



FINAL REPORT

DRAFT RELOCATION IMPACT REPORT INTERSTATE 710 CORRIDOR PROJECT BETWEEN OCEAN BOULEVARD AND STATE ROUTE 60 07-LA-710-PM 4.9/24.9 EA 249900 WBS ID:165.10.55

Prepared for



Los Angeles County
Metropolitan Transportation Authority

December 2011

Prepared by:



2020 East First Street, Suite 400
Santa Ana, CA 92705

TABLE OF CONTENTS

SUMMARY OF RELOCATION IMPACT REPORT.....	1
SUMMARY AND PROJECT DATA.....	1
A. Purpose of Study.....	4
B. Limits and Purpose of the proposed Project.....	4
C. Description of Alternatives Studied.....	5
D. Basis of Findings.....	10
E. Description of the Displacement Area (Neighborhood, Amenities, Access, Facilities, General Occupancy Characteristics).....	10
F. Estimated Displacements by Alternative.....	17
G. Type of Residential Displacement.....	18
H. Adequate Relocation Resources.....	18
DETAILED ANALYSIS	
I. Displacement Area.....	24
A. Residential Displacements.....	24
B. Business and Non-Profit Organizations.....	24
1. Number of Business Displacement Improvements.....	24
2. Age of Business.....	25
3. Estimated number of employees.....	25
4. Number of businesses impacted by the project assumed to be minority owned.....	25
5. Number of the different types of facilities.....	26
C. Agricultural Impacts.....	26
II. Replacement Area.....	27
A. Describe in relationship to the local town/community and to the displacement area.....	27
1. Housing stock for the study area.....	27
2. Vacancy rate expressed as percent.....	28
3. Housing characteristics.....	28
4. Average prices of typical single-family homes for the displacement properties.....	29
B. Business and Non-Profit Replacement	29
1. Number of business sites that are available for rent, purchase, or development.....	29
2. Difficulties businesses may encounter in finding replacement property.....	30
3. Issues employees may have if the business relocates as planned.....	32
4. Issues employees may have if the business cannot relocate as planned.....	32
C. Residential Replacement	32
D. Comparative Data.....	35
III. Relocation Resources.....	35
A. Adequate resources (availability, funds, staffing, time).....	35
B. The recommended replacement area chosen and used as a basis for relocation resources.....	36
C. Market availability is expected to remain adequate through the time of displacement.....	37
IV. Relocation Problems and Programs.....	37
A. Potential relocation issues	37
B. Housing Impact.....	40
C. Conclusion.....	40

APPENDICES

Appendix A – Project Area Maps

Appendix B – Displacement Units by Alignment

Appendix C - Bibliography

Appendix D – Census Data

Appendix E – Replacement Housing Data

Appendix F – Mobile Home Data

Appendix G – DQ News Chart

Appendix H – Loopnet Commercial Listings Data

Appendix I - Los Angeles County Housing Authority Section 8

Appendix J – Grubb & Ellis Data

Appendix K – Geographic Information Maps

Appendix L – Zillow Statistical Data

Appendix M – Comment Matrices

07-LA-710

PM 4.9/24.9

EA 249900

December 2011

I-710 Corridor Project

SUMMARY OF RELOCATION IMPACT REPORT:

The Draft Relocation Impact Report (DRIR) addresses the scope of potential displacement impacts of the proposed I-710 Corridor Project. The purpose of this study is to provide the California Department of Transportation (Caltrans), cities, local agencies, and the public with information as to the effect the I-710 Corridor Project would have on residential and non-residential occupants.

This report provides descriptions of displacement and replacement areas, information on impacted residential and non-residential uses identified by respective categories, as well as a preliminary discussion of anticipated relocation issues and mitigation measures under the Caltrans Relocation Assistance Program (RAP).

The Interstate 710 (I-710) Corridor Project study area includes the portion of I-710 (6 or 8 lanes) from Ocean Blvd. in Long Beach to State Route 60 (SR-60), a distance of approximately 18 miles (See Appendix A). At the freeway-to-freeway interchanges, the study area extends one mile east and west of I-710 for the Interstate 405 (I-405), State Route 91 (SR-91), Interstate 105 (I-105), and Interstate 5 (I-5) interchanges. The I-710 Corridor Project traverses portions of the cities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Lakewood, Long Beach, Los Angeles, Lynwood, Maywood, Paramount, Signal Hill, South Gate, and Vernon, and portions of unincorporated Los Angeles County, all within Los Angeles County, California.

Five (5) Alternatives to improve the I-710 corridor are under consideration. Alternatives under consideration include a No-Build Alternative; Alternative 5A, which proposes to widen I-710 up to ten General Purpose (GP) lanes; and Alternatives 6A/B/C which would include all of the proposed improvements within Alternative 5A, including ten GP lanes, with the addition of a freight corridor. The freight corridor consists of four separate freight movement lanes for exclusive use by trucks. The lanes will extend between the southern terminus at Ocean Boulevard and the Intermodal rail yards in Commerce and Vernon (northern terminus). Alternative 6A assumes use of the freight corridor by conventional trucks. Alternative 6B assumes use of the freight corridor by "zero-emission trucks". Alternative 6C includes all the improvements from Alternative 6B and a toll system on the freight corridor only.

Each of the proposed build alternatives have an impact on residential and non-residential occupants. Most of the displacement that would occur in Alternatives 5A, 6A/B/C would involve commercial, industrial, and distribution/manufacturing businesses. However, several residential units would also be impacted.

It is anticipated that large industrial/manufacturing businesses could be impacted by the proposed project but the majority of the businesses that could be affected are classified as small industrial type businesses. Several businesses have been identified as potential candidates for extensive advisory services and relocation assistance. This is discussed further in Section II - Replacement Area, Section B, Paragraph 2. The specific types of residential and business displacements are provided in Appendix B.

Designs are currently being developed for the construction of arterial intersections that could cause several non-residential displacements. The arterial intersections relocation impacts are dispersed throughout the I-710 Corridor from Anaheim Street in the City of Long Beach and Slauson Avenue in the City of Commerce.

The complexity of displacements under each of the build alternatives varies by parcel. While some business occupants may be required to relocate from their current sites, others may need to make changes in operations to adjust to new right-of-way boundaries or to make accommodations for construction easements.

DRAFT RELOCATION IMPACT REPORT

(Form #)

The preparation of preliminary engineering and environmental documentation is federally and locally funded by the I-710 Funding Partners that include California Department of Transportation (Caltrans), the Gateway Cities Council of Governments (GCCOG), the Los Angeles County Metropolitan Transportation Authority (Metro), Southern California Association of Governments (SCAG), Ports of Long Beach and Los Angeles and the I-5 Joint Powers Authority (I-5 JPA).

The I-710 Project Committee, which will provide policy guidance and recommendations pursuant to the findings of the EIR/EIS, is comprised of elected officials and Funding Partners representatives who make recommendations to the Funding Partners and Caltrans on key assumptions and decisions in the EIR/EIS process.

This DRIR for residential and non-residential occupants is based upon the Caltrans Right-of-Way Manual, Chapter 10 and other relevant state and federal regulations and statutes. The Caltrans Manual dictates that displacees are not contacted for relocation interviews at the DRIR stage. More detailed relocation planning can begin after a specific design alternative is selected.

All eligible displacees would be entitled to moving expenses. All benefits and services would be provided equitably to all residential and business displacees without regard to race, color, religion, age, national origin and disability as specified under Title VI of the Civil Rights Act of 1964.

Relocation assistance payments and counseling would be provided to persons and businesses in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970 (URA), as amended, to ensure that adequate relocation advisory services are offered to all displaced persons and that decent, safe, and sanitary homes are made available to all displaced residential occupants.

A key factor in the determining the relocation eligibility of each displaced person will be the ability to collect accurate information from the displaced person. This type of information is generally gathered during personal interviews which help identify the special needs of each displacee.

It is anticipated that handicapped, elderly and minority groups would be displaced by the proposed project. Assistance would be provided to ensure households with special needs are relocated to appropriate replacement housing, and that households are relocated to replacement housing that is located in proximity to public transportation, schools, shopping centers and medical providers as appropriate. The financial means of displaced persons would be reviewed so that appropriate services and advisory assistance through the displacing agency's Relocation Assistance Program may be provided.

At such time as appropriate, detailed interviews with business owners will be conducted to identify suitable replacement sites for each business and address the various complex business relocation issues, including identification of trade fixtures and equipment, tenant improvements, personalty and realty issues, prior to, or at the time of, the appraisal of the property and/or acquisition activity.

Detailed interviews with business owners may help identify issues of possible lengthy and complex moves that may require extensive financial resources. These interviews can help identify the relocation requirements of various businesses that may become "long lead items" such as obtaining certain permits or gaining zoning modifications. These items would then be reviewed and considered with respect to the proposed project schedule and priorities.

The methodology in this study included the following considerations:

- For the purposes of providing preliminary detailed analysis single-family residential units were assumed to be tenant and owner-occupied, while mobile homes are assumed to be owner-occupied.
- Impact of proposed partial right-of-way takings on buildings may require full acquisition and subsequent displacement of occupants.
- Temporary Construction Easements (TCE's), which facilitate construction access to the project areas, were analyzed in the course of this study. In order to minimize the number of relocation impacts, TCE

DRAFT RELOCATION IMPACT REPORT

10-EX-4 (REV 12/2005)

(Form #)

Page 3 of 41

locations have been strategically located within the remainders of the larger parcels associated with the part take acquisitions, and on available vacant land, in order to minimize the number of relocation impacts.

- Some parcels listed as partial acquisitions may need additional study and consideration. For the purposes of this draft report, it was assumed that some affected occupants (especially business owners) might need to relocate in order to comply with local parking ordinances or otherwise maintain the viability of their business operations. According to Caltrans Chapter 10.01.03.07 Right-of-Way Consequential Displacement, if parking is impacted on a particular business and it prohibits the operation of the business, it is assumed that such business would need to relocate.
- While some commercial businesses that border the proposed project area are not expected to be displaced, appropriate advisory services should be made available to such businesses to mitigate any potential impact.

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

Signature on File

Arturo S. Perez, Project Manager
Paragon Partners Ltd.

The undersigned has reviewed and approved this report.

Signature on File

Mark T. Mendoza, Vice President
Paragon Partners Ltd.

Distribution: Original File

Region/District R/W Manager
Region/District R/W Branch Managers
Environmental Planning
Project Manager

Attachments:

Appendix A Project Area Maps
Appendix B Displacement Units by Alignment
Appendix C Bibliography
Appendix D U.S. Census Bureau Data
Appendix E Replacement Housing Data
Appendix F Mobile Home Data
Appendix G DQNews Chart
Appendix H Loopnet Commercial Listings Data
Appendix I Los Angeles County Housing Authority
Appendix J Grubb & Ellis Data
Appendix K Geographic Information Maps
Appendix L Zillow Statistical Data
Appendix M Comment Matrices

SUMMARY AND PROJECT DATA

A. PURPOSE OF STUDY:

The purpose of this study is to provide the California Department of Transportation (Caltrans), I-710 Corridor Project Funding Partners, cities, local agencies, and the public with information as to the effect the I-710 Corridor Project may have on residential and non-residential occupants. Specifically, this report will identify potential problems that may be caused by the displacement of existing structures and their occupants.

B. LIMITS AND PURPOSE OF THE PROPOSED PROJECT:

Currently, the existing I-710 freeway experiences problems with travel performance resulting from vehicle congestion and accidents. Additionally, projections show these issues growing over time, which can lead to other problems including reductions in air quality. As such, the purpose of this project is: improving air quality and public health; improving traffic safety; addressing I-710 design deficiencies; addressing projected traffic volumes; and addressing projected growth in population, employment, and activities related to goods movement.

