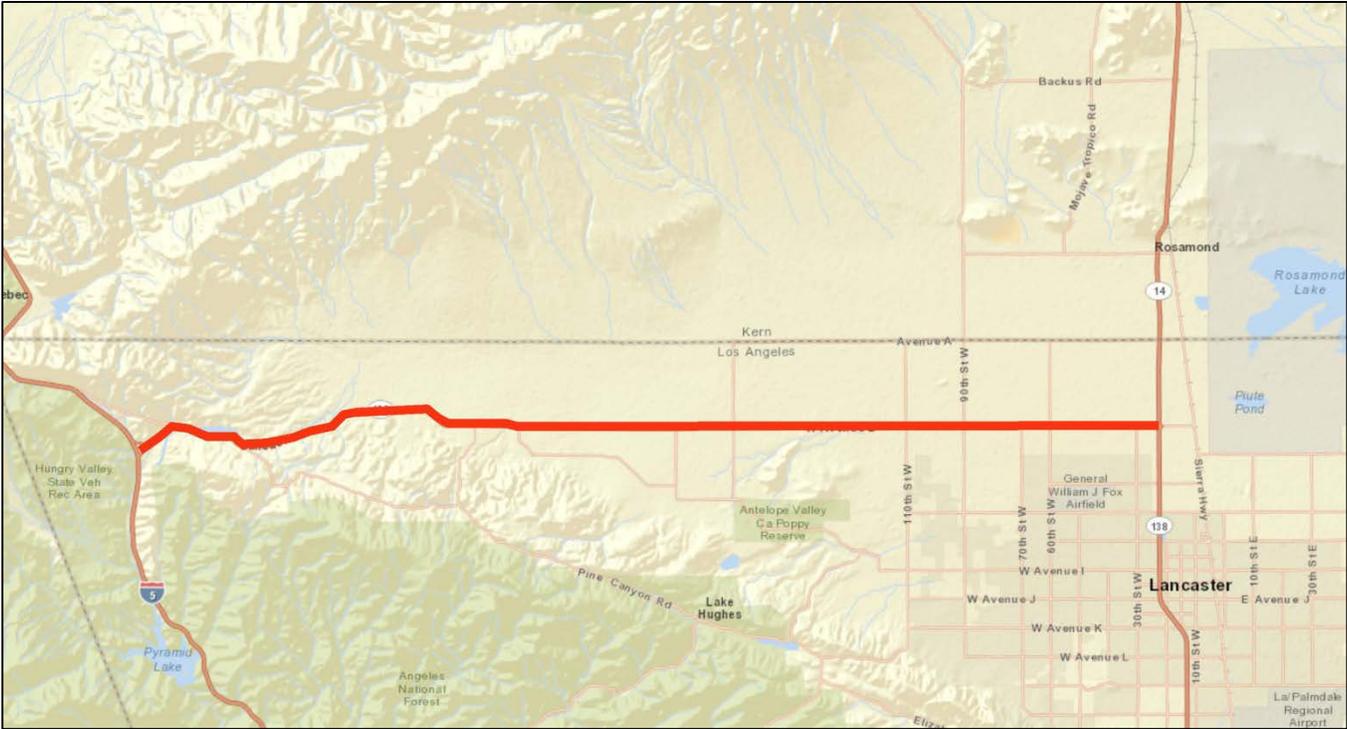




Northwest State Route 138 Corridor Improvement Project

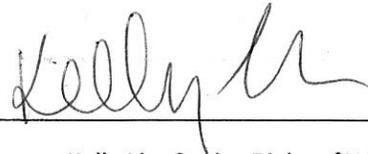
07 – LA – 138 – PM 0.0 to PM 36.8
07 – LA – 05 - PM 79.5/83.1
07 – LA – 14 - PM 73.4/74.4
EA 265100

Relocation Impact Report



November 2015

The undersigned has reviewed and approved this report.



Kelly Lin, Senior Right of Way Agent
Relocation Assistance Program
California Department of Transportation
District 7
100 S. Main St., Los Angeles, CA 90012

Distribution: Original File

Cc: Region/District/Right of Way Manager
Region/District Right of Way Branch Managers
Project Manager
Environmental Planning Branch-Design

Attachments: Project Map
Displacement Map
Replacement Map
Right of Way Data Sheets
Right of Way Exhibits for Build Alternatives 1 and 2

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to the California Department of Transportation, Attn: Natalie Hill, Division of Environmental Planning, 100 South Main Street, Los Angeles, CA 90012; (213) 897-0841 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711.

TABLE OF CONTENTS

SUMMARY OF RELOCATION IMPACT REPORT3

SUMMARY AND PROJECT DATA5

 A. Purpose of Study 5

 B. Limits and Purpose of Project 5

 C. Basis of Findings 7

 D. Description of Displacement Area 8

 E. Estimated Displacement Units by Alignment 9

 F. Type of Residential Displacement Improvements 12

 G. Relocation Resources 12

DETAILED ANALYSIS17

 I. Displacement Area 17

 A. Residential Displacements 17

 B. Business and Nonprofit 19

 C. Agricultural Impact 20

 II. Replacement Area 20

 A. Relationship to Local Town/Community and to Displacement Area 20

 B. Business and Nonprofit Replacement: 22

 C. Residential Replacement 23

 D. Comparative Data 24

 III. Relocation Resources 24

 A. Adequate Resources for Displacees 24

 B. Replacement Area Chosen 25

 C. Market Availability 25

 IV. Relocation Problems and Programs 25

 A. Relocation Problems 25

 B. Housing Impact 27

 C. Conclusion 28

FINAL CONCLUSION29

REFERENCES30

Table of Contents

PREPARERS.....	32
I. Los Angeles County Metropolitan Transportation Authority	32
II. California Department of Transportation, District 7.....	32
III. Kimley-Horn and Associates, Inc.....	32
IV. GPA Consulting.....	32

List of Tables

Table 1 – Demographic Data for Displacement Area.....	8
Table 2 – Estimated Residential Displacement Units by Alignment	11
Table 3 – Estimated Nonresidential Displacement Units by Alignment	11
Table 4 – Estimated Total Displacement Units by Alignment.....	12
Table 5 – Types of Residential Displacements by Alignment.....	12
Table 6 – Details of Displaced Residences under Build Alternatives	17
Table 7 – Demographic Characteristics of Displacement and Replacement Areas	21
Table 8 – Vacancy Rate Expressed as a Percentage.....	21
Table 9 – Prices of Single-Family Homes Based On Active Real Estate Listings.....	22
Table 10 – Comparative Data for Displacement Area and Replacement Area.....	24

Attachments

Attachment A: Project Map

Attachment B: Displacement Map

Attachment C: Replacement Map

Attachment D: Right of Way Data Sheets

Attachment E: Right of Way Exhibits for Build Alternatives 1 and 2

SUMMARY OF RELOCATION IMPACT REPORT

The Los Angeles County Metropolitan Transportation Authority (Metro) and the California Department of Transportation (Caltrans) propose the Northwest 138 Corridor Improvement Project (project). The project includes improvements along a 36-mile section of State Route 138 (SR-138) between Interstate 5 (I-5) and State Route 14 (SR-14), and the freeway connectors on Interstate 5 (I-5) and State Route 14 (SR-14). To address both short-term and long-term transportation needs, the improvements included in the project would expand on the previous North County Combined Highway Corridor Study, completed in 2004, to develop a multi-modal transportation plan for the northern portion of Los Angeles County (Metro, 2004).

