
D
B-1
395
15
14
138
High Desert Corridor
Variation
Victorville Rail Station Connection
0 2.5 5 10 15 20 Miles
Map Created by Robert Wang 06/13/2014 Caltrans
Updated 04/30/15
Division of Environmental Planning
High Desert Corridor
California Department of Transportation
District 7, Los Angeles

The area starts from State Route 14 to the east and is located to the north of existing State Route 138. The proposed 63-mile-long east-west facility will connect to US 395 in San Bernardino County. 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 is typically defined as the arid region north of the San Gabriel and San Bernardino mountain ranges 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 pockets of residential subdivisions. Overall, the project area is within California's high desert that is sparsely developed with the exception of the city of Palmdale. Therefore, the relocation impact is mostly centered in the city of Palmdale.

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 cities of Apple Valley, 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 in Los Angeles County, unincorporated areas of Los Angeles County- Littlerock, Llano and Lake Los Angeles, as well as, El Mirage – an unincorporated community in San Bernardino County west-northwest of Adelanto, and cities of Adelanto, Victorville, Apple Valley in San Bernardino County.

E.1 The displacements along the main alignment

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 towards and into San Bernardino County. General information concerning the areas' Housing Characteristics, Business Characteristics, Non-Profit Characteristics, Industrial Characteristics and Agricultural Characteristics will be addressed. Agricultural characteristics will be addressed primarily in accordance to an agricultural parcel's ownership, operation and location.

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 $177,000. (GAVEA 2012) 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: 3005004074; 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.

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. 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 Finder2)*. 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.

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:

Area Type: Llano is an unincorporated area 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 13,123 SF. 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 Angles 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

Area Type: 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 #320012103, a single family residence that does not include the purchase of the 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 4,857 SF 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.

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

Victorville

Area Type: 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 describes 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. 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. These abandoned military housing properties in the section of the Variation E Main Alignment are not occupied and will not require tenant relocation.

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: 0459-194-02, 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: 0459-194-050) will not affect the improvement.

Apple Valley

Area Type: 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 mid1950'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 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-serviced 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.

Table E 1

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

Source: The Draft Relocation Impact Report Dated 8/20/2014, Section E, Table E1.

The above description - "E.1 The Displacements along the main alignment" - of the displacement areas and the general information concerning the *Area Type; Housing Characteristics, Business Characteristics; Non-Profit Characteristics; Industrial Characteristics* and *Agricultural Characteristics* are extracted from the Draft Relocation Impact Report dated 8/20/2014, Section E. The most recent census data for the communities along the main alignment was used in the report. As the most recent census data available remains the same. Therefore, the city data has not been updated for this report.

The number count in Table E1 and the description addressed Table E1 are pertaining to the main project alignment. To reflect the relocation impact along the Preferred Alternative, following updates will be addressed, and adjustments will be made to table E1 for the final count by the communities.

E. 2 Adjustments for B Main Alignment

The numbers tally in the above table include B Main Alignment. The B Main Alignment has not been selected as the preferred alternative. B Main Alignment is within close proximity of the community of El Mirage, an unincorporated area of San Bernardino County and the city of Adelanto. Parcels within the B Main Alignment were reviewed using Digital Map covering all parcels overlapping with the project limit. Most of the impacted parcels are vacant land. Improved properties needing relocation within the B Main Alignment include one residential property and one nonresidential property (Previously Meadowbrook Diary Real Estate Company; currently Meadowbrook Dairy Bartlett Avenue Solar Photovoltaic Project, a solar farm). The number count for the estimated residential units for the city of Adelanto/El Mirage in Table E1 is zero that may be

due to the partial requirement for the residential unit and no relocation was expected by the agent performed the analysis. As a result of this analysis, one nonresidential property-agricultural parcel, for B Main Alignment will be subtracted from the main alignment/Table E1 for the final count.

Meadowbrook Dairy Bartlett Avenue Solar Photovoltaic Project - a solar farm

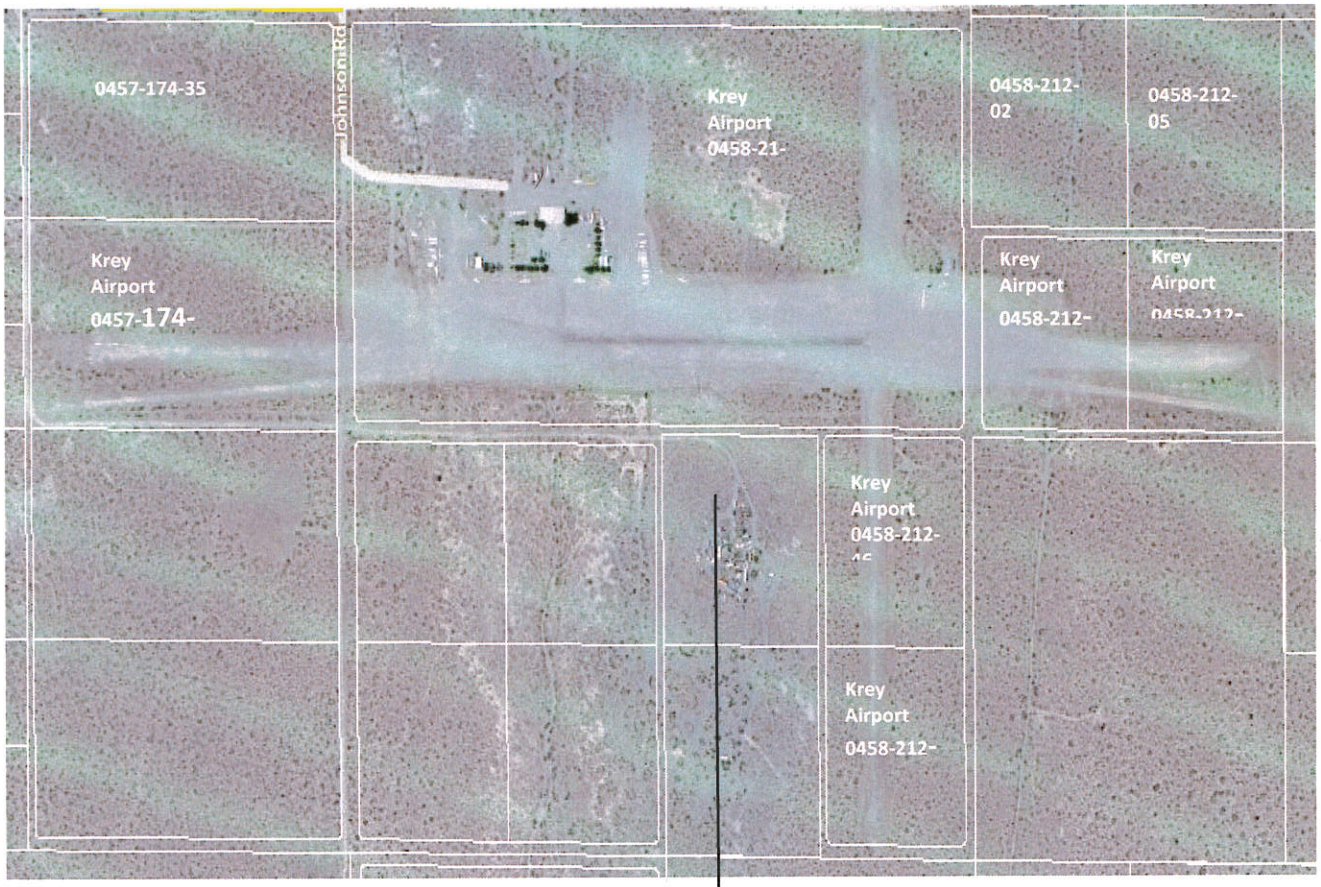
E. 3 Adjustments for Variation B1 Alignment