The need for the I-710 Corridor Project is as follows:

- I-710 experiences high heavy-duty truck volumes, resulting in high concentrations of diesel particulate emissions within the I-710 Corridor.
- I-710 experiences accident rates, especially truck-related, that are well above the statewide average for freeways of this type.
- At many locations along I-710, the on- and off-ramps do not meet current design standards and weaving sections within and between interchanges are of insufficient length.
- High volumes of both trucks and cars have led to severe traffic congestion throughout most of the day (6:00 a.m. to 7:00 p.m.) on I-710 as well as on the connecting freeways. This is projected to worsen over the next 25 years.
- Increases in population, employment, and goods movement between now and 2035 will lead to more traffic demand on I-710 and on the streets and roadways within the I-710 Corridor as a whole.

The purpose of the I-710 Corridor Project is to achieve the following within the I-710 Corridor (2035 time frame):

- Improve air quality and public health
- Improve traffic safety
- Provide modern design for the I-710 mainline
- Address projected traffic volumes
- Address projected growth in population, employment, and activities related to goods movement (based on SCAG population projections and projected container volume increases at the two ports)

DRAFT RELOCATION IMPACT REPORT

I-710 (also known as the Long Beach Freeway) is a major north/south interstate freeway connecting the City of Long Beach to central Los Angeles. Within the I-710 Corridor Project study area, the freeway serves as the principal transportation connection for goods movement between the Port of Los Angeles (POLA)/Port of Long Beach (POLB) shipping terminals and the Burlington Northern Santa Fe (BNSF)/Union Pacific Railroad (UP) railyards in the cities of Commerce and Vernon and destinations along I-710 as well as destinations north and east of I-710.

The I-710 Major Corridor Study (MCS), undertaken to address the mobility and safety needs of the I-710 Corridor and to explore possible solutions for transportation improvements, was completed in March 2005 and identified a community-based Locally Preferred Strategy (LPS) consisting of 10 general purpose (GP) lanes next to four separated freight movement lanes. The Los Angeles County Metropolitan Transportation Authority (Metro), the California Department of Transportation (Caltrans), the Gateway Cities Council of Governments (GCCOG), the Southern California Association of Governments (SCAG), POLA, POLB, and the Interstate 5 Joint Powers Authority (I-5 JPA) are collectively known as the I-710 Funding Partners. Through a cooperative agreement, these agencies are funding the preparation of preliminary engineering and environmental documentation for the I-710 Corridor Project to evaluate improvements identified in the Major Corridor Study along the I-710 Corridor from Ocean Blvd. in the City of Long Beach to SR-60. The I-710 Funding Partners have continued this engineering and environmental study effort within the same broad, continuous community participation framework that was used for the MCS.

C. DESCRIPTION OF ALTERNATIVES STUDIED:

This section describes the alternatives based on the Major Corridor Study that were developed by a multidisciplinary technical team to achieve the I-710 Corridor Project purpose and subsequently were reviewed and concurred upon by the various committees involved in the I-710 Corridor Project community participation framework. Alternatives 2, 3, and 4 were considered but withdrawn from further environmental study as stand-alone alternatives but elements of these alternatives have been included in Build Alternatives 5A and 6A/B/C. The alternatives are Alternative 1 (No Build Alternative), Alternative 5A (I-710 Widening up to 10 General Purpose [GP] Lanes), Alternative 6A (10 GP Lanes plus a Four-Lane Freight Corridor), Alternative 6B (10 GP Lanes plus a Zero-Emissions Four-Lane Freight Corridor), and Alternative 6C (10 GP Lanes plus a Four-Lane Freight Corridor Tolloed).

Alternative 1 – No Build Alternative

The No Build Alternative does not include any improvements within the I-710 Corridor other than those projects that are already planned and committed to be constructed by or before the planning horizon year of 2035. The projects included in this alternative are based on Southern California Association of Governments (SCAG's) 2008 Regional Transportation Improvement Program (RTIP) project list, including freeway, arterial, and transit improvements within the SCAG region. This alternative also assumes that goods movement to and from the ports make maximum utilization of existing and planned railroad capacity within the I-710 Corridor. Alternative 1 is the baseline against which the Build Alternatives proposed for the I-710 Corridor Project will be assessed. The existing I-710 mainline generally consists of eight GP lanes north of I-405 and six GP lanes south of I-405.

Alternative 5A – Freeway Widening up to 10 GP Lanes

Alternative 5A proposes to widen the I-710 mainline to up to ten GP lanes (northbound [NB] I-710 and southbound [SB] I-710). This alternative will:

- Provide an up dated design at the I-405 and State Route 91 (SR-91) interchanges (no improvements to the I-710/Interstate 5 [I-5] interchange are proposed under Alternative 5A)
- Reconfigure all local arterial interchanges within the project limits that may include realignment of on - and of f-ramps, widening of on - and of f-ramps, and reconfiguration of interchange geometry
- Eliminate local ramp connections over I-710 (9th to 6th St. and 7th to 10th St.) in the City of Long Beach
- Eliminate a local interchange at Wardlow Ave. in the City of Long Beach
- Add a local street connection under I-710 to Thunderbird Villas at Miller Way in the City of South Gate
- Add a local connection (bridge) over I-710 at Southern Ave. in the City of South Gate
- Add a local arterial interchange at NB and SB I-710/Slauson Ave. in the City of Maywood
- Shift the I-710 centerline at several locations to reduce right-of-way requirements.

Additionally, various structures such as freeway connectors, ramps, and local arterial overcrossings, structures over the Los Angeles River and structures over the two rail yards throughout the project limits will be replaced, widened, or added as part of Alternative 5A.

In addition to improvements to the I-710 mainline and the interchanges, Alternative 5A also includes Transportation Systems/Transportation Demand Management (TSM/TDM), Transit, and Intelligent Transportation Systems (ITS) improvements. TSM improvements include provision of or future provision of ramp metering at all locations and the addition of improved arterial signage for access to I-710. Parking restrictions during peak periods (7:00 a.m.–9:00 a.m.; 4:00 p.m.–7:00 p.m.) will be implemented on four arterial roadways: Atlantic Blvd. between Pacific Coast Hwy. and SR-60; Cherry Ave./Garfield Ave. between Pacific Coast Hwy. and SR-60; Eastern Ave. between Cherry Ave. and Atlantic Blvd.; and Long Beach Blvd. between San Antonio Dr. and Firestone Blvd. Transit improvements that will be provided as part of the I-710 Corridor Project include increased service on all Metro Rapid routes and local bus routes in the study area. ITS improvements include updated fiber-optic communications to interconnect traffic signals along major arterial streets to provide for continuous, real-time adjustment of signal timing to improve traffic flow as well as other technology improvements.

Alternative 5A also includes improvements to 42 local arterial intersections within the I-710 Corridor Project study area. These improvements generally consist of lane restriping or minimal widening to provide an additional intersection turn lanes that will reduce traffic delay and improve intersection operations for those intersections with projected Level of Service (LOS) F.

In addition to the transportation system improvements described above, Alternative 5A also includes:

- **Aesthetic Enhancements:** Landscaping and irrigation systems would be provided within the corridor where feasible. Urban design and aesthetic treatment concepts for community enhancement will be integrated into the design of the I-710 Corridor Project. These concepts will highlight unique community identities within a unified overall corridor theme; strengthen physical connections and access/mobility within and between communities; and implement new technologies and best practices to ensure maximum respect for the environment and natural resources. They will continue to evolve and be refined through future phases of project development.
- **Drainage/Water Quality Features:** Alternative 5A includes modifications to the Los Angeles River levee; new, extended, replacement, and additional berms and pier walls in the Los Angeles River; additional and extended berms and pier walls in the Compton Channel; modifications to existing pump stations or provision of additional pump stations; and detention basins and bioswales that will provide for treatment of surface water runoff prior to discharge into the storm drain system.

Alternative 6A – 10 GP Lanes Plus a Four-Lane Freight Corridor

Alternative 6A includes all the components of Alternatives 1 and 5A described above. (The alignment of the GP lanes in Alternative 6A will be slightly different than Alternative 5A in a few locations.) In addition, this alternative includes a separated four-lane freight corridor (FC) from Ocean Blvd. northerly to its terminus near the UP and BNSF rail yards in the City of Commerce. The FC would be built to Caltrans highway design standards and would be restricted to the exclusive use of heavy-duty trucks (5+ axles). In Alternative 6A these trucks are assumed to be conventional trucks (conventional trucks are defined to be newer [post-2007] diesel/fossil-fueled trucks [new or retrofitted engines required per new regulations and standards]).

The FC would be both at-grade and on elevated structure with two lanes in each direction. There are exclusive, truck only ingress and egress ramps to and/or from the FC at the following locations:

- Harbor Scenic Dr. (NB ingress only)
- Ocean Blvd. (NB ingress only)
- Pico Ave. (NB ingress and SB egress only)
- Anaheim St. (NB ingress and SB egress only)
- SB I-710 GP lanes just south of Pacific Coast Hwy (SB egress only)
- NB I-710 GP lanes north of I-405 at 208th St. (NB ingress only)
- SB I-710 GP lanes north of I-405 at 208th St. (SB egress only)
- Eastbound (EB) SR-91 (NB egress only)
- Westbound (WB) SR-91 (SB ingress only)
- Patata St (NB egress and SB ingress only)

- SB I-710 GP lanes at Bandini Blvd. (SB ingress only)
- NB I-710 GP lanes at Bandini Blvd. (NB egress only)
- Washington Blvd. – (NB egress only and SB ingress only) (Design Options 1 and 2)
- Washington Blvd. (NB egress and SB ingress via Indiana Ave) (Design Option 3)
- Sheila St – (NB egress only) (Design Option 3)

In addition to the FC feature, Alternative 6A includes:

- Partial modification to the I-5 interchange, notably the replacement of the NB I-710 to NB I-5 connector (right-side ramp replacement of left-side ramp) and a realigned SB I-5 to SB I-710 connector and 5 SB GP lanes from SR-60 to Washington Blvd.
- 3 NB GP lanes from I-5 to SR-60
- Retention of and modification to the I-710 SB on- and off-ramps at Eastern Ave. to slightly realign them.
- A local connection over I-710 at Patata St. in the cities of South Gate and Bell Gardens.

As with Alternative 5A, Alternative 6A will include additional aesthetic enhancements, and drainage/water quality features as follows:

Aesthetic Enhancements: In addition to the aesthetic enhancements described above for Alternative 5A, specific aesthetic treatments will be developed for the FC, including use of screen walls and masonry treatments on the FC structures (including sound walls).

Drainage/water quality features: Alternative 6A includes features to capture and treat the additional surface water runoff from the FC, as well as some modifications to the Los Angeles River levees in order to accommodate electrical transmission line relocations.

Alternative 6B – 10 GP Lanes Plus a Zero-Emissions Four-Lane Freight Corridor

Alternative 6B includes all the components of Alternative 6A as described above, but would restrict the use of the FC to zero-emission trucks rather than conventional trucks. This proposed zero emission truck technology is assumed to consist of trucks powered by electric motors in lieu of internal combustion engines and producing zero tailpipe emissions while traveling on the freight corridor. The specific type of electric motor is not defined, but feasible options include linear induction motors, linear synchronous motors or battery technology. The power systems for these electric propulsion trucks could include, but is not limited to, hybrid with dual-mode operation (ZEV Mode), Range Extender EV (Fuel Cell or Turbine with ZEV mode), Full EV (with fast charging or infrastructure power), road-connected power (e.g., overhead catenary electric power distribution system), alternative fuel hybrids, zero NOx dedicated fuel engines (CNG, RNG, H2 ICE), and range extender EV (turbine). For purposes of the I-710 environmental studies, the zero-emission electric trucks are assumed to receive electric power while traveling along the FC via an overhead catenary electric power distribution system (road-connected power).