The project would require right of way (ROW) acquisition of residential and business properties, including displacement and relocations. This Draft Relocation Impact Report (DRIR) has been prepared to provide Metro, Caltrans, local agencies, and the public with information about the anticipated acquisitions, potential impacts, and implementation strategies available in the relocation process. The DRIR complies with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended), California Government Code, Chapter 16, Section 7260, *et. Seq.*, and Caltrans' Relocation Assistance Program (RAP). In addition, this DRIR has been prepared in accordance with the Caltrans Standard Environmental Reference (SER) regarding the preparation of relocation impact documents (RID) (Caltrans, 2011) and Exhibit 10-EX-4 of the Caltrans ROW Manual (Caltrans, 2012).

Build Alternative 1 would result in 17 residential displacements, Build Alternative 1 with the Antelope Acres Bypass would result in 11 residential displacements, Build Alternative 2 would result in 14 residential displacements. Build Alternatives 1, 1 with the Antelope Acres Bypass, and 2 would result in two business displacements. No railroad facilities or railroad rights of way would be affected by either of the build alternatives.

Based on current real estate data, there appears to be adequate availability of replacement properties with similar purchase prices and amenities as the displaced properties. However, there could be substantial relocation problems for displacees as a result of overcrowded residences, higher rents, competition from cash offers by investors, and the potential of displaced homeowners not qualifying for home loans as a result of foreclosures. Therefore, Caltrans may require a longer timeline to vacate properties, and Last Resort Housing Program payments may be required to relocate residential households being displaced.

To minimize potential impacts on displacees, Caltrans' RAP would provide advisory services to assist individuals and businesses being displaced by the project. Additional plans to minimize hardships on potential displacees will be developed further following owner and occupant interviews. These interviews will provide a greater understanding of household demographics and financial challenges facing each respective owner and occupant. Interviews with potential displacees are typically conducted during preparation of the Final RIR (FRIR); therefore, interviews were not conducted during preparation of this DRIR. During preparation of the FRIR, owner and occupant interviews will be conducted, and the findings will be included in the FRIR for use during the development of project relocation plans.

Summary and Project Data

All project activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources would be available to all displacees without discrimination.

SUMMARY AND PROJECT DATA

A. Purpose of Study

The purpose of this DRIR is to provide Metro, Caltrans, local agencies, and the public with information on potential impacts on residential and nonresidential properties resulting from the project. Specifically, this report analyzes potential impacts resulting from the displacement of existing structures and their occupants.

B. Limits and Purpose of Project

Project Limits

The proposed project would improve State Route 138 (SR-138) between the Interstate 5 (I-5) interchange and the State Route 14 (SR-14) interchange. The project corridor spans east to west approximately 36.8 miles (Post Mile [PM] 0.0 to PM 36.8) in the northwest (NW) portion of Los Angeles County, just south of the Kern County border. The proposed project would also include improvements to the freeway connectors on the western and eastern limits of the project on I-5 from PM 79.5 to 83.1 and on SR-14 from PM 73.4 to 74.4.

Project Description

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), propose to widen and improve approximately 36.8 miles of State Route 138 (SR-138) between the Interstate 5 (I-5) interchange and the State Route 14 (SR-14) interchange. The existing facility is a 2-lane highway that contributes to the local circulation network and provides an alternate route for east-west traffic in northwest (NW) Los Angeles County. The NW SR-138 Corridor Improvement Project (project) would widen SR-138 and provide operational and safety improvements.

This section describes the proposed action and the project alternatives that were developed to achieve the identified purpose and need of the project while avoiding or minimizing environmental impacts. The alternatives are the No Build Alternative, Alternative 1 (Freeway/Expressway) with or without a design option for a bypass around Antelope Acres, and Alternative 2 (Expressway/ Conventional Highway). SR-138 is an undivided 2-lane highway that travels from I-5 around the south side of Quail Lake and east to SR-14. SR-138 is not a controlled-access facility; access and egress points include at-grade intersections with paved and unpaved roads and driveways. The existing roadway consists of two 12-foot lanes with variable shoulders ranging from 2- to 4-foot paved to 8 foot unpaved non-standard shoulders.

The purpose of the project is to improve mobility and operations in northwest Los Angeles County, enhance safety within the SR-138 Corridor based on future projected traffic conditions, and accommodate foreseeable increases in travel and goods movement within northern Los Angeles County.

The need for the proposed project is derived from foreseeable increases in travel demand that would exceed the current capacity of SR-138 and higher than average state-wide fatal accident rates at several locations.

Alternatives

NO- BUILD ALTERNATIVE

Implementation of the No-Build Alternative would maintain the existing configuration of SR-138 and would not result in improvements to the route. However, additional residential, commercial, and interregional development is anticipated to occur in Antelope Valley in the future. With Los Angeles to the southeast and Bakersfield to the northwest, this area is poised for large-scale growth, which is anticipated to result in increased traffic demands beyond the capacity of the existing system (Caltrans, 2008).

The No-Build Alternative would not accommodate the projected population growth or expected substantial increase in goods movement truck traffic in Northern Los Angeles County and the existing corridor would not be improved. As discussed in the Project Study Report/ Project Development Study (PSR/PDS), the existing SR-138 corridor is projected to degrade and operate consistently at a Level of Service (LOS) E and F for 2040 conditions (Caltrans, 2008). The No-Build Alternative could result in indirect impacts on air quality, mobility, safety, and the economy within Northern Los Angeles County. There would be increased maintenance costs to maintain the route without any other improvements.

BUILD ALTERNATIVE 1 | Freeway - Expressway

Alternative 1 (Freeway/Expressway) would include a 6-lane freeway from the I-5 interchange connector ramps to County Road 300th Street West, and a 4-lane expressway from County Road 300th Street West to the SR-14 interchange generally following the existing alignment of SR-138. There would also be improvements to the I-5/SR-138 and SR-138/SR-14 freeway connections and structure over the SR-14. Study limits on I-5 are from PM 79.5 to PM 83.1 and on SR -14 the limits are from PM 73.4 to PM 74.4.

BUILD ALTERNATIVE 1 WITH DESIGN OPTION | Antelope Acres Bypass

There is a design option with this alternative to include a bypass route around the Antelope Acres community. This option was developed to reduce the impacts to the existing residences of Antelope Acres due to the proposed four-lane expressway along the existing alignment of SR-138. The alignment would bypass the community to the north along West Avenue C and going from west to east, the alignment would begin to deviate from the existing SR-138 near 100th Street West and continue in a northeasterly direction towards West Avenue C. After paralleling West Avenue C for approximately one mile, the alignment would continue in a southeasterly direction back towards the existing SR-138, and eventually join the existing SR-138 near 70th Street West. The existing highway would be relinquished to the County as a local roadway between 100th Street West and 70th Street West, with additional speed reduction measures proposed to reduce cut-through traffic.

BUILD ALTERNATIVE 2 | Expressway – Conventional Highway

Alternative 2 (Expressway/Highway) would include a 6-lane freeway from the I-5 interchange connector ramps to Gorman Post Road, a 6-lane expressway from the Gorman Post Road interchange to County Road 300th Street West, a 4-lane expressway from 300th Street West to County Road 240th Street West, and a 4-lane limited access Conventional Highway from County Road 240th Street West to the SR-14

interchange, generally following the existing alignment of SR-138. There would also be improvements to the I-5/SR-138 and SR-138/SR-14 freeway connections and the structure over the SR-14. The study limits on these connectors would be the same as Alternative 1; on I-5 from PM 79.5 to PM 83.1 and on SR -14 the limits are from PM 73.4 to PM 74.4.

For Alternative 1 (with or without the Antelope Acres Bypass design option), and Alternative 2, new overcrossings would also be considered at various intersections with local roads including 60th Street West, 90th Street West, 110th Street West, 170th Street West, 190th Street West, 210th Street West, and Three Points Road to enhance traffic safety and improve local vehicular, pedestrian and bicycle circulation.