The Draft Relocation Impact Report dated 8/20/2014 did not include Variation B1 Alignment. Therefore, the number tally in the above table does not included Variation B1 Alignment. A supplementary report was prepared for the Variation B1 Alignment. Based on the supplementary report, the selected Variation B1 alignment is approximately 8 miles long, curves about 0.4 mile south from the main alignment center line, between Oasis Road and Coughline Road and pass through Krey Field. In addition to review the Supplementary Report of Variation B-1 Alignment, improved properties needing relocation within the Variation B1 Alignment were reviewed by a field inspection and using Digital Map covering all parcels overlapping with the project limit. The main displacement area, impacted by Variation B1, is within close proximity of the community of El

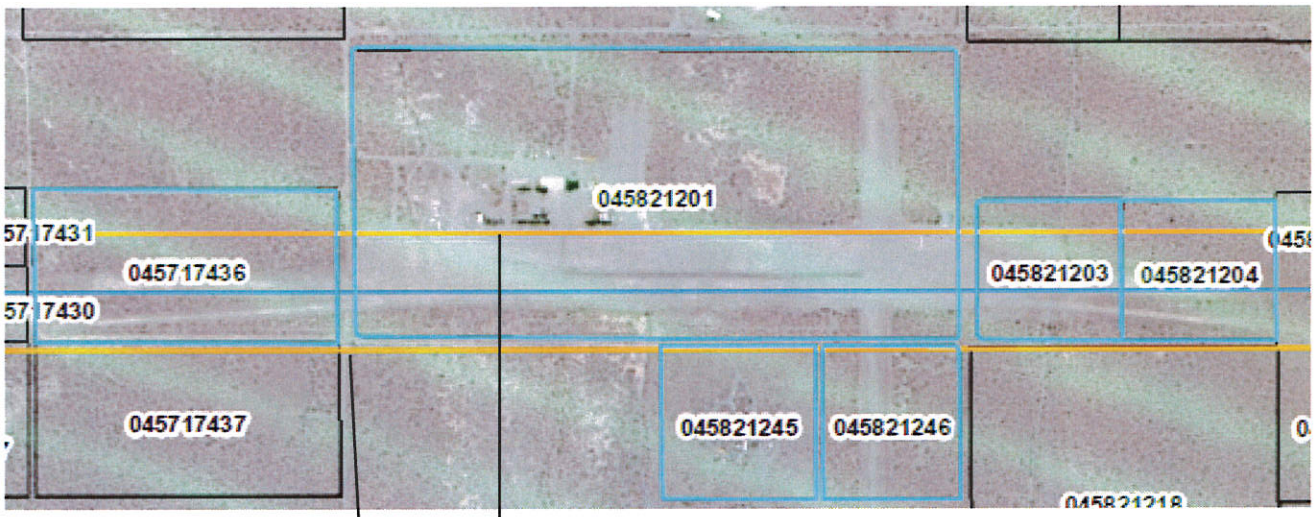
Mirage, an unincorporated area of San Bernardino County and the city of Adelanto. Most of the impacted parcels are vacant land with the exception of the Krey Airport (APN 045-821-201).

Krey Field Airport (APN 045-821-201)

By a field inspection and a research of County records, the Krey Field Airport is a private owned airport for recreational gliders. The land use is zoned as single family residence (SFR). The main building structures and runway 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 the photos, both aerial and field view, below).



APN:0458-212-45



Gold lines mark the project limit of the HDC

Krey Field Airport

Krey Field Airport

Krey Field Airport

The major impacted area to the airport is the south 1/3 which is mainly vacant land (please see the aerial photo above). The structures located on the parcels are not anticipated to be impacted by the project alignment; therefore, the acquisition would be considered a partial acquisition of land, and relocation is not anticipated.

APN 045821245

This is an impacted parcel located on the south side of the Krey Airport (please see the aerial photo above). County record show that it is a vacant lot. Google Earth and Landvision aerial photos reveal that the parcel seems to be used as a junk yard or vehicle storage (please see the aerial picture above). Since the impacted area of the parcel is just a small portion of the northern piece that is vacant, it will be a partial acquisition for land only. Any relocation activities in this parcel is not anticipated.

As the result of the above analysis, it is concluded that no relocation is anticipated within the Variation B1 Alignment.

E. 4 Adjustments for Rail Option 1C

The Draft Relocation Impact Report dated 8/20/2014 did not include Rail Options. Therefore, the number count in the above Table E4.1 does not included properties that will be impacted by Rail Options. A supplementary report, dated June 11, 2014, was prepared for the rail feeder options for the proposed High Desert Corridor. Two options, Option 1 and Option 7, were analyzed in the supplementary report. However, six Palmdale Rail Connection Options were evaluated in the Draft Environmental Document, and the Rail Option 1C was selected as the preferred alternative.