Alternative 6B also includes the assumption that all trucks using the FC will have an automated control system that will steer, brake, and accelerate the trucks under computer control while traveling on the FC. This will safely allow for trucks to travel in “platoons” (e.g., groups of 6–8 trucks) and increase the capacity of the FC from a nominal 2,350 passenger car equivalents per lane per hour (pces/lane/hr) (as defined in Alternative 6A) to 3,000 pces/lane/hr in Alternative 6B.

The design of the FC will also allow for possible future conversion, or be initially constructed, as feasible (which may require additional environmental analysis and approval), of a fixed-track guideway family of alternative freight transport technologies (e.g., Maglev). However, this fixed-track family of technologies has been screened out of this analysis for now, as they have been determined to be inferior to electric trucks in terms of cost and ability to readily serve the multitude of freight origins and destinations served by trucks using the I-710 corridor.

Alternative 6C – 10 GP Lanes Plus a Four-Lane Freight Corridor With Tolls

Alternative 6C includes all the components of Alternative 6B as described above, but would toll trucks using the FC. Although tolling trucks in the FC could be done under either Alternative 6A or 6B; for analytical purposes, tolling has only been evaluated for Alternative 6B as this alternative provides for higher FC capacity than Alternative 6A due to the automated guidance feature of Alternative 6B.

Tolls would be collected using electronic transponders which would require overhead sign bridges and transponder readers like the SR-91 toll lanes currently operating in Orange County, where no cash toll lanes are provided. The toll pricing structure would provide for collection of higher tolls during peak travel periods.

Design Options

For alternatives 6A/B/C, three design options for the portion of I-710 between the I-710/Slauson Ave interchange to just south of the I-710/I-5 interchange are under consideration. These configurations will be fully analyzed so that they can be considered in the future selection of a Preferred Alternative for the project. These options are as follows:

Design Option 1

Design Option 1 applies to Alternatives 6A/B/C and provides access to Washington Blvd using three ramp intersections at Washington Blvd.

Design Option 2

Design Option 2 applies to Alternatives 6A/B/C and provides access to Washington Blvd. using two ramp intersections at Washington Blvd.

Design Option 3

Design Option 3 applies only to Alternative 6B and removes access to Washington Blvd. at its current location. The ramps at the I-710/Washington Blvd. interchange would be removed to accommodate the proposed FC ramps in and out of the rail yards. The SB off-ramp and NB-on-ramp access would be accommodated by Alternative 6B in the vicinity of the existing interchange by the proposed new SB off-ramp and NB on-ramp at Oak St. and Indiana St. These two ramps are proposed as mixed-flow ramps (freight connector ramps that would also allow automobile traffic). However, the SB on-ramp and NB off-ramp traffic that previously used the Washington Blvd. interchange would be required to access the Atlantic Blvd./Bandini Blvd. interchange located south of the existing Washington Blvd. interchange to ultimately reach I-710.

DRAFT RELOCATION IMPACT REPORT

“Core Corridor” common to all alternates:

The “core” of the corridor common to all the alternatives is the I-710 mainline. The limits of the mainline within the study area generally extend from Ocean Boulevard in the City of Long Beach to SR-60. The project limits are shown on the Project Area Maps (See Appendix A).

D. BASIS OF FINDINGS:

The sources used in the preparation of this report were both primary and secondary in nature, and are identified in the Bibliography (See Appendix C). Information was gathered primarily from the study of right-of-way maps, which were prepared with the use of data sheets and shape files provided by the project engineer, Computer Aided Design (CAD), county assessor's data, and field observations. These sources were analyzed to assess what effect the I-710 Corridor Project would have on residential and non-residential occupants within the proposed right-of-way. Public and proprietary resources were researched to identify impacts caused by the proposed right-of-way on the existing structures and improvements. In addition to field research, various on-line sources of information were utilized to identify replacement sites for potential residential and non-residential displacees such as MLS, Loopnet, local newspapers, Craig's List, EZ Rent List, and Westside Rentals.

E. DESCRIPTION OF THE DISPLACEMENT AREA: (NEIGHBORHOOD, AMENITIES, ACCESS, FACILITIES, GENERAL OCCUPANCY CHARACTERISTICS)

According to the I-710 Right-Of-Way Impact Report prepared by URS Corporation, the displacement areas are geographically divided into seven (7) segments. The table below describes the segment limits and interchange locations.

Segment	Limits	Interchanges
1	Ocean Boulevard to Willow Street City of Long Beach	<ul style="list-style-type: none"> ▪ Ocean Boulevard ▪ Harbor Scenic Drive ▪ Pico Avenue ▪ Shoreline Drive ▪ Anaheim Street ▪ Pacific Coast Highway ▪ Willow Street
2	Wardlow Road to Del Amo Boulevard City of Long Beach City of Carson County of Los Angeles	<ul style="list-style-type: none"> ▪ Wardlow Road ▪ Interstate 405 ▪ Del Amo Boulevard ▪ Santa Fe Avenue (at I-405) ▪ Pacific Place (at I-405)
3	Long Beach Boulevard to Alondra Boulevard City of Long Beach City of Compton City of Paramount	<ul style="list-style-type: none"> ▪ Long Beach Boulevard ▪ Artesia Boulevard ▪ State Route 91 ▪ Alondra Boulevard ▪ Long Beach Boulevard (at SR-91)
4	Rosecrans Avenue to Firestone Boulevard City of Paramount City of Lynwood City of South Gate	<ul style="list-style-type: none"> ▪ Rosecrans Avenue ▪ Interstate 105 ▪ Martin Luther King Jr Boulevard ▪ Imperial Highway ▪ Firestone Boulevard

DRAFT RELOCATION IMPACT REPORT

10-EX-4 (REV 12/2005)

(Form #)

Page 11 of 41

5	Clara Street to Slauson Avenue City of Bell Gardens City of Cudahy City of Bell City of Maywood City of Vernon	<ul style="list-style-type: none"> ▪ Florence Avenue ▪ Slauson Avenue
6	Atlantic Boulevard to Washington Boulevard City of Vernon City of Commerce County of Los Angeles	<ul style="list-style-type: none"> ▪ Atlantic Boulevard ▪ Bandini Boulevard ▪ Washington Boulevard
7	Interstate 5 to State Route 60 City of Commerce City of East Los Angeles County of Los Angeles	<ul style="list-style-type: none"> ▪ Interstate 5 ▪ Olympic Boulevard ▪ 3rd Street ▪ State Route 60

The following are general descriptions that summarize the areas along the freeway or other facilities that may be directly or indirectly impacted by the Project. The overall description covers the larger footprint for Alternative 6.

Segment 1 – Existing Conditions

- On the west side of I-710, from Ocean Boulevard to Pico Avenue the segment is bounded by railroads operated by the Port of Long Beach; from Pico Avenue to PCH the segment is bounded by commercial/industrial businesses such as a community center, gas station, pump station etc. From PCH to north of Willow Street the segment is bounded by residential properties. A strip of vacant land abuts west of I-710 between Hill Street and 23rd Street.
- On the east side of I-710, from Ocean Boulevard to Willow Street, the segment is bounded by crude oil facilities abutting the Los Angeles River and public use properties owned by City of Long Beach and Los Angeles Flood Control District.
- Downtown Long Beach improvements are bounded by Los Angeles River on the west side and by Cesar E. Chavez Park and commercial/industrial properties on the east side.
- An SCE utility corridor carrying overhead transmission line exists east of I-710 from Ocean Boulevard to Willow Street.
- There are other significant utilities located underground in this segment.

Segment 2 – Existing Conditions

- North of Willow Avenue, along the I-710, the existing freeway right-of-way lies between the LA River and residential neighborhoods of Long Beach. The rear yards of residential homes abut the freeway along Wardlow Road. North of Wardlow Road and into the southwest quadrant of the I-405 interchange, the right-of-way fence line generally follows Gale Avenue, a residential road.
- Located in the northeast quadrant of the I-405 interchange and the eastside of the LA River, a golf driving range is partially impacted at the southwest corner by the proposed right of way. There are tee boxes that could be impacted by the partial take. The partial take comprises approximately 20% of the total tee box area.

- In the southeast corner at the I-405 interchange there is some vacant property that is undeveloped, affected by the project.
- North of the I-405, the I-710 veers away from the LA River. The property between the two consists of SCE property, the Dominguez Retention Basin, a MTA Blue Line Maintenance facility, and a UPRR rail line. The transmission corridor continues north, carrying overhead lines across parcels that are either vacant or leased for storage. North of Compton Creek, the SCE corridor contains a leased livestock and equestrian farm adjacent to the southeast quadrant of the Del Amo Boulevard interchange. The SCE property continues north across Del Amo, between the freeway and LA River, towards Long Beach Boulevard and Segment 3.
- West of the I-710, the existing right of way abuts mainly commercially zoned properties between the I-405 and Long Beach Boulevard. Via Alcalde Avenue serves as a frontage road across from the MTA Maintenance facility. There are industrial facilities abutting the freeway through this area as well.

Segment 3 – Existing Conditions

- Segment 3 follows the I-710 from south of Long Beach Boulevard to north of Alondra Boulevard. The Los Angeles River lies east of the freeway alignment beyond the adjacent SCE transmission lines. South of Alondra, the transmission corridor departs east and west and the buffer area narrows. South of Long Beach Boulevard, the freeway is adjacent to large industrial developments to the west. North of Long Beach Boulevard, residential properties which include a mobile home park, abut the western right-of-way.
- The proposed ROW will impact a portion of the newly constructed senior apartment complex located west of the I-710 and north of Alondra Boulevard in Compton, CA. The senior complex consists of 84 residential units. The proposed right of way may impact the majority of the parking area as well as a significant portion of the apartment structure. Further west and on the south side of Alondra Blvd., a commercial center will be impacted by the project. However, the residential properties located across Alondra Blvd. will not be impacted.
- The southwest quadrant of the SR-91 and I-710 intersection abuts Coolidge Park. North of the SR-91, residential homes line the western existing right-of-way. Segment 3 improvements include connectors onto the SR-91 to the east. Along the SR-91 in both directions, residential parcels abut either the freeway or collector arterials alongside the freeway. Commercial buildings located to the west of the I-710 and along the north side of the SR-91, may be impacted by the project.
- The Sportsman Club, a commercial establishment, located north of and on the easterly side of the SR-91 and other industrial/commercial buildings located south of Alondra Blvd., may be impacted by the project.

Segment 4 – Existing Conditions

- Residential properties abut the western right-of-way, north of Compton Boulevard, through the Rosecrans interchange, and north to the I-105 interchange. To the east, the freeway right-of-way meets the LA Flood Control District property containing the LA River and levees. Directly north of Rosecrans are several inaccessible and vacant, privately owned parcels.
- North of the I-105 interchange, a block of residential homes abuts the existing right-of-way. Beyond Cortland Street the properties shift to commercial, the parcels growing larger in size adjacent to Wright Road, which serves as a frontage road along the west right-of-way to Los Feliz Boulevard south of Imperial Highway. East of the I-710 through this area, the LA River abuts the existing right-of-way.

DRAFT RELOCATION IMPACT REPORT

- North of Imperial Highway the west right-of-way line continues to follow primarily residential property lines to the LA River. Across the LA River the right-of-way passes several commercial properties bisected by a Union Pacific rail corridor. Miller Way, east of the I-710, tunnels below the mainline and becomes West Frontage Road to the west of the freeway. West Frontage Road separates a large mobile home park from the freeway footprint. Beyond the mobile home park lie several mostly undeveloped commercial and industrial properties.
- East of where the I-710 crosses the LA River, the surrounding properties are mainly developed industrial parcels along the streets: Miller Way, East Frontage Road, and Southern Avenue. Large industrial properties continue along the eastern right-of-way to Firestone Avenue.
- At Firestone the mainline shifts west directly alongside the Department of Water and Power's transmission corridor, which parallels the east levee of the LA River. Between Firestone Boulevard and Shull Street the east right-of-way abuts industrial properties. North of Shull Street towards Clara Street, residential properties abut Bell Gardens Avenue adjacent to the right-of-way line.