Note on the TSM Alternative

The TSM Alternative was developed to strategize improvements to the facility without major changes to the overall capacity. This alternative had improvements to the vertical and horizontal roadway alignment in areas that are currently non-standard, shoulder widening, localized improvements at accident locations, intersection improvements, and additional lanes to improve safety and traffic flow at focused areas. Upgrades to signage and lighting were also evaluated to improve safety and operations.

A TSM Alternative was proposed originally as a result of agency and public input during circulation of the Notice of Intent (NOI)/Notice of Preparation (NOP) in 2013 and subsequent public meetings.

The TSM Alternative was studied and evaluated in all of the technical studies for the proposed project but the TSM Alternative was not recommended for further analysis and it was ultimately rejected from further study because it did not fully address the project's purpose and need. For that reason, the TSM Alternative is included in this technical study analysis but not included in the project description seen above. Please refer to the NW SR-138 Draft EIR/EIS for more information on the TSM Alternative.

1. Is there a “core” corridor common to all alternatives? Yes No

A “core” corridor is common to all alternatives because all of the alternatives share the same corridor, which is the SR-138 corridor.

C. Basis of Findings

There are two types of data sources to consider when analyzing displacement impacts: primary and secondary. A primary data source is information obtained directly from the potential displacee through surveys or public meetings and hearings. A secondary data source is information obtained from civic or community organizations, governmental agencies (e.g., housing authority, health department), schools, churches, nursing care programs, as well as census tract data, real estate statistics, periodicals, Geographic Information Systems (GIS), and online sources. Secondary data sources are the preferred method for analyzing displacement impacts during the completion of the DRIR; therefore, no contact was made with owners or tenants during preparation of the DRIR. Secondary sources were used to prepare this report and are identified in the References section. Completed acquisition documentation will be provided at the time of ROW certification.

D. Description of Displacement Area

The displacement area is defined as the portion of the project area that would be affected by displacements. The displacement area is typically smaller and included within the project area. The project area is shown in **Attachment A**, and the displacement area is shown in **Attachment B**, Displacement Map. As shown in **Attachment B**, the displacement area is located in a rural area within two census tracts (Census Tracts 9009 and 9012.09).

Demographic data and information about the displacement area, such as the neighborhoods, amenities, access, facilities, and general occupancy characteristics, are important for understanding the existing needs of the displacees and specific relocation considerations. **Table 1** includes demographic data for these two census tracts, as provided by the 2010 United States (U.S.) Census and 2008-2012 American Community Survey 5-Year Estimates.

Table 1 – Demographic Data for Displacement Area

Demographic Characteristic	Census Tract 9009		Census Tract 9012.09	
Population (Number of Persons)	3,690		1,449	
Median Household Income (2012 Inflation-Adjusted Dollars)	\$90,395		\$78,967	
Families Whose Income in the Past 12 Months is Below the Poverty Level (Percent (%) of All Families)	12.0		9.9	
Median Age (Years)	41.5		46.9	
Average Household Size (Number of Persons per Household)	2.88		2.57	
Disabled Persons (% of Population)	11.7		9.5	
Primary Race/Ethnic Groups (% of Population)				
White	82.1		94.1	
Hispanic	21.4		16.6	
Education Attainment (% of Population)				
High School Graduate or Higher	90.6		91.1	
Bachelor’s Degree or Higher	20.1		13.1	
Employment Destination in 2011 (% of Population)				
Los Angeles, CA	22.5		28.6	
Santa Clarita, CA	2.7		6.0	
Lancaster, CA	16.5		4.8	
Burbank, CA	3.9		4.3	
Palmdale, CA	10.7		2.7	
Commuter Profile	Number of Persons	% of Population	Number of Persons	% of Population

Summary and Project Data

Total Commuters (16 and over)	1,502	-	687	-
Drove Alone	1,224	81.5	453	65.9
Carpool	197	13.1	202	29.4
Public Transportation	0	0	1	0.1
Walked	8	0.5	0	0
Other Means	10	0.7	9	1.3
Worked at Home	63	4.2	22	3.2
Mean Travel Time (minutes)	31.5		53.8	

Source: Point C, 2014; U.S. Census Bureau, 2013

As shown in **Attachment B**, Census Tracts 9009 and 9012.09 include the following unincorporated communities:

- Three Points/Liebre Mountain: This community is a sparsely populated settlement (a population of 200 persons in 2008) and includes an historic homestead (Los Angeles times, 1991).
- Neenach/Oso: This community is currently a small agricultural settlement with a population of 800 persons (Gold, 2008).
- Fairmont: Approximately 1,700 acres within this community were dedicated in 1977 as the Antelope Valley California Poppy Reserve. Population information for this community was not readily available from U.S. Census data or other online sources.
- Antelope Acres: With a population of approximately 2,800 persons, the community has become the home to many commuters who work in nearby cities; however, there are still substantial ongoing agricultural operations in this community, including livestock and field crops (Wikipedia, 2015).

The California Aqueduct, which carries water from Northern California to Southern California, runs through the displacement area. Overall, land in the displacement area is predominantly vacant and undeveloped with very few amenities and facilities; however, there are some rural residences, small markets, a church, a feed/hardware store, a volunteer fire station, offices, agricultural fields, electrical utilities, and solar ranches in the displacement area. Municipal services are minimal, and many emergency services come from the City of Lancaster, approximately 13 miles to the southeast of the project area. The main access to and from these communities is from I-5, SR-14, and SR-138.

E. Estimated Displacement Units by Alignment

The No-Build Alternative would not result in any displacements. Each of the build alternatives would require a different number of displacements. The following tables include the number of residential and nonresidential displacements for each alternative based on reviews of aerial photographs and Los Angeles County Assessor's data (ParcelQuest, 2015).

Residential Displacements

As shown in **Table 2**, Build Alternative 1 would result in the displacement of 17 residential units and approximately 46 persons, based on an average of 2.7 persons per household for Census Tracts 9009 and 9012.09 (Point C, 2014). Build Alternative 2 would result in the displacement of 14 residential units and

approximately 38 persons. Information on whether the residences are owner- or tenant-occupied will be provided after owner and occupant interviews are conducted during preparation of the FRIR.

Table 2 – Estimated Residential Displacement Units by Alignment

Type of Occupant	Build Alternative 1	Build Alternative 1 (Antelope Acres Bypass)	Build Alternative 2
Single-Family Residences	15	9	13
Multiple-Unit Residences	0	0	0
Mobile Homes	2	2	1
Total Residential Units	17	11	14
Total Persons (based on an average of 2.7 persons per household)	46	30	38

Source: ParcelQuest, 2015

Nonresidential Displacements

As shown in **Table 3**, two businesses would be displaced by Build Alternatives 1, 1 with the Antelope Acres Bypass. No nonprofit organizations or agricultural/farms would be displaced by these alternatives.

Table 3 – Estimated Nonresidential Displacement Units by Alignment

Type of Nonresidential Unit	Build Alternative 1	Build Alternative 1 (Antelope Acres Bypass)	Build Alternative 2
Commercial Businesses	1	1	1
Industrial/Manufacturing Businesses	1	1	1
Nonprofit Organizations	0	0	0
Agricultural/Farms	0	0	0
Total Nonresidential Units	2	2	2

Source: ParcelQuest, 2015

Total Displacements

A summary of the estimated number of total displacements by alternative is provided in **Table 4**. Build Alternative 1 would result in the most displacements.