To prepare for this Final Relocation Impact Report, the route of the Option 1C was reviewed and compared to the route of Option 1. The route for the Option 1C, the selected preferred alternative, is quite different than the Option 1 described in the supplementary report. Consequently, the result from the Supplementary Report for Option 1 will not be referenced here. Instead, improved properties needing relocation within the Option 1C Alignment were reviewed using Digital Map covering all parcels overlapping with the project limit.

The properties needing relocation caused by Rail Option 1C include:

- Five industrial properties (warehouses) located south of Rancho Vista Blvd.
- Ten single family residences located north of Antelope Valley Union High School District
- Antelope Valley Union High School District
- Fourteen industrial properties (warehouses) located south of E Avenue Q and west of Sierra Highway
- Twelves commercial properties located south of E Avenue Q and west of Sierra Highway
- Two single family residences located south of E Avenue Q and west of Sierra Highway
- Eleven multi-family residential units located south of E Avenue Q and west of Sierra Highway
    - Eight of the eleven are 5 units and more

- Two of the eleven are quadplex
- One of the eleven is triplex
- An estimate of 51 tenant occupied units in these multiple unit residences

The Rail Option 1C Alignment is within the city limit of Palmdale. The above properties within the proposed right of way for the Option 1C Alignment will be added to the above tally for the final count.

E. 5 Adjustments within the E Main Alignment

Throughout the development of the preliminary design analyzed in the Draft EIR/EIS, there were numerous minor changes made to the alignment in order to reduce environmental impacts or improve design geometrics. It has been determined that additional ten single residential properties should be included in the E Main Alignment. The E Main Alignment is within the city limit of Victorville. As a result, ten additional residential units will be added to the final count of the displacement units in Victorville.

E. 6 Estimated displacement units by communities for the Preferred Alternative after adjustments.

Table E 6

Comparative Analysis Displacements Units- Main Alignment Route – (Alt 3 & 4) City/Town	*Estimated Residential Units*	*Estimated Commercial Business Relocations*	*Estimated Industrial Relocation*	*Estimated Non- Profit*	*Estimated Agricultural parcels*
Palmdale *	73	20	19	9	0
Little Rock	0	0	0	0	1
Llano	0	0	0	0	4
Lake Los Angeles	8	0	0	0	6
City of Adelanto/El Mirage	0	0	2	1	0
Victorville	39 *(Including 29 dilapidated & abandon)*	1 *(a portion of abandon golf course)*	1	0	0
Apple Valley	11	1	1	0	0
Total:	131	22	23	10	11

The numbers in the Table E.6 are the result of the numbers in the Table E.1 subtracting adjustments of E.2 and adding adjustments of E.3, E.4 and E5
**Additional adjustment was made to reconcile Table E1 and Table F1 of the Draft Relocation Impact Report.*

F. Estimated displacement units for the Preferred Alternative:

As stated in the Section C.4 Preferred Alternative, a Preferred Alternative has been identified by the multi-agency Project Development Team. The Freeway/Tollway with High Speed Rail Alternative, including Variations D and B1, was selected for the main alignment. A Draft Relocation Impact Report was prepared previously to evaluate various alternatives and variations. To estimate the displacement units for this Final Relocation Impact Report, the displacements count along the main alignment and dip south along Variation D will be extracted from the Draft Relocation Impact Report. Further adjustments will be made to reflect the relocation impact along the selected Preferred Alternative alignment.

F. 1 Estimated displacement units for the Preferred Alternative based on the *Draft Relocation Impact Report Dated 8/20/2014, Section F, 4D.*

In the table below, displacements were counted along the "main alignment" except where the variation D is noted. The route follows the main alignment, dip south along Variation D, then follow the main alignment again to the end of the project.

Table F.1

Residential:	**4D**
Owner Occupants of Single Family Residence	18
Tenant Occupants of Single Family Residence	11
Abandon (no Occupants) Single Family Residence	29
Tenant Occupants of Multiple Unit Residence	0
Owner Occupants of Mobile Homes	0
Tenant Occupants of Mobile Homes	0
TOTAL RESIDENTIAL UNITS	58
Nonresidential:	
Commercial Business	9
‡Industrial/Manufacturing Business	5
Nonprofit Organizations	9
Agricultural Farms	12
TOTAL NONRESIDENTIAL UNITS	35
TOTAL UNITS	**93**

Source: The Draft Relocation Impact Report Dated 8/20/2014, Section F, 4D.

F. 2 Adjustments for B Main Alignment

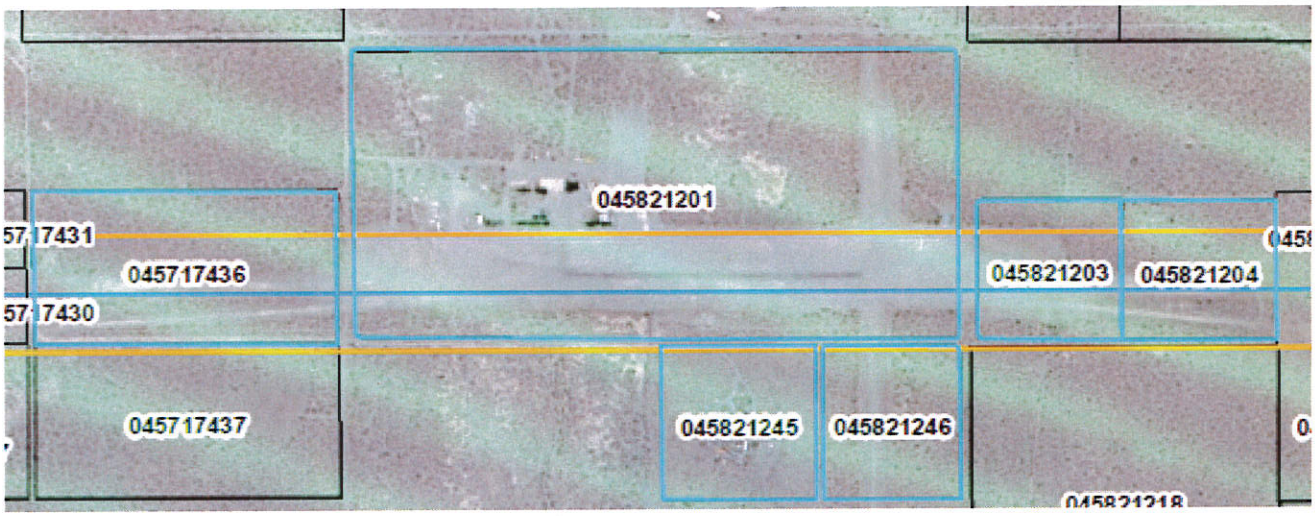
The numbers tally in the above table include B Main Alignment. The B Main Alignment has not been selected as the preferred alternative. Improved properties needing relocation within the B Main Alignment were reviewed using Digital Map covering all parcels overlapping with the project limit. There are one residential property and one nonresidential property within the project limit of the B Main Alignment. As concluded in "E.2 Adjustments for B Main Alignment", one nonresidential property, for Variation B Main Alignment will be subtracted from the main alignment/above tally for the final count.