Segment 5 – Existing Conditions

- On the west side, the segment is bounded by a Los Angeles Department of Water and Power property abutting the Los Angeles River and from Clara Street to Gage Avenue the segment is bounded by commercial/industrial businesses. Maywood Riverfront Park abuts Slauson Avenue on the west side of the Los Angeles River.
- On the east side, the segment is bounded by residential properties and commercial/industrial businesses such as a casino and warehouses, etc.
- A spur track located east of the I-710 and north of E. Slauson Avenue is impacted by the proposed right-of-way. The spur track provides several industrial businesses with railroad freight service.
- A utility corridor exists between the Los Angeles River and I-710 within Segment 5. The Department of Water and Power transmission lines are major utility features along this corridor.

Segment 6 – Existing Conditions

- On the west side, the segment is bounded by Los Angeles Department of Water and Power property abutting the Los Angeles River, residential and commercial/industrial properties, and BNSF and UP rail yards.
- On the east side the segment is bounded by residential, public use and commercial/industrial properties such as the Army reserve property (adjacent to Bandini Boulevard). Bandini Public Park abuts the easterly of I-710 near the Union Pacific rail yard.
- East of the I-710 and North of Bandini Boulevard, there is an SCE utility substation that is impacted by the proposed right of way for Option 2 in Alternatives 6A/B/C.

Segment 7– Existing Conditions

- Between the East LA Yard and the I-5 freeway, residential uses abut the freeway on both sides. Some commercial uses abut the East LA Yard west of the freeway.
- Between I-5 and Whittier Boulevard, Eastern Avenue abuts the freeway to the west. To the east, residential uses abut the freeway.
- Between Whittier Boulevard and SR-60, residential uses abut the freeway on both sides. A church and cemetery occupy the area adjacent to the southbound ramps from 3rd Street.

General Occupancy Characteristics Surrounding the Project Area:

Residential and non-residential occupants in the project area generally make use of public facilities and amenities that are in close proximity to their residence or place of business. Public facilities bordering the project area include medical facilities, schools or other educational facilities, parks, a convalescent hospital, and a community center, to name a few. It is foreseeable that the persons who are displaced as a result of the I-710 Corridor Project might also need to find suitable replacement public facilities outside of the project area that will meet their needs. This may prove to be a concern to displaced persons who attend nearby public facilities that are essential to their way of life such as hospitals, churches, and schools.

The displacement areas include neighborhoods which include residential, commercial or industrial properties within the Cities of Long Beach, Carson, Compton, South Gate, Bell, Bell Gardens, Rancho Dominguez, Vernon and Commerce. These displacement areas are located adjacent (east and west) to the existing I-710 corridor, from Ocean Boulevard in the City of Long Beach to just south of the SR-60 freeway in East LA. Research indicates that non-residential displacements could potentially occur in all of the cities listed above, while potential residential displacements could be limited to the Cities of Long Beach, Bell Gardens, Compton, and Commerce according to the current project design.

The impacted areas between I-710 and the Los Angeles River are primarily undeveloped or low intensity developed and include public right-of-way land, utility towers, and some non-residential use(s) such as an equestrian center, a nursery, and storage facilities. Residential and non-residential displacements would occur west of I-710 within the Cities of Long Beach, Carson, Compton, South Gate, Bell, Bell Gardens, Rancho Dominguez, Vernon and Commerce. Displacements would also occur east of I-710 within the Cities of Long Beach, South Gate and both east and west of the I-710 in the city of Commerce. A description of the displacement area neighborhoods, amenities, access, facilities and general occupancy characteristics is provided below:

City of Long Beach

Access to I-710 is provided via Artesia Boulevard, Long Beach Boulevard, Del Amo Boulevard, Wardlow Road, Willow Street, Pacific Coast Highway, Anaheim Street, and Shoreline Drive between Pacific Coast Highway and East Dominguez Street.

Neighborhoods west of I-710, from Pacific Coast Highway to I-405, consist of residential housing, and industrial buildings. The areas located between the Los Angeles River and I-710 (east of I-710) are primarily undeveloped and consist of public right of way land, but with some non-residential use(s), including an equestrian facility off Del Amo Boulevard, east of the I-710. Businesses include major retail and restaurant chain locations, auto-related services, hotels/motels, a golf driving range, and recreational parks such as Silverado Park, Hudson Park and Admiral Kidd Park.

The nearest medical facilities that provide service to the residential occupants in Long Beach that may be impacted as a result of the proposed right of way are located approximately 1.5 miles east of the I-710. These facilities are Saint Mary's Medical Hospital, located at 1050 Linden Avenue, and Long Beach Memorial Medical Center located at 2801 Atlantic Avenue. Seaport facilities include the Ports of Long Beach and Los Angeles which contain specialized terminals that move petroleum, automobiles, cement, lumber, steel and other products from clothing and shoes to toys, furniture and consumer electronics. The Port of Long Beach is located west of I-710 from Ocean Boulevard to Pacific Coast Highway (PCH). On the neighborhood's western edge is the Intermodal Container Transfer Facility (ICTF). Public transportation facilities include Los Angeles County Metropolitan Transportation Authority (LACMTA) Light Rail Blue Line with stations located at Del Amo Boulevard and Wardlow Road. City services include the Long Beach Transit, which provides a local network of bus routes.

DRAFT RELOCATION IMPACT REPORT

In North Long Beach along I-710, from the Long Beach Boulevard access (west of I-710) to Greenleaf Boulevard, the area primarily consists of residential neighborhoods with some commercial uses located on the arterial streets of Artesia Boulevard. North Long Beach Boulevard provides the main access to I-710. Recreational facilities in this neighborhood include Coolidge Park, located on White Avenue, adjacent to I-710. Retail and restaurant chain locations are located along North Long Beach Boulevard that may be indirectly impacted by the project. Educational facilities in the area include King Elementary School located at 145 E. Artesia Boulevard. Public Transportation facilities include LACMTA Light Rail Blue Line, with stations located nearby. LACMTA provides bus services along these same arterials, including Long Beach Boulevard. For a map of the LACMTA bus and rail system, see Appendix K.

City of Carson

The City limits of Carson border the west side of I-710. Del Amo Boulevard and I-405 provide access to I-710 in this neighborhood, which consists entirely of retail and industrial use(s). Industrial uses are also located east of I-710, adjacent to the Los Angeles River. Businesses include commercial facilities and office buildings. Carson Community Center is located nearby at 801 East Carson Street. Educational facilities include Dominguez Elementary School located at 21250 South Santa Fe Avenue and First Baptist Preschool located at 2679 East Carson Street. The nearest medical facility is the Long Beach Memorial Medical Center, located at 3939 Atlantic Avenue in Long Beach. The LACMTA Blue Line facilitates transportation in the area, with a station located at the intersection of Santa Fe Avenue and Del Amo Boulevard. Metro operates bus lines along Santa Fe Avenue, Carson St, Del Amo Boulevard, and Alameda Street.

City of Compton/Rancho Dominguez

The west side of I-710 encompasses the unincorporated area of Rancho Dominguez. The area from Del Amo Boulevard to the vicinity of Victoria Street is composed entirely of commercial and industrial uses. Access to I-710 in this area is provided by East Del Amo Boulevard to the south and Long Beach Boulevard and the Artesia Freeway (91) to the north. Businesses in this area include adhesive manufacturers, freight companies, and warehouses, storage facilities and other industrial uses. Major retail and restaurant chain locations are located nearby on Long Beach Boulevard, as well as, golf and park facilities. Educational facilities include Apprentice and Journeyman Training located at 18931 South Laurel Park Road and Southern Valley University located at 19009 South Laurel Park Road, Colin Powell Elementary located at 150 West Victoria Street, and Compton Community College located at 1111 East Artesia Boulevard. Medical facilities include Molina Medical Centers located at 540 E. Artesia Boulevard. In this area, the LACMTA Blue Line facilitates transportation with rail stations located at Del Amo and Artesia Boulevard and bus lines operated along Santa Fe Avenue, Long Beach Boulevard and Del Amo Boulevard.

The area from Greenleaf Boulevard to the vicinity of the Rosecrans Avenue on the west side of the I-710 primarily consists of residential properties within the Cities of Compton and Rancho Dominguez. Some non-residential uses are located on the arterial streets of Alondra Boulevard, Compton Boulevard, Rosecrans Avenue, Atlantic Avenue, and Long Beach Boulevard. Industrial uses exist East on I-710. Alondra Boulevard and Rosecrans Avenue provide access to I-710. Recreational facilities in this neighborhood include Kelly Park along Caldwell Street and East Rancho Dominguez County Park along Atlantic Avenue. Amenities include, retail and restaurant chain locations along the arterial streets. Educational facilities in the area include Whaley Middle School located at 14401 South Gibson Avenue, and Kelly Elementary School located at 2320 East Alondra Boulevard. LACMTA facilitates transportation in the area, with rail and bus lines located in the vicinity.

DRAFT RELOCATION IMPACT REPORT

(Form #)

City of South Gate

The city limits of South Gate border the west side of the I-710 from East Imperial Highway to the vicinity of Firestone Boulevard. In this area, the I-710 corridor crosses the Los Angeles River just north of East Imperial Highway and shifts the displacement area to the east side of I-710. This area consists primarily of commercial and industrial uses. Thunder Villa Mobile home Park (located at 10001 W. Frontage Road) borders the proposed right-of-way but it is not expected to be impacted by the proposed right of way requirements. Other businesses in the vicinity include retail and restaurant chain locations along Firestone Boulevard and Garfield Avenue. The South Gate Town Center is located at Firestone Boulevard and Garfield Avenue. Recreational facilities include Circle Park located at 10129 Garfield Avenue, Hollydale Park located at 5400 Monroe Avenue and South Gate Park located at 4900 Southern Avenue, which includes a golf course. Educational facilities in the area include Tweedy Elementary School located at 9724 Pinehurst Avenue and South Gate Middle School located at 4100 Firestone Boulevard. The nearest medical center in the area is St. Francis Medical Center located at 3630 East Imperial Highway in the City of Lynwood. LACMTA provides public transportation in the area with bus routes located along Firestone Boulevard, Garfield Avenue, and Imperial Highway.

City of Bell

The City of Bell borders the I-710 east of the Los Angeles River between Florence Avenue and Gage Avenue. The City of Bell also borders the I-710 west of the Los Angeles River, between Slauson Avenue and slightly north of Bandini Boulevard. The I-710 project area is occupied primarily by industrial businesses, with commercial uses located on the arterial streets off of Florence Avenue and Gage Avenue. Access to I-710 north and southbound is via Florence Avenue I-710. A convalescent hospital, shopping centers, gas station, retail and chain restaurants are located along Florence Avenue and Gage Avenue. Bell crosses to the east side of I-710 North of Slauson Ave. The uses next to I-710 are an Army Reserve Base and rail road operations run by BNSF to store trailers. The Bicycle Casino is adjacent to I-710 and is located at 7301 Eastern Avenue in the City of Bell Gardens. Downey Regional Medical Center is the closest major medical facility in the area, located at 11500 Brookshire Avenue in Downey. Educational facilities include Alhadi Elementary School located at 5150 Gage Avenue, Bell and Woodlawn Avenue Elementary School 6314 Woodlawn Avenue, Bell. LACMTA provides public transportation in the area with bus routes located along Gage Avenue, Florence Avenue, Atlantic Boulevard, and Eastern Avenue.

City of Commerce and Vernon

It is anticipated that the majority of residential impacts may occur in the City of Commerce. There may also be relocation impacts east of the I-710 in the City of Commerce and west of the I-710 in the City of Vernon, between Randolph Street in the city limits of Bell Gardens in the vicinity of the I-5 freeway. Both of these cities are primarily occupied by commercial and industrial businesses, such as large-scale industrial and manufacturing warehouses. The main industries in this area are food service manufacturing, metalworking, and manufacture of glass and plastic equipment with immediate access to Southern California's expansive railroad infrastructure. Access to I-710 in the area is via Bandini, Atlantic, and Washington Boulevard. Businesses such as retail and restaurant chain locations are located on the outskirts of the project area along Eastern Avenue, Slauson Avenue, and Atlantic Boulevard.