Table 4 – Estimated Total Displacement Units by Alignment

Type of Unit	Build Alternative 1	Build Alternative 1 (Antelope Acres Bypass)	Build Alternative 2
Total Residential Units	17	11	14
Total Nonresidential Units	2	2	2
Total Units	19	13	16

Source: ParcelQuest, 2015

F. Type of Residential Displacement Improvements

Table 5 below shows the types of residential displacements that would result from the project. Single-family residences include any stand-alone, detached homes typically accommodating one family or one household. Multiple-unit residences have been separated into two categories that include duplex/triplex (two or three units) and apartment buildings (four or more units). Information on sleeping rooms/shared quarters, defined as an individual or individuals occupying a dormitory style dwelling where there is shared use of common facilities and utilities, will be identified in the project’s FRIR after owner and occupant interviews have been conducted.

Table 5 – Types of Residential Displacements by Alignment

Type of Residential Unit	Build Alternative 1	Build Alternative 1 (Antelope Acres Bypass)	Build Alternative 2
Single-Family Residences	15	9	13
Duplex/Triplex (2 or 3 units)	0	0	0
Apartments (4 or more units)	0	0	0
Sleeping Rooms/Shared Quarters	0	0	0
Mobile Homes	2	2	1
Total Units	17	11	14

Source: ParcelQuest, 2015

G. Relocation Resources

Adequate relocation resources exist for:

- Residential owners To Be Determined
- Residential tenants To Be Determined
- Mobile homes To Be Determined
- Businesses Yes No

Nonprofit Organizations Not Applicable

Agriculture Not Applicable

1. The replacement neighborhood studied is:

The replacement area is defined as the local area where residential and business displacees would likely secure replacement sites. Generally, if there are services and resources available in the immediate area, businesses prefer to relocate as close as possible to their existing location, and residential displacees prefer to remain in existing school systems and their immediate familial and cultural settings.

The replacement area was determined by the availability of replacement single-family residences and comparable industrial business sites for displacees. The replacement area is the most similar to the displacement area in character and socioeconomic status, with several exceptions, and has the highest likelihood of receiving displaced residents and businesses because of the availability of replacement properties with similar average purchase prices as the displacement area. The communities within the replacement area are also located within 10 miles of the displacement area; therefore, the commute distance to jobs and schools would be reasonable and would not result in substantial hardships for the displacees. In addition, residential displacees would have access to schools within the same school district in the replacement area as they had in the displacement area.

The replacement area, as shown in **Attachment C**, Replacement Map, includes the following unincorporated communities:

- **Green Valley:** Green Valley is a Census-Designated Place (CDP, a concentration of population identified by the U.S. Census Bureau for statistical purposes) in Los Angeles County, located approximately 10 miles south of the displacement area. According to the 2010 U.S. Census and 2008-2012 American Community Survey, this community has a population of 1,027, which is 87.7 percent White and 12 percent Hispanic (Point C, 2014). This community also has an average household size of 2.32 persons, a median age of 47 years, and a median household income of \$91,118 (in 2012 inflation-adjusted dollars).
- **Lake Hughes:** This community is a CDP in Los Angeles County, located approximately seven miles south of the displacement area. According to the 2010 U.S. Census and 2008-2012 American Community Survey, this community has a population of 649, which is 83.8 percent White and 16 percent Hispanic (Point C, 2014). This community also has an average household size of 2.09 persons, a median age of 47.8 years, and a median household income of \$52,969 (in 2012 inflation-adjusted dollars). While the median income for this community is lower than the displacement area (which is \$90,395 for Census Tract 9009 and \$78,967 for Census Tract 9012.09), Lake Hughes is included in the replacement area because the rural character of this community is similar to the displacement area, and because Lake Hughes has available replacement properties with similar average purchase prices as the displacement area.
- **Elizabeth Lake:** This community is a CDP in Los Angeles County, located approximately eight miles south of the displacement area. The community was historically used for cattle grazing. According to the 2010 U.S. Census and 2008-2012 American Community Survey, this community has a population of 1,756, which is 90.6 percent White and 13.2 percent Hispanic (Point C, 2014). This community also

has an average household size of 2.61 persons, a median age of 42.2 years, and a median household income of \$91,111 (in 2012 inflation-adjusted dollars).

- **Leona Valley:** This community is a CDP in Los Angeles County, located approximately 10 miles south of the displacement area. The community includes subdivisions that were sold in the 1940s. According to the 2010 U.S. Census and 2008-2012 American Community Survey, this community has a population of 1,607, which is 87.6 percent White and 12 percent Hispanic. This community also has an average household size of 2.75 persons, a median age of 47.4 years, and a median household income of \$81,154 (in 2012 inflation-adjusted dollars) (Point C, 2014).
- **Quartz Hill:** This community is a CDP in Los Angeles County, located approximately seven miles south of the displacement area. The community was predominantly a farming community with almond orchards and alfalfa fields; however, water rights were diverted to Los Angeles, resulting in a shift of the work force toward the nearby aerospace plants of Lockheed Martin and Rockwell International. According to the 2010 U.S. Census and 2008-2012 American Community Survey, this community has a population of 10,912, which is 75.3 percent White and 24.6 percent Hispanic (Point C, 2014). This community also has an average household size of 2.93 persons, a median age of 36.6 years, and a median household income of \$55,423 (in 2012 inflation-adjusted dollars). While the median income for this community is lower than the displacement area (which is \$90,395 for Census Tract 9009 and \$78,967 for Census Tract 9012.09), Quartz Hill is included in the replacement area because of the rural character of this community is similar to the displacement area, and because Quartz Hill has available replacement properties with similar average purchase prices as the displacement area.

The communities within the displacement area (Three Points/Liebre Mountain, Neenach/Oso, Fairmont, and Antelope Acres) were not included within the replacement area because these communities do not currently have properties for sale, based on online real estate data (Coldwell Banker, 2015).

2. The relocation areas are comparable in terms of amenities, public utilities, and accessibility to public services, transportation, and shopping. Yes No

As discussed above, the displacement area is a rural area with few amenities and community facilities. The primary access to and from the displacement area is from I-5, SR-14, and SR-138. The relocation area is also a rural area, with community amenities and facilities, including utilities, public services, transportation, and shopping, that are comparable to the displacement area. The main access to and from the relocation area is from I-5, SR-14, and SR-138.

3. The relocation resources may not be affordable to residential displacees given the use of replacement housing payments.

The median home values of single-family homes in the displacement area and replacement area are similar, with a median home value of \$235,033 in the displacement area, and a median home value ranging from \$124,200 to \$368,500 in the replacement area, depending on the community (U.S. Census Bureau, 2009-2013 American Community Survey, 2013). Therefore, this data indicates that the affordability of replacement housing would be comparable to that of the displacement area. Rental rates for the displacement area were not readily available from U.S. Census datasets. The median rent in the replacement area ranges from \$976 to \$1,349 per month, depending on the community (U.S. Census

Bureau, 2009-2013 American Community Survey, 2013). The specific availability of different types of residential dwellings and average prices is discussed in Section II of this DRIR.

While current real estate data indicates that there are affordable replacement properties, there could be substantial relocation problems for displacees as a result of overcrowded residences, higher rents, competition from cash offers by investors, and the potential of displaced homeowners not qualifying for home loans as a result of foreclosures. Therefore, Caltrans may require a longer timeline to vacate properties, and Last Resort Housing Program payments may be required to relocate residential households being displaced.

4. There are no public projects in the area that will displace other families. However, there are projects that would make additional housing available concurrently with the subject project.

There are two planned development projects adjacent to the project area:

- **Centennial Master Plan:** The Centennial project is a master-planned new town on nearly 12,000 acres of land located near the SR-138/I-5 interchange, surrounding the north and east sides of Quail Lake. The Centennial project is located partially in unincorporated Los Angeles County and partially in Kern County. The project would include 23,000 homes and 30,000 jobs, and would be expected to create 30,000 jobs and provide additional shopping, recreation, health care facilities, schools, and public services in the area. Construction of the Centennial project is planned over 25 to 30 years, beginning from the west and working east into the SR-138 corridor.
- **Gorman Post Ranch:** Gorman Post Ranch is a proposed 531-home development in southern Kern County, just north of the Los Angeles County/Kern County border. The Gorman Post Ranch project is located just west of the Centennial project at the SR-138/I-5 interchange.