F. 3 Adjustments for Variation B1 Alignment

The Draft Relocation Impact Report dated 8/20/2014 did not include Variation B1 Alignment. Therefore, the number tally in the above table does not included Variation B1 Alignment. A supplementary report was prepared for the Variation B1 Alignment. Based on the supplementary report, the selected Variation B1 alignment is approximately 8 miles long, curves about 0.4 mile south from the main alignment center line, between Oasis Road and Coughline Road and pass through Krey Field. In addition to review the Supplementary Report of Variation B-1 Alignment, parcels within the Variation B1 Alignment were reviewed by a field inspection and using Digital Map covering all parcels overlapping with the project limit. The main displacement area, impacted by Variation B1, is within close proximity of the community of El Mirage, an unincorporated area of San Bernardino County and the city of Adelanto. Most of the impacted parcels are vacant land with the exception of the Krey Airport (APN 045-821-201).

<u>Krey Field Airport (APN 045821201)</u>

By a field visit and a research of County records, Krey Field Airport is a private owned airport for recreational gliders. 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 the picture below).



The major impacted area to the airport is the south 1/3 which is mainly vacant land. The structures located on the parcels are not anticipated to be impacted by the project alignment; therefore, the acquisition would be considered a partial acquisition of land. Any relocation activities in this parcel is not anticipated.

APN 045821245

This is an impacted parcel located on the south side of the Krey Airport. County record shows that it is a vacant lot. Google Earth and Landvision aerial photos show the parcel seems to be used as a junk yard or vehicle storage. Since the impacted area of the parcel is just a small portion of the northern piece that is vacant, any relocation activities in this parcel is not anticipated.

As the result of the above analysis, it is concluded that no relocation is anticipated within the Variation B1 Alignment.

F. 4 Adjustments for Rail Option 1C

The Draft Relocation Impact Report dated 8/20/2014 did not include Rail Options. Therefore, the number count in the above Table F4.1 does not included Rail Options. A supplementary report, dated June 11, 2014, was prepared for the rail feeder options for the proposed High Desert Corridor. Two options, Option 1 and Option 7, were analyzed in the supplementary report. However, six Palmdale Rail Connection Options were evaluated in the Draft Environmental Document, and the Rail Option 1C was selected as the preferred alternative.

To prepare for this Final Relocation Impact Report, the route of the Option 1C was reviewed and compared to the route of Option 1. The route for the Option 1C, the selected preferred alternative, is quite different than the Option 1 described in the supplementary report. Consequently, the result from the Supplementary Report for Option 1 will not be used here. Instead, improved properties needing relocation within the Option 1C Alignment were reviewed using Digital Map covering all parcels overlapping with the project limit.

The properties needing relocation caused by Rail Option 1C include:

- Five industrial properties (warehouses) located south of Rancho Vista Blvd.
- Ten single family residences located north of Antelope Valley Union High School District
- Antelope Valley Union High School District
- Fourteen industrial properties (warehouses) located south of E Avenue Q and west of Sierra Highway
- Twelves commercial properties located south of E Avenue Q and west of Sierra Highway
- Two single family residences located south of E Avenue Q and west of Sierra Highway
- Eleven multi-family residential units located south of E Avenue Q and west of Sierra Highway
  - Eight of the eleven are 5 units and more
  - Two of the eleven are quadplex
  - One of the eleven is triplex
  - An estimate of 51 tenant occupied units in these multiple unit residences

These properties within the proposed right of way for the Option 1C Alignment will be added to the above tally for the final count.

F. 5 Adjustments within the E Main Alignment

Throughout the development of the preliminary design analyzed in the Draft EIR/EIS, there were numerous minor changes made to the alignment in order to reduce environmental impacts or improve design geometrics. It has been determined that additional ten single residential properties should be included in the E Main Alignment. The E Main Alignment is within the city limit of Victorville. As a result, ten additional residential units will be added to the final count of the displacement units in Victorville.

F. 6 Estimated displacement units for the Preferred Alternative after adjustments.

Table F.6

Residential:

	Table F.1	Less B Main	Plus Vari. B1	Plus Opt. 1C	Plus E Main	Total
Owner Occupants of Single Family Residence	18			12	10	40
Tenant Occupants of Single Family Residence	11					11
Abandon (no Occupants) Single Family Residence	29					29
Tenant Occupants of Multiple Unit Residence	0			51		51
Owner Occupants of Mobile Homes	0					
Tenant Occupants of Mobile Homes	0					
TOTAL RESIDENTIAL UNITS	58			63	10	131
Nonresidential:						
Commercial Business	9			12		21
Industrial/Manufacturing Business	5			19		24
Nonprofit Organizations	9			1		10
Agricultural Farms	12	1				11
TOTAL NONRESIDENTIAL UNITS	35	1		32		66
TOTAL UNITS	**93**	**1**		**95**		**197**

The numbers in the Table F.6 are the result of the numbers in the Table F.1 subtracting adjustments of F.2 and adding adjustments of F.3, F.4 and F5.