Educational facilities include Bandini Elementary School located at 2318 Coutts Avenue in the City of Commerce. The City of Commerce has its own municipal bus system, which carries approximately 970,000 passengers annually. The LACMTA also serves the area with bus routes located along Slauson Avenue, Eastern Avenue, Atlantic Boulevard, and Washington Boulevard.

F. ESTIMATED DISPLACEMENTS BY ALTERNATIVE:

Note: For information regarding Type of Residential Displacement Improvements see Item G, below.

RESIDENTIAL	ALT 5A	ALT 6A/B/C		
		Option 1	Option 2	Option 3
Owner Occupants of Single-family Residences:	7	65	29	20
Tenant Occupants of Single-family Residences:	2	35	20	4
Occupants of Multiple Unit Residences:	4	40	18	0
Apartments (Multi Residence) 4 or more:	84	84	84	84
Owner Occupants of Mobile Homes:	16	37	37	37
Tenant Occupants of Mobile Homes:	0	0	0	0
TOTAL RESIDENTIAL DISPLACEMENTS	113	261	188	145
TOTAL Persons: <small>Average number/household per U.S Census Bureau 2007 - 2009 is 3.62</small>	409	945	681	525

NON-RESIDENTIAL	ALT 5 A	ALT 6A/B/C		
		Option 1	Option 2	Option 3
Construction:	1	1	1	1
Industrial/Manufacturing:	23	50	43	43
Retail:	23	42	39	42
Government:	1	4	4	3
Non-Profit:	3	6	6	4
Service:	41	71	68	54
Agriculture:	0	1	1	1
TOTAL NON-RESIDENTIAL DISPLACEMENTS:	92	175	162	148

Please note the difference between the total number of residential displacements listed above and the total number of residential improvements listed below. This is due to the fact that some improvements are multi-family residences and contain multiple displacements. Parcels with improvements that will be partially or fully impacted but are not anticipated to require relocation assistance were not included.

DRAFT RELOCATION IMPACT REPORT

10-EX-4 (REV 12/2005)

(Form #)

Page 18 of 41

G. TYPE OF RESIDENTIAL DISPLACEMENT:

RESIDENTIAL	ALT 5A	ALT 6A/B/C		
		Option 1	Option 2	Option 3
Single-family Residences:	9	100	49	24
Duplex/Triplex (Multi Residence):	2	16	5	0
Apartments (Multi Residence) 4 or more:	1	1	1	1
Sleeping Rooms/ Shared Quarters:	0	0	0	0
Mobile Homes:	16	37	37	37
TOTAL RESIDENTIAL IMPROVEMENTS:	28	154	92	62

Note: The total number of units for each type of Residential Displacement will be verified at the time Residential Interviews are conducted.

H. ADEQUATE RELOCATION RESOURCES EXIST FOR:

	Yes	No
Residential owners	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Residential tenants	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mobile Homes	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Businesses	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Non-profit Organizations	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Agriculture/Farms	<input checked="" type="checkbox"/>	<input type="checkbox"/>

1. Replacement neighborhood(s) studied and/or considered:

The replacement neighborhoods studied and/or considered for both residential and non-residential displacees are located within a five (5) mile radius immediately surrounding the areas where displacements are anticipated. This includes neighborhoods within the cities of Long Beach, Carson, Compton/Ranch Dominguez, Paramount, Lynwood, South Gate, Bell Gardens, Cudahy, Bell, Maywood, Vernon, and Commerce. A map of the Replacement Area can be found in Appendix A.

2. Replacement areas are comparable in terms of amenities:

A diligent search for replacement units for both residential and non-residential occupants was conducted in the areas where displacements are anticipated to occur. The research identified multiple potential replacement sites within or in close proximity of the impacted cities. The replacement areas were found to be comparable to the areas where displacement is anticipated to take place. The replacement areas will continue to offer the same types of amenities such as: public transportation, close proximity to education, employment, retail stores, and access to highways.

DRAFT RELOCATION IMPACT REPORT**3. Relocation resources are affordable to residential displacees given the use of replacement housing payments:**

Relocation assistance payments and counseling will be provided to residential occupants in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970, as amended, and the Caltrans Right-of-Way Manual, to ensure adequate relocation and a decent, safe, and sanitary dwelling for displaced residents within their financial means.

In accordance with the Caltrans Manual, residential displacees may be eligible for Replacement Housing Valuation (RHV) and consequentially a possible Replacement Housing Payment (RHP). Certain incidental closing costs would be compensated as appropriate to eligible displacees. All benefits and services will be provided fairly to all displacees without regard to race, color, religion, age, national origin and disability as specified under Title VI of the Civil Rights Act of 1964.

4. Public projects near the study area that would cause displacement or create additional housing available concurrently with the I-710 Corridor Project:

The construction phase for the I-710 Corridor Project is yet to be determined. Research of concurrent projects identified several projects near the I-710 Corridor Project that could create new housing. No projects that would cause additional displacements or removal of existing housing were identified during the preparation of this report. Below is a list of projects in the cities impacted by the I-710 Corridor Project that intended to provide additional housing:

City of Long Beach

Seniors Arts Colony Project - The Senior Arts Colony project is located at the corner of Long Beach Boulevard and Anaheim Street. The construction phase of this project has already commenced. The completion of the Project will result in development of 198 senior apartments for rent in mid 2012.

Ramona Park Project - The Ramona Park Project is located at 3290 E. Artesia Boulevard. The Project is currently in the process of Disposition. The completion of the project will result in the construction of 60 senior apartments that will be made available for rent. Construction is scheduled to commence in late 2011.

Shoreline Gateway Condominiums - The Long Beach Redevelopment Agency along with Shoreline Gateway, LLC, has developed existing plans for Shoreline Gateway a one-acre site at the northwest corner of Ocean Boulevard and Alamitos Avenue in the East Village. Shoreline Gateway will feature two high-rise towers featuring ground floor retail space and 365 condominium units for sale. The project is entitled and design and construction documents are being prepared.

Waite Motel Block - This site, located on Long Beach Boulevard between Home and Sunset Street, once housed the Waite Motel Block. The Long Beach Redevelopment Agency intends to develop it into market rate housing. Agency staff is currently working with the developer regarding the site plan and project design.

City of Compton

Gateway Towne Center Project - The Redevelopment Agency of the City of Compton plans to convey a 5.92-acre site to Prism Corporation Partners for the development of a town center on Alameda Street and the 91 Freeway in the City of Compton. The commercial structure will include approximately 52,000 – 102,000 square feet of retail use.

City of Lynwood

The City of Lynwood has approved the development of 98 multi-family housing units that will be made available to families of low and moderate income (80% of County median income). The project is located on the corner of Atlantic Boulevard and Carlin Avenue. The construction phase of the project is scheduled to begin in October 2011.

City of Cudahy

The City of Cudahy intends to construct 58 residential units for low-income seniors in the next 5 years. The project is currently in its preliminary phase. The location of the project has not been confirmed but it will be developed approximately one mile west of the I-710.

City of Bell Gardens

The City of Bell Gardens plans to redevelop a vacant site located at 5720 Clara Street and improve it with a 65 unit affordable senior housing building. The project is scheduled to start in the fall of 2011.

City of Commerce Redevelopment Project

The City of Commerce, in conjunction with a private developer, plans to develop a vacant parcel located on the N/E corner of Eastern Avenue and Triggs Street, and improve it with 19 detached single-family residences. The proposed project is presently in conceptual stages but it is anticipated that the project will be completed within 5 years.

5. The State's relocation program is adequate to successfully relocate all displacees.

Last Resort Housing will be made available to displaced persons to ensure that comparable decent, safe, and sanitary (DS&S) replacement housing is available within the displaced persons financial means. Last Resort Housing may involve the use of replacement housing payments that exceed the URAM maximum amounts. Last Resort Housing is intended to enable agencies to respond to difficult or special displacements.

Last Resort Housing payments are available on a case by case basis. It is anticipated that the relocation program will be adequate to successfully relocate all displacees, although the relocation process may be challenging for some residents and businesses.

Under Last Resort Housing, the Agency may elect to construct new replacement dwellings and/or rehabilitate existing residential dwellings as a method of providing comparable replacement dwellings. This Program could be applied if there is insufficient comparable replacement housing available in certain cities where residential displacement occurs.

6. Special and/or significant relocation issues associated with this project:

Various residential and non-residential relocation challenges are anticipated in connection with this project. Certain population groups such as senior citizens, low-income residents, non-English speaking people, disabled people and those without personal vehicles often have special relocation needs. In addition, gradual phasing of the relocation process may be necessary to avoid an undue impact upon replacement resources. The impacts upon the elderly are more fully discussed in Section IV.

DRAFT RELOCATION IMPACT REPORT

Non-residential relocations are the most challenging. The size and scope of Alternatives 5A, and 6A/B/C affect areas where large, branded or specialty commercial enterprises operate. Thus, the I-710 Corridor Project could affect a corporate gas station, utility substation, fast food restaurants, businesses that receive railroad freight services, industrial storage facilities, a liquor store, auto related businesses, a used car dealership, a church and a fire station, etc. These are the types of business land uses which are among the most difficult to relocate. Reasons for these difficulties range from lack of compatibly zoned replacement land available in a specific market area to specialized architecture required for businesses such as gas stations and fast food restaurants.

- a. **Rail Road Freight Service** can be provided to several businesses with the use of an existing East/West spur track. North of Slauson and South of K Street (Mansfield Way). The proposed right of way will require the full acquisition of 6 parcels, the partial acquisition of 1 parcel on E. Slauson Avenue, and the spur track itself.

Although the proposed right of way along Slauson Avenue will only partially impact the property located at 5555 E. Slauson Avenue, Commerce, CA (APN 63 32 003 0 14), the acquisition and removal of the spur track will negate any rail service to this facility. If during the interview process it is determined that regular rail service is required for material deliveries, this property might also become a full acquisition and the business will have to be relocated.

- b. **Gas Stations**, such as the Shell station located at 5201 Imperial Highway in South Gate, Speedy Fuel at 1234 W. Cowles Street in Long Beach, and Commerce Truck Stop at 4650 E. Washington Boulevard in the City of Commerce, may be a challenge to relocate. This is because stations are placed strategically to serve drivers along the most traveled routes and on major street intersections. A corner lot is the preferred location for gas stations but they are in high demand for other businesses such as fast food restaurants. A branded gas station cannot be relocated too close to another station of the same brand. Dealing with oil corporations can be involved and time consuming and may result in delays.

The handling of movable hazardous materials such as oil, old tires, and other hazardous substances must be performed by hazardous material (HAZMAT) movers to ensure safety and regulatory compliance. HAZMAT movers would determine the measures needed to protect the public from the potential dangers posed by these materials.

Typically the relocation team is not responsible for the removal of underground tanks. However, it is anticipated that underground tanks would need to be removed during the demolition process. State/Federal environmental regulations and procedures would apply to the removal of underground tanks. According to the Caltrans Guidelines, underground tanks are considered to be realty and are purchased as part of the real estate. However, if the tanks are appraised as fixtures, they would be treated as personal property and site preparation would be necessary for the reinstallation of the tanks.

- c. **Senior Apartments** such as the recently constructed "Seasons Senior Apartments" located at 15810 Frailey Avenue in Compton, CA can present multiple relocation challenges. Season Senior Apartments consists of 84 residential units intended to meet the needs of senior citizens with developmental disabilities. Meeting these needs can be difficult if many residents are displaced simultaneously. One of the challenges will be to find affordable comparable replacement housing. Generally, most seniors that reside in these types of facilities are considered low-income household and will require replacement units with subsidized rents. Another common challenge will be to find affordable replacement housing in the immediate surrounding area to allow the senior residents to remain close to their medical providers, families, and friends.