5. Caltrans' Relocation Assistance Program may not be adequate to successfully relocate all displacees.

Caltrans would provide relocation assistance payments and counseling to the displacees in accordance with its RAP. Based on current real estate data, there appears to be an adequate availability of replacement properties with similar purchase prices and amenities as the displaced properties. However, there could be substantial relocation problems for displacees as a result of overcrowded residences, higher rents, competition from cash offers by investors, and the potential of displaced homeowners not qualifying for home loans as a result of foreclosures. Therefore, Caltrans may require a longer timeline to vacate properties, and Last Resort Housing Program payments may be required to relocate residential households being displaced.

6. There may be special/significant relocation problems associated with the project.

Based on current real estate data, there appears to be an adequate availability of replacement properties with similar purchase prices and amenities as the displaced properties. However, there could be substantial relocation problems for displacees as a result of overcrowded residences, higher rents, competition from cash offers by investors, and the potential of displaced homeowners not qualifying for home loans as a result of foreclosures. Therefore, Caltrans may require a longer timeline to vacate properties, and Last Resort Housing Program payments may be required to relocate residential

households being displaced. To minimize potential impacts on displacees, Caltrans' RAP would provide advisory services to assist individuals and businesses being displaced by the project. Additional plans to minimize hardships on potential displacees will be developed further following owner and occupant interviews. These interviews will provide a greater understanding of household demographics and financial challenges facing each respective owner and occupant.

7. The Last Resort Housing Program payments may be needed to relocate residential households being displaced.

Where there are overcrowded residences or where multiple families reside, there may be a need for Last Resort Housing. In addition, the Last Resort Housing Program would apply if residents pay more than 30 percent of their income toward rent. According to Homefacts.com, in Palmdale, 43 percent of homeowners pay more than 30 percent of their income toward their mortgage, and 73 percent of renters pay more than 30 percent of their income toward rent. In Lancaster, 44 percent of homeowners pay more than 30 percent of their income toward their mortgage, and 60 percent of renters pay more than 30 percent of their income toward rent (Homefacts, 2015). Therefore, there is potential that the Last Resort Housing Program payments would be needed to relocate residential households being displaced. The applicability of the Last Resort Housing Program will be confirmed during preparation of the FRIR.

8. The construction of replacement housing under the Last Resort Housing Program would not be required.

In general, replacement housing is required when either: a) there is an insufficient supply of adequate, decent, safe, sanitary, comparable, and functionally equivalent replacement housing available; or b) it would avoid delays in the project schedule. At this time, neither of these options is applicable to the project because there is adequate availability of replacement properties with similar purchase prices and amenities as the displaced properties, and there are currently no scheduling constraints for the project; therefore, the construction of replacement housing under the Last Resort Housing Program is not anticipated.

9. A field office would not be required for this project.

When special relocation circumstances are identified in a DRIR, Caltrans considers the possibility of establishing a field office as one of the methods for providing advisory assistance during the right of way phase. Based on the relatively low number of displacements anticipated for this project, the need for a field office is not anticipated.

DETAILED ANALYSIS

I. Displacement Area

Right of Way Data Sheets are included in this report as Attachment D; and Right of Way Exhibits are included as Attachment E.

A. Residential Displacements

As described in the Summary and Project Data section of this DRIR, 15 single-family residences and two mobile home residences would be displaced by Build Alternative 1, and nine single-family residences and two mobile home residences would be displaced by Build Alternative 1 with the Antelope Acres Bypass. Thirteen single-family residences and one mobile home residence would be displaced by Build Alternative 2. , **Table 6** includes the details of the displaced residences under each build alternative, including the community, type of residence, construction date, and estimated value. Based on the total estimated values listed below, the median home value for the displacement area is \$235,033.

Table 6 – Details of Displaced Residences under Build Alternatives

Alternative	Assessor's Parcel Number (APN)	Community	Type of Residence	Number of Bedrooms/ Bathrooms	Year Built	Total Estimated Value
2	3220-020-034	Antelope Acres	Mobile Home	4 bedrooms/ 2 bathrooms	2006	\$130,640
2	3220-020-038	Antelope Acres	Single-Family Residence	3 bedrooms/ 1 bathroom	1948	\$36,155
2	3220-020-039	Antelope Acres	Single-Family Residence	3 bedrooms/ 3 bathrooms	2004	\$246,000
1 with Antelope Acres Bypass	3233-003-014	No Community Designation	Single-Family Residence	3 bedrooms/ 2 bathrooms	2006	\$268,000
1	3233-021-027	Antelope Acres	Single-Family Residence	4 bedrooms/ 3 bathrooms	2006	\$258,000
1	3233-021-028	Antelope Acres	Single-Family Residence	4 bedrooms/ 2 bathrooms	2007	\$228,532
1 and 2	3233-021-031	Antelope Acres	Single-Family Residence	3 bedrooms/ 2 bathrooms	1986	\$256,852
1 and 2	3233-022-027	Antelope Acres	Single-Family Residence	3 bedrooms/ 2 bathrooms	1977	\$235,033
1	3233-022-028	Antelope Acres	Single-Family Residence	3 bedrooms/ 3 bathrooms	1985	\$224,900
1 and 2	3233-022-029	Antelope Acres	Single-Family Residence	3 bedrooms/ 2 bathrooms	1990	\$261,180

Detailed Analysis

1	3233-022-030	Antelope Acres	Single-Family Residence	3 bedrooms/ 3 bathrooms	2006	\$259,000
1, 2,	3252-018-048	No Community Designation	Single-Family Residence (assume three residential displacements)	3 bedrooms/ 3 bathrooms	1991	\$325,000
1, 2,	3252-018-049	No Community Designation	Single-Family Residence (assume two residential displacements)	3 bedrooms/ 3 bathrooms	2005	\$509,340
1 and 1 with Antelope Acres Bypass	3260-017-004	No Community Designation	Mobile Home	3 bedrooms/ 2 bathrooms	1991	\$104,894
1 and 1 with Antelope Acres Bypass	3275-008-011	Neenach	Single-Family Residence	4 bedrooms/ 2 bathrooms	1987	\$211,289
1, 1 with Antelope Acres Bypass, and 2	3279-001-043	Fairmont	Single-Family Residence	3 bedrooms/ 2 bathrooms	1947	\$204,925
1, 1 with Antelope Acres Bypass, and 2	3279-003-026	Fairmont	Single-Family Residence	2 bedrooms/ 2 bathrooms	1978	\$115,605
1, 1 with Antelope Acres Bypass, and 2	3279-003-055	Fairmont	Mobile Home	3 bedrooms/ 2 bathrooms	1989	\$95,000

Source: ParcelQuest, 2015; Los Angeles County Department of Regional Planning, 2015

B. Business and Nonprofit

1. Number of businesses directly impacted by the project:

Build Alternatives 1, 1 with Antelope Acres Bypass, and 2 would result in the displacement of two businesses (APNs 3252-018-049 and 3279-001-004).

The business on APN 3252-018-049 is located on a 5-acre property with an approximate value of \$509,340 (ParcelQuest, 2015). The business is located on the same parcel as a single-family residence constructed in 2005. Based on preliminary research, the property includes a warehouse building, work vehicles, and a small airplane, and is assumed to be a commercial business for the purposes of this report. Additional information on this businesses, including the name and type of the business, or the employee and customer profile, was not readily available in public records.