G. Type of Residential Displacement Improvements for the Preferred Alternative:

Single Family Residences	51
Single Family Residences (abandon)	29
Duplex/Triplex (Multi-Res)	1 (1 Triplex)
Apartments (Multi-Res) 4 or More	10 (2 Quadplex and 8 Five units and more)
Sleeping rooms/Shared Quarters	0
Mobile Homes	0
TOTAL IMPROVEMENTS	**91**

H. Adequate relocation resources exist for:

	Yes	No
Residential owners	☒	☐
Residential tenants	☒	☐
Mobile Homes	☒	☐
Businesses	☒	☐
Nonprofit Organizations	☒	☐
Agriculture	☒	☐

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 City of Apple Valley.

10. Field offices will be required for this project.

DETAILED ANALYSIS:

I. DISPLACEMENT AREA

A. Residential Displacements:

The Preferred Alternative will require the relocation of approximately 131 residences, including single family residences, multiple unit residences, and 29 dilapidated and abandon houses.

B. Business, Nonprofit and Industrial

1. Number of nonresidential units directly impacted by the project:

Commercial Business	21
Industrial/Manufacturing Business	24
Nonprofit Organizations	10
Agricultural Farms	11
TOTAL NONRESIDENTIAL UNITS	66

2. Age of business:

	Preferred Alternative
1-3 years	20
4-5 years	20
8-15 years	20
Over 15 years	6

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:

	Preferred Alternative
1-20	35
21-100	25
Over 200	6

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

4. There is insufficient information to assess the impact on minority owned business.

C. Agricultural Impact:

The Agricultural Impact for the Preferred Alternative Alignment is basically the same as the Main Alignment considered in the original Draft Relocation Impact Report Dated 8/20/2014 with one exception, Meadowbrook Dairy Real Estate Company. Meadowbrook Dairy, affected by Variation B Main Alignment, is outside the right of way of Preferred Alternative. The impact of the Preferred Alternative Alignment to farm properties is discussed below. The followings are extracted from the

Draft Relocation Impact Report dated 8/20/2014, Section C with the exception of Meadowbrook Dairy.

Littlerock:

One (1) of the eleven (11) 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 eleven (11) 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 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 eleven (11) 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 & 30750007001. 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: 3075007008 and three Long Valley Road LP farm parcels 3075007002, 3075007003, and 3075007009.

1. Type of agriculture

	Preferred Alternative
Row Crops & Trees	5
Livestock, Row Crops	0
Crop Circles	4
Other – Vacant/ Fallowed	2

II. REPLACEMENT AREA

A. Describe in relation to the local town/community and to the Displacement Area:

Preferably, the area for replacement dwellings will be similar to the displacement areas and within close proximity to the displacement area.

According to March 17, 2015 Los Angeles Times article, after two years of slim pickings for Southern California home buyers, the supply of houses for sale may be starting to open up, at least a bit. Market watchers and real estate agents say they're starting to see more sellers as prices remain relatively high, interest rates stay low and fewer borrowers owe more on their houses than they're worth. The number of homes listed for sale in February climbed 9% in Los Angeles County from a year earlier, according to data from the California Assn. of Realtors. "Supply is not an issue right now, not like it was," said Rich Simonin, chief executive of Westcoe Realtors in Riverside. "It's not a problem." More supply should help keep prices in check, economists say, and coupled with an improving economy could help fuel a broad recovery in the region's housing market over the next few months.

Home sales in the six-county Southland fell 2.7% in February from a year earlier, according to figures out Tuesday from CoreLogic DataQuick; it was the 15th time in 17 months that sales have fallen. But right now, said Simon, the housing market is as stable as he can remember it being in a long time, balanced between buyers and sellers, appreciating but still somewhat affordable.

In another Los Angeles Times article, April 20, 2013, title "After a long fall, Antelope Valley is back on upswing" In the brutal cycles of California real estate, the Antelope Valley has been among the last to boom, the first to bust and the slowest to recover. But in the High Desert, separated from downtown Los Angeles by 65 miles and a mountain range, the housing market is finally gaining steam after the latest debacle, underscoring the strong recovery across the region. The reason is simple: Big new houses are selling in the $200,000 range, a mere fraction of home prices across much of the region. And that's driving a stream of home buyers priced out of markets farther south.

Builders have followed the demand, buying up and reviving the unfinished subdivisions that were abandoned during the crash. Cliff Neves, an ironworker who helped build the Walt Disney Concert Hall in downtown L.A., is among the newest arrivals. The 36-year-old said he moved from the San Fernando Valley with his wife and children. He bought a new four-bedroom home in Palmdale last summer for about $190,000. Such cost-conscious buyers once propelled the valley's largest communities, Palmdale and Lancaster, into the ranks of the nation's fastest-growing cities. Still, at least for now, rising prices and a desperate shortage of houses for sale across Southern California are again making the Antelope Valley a haven of affordable real estate. Even here, after a vicious wave of foreclosures, inventory has now tightened and prices have jumped.

With rising gas prices, commutes of more than an hour become more than a headache. And many experts say younger home buyers, and even some older ones, now place a premium on walkable neighborhoods and speedy commutes. "The future in those areas is very uncertain," Tom Murphy, a senior resident fellow at the Urban Land Institute, said of the nation's far-flung suburbs. The nation's cities — many, including Los Angeles, boasting revitalized downtowns — have increasingly become a focus for growth. From July 2010 to July 2011, the nation's largest cities, in general, grew faster than their suburbs for the first time in more than nine decades, according to an analysis of U.S. Census Bureau data by the Brookings Institution.

That's a big change from the 1980s, when the Antelope Valley, an aerospace hub, boomed on the strength of Reagan-era military spending and skyrocketing home prices across Southern California that pushed thousands out of the cities into cheaper, outlying suburbs such as Palmdale and Lancaster.

There market data supports the availability of housing in the replacement area in the City of Palmdale in the Los Angeles County, and in San Bernardino County, specifically in the City of Apple Valley, City of Adelanto and the City of Victorville.

It is evident that adequate replacement properties exist and are presently available in the above areas. Therefore, the displacement area will overlapping the replacement area and is comparable in amenities, utilities, and accessibility to services, transportation and shopping.

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

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:

	# 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*

3. Housing characteristics:

The replacement areas are similar to the displacement areas – city of Palmdale in North Los Angeles County, also known as, the Antelope Valley and cities of Adelanto, Victorville, and Apple Valley in 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 1,000 S.F. to 2,700 S.F. The quality of the Antelope Valley housing stock varies in level of maintenance and includes well maintained dwellings and dwellings in disrepair.