DRAFT RELOCATION IMPACT REPORT

(Form #)

The relocation agent will have to work diligently to find referrals to comparable senior centers in the immediate surrounding areas. If comparable replacement housing is not available at the time of displacement, the relocation agent can work closely with local housing and other local authorities in an effort to qualify the displaced seniors for Federal Section 8 Housing Vouchers in an effort to assist the displaced seniors to subsidize their rents at the replacement dwelling.

- d. **Fast food restaurants** such as Thi Diner BBQ Restaurant at 1320 W Willow Street, Long Beach and Cenaduria Sinaloa at 4616 Alondra Boulevard, Compton, CA can be difficult to relocate. Similar to large chain restaurants, fast food establishments usually require busy, high traffic intersections, targeted demographics, visibility, access and parking. Fast food outlets have very specific market areas in which they must stay to avoid franchise or non-compete agreements with other outlets of the same brand. Often, the acquisition/relocation team must deal with franchisees that may own two or more outlets in the same city.
- e. **Industrial storage facilities** along the I-710, specifically 710 Self Storage & RV at 20321 Susana Road and Martin Container Inc. at 1400 Atlantic Avenue in Compton could present difficulties in relocating as the types of items that are currently being stored in some of these facilities (i.e. trailers, shipping containers, large construction equipment, axles and vehicles). These types of businesses require an abundant amount of time to research and identify replacement sites that are properly zoned and to obtain the proper permits.
- f. **Auto related businesses** often could prove difficult to relocate. Auto body shops like Mini Coach Inc. at 5412 Gage Avenue in Bell usually have paint spray booths which require approval from state or regional AQMD's (Air Quality Management Districts or the equivalent). They also require approval from the Fire Dept. in order to move and replace spray booths and the required venting. Conditional Use Permits (CUP's) may be required by local agencies as well. Auto lube shops such as Magna Mechanical Specialists at 1570 Fashion Avenue in Long Beach, CA, usually require pits for their operations. They prefer corner locations on busy thoroughfares, again competing with fast food, gas stations, and other uses for the same space. This is why auto related businesses, especially recognizable brand name shops, could present difficult relocation problems.
- g. **Religious Organizations** and other places of worship like Del Amo Church of Christ and Triumphant Jubilee Christian Ministries at 20411 Susana Road in Carson, CA can present unique types of relocation issues due to the very specialized requirements for replacement space and location.

Some religious groups such as Del Amo Church of Christ and Triumphant Jubilee Christian Ministries, located at 20411 Susana Road in Carson operate in storefronts or renovated warehouse settings in retail or industrial zones. These types of non-residential displacements may be relocated to similar storefronts, office space or warehouses. However, more established religious organizations that have built their own buildings on privately owned land may be difficult to relocate.

- h. **Fire Stations** like the one located at 4530 Bandini Boulevard in Vernon, CA, have a unique nature of operation. Extensive relocation assistance services may be required. Suitable replacement sites may be identified after extensive interview(s), ongoing advisory services, and specialized planning has taken place. Relocation assistance for this operation may be conducted under the provisions of 23 CFR § 710.509 in the event that, in lieu of paying the fair market value for the real property, the displacing agency elects to provide compensation by replacing the publicly owned real property with another functional facility that would provide equivalent utility.

DRAFT RELOCATION IMPACT REPORT

- i. **Liquor stores** such as the one located at 4410 Florence Avenue in Bell, CA, can be extremely difficult to relocate into available replacement spaces. Liquor licenses in California are not portable and the State Alcoholic Beverage Control (ABC) limits the number of new licenses it issues each year. If a displaced liquor store owner attempts to open a new liquor store, they may be confronted with neighborhood opposition and may have to apply for a Conditional Use Permit (CUP) from the local planning agency. This process can be time consuming and costly.

Because of these relocation obstacles, some liquor store owners negotiate settlement agreements and purchase existing liquor stores or they cease operations and make a claim which includes loss of goodwill. It is important to offer these displacees referrals to "businesses for sale" along with referrals to space available for purchase or lease.

When a liquor store goes out of business, the store owner may attempt to return as much of his liquor inventory to his purveyor. However, this situation may leave the owner with unsold and unreturned liquor, beer, soft drinks, and stock. The agency may opt to purchase the unsold stock for what the storeowner paid. If an agency purchases the inventory, the liquor stock can be donated to a non-profit service group in the community to avoid State ABC prohibitions against the resale of liquor without a license.

- j. **Equestrian Centers** are difficult to relocate due to the lack of compatibly zoned land within a reasonable distance from the displacement site. Each city has its own development and use standards for specific zones such as agricultural, recreational, industrial, and commercial. Some jurisdictions allow private stables on larger, specially zoned residential land. The business and horse owners eligible for relocation assistance should be interviewed and assisted on a case-by-case basis.

It is expected that older, wooden structures will be valued-in-place (depreciated value). This appears to be the case with the equestrian property being affected by this project located east of the I-710 and south of Del Amo Boulevard. The owner of the improvements may be compensated as part of the acquisition process.

A horse stable may need to move to a less densely populated area of Los Angeles County. Broad searching efforts for replacement property, zoning and land use research may be necessary to provide proper referrals to the displaced equestrian business. Individual moving expense payments to persons boarding their horses at this facility are likely to be treated as separate entities during the relocation process.

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

Due to the ongoing uncertainties the economy is having on the real estate market, it is possible that Last Resort Housing payments may be employed to ensure comparable replacement housing is available to both owner and tenant occupants within their financial means. Last Resort Housing allows agencies to pay Replacement Housing Payments above the statutory limits of \$5,250 to tenants and \$22,500 to homeowners to make comparable replacement housing affordable.

DRAFT RELOCATION IMPACT REPORT

10-EX-4 (REV 12/2005)

(Form #)

Page 24 of 41

The table below indicates the estimated percentage of residential owner and tenant occupants that might require Replacement Housing Payment under Last Resort Housing.

Estimated Last Resort Housing Needs	Alt 5A	ALT 6A/B/C
Percentage of Owners	100 %	100 %
Percentage of Renters	100 %	100 %

8. Construction of replacement dwellings under Last Resort Housing:

Current market conditions indicate a lack of comparable replacement housing within the Cities of Bell Gardens & Commerce. Although adequate comparable replacement housing appears to exist presently in neighboring cities where displacement is anticipated, the Agency may consider constructing new replacement dwellings under Last Resort Housing as a method of providing comparable replacement housing to displaced persons who reside in areas where replacement housing is scarce. The construction of replacement housing may also be necessary to provide comparable replacement housing to the 84 senior tenant occupants who may be displaced from the newly constructed "Seasons Senior Apartments" located in Compton. For a detailed list of replacement housing see Appendix E.

9. A field office may be required for this project.

Depending upon the phasing of the relocation activities, a field office may be appropriate to effectively accommodate the needs of displacees.

DETAILED ANALYSIS:**I. DISPLACEMENT AREA****A. Residential Displacements**

Section II of this document provides an adequate description regarding residential displacements and special/significant relocation problems associated with the proposed build alternatives.

B. Business and Non-profit Organizations**1. Number of Business Displacement Improvements:**

Business Type	ALT 5A	ALT 6A/B/C		
		Option 1	Option 2	Option 3
Construction:	1	1	1	1
Manufacturing:	23	34	37	38
Retail:	11	21	25	27
Government:	1	1	6	3
Non-Profit:	3	4	4	2
Service:	32	60	71	52
Agriculture:	0	1	1	1
Total:	71	122	145	124

2. Age of business:

Years	ALT 5A	ALT 6A/B/C		
		Option 1	Option 2	Option 3
1 – 3 Years	4	5	5	5
4 – 7 Years	8	12	13	11
8 - 15 Years	7	16	16	15
Over 15 Years	9	29	30	29

Source: Manta.com. Manta is a business services website, covering large to small companies, their related industries and products.

Note: The actual age for all of the businesses that may be impacted by the I-710 Corridor Project is not currently available. The actual age of each business impacted will be addressed during the FRIR stage when additional information is disclosed during the time of the interviews.

3. Estimated number of employees:

Employees	ALT 5A	ALT 6A/B/C		
		Option 1	Option 2	Option 3
1 – 20	58	102	100	94
21 – 100	1	11	10	11
101 – 500	1	1	1	0
Over 500	0	0	0	0

Source: Manta.com.

Note: The estimated number of employees for all of the businesses that may be impacted by the I-710 Corridor Project is not currently available. The exact number of employees for each business impacted will be addressed during the Final Relocation Impact Report (FRIR) stage when additional information is disclosed during the time of the interviews.

4. Number of businesses impacted by the project assumed to be minority owned:

Long Beach – (From 2007 - 2009 U.S. Census Bureau, QuickFacts) 19.8% are Hispanic-owned firms, 12.5% are Asian-owned firms, 2.0% are American Indian and Alaska Native-owned firms, and 31.0% are Women-owned firms. There are no statistics on Native Hawaiian and Other Pacific Islander-owned firms.

Carson – (From 2007 - 2009 U.S. Census Bureau, QuickFacts) 23.5% are Hispanic-owned firms, 20.9% are Black-owned firms, 25.8% are Asian-owned firms, and 30.9% are Women-owned firms. Less than 100 firms are Native Hawaiian and Other Pacific Islander-owned firms. There are no statistics on American Indian and Alaska Native-owned firms.

Compton – (From 2007 - 2009 U.S. Census Bureau, QuickFacts) 37.4% are Hispanic-owned firms, 27.8% are Black-owned firms, 5.1% are Asian-owned firms, and 28.8% are Women-owned firms. Less than 100 firms are American Indian and Alaska Native-owned. Less than 100 firms are Native Hawaiian and Other Pacific Islander-owned firms.

DRAFT RELOCATION IMPACT REPORT

(Form #)

South Gate - (From 2007 - 2009 U.S. Census Bureau, QuickFacts) 58.6% are Hispanic-owned firms and 25.9% are Women-owned firms. Less than 100 firms are Black-owned and less than 100 firms are Native Hawaiian and Other Pacific Islander-owned firms. There are no statistics on Asian-owned firms or American Indian and Alaska Native-owned.

Bell Gardens - (From 2007 - 2009 U.S. Census Bureau, QuickFacts) Less than 100 firms are Black-owned, American Indian and Alaska Native-owned, Asian-owned, Native Hawaiian and Other Pacific Islander-owned firms. There are no statistics on Hispanic-owned and Women-owned firms.

Bell - (From 2007 - 2009 U.S. Census Bureau, QuickFacts) 71.0% are Hispanic-owned firms, 19.4% are Women-owned firms. Less than 100 businesses are Black-owned firms, less than 100 firms are American Indian and Alaska Native-owned, and less than 100 firms are Native Hawaiian and Other Pacific Islander-owned firms. There are no statistics on Asian-owned firms.

The 2007 - 2009 U.S. Census Bureau, QuickFacts did not identify Commerce and Vernon as individual cities but were rather included as part of Los Angeles County. It is assumed the business statistics for these cities previously mentioned in the year 2002 are as follows: Black-owned firms 3.9%, American Indian and Alaska Native owned firms 1.3%, Asian-owned firms 12.8%, Hispanic-owned firms 14.7%, Women-owned firms 29.9%.

Source(s): 2007 - 2009 U.S. Census Bureau

5. Number of the different type of facilities:

Facility Type	ALT 5A	ALT 6A/B/C		
		Option 1	Option 2	Option 3
Strip Commercial:	1	1	2	2
Small Shop-Center:	3	5	5	5
Regional Center:	0	0	0	0
Single Structure:	41	55	65	57
Mixed Residential:	0	1	1	1
Industrial Park:	21	43	53	46
Low Rent Area:	0	0	0	0

Source: Manta.com. Manta is a business services website, covering large to small companies, and their related industries and products.