The business on APN 3279-001-004 is a 4,800 square-foot light industrial warehouse constructed in 1948 on an 8-acre property with an approximate value of \$70,426 (ParcelQuest, 2015). The business is located in the community of Fairmont. Additional information on this business, including the name and type of the business, or the employee and customer profile, was not readily available in public records.

No railroad facilities or railroad rights of way would be affected by the build alternatives. Age of businesses:

The commercial business on APN 3252-018-049 is located on the same parcel as a single-family residence built in 2005 (ParcelQuest, 2015). Other information about this business was not readily available through online sources used to prepare this DRIR. Additional details will be provided after owner and occupant interviews are conducted during preparation of the FRIR.

The light industrial business on APN 3279-001-004 was constructed in 1948. Other information about this business was not readily available through online sources used to prepare this DRIR. Additional details will be provided after owner and occupant interviews are conducted during preparation of the FRIR.

2. Estimated number of employees:

The number of employees for the businesses was not readily available through online sources used to prepare this DRIR. Additional details will be provided after owner and occupant interviews are conducted during preparation of the FRIR.

3. Number of businesses impacted by the project that are assumed to be minority owned:

Information on whether the businesses impacted by the build alternatives are minority owned will be gathered during owner and occupant interviews. These findings will be disclosed in the FRIR to be prepared for the project.

4. Number of the different types of facilities:

The commercial business on APN 3252-018-049 is located on a 5-acre property with an approximate value of \$509,340 (ParcelQuest, 2015). The business is located on the same parcel as a single-family residence constructed in 2005, and includes a warehouse building, work vehicles, and a small airplane. The light

industrial business on APN 3279-001-004 is a 4,800 square-foot warehouse constructed in 1948 on an 8-acre property with an approximate value of \$70,426 (ParcelQuest, 2015).

C. Agricultural Impact

The project would require the partial acquisition of several parcels zoned for agricultural use, but no relocations of any farm operations would be required.

II. Replacement Area

A. Relationship to Local Town/Community and to Displacement Area

The replacement area, as shown in **Attachment C**, includes the unincorporated communities of Green Valley, Lake Hughes, Elizabeth Lake, Leona Valley, and Quartz Hill, which are within 10 miles of the displacement area. As discussed above, the replacement area was determined by the availability of replacement single-family residences and comparable business sites for displacees. In addition, the replacement area is the most similar to the displacement area in rural character and socioeconomic status, and has the highest likelihood of receiving displaced residents and businesses because of the availability of replacement properties with similar average purchase prices as the displacement area. The communities within the replacement area are also located within 10 miles of the displacement area; therefore, the commute distance to jobs and schools would be reasonable and would not result in substantial hardships for the displacees. In addition, residential displacees would have access to schools within the same school district in the replacement area as they had in the displacement area.

The main demographic characteristics of the displacement and replacement areas are shown in **Table 7**, as provided by the 2010 U.S. Census and 2008-2012 American Community Survey 5-Year Estimates.

1. Housing stock:

The housing stock for the replacement area is provided below from the U.S. Census Bureau, 2009-2013 American Community Survey 5-Year Estimates.

- a. **Number of single-family residences:** 1,009
- b. **Number of multiple family units:** 10,419
- c. **Number of mobile homes:** 1,750
- d. **Total housing units:** 13,178

2. Vacancy rate expressed as a percentage:

Table 8 shows the housing vacancy rate expressed as a percentage for the communities located within the replacement area, as provided by the 2010 U.S. Census. Information on the vacancy rate for single-family units, multiple-family units, and mobile homes was not available from the U.S. Census datasets.

Table 7 – Demographic Characteristics of Displacement and Replacement Areas

Demographic Characteristic	Displacement Area		Replacement Area				
	Census Tract 9009	Census Tract 9012.09	Green Valley	Lake Hughes	Elizabeth Lake	Leona Valley	Quartz Hill
Population (Number of Persons)	3,690	1,449	1,027	649	1,756	1,607	10,912
White (Percent (%) of Population)	82.1	94.1	87.7	83.8	90.6	87.6	75.3
Hispanic (% of Population)	21.4	16.6	12.0	16.0	13.2	12.0	24.6
Average Household Size (Number of Persons Per Household)	2.88	2.67	2.32	2.09	2.61	2.75	2.93
Median Age (Years)	41.5	46.9	47.0	47.8	42.2	47.4	36.6
Median Household Income (2012 Inflation-Adjusted Dollars)	\$90,395	\$78,967	\$91,119	\$52,969	\$91,111	\$81,154	\$55,423

Source: Point C, 2014

Table 8 – Vacancy Rate Expressed as a Percentage

Community	Percent (%) For Rent	% For Sale
Green Valley	0	4.1
Lake Hughes	0	0
Elizabeth Lake	42	0
Leona Valley	0	0
Quartz Hill	10.9	2.1

Source: U.S. Census Bureau, 2010

3. Housing characteristics:

The housing that would be impacted by the project ranges in age from eight to 101 years, with an average age of approximately 30 years. The impacted single-family homes have two to four bedrooms and two to three bathrooms..

4. Average prices of typical single-family homes:

Median home values in the replacement area range from \$124,200 to \$368,500, depending on the community (U.S. Census Bureau, 2009-2013 American Community Survey, 2013). In addition, **Table 9** shows the lowest, average, and highest prices of single-family homes in the replacement area communities, as provided by online real estate websites, and indicates that are several active listings for each community in the replacement area. The median rent in the replacement area ranges from \$976 to \$1,349 per month, depending on the community (U.S. Census Bureau, 2009-2013 American Community Survey, 2013).

Table 9 – Prices of Single-Family Homes Based On Active Real Estate Listings

Community	Number of Active Listings	Lowest Price	Average Price	Highest Price
Green Valley	18	\$68,300	\$333,105	\$700,000
Lake Hughes	11	\$79,000	\$1,081,615	\$4,999,000
Elizabeth Lake	6	\$170,000	\$265,316	\$389,900
Leona Valley	10	\$245,000	\$548,070	\$899,000
Quartz Hill	13	\$169,900	\$332,553	\$639,000

Source: Coldwell Banker, 2015

B. Business and Nonprofit Replacement:

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

Build Alternatives 1, 1 with Antelope Acres Bypass, and 2 would result in the displacement of two businesses (APNs 3252-018-049 and 3279-001-004.).

The commercial business on APN 3252-018-049 is located on the same parcel as a single-family residence on a 5-acre property with an approximately value of \$509,340 (ParcelQuest, 2015). Based on preliminary research, the property includes a warehouse building, work vehicles, and a small airplane. The light industrial business on APN 3279-001-004 is a 4,800 square-foot warehouse constructed in 1948 with an approximate value of \$70,426 (ParcelQuest, 2015). The business is located on an approximately 8-acre parcel in the community of Fairmont. There are outdoor storage areas on undeveloped portions of the parcel. The replacement area includes several vacant properties currently for sale, which could serve as potential relocation properties for the businesses (Coldwell Banker, 2015).

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

a. Replacement site requirements:

The replacement sites for the businesses should be approximately five to eight acres and should consist of enough undeveloped land for outdoor storage of vehicles and equipment.

b. Lease rates or purchase price:

The purchase price of 6-acre to 10-acre lots in the replacement area is approximately \$29,000 (Coldwell Banker, 2015).

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

The capacity of the businesses to move will be determined during owner and occupant interviews to be conducted during the preparation of the FRIR.

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

The need for special services will be determined during owner and occupant interviews to be conducted during the preparation of the FRIR.

3. Discuss issues the employees may have if the business relocates as planned:

Issues the employees may have if the business relocates will be determined during owner and occupant interviews to be conducted during the preparation of the FRIR.