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 to1800sf. (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.

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

According to Realtor.com in August 2015, the average market rent for Palmdale is $1,671 with an inventory of 78; the average market rent for Apple Valley is $1,174 with an inventory of 31; the average market rent for San Bernardino County is $1,502 with an inventory of 1,071; the average market rent for Victorville is $1,243 with an inventory of 95.

The median sales price for homes in Antelope Valley California for Apr 15 to Jul 15 was $265,000 based on 181 home sales. There are currently 60 resale and new homes in Antelope on Trulia, including 4 open houses, as well as 206 homes in the pre-foreclosure, auction, or bank-owned stages of the foreclosure process (Trulia- Antelope Valley Market Trends).

As majority of displacements of residential units are in the city of Palmdale, the real estate market in Palmdale is reviewed here. Average price per square foot for Palmdale, California was $129, an increase of 8.4% compared to the same period last year. The median sales price for homes in Palmdale, California for April 15 to July 15 was $232,000 based on 581 home sales. Compared to the same period one year ago, the median home sales price increased 7.9%, or $17,000, and the number of home sales increased 7%. There are currently 606 resale and new homes in Palmdale on Trulia, including 2 open houses, as well as 729 homes in the pre-foreclosure, auction, or bank-owned stages of the foreclosure process. The average listing price for homes for sale in Palmdale, California was $278,081 for the week ending July 29, which represents an increase of 2.4%, or $6,440, compared to the prior week.

Average price per square foot for San Bernardino, California was $158, an increase of 10.5% compared to the same period last year. The median sales price for homes in San Bernardino, California for April 15 to July 15 was $210,000 based on 510 home sales. Compared to the same period one year ago, the median home sales price increased 5%, or $10,000, and the number of home sales decreased 6.4%. There are currently 724 resale and new homes in San Bernardino on Trulia, including 6 open houses, as well as 829 homes in the pre-foreclosure, auction, or bank-owned stages of the foreclosure process. The average listing price for homes for sale in San Bernardino, California was $229,227 for the week ending July 29, which represents an increase of 1.7%, or $3,812, compared to the prior week.

	Sales of SFR's	Price Median SFR's ($1,000)	Price % Chg from June 2014
Palmdale			
93550	76	$195	7.1%
93551	97	$300	1.7%
93552	59	$225	4.7%
Littlerock 93543	19	$165	6.8%
Llano 93544	3	$270	N/A
Adelanto 92301	54	$152	12.2%
Victorville			
92392	103	$191	10.4%
92394	54	$190	15.2%
92395	67	$176	17.3%
Apple Valley			
92307	64	$204	20.0%
92308	66	$190	24.4%

Source: *Data Quick News.com – L.A. Times Sunday Edition Charts- Data for June 2015*

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. Therefore, the market for the second quarter of 2015 for Inland Empire were researched.

Industrial Market:

A review of Inland Empire Second Quarter 2015 Industrial Market, prepared by Newmark Grubb Knight Frank, reveals that the Inland Empire industrial market improved substantially in the second quarter of 2015. New demand in the market helped generate almost 9.2 million square feet of positive net absorption, bring the year-to-date total to more than 11.8 million square feet, the highest trailing six-month total since second-quarter 2012. The vacancy rate fell 120 basis points to 3.2%, only 60 basis points above its pre-recession low in late 2005, an impressive feat considering more than 100 million square feet of new industrial product has been delivered to the market since that time. The overall average asking rent was unchanged from the first-quarter 2015 rate of $0.40/SF, triple net.

With construction activity posting five consecutive quarters of growth, more than 17.4 million square feet of industrial product is currently under construction in the Inland Empire. This marks the highest construction level since before the recession. Nevertheless, new demand has consistently outstripped construction since the end of the recession. Strong demand and a shrinking amount of available space helped push the West Inland Empire overall average asking rent up 34.4% in the last 12 months, catapulting the average asking rate well above other submarkets. At $0.43/SF, the South Inland Empire average asking rate is second to the West Inland Empire, but is still 15.7% lower.

Please refer to the following tables for statistics of the inventory, vacancy rate, etc. for the industrial market in the Inland Empire and statistics for the submarkets.

Market Summary

	Current Quarter (The second quarter of 2015)	Prior Quarter	Year Ago Period	12 Month Forecast
Total Inventory (SF)	487M	482M	469M	Up
Vacancy Rate (%)	3.2%	4.4%	4.8%	Down
Quarterly Net Absorption (SF)	9.2M	2.7M	3.9M	Down
Average Asking Rent ($/SF)	$0.40	$0.40	$0.37	Up
Under Construction (SF)	17.4M	15.1M	11.2M	Up
Deliveries (SF)	3.7M	927.696	6.6M	Up

***Source**: Inland Empire 2Q15 Industrial Market by Newmark Grubb Knight Frank*

Submarket Statistics								
	Total Inventory (SF)	Under Construction (SF)	Total Vacancy Rate	Qtr Absorption (SF)	YTD Absorption (SF)	WH/Dist Asking Rent (Price/SF)	R&D/Flex Asking Rent (Price/SF)	Total Askiing Rent (Price/SF)
East I.E.	152,302,294	10,343,106	6%	2,396,480	2,959,091	$0.35	-	$0.35
High Desert	10,154,283	0	7.9%	0	45,270,	$0.28	-	$0.30
South I.E.	16,562,872	0	2.9%	40,000	98,417	$0.39	-	$0.43
West I.E.	307,504,876	7,072,945	1.6%	6,715,765	8,722,181	$0.50	-	$0.51
Inland Empire	486,524,325	17,416,051	3.2%	9,152,245	11,824,959	$0.37	-	$0.40

***Source**: Inland Empire 2Q15 Industrial Market by Newmark Grubb Knight Frank*

Submarket	Cities
East I.E.	Banning, Beaumont, Bloomington, Calimesa, Colton, Glen Avon, Grand Terrace, Highland, Loma Linda, Mentone, Moreno Valley, Perris, Rialto, Redlands, Riverside, Rubidoux, San Bernardino, Yucaipa
High Desert	Adelanto, Apple Valley, Barstow, Desert Knolls, Helendale, Hesperia, Lancaster, Lenwood, Lucerne Valley, Phelan, Silver Lakes, Victorville
South I.E.	Hemet, Lake Elsinore, Menifee, Murrieta, San Jacinto, Sun City, Temecula, Wildomar
West I.E.	Chino, Corona, Eastvale, Fontana, Jurupa Valley, Mire Loma, Montclair, Norco, Ontario, Rancho Cucamonga, Upland