C. Agricultural Impacts:

A field review identified a parcel that appeared to have been previously used for agricultural purposes within the I-710 Corridor Project build alternatives. It is located east of the I-710, in the vicinity north of Long Beach Boulevard and south of SR-91. Currently, the field appears to be vacant and there are no indications that this being cultivated. More detailed information will be obtained when an alternative is selected and interviews are conducted with the property owner. The interviews will provide additional and specific information that will be included in the FRIR.

1. Type of agriculture impacts:

AGRICULTURE TYPE	ALT 5A	ALT 6A/B/C		
		Option 1	Option 2	Option 3
Row Crops:	0	0	0	0
Trees:	0	0	0	0
Livestock:	0	1	1	1

II. REPLACEMENT AREA

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

The replacement areas studied are located adjacent to the potential displacement areas. Some of the replacement areas are on the outskirts of the same cities where the relocation impacts could take place. The proximity of these areas ensures comparable neighborhoods, amenities, access, facilities, general occupancy characteristics, and demographics. In addition, the housing and business sectors that encompass the Displacement Areas share similar residential and non-residential property types.

1. Housing stock for the study area:

Cities	A. Number of SFR		B. Number of Multi-Family		C. Number of Mobile Homes
	For Sale	For Rent	For Sale	For Rent	For Sale
Long Beach	250	25	147	115	27
Carson	29	10	5	11	15
Compton	166	5	48	9	1
Cudahy	4	1	4	0	0
Lynwood	53	3	20	4	1
Paramount	20	2	10	14	10
South Gate	71	2	26	6	3
Bell Gardens	1	2	7	11	0
Bell	14	2	16	0	0
Commerce	10	0	3	0	0
Maywood	7	0	10	0	0
Vernon	0	0	1	0	0
TOTAL	625	52	297	170	57

DRAFT RELOCATION IMPACT REPORT

10-EX-4 (REV 12/2005)

(Form #)

Page 28 of 41

a. Number of single-family residences	625 For Sale / 52 For Rent
b. Number of multi-family residences	297 For Sale / 170 For Rent
c. Number of mobile homes	57 For Sale
d. Total housing units (A+B+C)	1,201

Sources: MLS, Realtor.org, Westside Rentals, Rent.com and Craigslist – July 2011. For a list of available residential units see Appendix E.

2. Vacancy rate expressed as a percent:

Single-family residences	<u>2.32</u> %
Multi-family residences	<u>1.81</u> %
Mobile homes	<u>0.09</u> %

Note: The estimated vacancy rate for all of Los Angeles County is 4.22% per the California Department of Finance Demographics. All of the cities that could be impacted by the I-710 Corridor Project are located in Los Angeles County.

Source: California Department of Finance Demographic Research Unit July 2011 (See Appendix D).

3. Housing characteristics (Average age, condition and type of housing impacted by the project):

The impacted residential units under the build alternatives consist of single-family residences, multi-family residences, mobile homes, and trailers. The mobile homes and trailer are located in four different mobile home/trailer parks. Three of the parks are located on Shull Street in the City of Bell Gardens. The fourth park is located off of Atlantic Avenue in the City of Compton. Each of these parks is partially impacted by the proposed right of way and will require the permanent relocation of several mobile homes/trailers. The average age of the impacted residential units under the build Alternatives is 60 years. The residential units are generally in average condition with normal deferred maintenance (See also section C, Item 3 under this topic).

Source: ndcdata.com

4. Average prices of typical single-family homes for the displacement properties:

AVERAGE PRICES OF SINGLE FAMILY HOMES				
Cities	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Long Beach	\$187,000	\$278,600	\$410,400	\$464,400
Carson	Not Available	\$231,400	\$300,300	\$338,500
Compton	\$127,400	\$170,100	\$209,300	\$234,600
Lynwood	\$165,300	\$211,800	\$246,500	\$271,800
South Gate	\$177,800	\$232,200	\$264,400	\$297,300
Bell Gardens	Not Available	\$190,500	\$238,200	\$278,600
Bell	Not Available	\$213,400	\$213,400	\$291,200
Commerce	Not Available	\$209,200	\$251,500	\$280,400

Source: Zillow.com (See Appendix L).

Note: The values listed above are average prices of single-family homes and condominiums based on current market data. Decent Safe and Sanitary (DS&S) inspections will be conducted during the residential relocation phase.

B. Business and Non-profit Replacement:

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

FACILITY TYPE	ALT 5A	ALT 6/B/C
Industrial/Manufacturing	607	607
Retail	908	908
Government	0	0
Nonprofit	0	0
Service / Office	1,012	1,012
Total	2,527	2,527

Source: Loopnet.com July 2011 (See Appendix H).

According to Loopnet.com, dated July 2011, an adequate stock of potential suitable replacement sites are currently available for lease or purchase, located in the immediate neighborhoods surrounding the project area, such as: Bell, Bell Gardens, Cudahy, Carson, Commerce, Compton, Rancho Dominguez, Long Beach, Lynwood, Paramount South Gate and Vernon. Hundreds of listings for Industrial/Warehouse usage are included in Appendix H ranging from 840 S.F. – 1,091,750 S.F. Listings for Retail/Office use range from 130 S.F. – 285,368 S.F.

Methodology used to provide Business and Non-profit Replacement sites:

- Warehouse business sites listed in Loopnet are provided as suitable replacement sites for displaced *Construction* businesses.
- Manufacturing business sites listed in Loopnet are provided as suitable replacement sites for displaced *Manufacturing* businesses.
- Retail business sites listed in Loopnet are provided as suitable replacement sites for displaced *Retail* businesses.
- Office business sites listed in Loopnet are provided as suitable replacement sites for displaced *Government* agencies. Replacement sites for Government and Non-profit businesses are shared data as they are assumed to occupy similar property types; their replacement sites are calculated just once in the Total.
- Industrial businesses sites in Loopnet are provided as suitable replacement sites for displaced *Service* businesses.

Note: LoopNet.com is an online commercial real estate website providing products and services tailored to the national and local needs of the commercial investments industry. Listings available on LoopNet include all commercial real estate property categories such as commercial office space for lease and for sale, multifamily apartments, retail space and land for sale.

2. Difficulties businesses may encounter in finding replacement property.

a. Replacement site requirements:

Displaced businesses most often have specific preferences for replacement site requirements. Location is the primary concern followed by price, proper zoning, lease or purchase terms and demographics (i.e. proximity to customer base), and potential loss of existing employees. When providing lists of replacement sites to displaced businesses, one must be aware of zoning limitations, land use ordinances, and the possibility that a particular planning department may require variances or Conditional Use Permits (CUP).

The build alternatives potentially affect different types of businesses with a variety of replacement requirements. Initial research indicates that most affected non-residential units are small businesses in terms of the number of employees (See Detailed Analysis, Section I, Item B-3). Therefore, the majority of affected businesses are anticipated to require cost-effective similar replacement sites, near their existing customer bases.

A key element in putting together relatively smooth business relocation is an initial interview with the displaced tenant/owner. This is when a relocation agent has the opportunity to find out detailed information about the business and identify the business owner's special needs. Effective communication and thorough follow-up with the claimant are essential to a successful relocation. Detailed interviews will be conducted during the FRIR stage.

DRAFT RELOCATION IMPACT REPORT

(Form #)

b. Lease rates or purchase price:

Current market data indicates there is an adequate stock of potential suitable replacement sites for lease or purchase. The relocation agent will assist displacee(s) to identify suitable replacement sites for lease or purchase. Local commercial and industrial real estate brokers with expertise in the local real estate market may assist in the search for suitable replacement sites. The Real Estate Forecast (by Grubb & Ellis) for 2011 is included in Appendix J.

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

Relocation cost estimates should be made as early in the process as possible. The relocation agent will work with the displacee to determine whether the owner will need an advance relocation payment from the displacing agency. The relocation agent may provide the business owner with information on government and private loan resources, as well as, planning resources.

d. Special services that may be needed to assist businesses to relocate include: rezoning, reduced CUP costs, advance payments, construction of replacement site, professional services to plan the move or obtain replacement site, business loans, and special consideration by the local agency.

As appropriate the relocation agent may provide the displaced business with **lists of qualified** specialists to assist with the relocation process. Such specialists may include: architects or space planners or other appropriate contractors for such move related tasks as disconnection/reconnection of trade fixtures; planning consultants to assist the displaced business in applying for variances, Conditional Use Permits (CUP) and licenses that may be required by local, state, and federal agencies. Other issues requiring special services may include assistance with the negotiation of parking facilities; height clearances, availability and number of dock-high or ground level roll up doors, and capacity of utilities.

There are a variety of other considerations depending on the type of business that may be impacted by the project. It is important to work with appropriate service providers to assess the complexity of the move, identify steps necessary to mitigate negative effects of the move, and to assist displacees in locating such planners, designers, movers and general contractors to provide mitigation services that are reasonable, necessary, eligible, and compensable under "Moving and Related" or "Reestablishment" Expenses.

Moving small businesses can affect their "bottom line" sooner and have a more detrimental effect than on larger businesses (presumably with larger capital reserves). It is very important to provide small businesses with timely, viable lists of suitable replacement sites and assistance in planning and executing moves carefully and efficiently.

As previously discussed, most businesses potentially impacted by the I-710 Corridor Project are small businesses. The impacted business owner should be asked to explain their operation so as to guide the relocation agent in the search for replacement sites and in providing lists of qualified movers, contractors and other professional services.

DRAFT RELOCATION IMPACT REPORT

(Form #)

Identification and resolution of personalty/realty issues will be conducted under applicable regulations. The appropriate appraisal of fixtures and equipment enables the relocation agent to identify those items that are considered part of the real estate, separating them from improvements pertaining to realty (Fixtures & Equipment), which may or may not belong to the landowner or tenant and may be subject to relocation or acquisition as appropriate. Items determined to be personal property that are not feasible to relocate are subject to acquisition at fair market value. The relocation agent's timely access to the appropriate appraisal report will help ensure the successful and efficient relocation of non-residential occupants.

Considering the types of anticipated non-residential displacements, the reconciliation of ownership of Fixtures and Equipment is anticipated to be a potential issue. Working with the acquisition agent, real estate appraiser, and Fixtures and Equipment appraiser, the relocation agent will work to reconcile ownership of movable or attached personal property or trade fixtures, and obtain clear written statements from both the owner of the real estate and the business tenant(s) as to who the legal owner of each item of property is, which will allow for: 1) an accurate and uncontested sale of each party's eligible items to the agency; 2) an accurate move plan to re-install the tenant's or owner-occupant's property at the replacement site; or 3) the proper storage of tenant's or owner-occupant's personal property for up to 12 months (subject to agency approval).

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

Even if a business is relocated as planned, its employees may still encounter challenges with commuting or transportation to the replacement location. Some employees rely on public transportation to go to and from their workplace and they may need to adjust their personal schedules and routines depending upon bus routes and schedules to reach the new location. Upon implementation of the Relocation Assistance Program, these issues would be discovered and addressed as appropriate.

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

If a business is interrupted during project construction, its employees may experience temporary layoffs or decide to go to a competitor or into a different industry. If the business cannot relocate and must close due to the project, the employees would experience job losses and may need to be trained in another industry.

C. Residential Replacement:

1. Section 8 rental limits: (ONLY if there are displacees on Section 8 or in need of Section 8). The Agency will provide information on the current Section 8 waiting list and availability. Also, the Agency will compare the rental rates and comparability of the Section 8 homes between the displacement and replacement areas.