4. Discuss issues the employees may have if the business cannot relocate as planned:

Issues the employees may have if the business cannot relocate will be determined during owner and occupant interviews to be conducted during the preparation of the FRIR.

C. Residential Replacement

1. Section 8 rental limits:

It has not been determined if there are any displacees within the displacement area receiving housing assistance for low-income households in accordance with Section 8 of the Housing Act. This will be determined during owner and owner and occupant interviews to be conducted during the preparation of the FRIR.

2. Replacement neighborhood is homogeneous to displacement area.

The replacement area, as shown in **Attachment C**, includes the unincorporated communities of Green Valley, Lake Hughes, Elizabeth Lake, Leona Valley, and Quartz Hill, which are located within 10 miles of the displacement area. The replacement area is the most similar to the displacement area in rural character and socioeconomic status, and has the highest likelihood of receiving displaced residents and businesses because of the availability of replacement properties with similar average purchase prices as the displacement area.

3. General condition of displacement neighborhood:

The communities in the displacement area are rural areas that are sparsely populated with relatively few amenities and public services. Some of the homes in the displacement area are more than 60 years old, and some are fewer than 10 years old. Therefore, the condition of the neighborhoods varies, but based on the average age and value of the homes, is generally good.

4. Condition of units being displaced:

Fair/Poor Average Good Very Good

5. Compared to condition of units in replacement area:

Fair/Poor Average Good Very Good

6. Number of mobile home parks directly impacted by the project 0 .

Number of mobile homes directly impacted by the project 0 within the park.

Number of mobile homes directly impacted by the project 2 that are not in a mobile home park.

D. Comparative Data

Table 10 below provides a summary of housing data available for the project area and the replacement area, compared to the displacements that would result from the project.

Table 10 – Comparative Data for Displacement Area and Replacement Area

Housing Data	Displacement Area	Replacement Area
Total Housing Units	26	13,178
Percent Owner Occupied	To Be Determined	61 Percent (%)
Percent Renter Occupied	To Be Determined	26%
Total Housing Units Vacant	0	1,605
Vacancy Rate	0%	12%
Housing Units for Sale	0	355
Housing Units for Rent	0	600
Persons per Household	2.77	2.60
Median Housing Value	\$235,033	\$124,200 to \$368,500

Source: GPA, 2015; Coldwell Banker, 2015; U.S. Census Bureau, 2013

III. Relocation Resources

A. Adequate Resources for Displacees

Demographic research from real estate websites shows that there are an adequate number of available commercial and residential replacement sites within 10 miles of the project area (Coldwell Banker, 2015). However, there could be substantial relocation problems for displacees as a result of overcrowded residences, higher rents, competition from cash offers by investors, and the potential of displaced

homeowners not qualifying for home loans as a result of foreclosures. Therefore, Caltrans may require a longer timeline to vacate properties, and Last Resort Housing Program payments may be required to relocate residential households being displaced.

B. Replacement Area Chosen

The replacement area chosen and used as a basis for relocation resources is:

The replacement area chosen for the project is shown in **Attachment C**. The communities within the replacement area are located within 10 miles of the displacement area; therefore, the commute distance to jobs and schools would be reasonable and would not result in substantial hardships for the displacees. In addition, residential displacees would have access to schools within the same school district in the replacement area as they had in the displacement area. Community amenities and facilities, including utilities, public services, transportation, and shopping in the replacement area are comparable to the amenities available in the displacement area. The replacement area is the most similar to the displacement area in rural character and socioeconomic status, and has the highest likelihood of receiving displaced residents and businesses because of the availability of replacement properties with similar average purchase prices as the displacement area. The financial capacity of residents to move would be determined during owner and occupant interviews during the preparation of the FRIR.

C. Market Availability

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

Research shows that the real estate market in the replacement area currently has adequate availability of residential and business properties to meet the relocation demands of the displacees. It is expected that the market availability will remain adequate through the time of displacement because of the additional development that is planned adjacent and surrounding the project area (e.g., Centennial Master Plan and Gorman Post Ranch) that will make additional housing available concurrently with the subject project. However, there could be substantial relocation problems for displacees as a result of overcrowded residences, higher rents, competition from cash offers by investors, and the potential of displaced homeowners not qualifying for home loans as a result of foreclosures. Therefore, Caltrans may require a longer timeline to vacate properties, and Last Resort Housing Program payments may be required to relocate residential households being displaced.

IV. Relocation Problems and Programs

A. Relocation Problems

Elderly: To Be Determined

Minorities: To Be Determined

Low Income (30%): To Be Determined

Overcrowded Residence: To Be Determined

Last Resort Housing: To Be Determined

Handicapped: To Be Determined

Last Resort Housing Const: Yes No

Minority Business: To Be Determined

Low Income (Poverty): To Be Determined

Credit Problems: To Be Determined

Marginal Business: To Be Determined

Other: To Be Determined

Lack of Availability: To Be Determined

Residential relocations may have physical, financial, and/or psychological effects. The physical effects include finding and moving into suitable replacement housing. For persons with special needs, such as the elderly or disabled, these physical impacts can be challenging. Financial impacts may include moving expenses, increased living expenses, increased commute to work costs, or increased property taxes. Financial problems also include problems qualifying for home loans as a result of foreclosures, which have been an issue in the project vicinity. According to data from RealtyTrac, an Irvine real estate data firm (as provided in a January 15, 2015 news article in the *San Fernando Valley Business Journal*), one in every 1,212 homes in Los Angeles County was in foreclosure in December 2014 (Klein, 2015). In the Antelope Valley, Palmdale topped the list with one out of every 386 homes in foreclosure, and in Lancaster, one out of every 454 homes was in foreclosure.

Other relocation problems include overcrowded residences and high rents/mortgages compared to displacee incomes, resulting in the need for Last Resort Housing Program payments. Where there are overcrowded residences or where multiple families reside, there may be a need for Last Resort Housing. In addition, the Last Resort Housing Program would apply if residents pay more than 30 percent of their income toward rent. According to Homefacts.com, in Palmdale, 43 percent of homeowners pay more than 30 percent of their income toward their mortgage, and 73 percent of renters pay more than 30 percent of their income toward rent. In Lancaster, 44 percent of homeowners pay more than 30 percent of their income toward their mortgage, and 60 percent of renters pay more than 30 percent of their income toward rent (Homefacts, 2015). Therefore, there is potential that the Last Resort Housing Program payments would be needed to relocate residential households being displaced. The applicability of the Last Resort Housing Program will be confirmed during preparation of the FRIR.

Additional relocation problems affecting affordable replacement housing may result from homebuyers losing out to all cash offers from investors. According to the California Reinvestment Coalition (CRC) (as provided in a June 28, 2015 news article in the *San Gabriel Valley Tribune*), a survey of 80 community-based nonprofits found that "renters, would-be homebuyers and black households [are] losing ground in the face of competition from investors and a widening racial wealth gap" (Smith, 2015). The news article states that the Community Reinvestment Act was designed to help meet the credit needs of low- and moderate-income neighborhoods. Lori Gay, president and Chief Executive Officer (CEO) of Neighborhood Housing Services of Los Angeles County said her organization was awarded a \$60 million grant from the United States Department of Housing and Development (HUD), "but even with all that cash, we still get outbid by investors – sometimes even before the properties are even placed on the market. In some cases investors are buying up to 500 homes at a time" (Smith, 2015). According to Kevin Patterson, president of Palmdale's RentSource Corporation, "Fewer homes are being built because of water restrictions, and over the past six to nine months rents have increased by \$300 to \$600 a month on average." These issues could affect the availability of replacement property, which would necessitate longer timelines for Caltrans to find replacement housing.