***Source**: Inland Empire 2Q15 Industrial Market by Newmark Grubb Knight Frank*

Office Market:

A review of Inland Empire Second Quarter 2015 Office Market, prepared by Newmark Grubb Knight Frank, reveals that the Inland Empire office market continued its steady improvement through the second quarter of 2015. A modest, yet positive, 13,607 square feet of positive net absorption helped lower the vacancy rate to 15.3%, 10 basis points lower than last quarter and 150 basis points lower than one year ago. The overall average asking rent recovered after a slight dip in first-quarter 2015, increasing 2.5% in second-quarter 2015 to $1.62/SF, full service gross. Although asking rents in the Inland Empire have struggled to grow consistently, fluctuating up and down since mid-2011, the average rate posted in second-quarter 2015 was up 1.9% from mid-2014.

CBRE Research for Q2 2015 for Inland Empire Office was also reviewed. According to Q2 2015 CBRE Research, the Inland Empire office market trended fairly positive in Q2 2015, and was in line with other activity in the market during Q2 2014. The Inland Empire West's swing to negative net absorption during Q2 2015 was caused by Corinthian College vacating 40,817 S.F. in Ontario, while Edison gave back roughly 150,000 S.F. of space in Rancho Cucamonga due to corporate downsizing. Riverside remains the bright spot in the Inland Empire East and accounted for 61.3% of the positive net absorption in the region during Q2 2015. Overall, net absorption and asking lease rates trended positively in the Inland Empire East and negatively in the Inland Empire West, driven downwards by the aforementioned move-outs.

Please refer to the following table for statistics of the inventory, vacancy rate, etc. for the office market in the Inland Empire.

Market Statistics								
Submarket	Building S.F.	Direct Vacancy (%)	Overall Vacancy (%)	Current Net Absorption	YTD Net Absorption	Under Construction	Construction Deliveries	Avg. Asking Lease Rates ($PSF/MO/FSG)
Class A	9,144,469	15.6	15.4	(137,326)	(81,471)	0	0	1.94
Class B	10,572,714	14.1	15.3	133,328	148,068	0	0	1.59
Class C	4,975,575	17.3	17.3	15,256	51,112	0	0	1.18
Inland Empire Total	24,692,758	15.3	15.4	11,258	117,709	0	0	1.77

Source: *CBRE Research Q2 2015, Inland Empire Office Market*

Retail Market:

CBRE Research for Q2 2015 for Inland Retail Office was reviewed. According to Q2 2015 CBRE Research, the Inland Empire retail market remained steady for Q2 2015 and experienced only minor changes from Q1 2015. Retail vacancy for Q2 2015 saw a slight increase ending at 10.1%, 10 basis points (bps) above Q1 2015. The overall average asking lease rate remained unchanged at $1.88 per S.F. and development remained consistent with multiple minor projects under construction in addition to the 185,000 S.F. Super Wal-Mart Center still under way in Perris.

Submarket	S.F. GLA	Overall Vacancy (%)	Current Net Absorption (SF)	YTD Net Absorption (SF)	Under Construction (SF)	Construction Deliveries (SF)	Avg. Asking Lease Rates ($PSF/MO/NNN)
East End	31,922,705	15.9	238,311	241,701	0	327,765	1.96
High Desert	7,822,716	4.9	6,040	6,040	0		1.59
Low Desert	15,441,280	11.5	54,107	26,764	0	121,294	1.92
South Riverside County	17,249,938	8.0	31,098	50,461	185,000	0	2.02
West End	37,458,794	6.8	(123,039)	(143,390)	0	0	1.93
Inland Empire	109,895,433	10.1	206,527	181,576	185,000	449,059	1.88

Source: *CBRE Research, Q2, 2015, Inland Empire Retail Market*

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

a. Replacement site requirements:
According to the above market research, the overall vacancy rate for the Industrial Market in High Desert is 7.9%; the overall vacancy rate for the Office Market in Inland Empire is 15.4%; the overall vacancy rate for the Retail Market in Inland Empire is 10.1%. These statistics show that there are adequate commercial and industrial properties available in the replacement area.

b. Lease rates or purchase price:
According to the above market research, the the overall average asking rent for industrial buildings in Inland Empire for the first-quarter 2015 is $0.40/SF, triple net. The overall average asking rent for office buildings in Inland Empire in second-quarter 2015 is $1.62/SF, full service gross. The overall average asking lease rate for retail space in Inland Empire is $1.88/SF, triple net.

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

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 to nearby freeway and exposure to 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. The Department's Relocation Assistance Program will provide financial benefits and moving services to owners of the impacted properties to accomplish the move.

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

Parcel No. 3075011015 is within the proposed right-of-way. 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 is plenty of space on the remaining property to accommodate the relocation. However, additional lead-time may be necessary to acquire and relocate the property.

<u>Non Profit – Govt.</u>: There are Palmdale School District and Antelope Valley Union High School District properties located within the project limit that house facilities essential to the day-to-day operation of the school district. The acquisition and relocation of the facilities presents a major concern and will require a significant amount of time. The State may have to provide functional replacement property for these facilities. The replacement process may require extended period to complete.

Agricultural:

The preferred alternative alignment will displace eleven (11) agricultural properties. Ten of the properties are currently used as farmland and one is vacant. The farms contain various High Desert crops, such as: 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 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. 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.
2. Condition of units being displaced:
   The general condition of displacement ranges from poor to excellent and with a mixture of varying levels of maintenance, size, age and amenities.

D. Comparative Data

DISPLACEMENT 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% 9.4%	2.5% 10.3%	4.4% 6.2%	4.5% 7.4%	11.7% 8.2%	4.0% 10.0%	4.9% 11.1%
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;*

III. RELOCATION RESOURCES

A. Adequate resources (availability, funds, staffing, time) exist for all potential displacees.

B. The replacement areas chosen and used as a basis for relocation resources are as follows: Palmdale, Littlerock, Llano, Lake Los Angeles, Adelanto, Apple Valley and Victorville.

From the market research described earlier in this report, there are sufficient comparable properties in the replacement areas. It is evident that adequate replacement properties with comparable amenities, utilities, and accessibility to services, transportation and shopping are presently available in the replacement areas

C. Market availability is expected to remain adequate through the time of displacement.

Residential:

From the market research described earlier in this report, it is evident that adequate replacement properties exist and are presently available in the replacement areas.

Agriculture:

Apparently vacant land is in abundance in the high desert. 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 in the area.

Commercial:

According to CBRE Research Q2 2015, the overall recovery of the Inland Empire retail market has been slow and relatively stagnant over the last 12 months. Retail vacancy for Q2 2015 saw a slight increase ending at 10.1%. Therefore, adequate replacement commercial properties exist and are presently available.

Industrial:

According to research of second quarter 2015 by Newmark Grubb Knight Frank, the industrial market in the High Desert has a vacancy rate of 7.9%. Therefore, adequate replacement industrial properties exist and are presently available.

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 ☒	No ☐	Minorities	Yes ☒	No ☐
Low Income (30%)	Yes ☒	No ☐	Overcrowded Residence	Yes ☐	No ☒
Low Income (Poverty)	Yes ☒	No ☐	Handicapped*	Yes ☐	No ☒
Last Resort Housing Const	Yes ☐	No ☒	Minority Business	Yes ☒	No ☐
Marginal Business*	Yes ☐	No ☒	Other	Yes ☐	No ☐
Lack of Availability	Yes ☐	No ☒			

* All indicate special advisory assistance will be needed.

B. Housing Impact: The alignment for the preferred alternative will not significantly impact the local housing stock for the community.

FINAL CONCLUSION:

The proposed High Desert Corridor (HDC) is a new transportation facility in the High Desert region of Los Angeles and San Bernardino counties. It is a Freeway/Tollway with High Speed Rail Project that will impact the City of Palmdale, unincorporated areas of Los Angeles County-Littlerock, Llano and Lake Los Angeles, as well as cities of Adelanto, Apple Valley, Victorville and unincorporated areas of San Bernardino County. This report is to document the potential impacts that may be caused by the displacement of existing structures and their occupants by the proposed project. Previously, several different alternatives and four variations were reviewed. A separate Draft Relocation Impact Report and two supplemental reports were prepared previously to evaluate the relocation impacts of the various alternatives and variations. Subsequently, a Preferred Alternative was selected after evaluation of the alternatives. This Final Relocation Impact Report (FRIR) will only focus on the relocation impacts caused by the selected Preferred Alternative. Please refer to the Draft Relocation Impact Report, written by Maria Brooks, Associate Right of WAY Agent, and two supplemental reports, prepared by Angus Chan, Associate Right of Way Agent, for a full analysis of multiple alternatives/variations.

Presently, the project area is mostly undeveloped land, with limited commercial/industrial use and minimal residential development. The Preferred Alternative will impact properties within the proposed right of way and properties straddling the right of way line. The relocation impact of the Preferred Alternative is estimated to be approximately 197 displacees; 131 residential units and 66 non-residential units.

Market statistics indicate that the real estate market in High Desert has sufficient inventory to supply the relocation requirement of these displaces, both residential and non-residential. The relocation of the displacees will not negatively impact the communities, with the exceptions of the acquisition and the relocation of the Palmdale School District facilities and the Antelope Valley Union High School District facility. The State may have to provide functional replacement property for these facilities. The replacement process may require extended period to complete.

All displacees will be treated fairly, consistently and equitably in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Polices Act of 1970, as amended "The Uniform Act".

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Appendix

Alignment/Variations	Freeway/Expressway & Freeway/Tollway Alternatives		Freeway/Expressway w/ HSR & Freeway/Tollway w/ HSR Alternatives	
	Residential Relocation	Non-residential Relocation	Residential Relocation	Non-residential Relocation
Main Alignment/common areas				
Adelanto	0	2	0	2
Apple Valley	11	5	11	5
Unincorporated San Bernardino County	0	4	0	2
Lake Los Angeles	6	4	7	4
Palmdale	17	17	18	6
Unincorporated LA County	0	0	0	0
Victorville	0	1	0	1
Variation A Main Alignment				
Palmdale	1	8	1	8
Unincorporated LA County	0	0	0	0
Variation A*				
Palmdale	2	6	n/a	n/a
Unincorporated LA County	0	0	n/a	n/a
Variation B Main Alignment				
Adelanto	2	0	2	0
Unincorporated San Bernardino County	1	4	1	2
Variation B				
Adelanto	1	0	1	0
Unincorporated San Bernardino County	1	0	0	0
Variation B1				
Adelanto	0	0	0	0
Unincorporated San Bernardino County	0	1	1	0
Variation D Main Alignment				
Lake Los Angeles	1	1	1	1
Variation D				
Lake Los Angeles	1	1	1	1

Variation E Main Alignment				
Adelanto	0	1	0	1
Apple Valley	0	0	0	0
Victorville*	39	1	39	1
Variation E				
Adelanto	1	9	0	11
Apple Valley	0	0	0	0
Victorville	0	5	24	2
Palmdale Rail Option #1A				
Palmdale	n/a	n/a	1	5
Unincorporated LA County	n/a	n/a	0	0
Palmdale Rail Option #1B				
Palmdale	n/a	n/a	1	19
Unincorporated LA County	n/a	n/a	0	0
Palmdale Rail Option #1C				
Palmdale	n/a	n/a	54	34
Unincorporated LA County	n/a	n/a	0	0
Palmdale Rail Option #7A				
Palmdale	n/a	n/a	1	16
Unincorporated LA County	n/a	n/a	0	0
Palmdale Rail Option #7B				
Palmdale	n/a	n/a	36	14
Unincorporated LA County	n/a	n/a	0	0
Palmdale Rail Option #7C				
Palmdale	n/a	n/a	63	35
Unincorporated LA County	n/a	n/a	0	0
XpressWest Rail connection Main Alignment				
Victorville	n/a	n/a	0	1
XpressWest Rail connection Variation E				
Victorville	n/a	n/a	24	1

* Includes 29 abandoned residential units - to be consistent with the DRIR