The psychological effects of relocation are primarily related to the change in a person's living conditions. People may become attached to their homes and communities, and are often unwilling to move. Psychological impacts may be especially serious for elderly and disabled persons, families with children in

school, long-term residents, and mobile home residents. The adverse psychological and social impacts of relocations are more difficult to mitigate than physical and financial impacts. Certain population groups, such as senior citizens, low-income residents, and non-English speaking people often have strong community ties and depend on primary social relationships and important support networks that can be severed upon relocation. Households with school-aged children may consider relocation especially disruptive if school transfers are involved. Disabled people and those without automobile transportation often have special relocation problems.

To minimize potential impacts on these and other population groups, Caltrans' RAP includes advisory services to assist individuals and businesses being displaced by a public project. The advisory assistance services include outreach to discuss needs and preferences regarding the details of a move, explain the rights and benefits available, and provide help obtaining monetary benefits. In addition, the advisory assistance includes information on available replacement sites, including purchase and rental costs, and coordinating and educating landlords, property managers, and other real estate professionals to help secure replacement properties.

Interviews with potential displacees will provide a greater understanding of household demographics and financial challenges facing each respective owner and occupant. Interviews with potential displacees are typically conducted only for FRIRs; therefore, interviews were not conducted in the preparation of this DRIR. Interviews will be conducted during preparation of the FRIR, and the findings will be included.

Due to the relatively high number of acquisitions required for the project, additional time may be required in the project schedule if Caltrans and a property owner are unable to agree on the purchase of a property, and the condemnation process must be implemented, requiring Caltrans to file a lawsuit to acquire the property rights through the courts.

No railroad facilities or railroad rights of way would be affected by of the build alternatives. Southern California Edison (SCE) power lines would be relocated under the build alternatives; therefore, the Caltrans District 7 Right of Way Utility Coordinator would be contacted early on in order to obtain Federal Highway Association (FHWA) Specific Authorization and other related utilities documents. An approved relocation plan from the Utility Owner would be required for the Right of Way Certification, as well as Notice to Owners that contain a project description, identification of utilities owned, timeframe to relocate, and liability. An extended project schedule would be considered when working with SCE for relocation plans and utility agreements.

B. Housing Impact

This project will not significantly impact the local housing stock for the community.

Build Alternative 1 would result in 17 residential displacements, Build Alternative 1 with the Antelope Acres Bypass would result in 11 residential displacements, Build Alternative 2 would result in 14 residential displacements,. Based on research of online real estate sources, there is an adequate housing stock in the replacement area, and the project would not significantly impact the local housing stock.

C. Conclusion

Based on current real estate data, there appears to be adequate availability of replacement properties with similar purchase prices and amenities as the displaced properties. However, there could be substantial relocation problems for displacees as a result of overcrowded residences, higher rents, competition from cash offers by investors, and the potential of displaced homeowners not qualifying for home loans as a result of foreclosures. Therefore, Caltrans may require a longer timeline to vacate properties, and Last Resort Housing Program payments may be required to relocate residential households being displaced.

Interviews with potential displacees will be conducted during preparation of the FRIR, and will provide a greater understanding of household demographics and financial challenges facing each respective owner and occupant. As part of Caltrans' RAP, advisory services will be provided to assist individuals and businesses being displaced by the project.

FINAL CONCLUSION

Build Alternative 1 would result in the highest level of impact on the residential sector with 17 displacements. Build Alternative 1 with the Antelope Acres Bypass would result in 11 residential displacements, Build Alternative 2 would result in 14 residential displacements.,. Build Alternatives 1, 1 with the Antelope Acres Bypass, and 2 would result in two business displacements.

Based on current real estate data, there appears to be adequate availability of replacement properties with similar purchase prices and amenities as the displaced properties. However, there could be substantial relocation problems for displacees as a result of overcrowded residences, higher rents, competition from cash offers by investors, and the potential of displaced homeowners not qualifying for home loans as a result of foreclosures. Therefore, Caltrans may require a longer timeline to vacate properties, and Last Resort Housing Program payments may be required to relocate residential households being displaced.

Plans to minimize hardships on potential displacees will be developed further following owner and occupant interviews. These interviews will provide a greater understanding of household demographics and financial challenges facing each respective owner and occupant.

REFERENCES

- Caltrans. (2011). *Standard Environmental Reference, Volume 4, Community Impact Assessment*. Retrieved from California Department of Transportation: <http://www.dot.ca.gov/ser/vol4/vol4.htm>
- Caltrans. (2012, May). *Right of Way Manual*. Retrieved from California Department of Transportation: <http://www.dot.ca.gov/hq/row/rowman/manual/>
- Coldwell Banker. (2015). *CaliforniaMoves.com*. Retrieved April 20, 2015, from Coldwell Banker, Residential Brokerage: <http://www.californiamoves.com/>
- Gold, S. (2008). Stoic little town faces tomorrow; A massive housing project may mean the end for Neenach, in the Antelope Valley. *Los Angeles Times*.
- Homefacts. (2015). *Homefacts by Realtytrac*. Retrieved October 9, 2015, from <http://www.homefacts.com/>
- Klein, K. E. (2015, January 15). *L.A. County Foreclosures Rise in December*. Retrieved October 9, 2015, from San Fernando Valley Business Journal: <http://sfvbj.com/news/2015/jan/15/l-county-foreclosures-rise-december/>
- Los Angeles County Department of Regional Planning. (2015). *Z-Net, Find Your Zoning*. Retrieved April 18, 2015, from LAcounty.gov: <http://planning.lacounty.gov/znet>
- Los Angeles times. (1991). L.A.'s Outback Three Point residents are like a family. *Los Angeles Times, San Fernando Valley edition*, 6.
- Metro. (2004, June 24). *North County Combined Highway Corridors Study, Final Report*. Retrieved from http://media.metro.net/board/Items/2004/07_July/20040714North%20County%20report.pdf
- ParcelQuest. (2015). *ParcelQuest: California Parcel & Property Data*. Retrieved April 15, 2015, from <http://www.parcelquest.com/>
- Point C. (2014). *Preliminary Research for the SR-138 NW Community Impact Assessment*. Pasadena: Point C.
- Smith, K. (2015, June 28). *Reports detail housing woes for Southern California residents*. Retrieved October 9, 2015, from San Gabriel Valley Tribune: <http://www.sgvtribune.com/business/20150628/reports-detail-housing-woes-for-southern-california-residents>
- U.S. Census Bureau. (2010). *2010 Census*. Retrieved April 30, 2015, from American Factfinder: <http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>
- U.S. Census Bureau. (2013). *Los Angeles County, California*. Retrieved April 16, 2015, from State and County QuickFacts: <http://quickfacts.census.gov/qfd/states/06/06037.html>

- U.S. Census Bureau, 2009-2013 American Community Survey. (2013). *DP04, Selected Housing Characteristics*. Retrieved April 20, 2015, from American FactFinder:
<http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>
- Wikipedia. (2015, February 15). *Antelope Acres, California*. Retrieved April 16, 2015, from
http://en.wikipedia.org/wiki/Antelope_Acres,_California

PREPARERS

I. Los Angeles County Metropolitan Transportation Authority

William Lamborn, Project Manager

II. California Department of Transportation, District 7

Reza Fateh, Project Manager

Tami Podesta, Senior Environmental Planner

Natalie Hill, Associate Environmental Planner

Billy Ho, Environmental Planner

III. Kimley-Horn and Associates, Inc.

Robert Blume, PE, Project Manager

IV. GPA Consulting

Richard Galvin, Vice President

Richard Walker, Senior Environmental Planner

Marieka Schrader, Senior Environmental Planner

Jeanne Ogar, Associate Environmental Planner