Public Housing Authorities

It is assumed that Section 8 tenant-occupants may be impacted by the I-710 Corridor Project. Section 8 rental assistance programs are provided by various Public Housing Authorities (PHA) within the project areas, including The Housing Authority of the County of Los Angeles (HACoLA), Compton Local Housing Authority (LHA), Housing Authority of the City of Long Beach (HACLB), Housing Authority of the City of South Gate, and Housing Authority of the City of Paramount. Regulations for PHA's are established in conjunction with the U.S. Department of Housing and Urban Development (HUD). HUD gives Housing Authorities choices about how rental assistance programs are operated. Once interviews are conducted and it is confirmed that Section 8 tenants will be displaced, local PHA's will be contacted by the relocation agent to obtain further information regarding rental assistance programs. PHA contact information is provided in Appendix I.

Eligibility Requirements

To be eligible for rental assistance, a household must meet the following criteria: Qualify as a family; be within the income limits (HACoLA determines a participant's income in compliance with regulations at 24 CFR Part 5), and in some cases, meet eligible immigrant or citizenship requirements, and other eligibility requirements. For more information on eligibility requirements, please visit the County's website at www.lacdc.org.

Availability

The Housing Authority of the County of Los Angeles (HACoLA) provides an up-to-date listing of available Section 8 rental units throughout Los Angeles County. The Los Angeles County Housing Resource Center is a web-based information site (www.housing.lacounty.gov) assisting all residents in locating housing resources for affordable, special needs and emergency housing within the County of Los Angeles. A list of available Section 8 housing is provided in Appendix I.

Waiting List

Once added to the waiting list, applicants are served by the HACoLA's admissions based on preferences and then by date and time. Selection criteria include jurisdiction and funding availability. Due to the length of the waiting list (which is subject to change), funding and voucher availability, HACoLA is unable to provide a specific date when applicants on the waiting list would be served. Eligible families may add their name to the waiting list by registering by phone by calling HACoLA during normal business hours at (562) 347-4663 or (800) 731-4663, or by registering online at www.lacdc.org.

Rental Rates and Comparability

HACoLA is among the PHA's that administers the tenant-based Section 8 Housing Choice Voucher programs for the displacement and replacement areas described in this report. While HACoLA does not disclose information on displacees receiving Section 8 assistance, information regarding rental average rates is available and provided in the table (below). An analysis of the comparability and rent differential between Section 8 homes in the displacement and replacement areas can be conducted when the rental rate of the displaced Section 8 tenants can be confirmed. This information is generally obtained during interviews with the displaced tenants.

DRAFT RELOCATION IMPACT REPORT

(Form #)

Average Rental Rates (By Number of Bedrooms)

City	0 (Singles)	1	2	3	4
Bell	\$750	\$875	\$1,150	\$1,900	N/A
Bell Gardens	N/A	N/A	\$1,300	N/A	N/A
Carson	\$716	\$950	\$1,300	\$1,750	\$2,500
Commerce	N/A	N/A	N/A	\$2,000	N/A
Compton	N/A	\$800	\$1,150	\$1,300	\$1,201
Cudahy	N/A	\$1,090	\$1,100	\$1,795	N/A
Long Beach	\$675	\$875	\$1,200	N/A	N/A
Lynwood	\$700	\$900	\$1,200	\$1,700	\$2,400
Maywood	\$700	N/A	\$1,229	N/A	N/A
Paramount	\$750	\$975	\$1,295	\$1,595	N/A
South Gate	N/A	\$900	\$1,300	N/A	N/A
Vernon	N/A	N/A	N/A	N/A	\$1,600

*As of July 2011

Sources: The Housing Authority of the County of Los Angeles, U.S. Department of Housing and Urban Development.

2. Replacement neighborhood (is) homogeneous to displacement area.

Assuming that the displacees are relocated within the replacement areas, the replacement neighborhoods would provide access to many of the same or similar services and amenities. There would be less transition and adaptation for displacees who are relocated near the displacement areas.

3. General condition of displacement neighborhood:

The displacement neighborhoods consist of single-family residential units with no major physical deficiencies or adverse conditions noted from an exterior physical perspective. The overall general condition of the neighborhoods is average. Evidence of deferred maintenance and typical physical depreciation is due to the age of the individual units.

4. Condition of units being displaced: Very good ☐ Average ☒ Fair/Poor ☐
(See # 3 above. Units are in average condition)
5. Compared to condition of units in replacement area. Very good ☐ Average ☒ Fair/Poor ☐
6. Number of mobile home parks directly impacted by the project: 4.

Number of mobile homes directly impacted by the project within the park: 37.

Number of mobile homes directly impacted by the I-710 Corridor Project that are not in a mobile home park: 0.

D. Comparative Data

	ALT 5A	ALT 6A/B/C			PROJECT AREA	REPLACEMENT AREA
		Option 1	Option 2	Option 3		
Total Housing Units	28	154	90	62	154	1,201
% Owner Occupied	87%	62%	61%	61%	62%	N/A
% Renter Occupied	13%	38%	39%	39%	38%	N/A
Total Housing Units Vacant	0	0	0	0	0	1,201
Vacancy Rate	4.2%	4.2%	4.2%	4.2%	4.2%	100%
Housing Units For Sale	TBD	TBD	TBD	TBD	TBD	923
Housing Units For Rent	TBD	TBD	TBD	TBD	TBD	222
Persons per Household	3.62	3.62	3.62	3.62	TBD	3.62
Median Housing Value	\$239,000	\$239,000	\$239,000	\$239,000	\$239,000	\$239,000

Sources: California Department of Finance Demographic Research Unit, DQNews.com, MLS Alliance, Westside Rentals, Rent.com and Zillow.com

Methodology for Comparative Data included the following considerations and assumptions:

- Median Housing Values for Displacements, Study Area, and Replacement Area are estimates based on current market data.
- Median Housing Values are provided for single-family residences only.
- The Study Area consists of parcels impacted fully or partially by the project.
- Displacement Area residences are assumed to be occupied.
- Replacement Area Housing units for sale include single-family residences. Replacement Housing units for rent include multi-family residences. For more detailed information regarding Housing Stock and Replacement Area Housing see Item II.A.1.

Note: TBD denotes unidentified data to be determined in FRIR.

III. RELOCATION RESOURCES

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

- Owner-occupied SFR
- Owner-occupied Duplex
- Owner-occupied Multi Residential
- Tenant-occupied SFR
- Tenant-occupied Duplex
- Tenant-occupied Multi Residential
- Tenant-occupied Sleeping Rooms
- Mobile Homes
- Non-residential
- Non-profit

DRAFT RELOCATION IMPACT REPORT

(Form #)

Relocation process:

Available research indicates adequate resources exist for all displacees identified above. These resources are adequate in terms of availability, funding, staffing and time. Availability of replacement sites for all types of displacements described above is discussed in the Detailed Analysis section of the report under Section II Replacement Area. However, should limited or no comparable replacement housing be available in cities where residential displacement is anticipated, the Agency may elect to construct new replacement dwellings and/or rehabilitate existing residential dwellings as a method of providing comparable replacement dwellings under Last Resort Housing. Relocation would proceed under Caltrans guidelines.

Currently, funding for construction of the I-710 Corridor Project has not been secured. However, the Funding Partners (Metro, Caltrans, Gateway Cities Council of Governments, Port of Long Beach, Port of LA, SCAG and the I-5 JPA) are collectively funding the preparation of preliminary engineering and environmental documentation for the I-710 Corridor Project from Ocean Boulevard to State SR-60.

Please note that while there is no specific project schedule for the relocation activities, it is assumed the I-710 Corridor Project schedule will allow adequate time to relocate all residential and non-residential displacees. The tentative schedule for conceptual engineering, completion of technical studies, preparation of the environmental document, and approval of the Final Environmental document is as follows:

Milestones	Delivery Date (Month, Year)
Conceptual Engineering and Preliminary Studies	In Progress
Prepare Draft Environmental Document	In Progress
Circulate Draft Environmental Document	February 2012
PA & ED	TBD
Project PS&E	TBD
Right-of-Way Certification	TBD
Ready to List	TBD
Begin Construction	TBD
End Construction	TBD

B. The recommended replacement area chosen and used as a basis for relocation resources is as follows:

Based on comparable occupancy characteristics and a availability of replacement sites the recommended replacement areas chosen and used as a basis for relocation resources are the Cities of Long Beach, Carson, Compton, Paramount, Lynwood, South Gate, Cudahy, Bell Gardens, Bell, Commerce, and Vernon as described in Section H. However, as discussed in the Summary of Relocation Impact Report, an important factor in planning the relocation of displacees would be to gather accurate information from personal interviews. Based on personal interviews, information would be gathered that would assist in locating suitable replacement sites that meet the needs of each displacee. Caltrans guidelines dictate that no occupants are to be contacted for relocation interviews at the DRIR stage. More detailed relocation planning can begin after a specific design alternative is selected.

DRAFT RELOCATION IMPACT REPORT

10-EX-4 (REV 12/2005)

(Form #)

Page 37 of 41

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

Recent downward trends in the housing market in Los Angeles County have created a surplus of homes on the market that would help to ensure decent, safe and sanitary housing (DS&S) would be available to all residential displacees. The specific availability of different types of residential dwelling is listed in Section II – Replacement Area.

It is estimated that throughout 2011, the Los Angeles County's economy would still be dealing with challenges in the housing market. New home construction could continue to decline over the course of the year, while the resale housing market could continue to see rising unit sales but declining median prices, as more foreclosed properties continue to hit the market. According to Dataquick, increases in home sales in Los Angeles County in December 2010, were led by strong foreclosure resale activities.

Adequate resources appear to exist at the present time to relocate the existing businesses. Market trends may contribute to challenges in the future, potentially compelling some of the businesses to relocate outside of the displacement area.

According to Grubb & Ellis research on the Retail / Industrial / Office Market Activity, the ongoing uncertainty in the economy is having an impact on the demand for real estate. As unemployment began to rise in Los Angeles, the effects were felt in commercial real estate as companies began to reduce the amount of space they once occupied; vacancy increased and rental rates declined.

Tenants are signing shorter-term lease renewals due to concerns about the stability of the economy. Owners are faced with the decision of accepting these shorter-term leases or allowing their buildings to go vacant. Many are deciding to accept the new reality of the market and are agreeing to the short-term leases (See Appendix J).

Considering the existing congestion of some of the local area access routes and/or other challenges in the local market, including age, condition, and quality of the available sites, some businesses may choose to re-establish in more modern facilities, i.e. established industrial parks, thus benefiting from enhanced access and operational capabilities. The supply of potential replacement sites in other areas is expected to remain adequate.

IV. RELOCATION PROBLEMS AND PROGRAMS**A. Below are the potential relocation issues affecting the following categories:**

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

* Special advisory assistance would be needed.

All benefits and services will be provided fairly and equitably to all residential and business displacees without regard to race, color, religion, age, national origin and disability as specified under Title VI of the Civil Rights Act of 1964.

DRAFT RELOCATION IMPACT REPORT

10-EX-4 (REV 12/2005)

(Form #)

Page 38 of 41

Elderly – Several important factors should be considered in providing relocation assistance to elderly displacees. Some displacees may have a need to remain close to their family, medical service providers, community services, and neighborhood amenities. Certain health conditions and identification of special needs of the elderly may require modification to replacement housing to comply with the Americans with Disabilities Act (ADA) of 1990. Assistance from family members and/or social services may be needed to facilitate successful relocation. An estimated percentage of elderly individuals is provided below:

City/Community	% Population 65 years and over
Compton/Rancho Dominguez	6.9%
Long Beach	9.1%

Source: From 2007 - 2009 U.S. Census Bureau, QuickFacts

Low Income – Low-income households often experience difficulties with the relocation process. Difficulties include a lack of financial resources and/or a lack of sufficient credit to secure comparable replacement dwellings. Advance replacement housing payments may be necessary to assist low-income displacees. The percentage of individuals at or below poverty levels in the affected cities (As compared with 14.2% in State of California as a whole) is provided below:

City/Community	% Population Low-income Households
Long Beach	22.8%
Compton/Rancho Dominguez	28.0%

Source: From 2007 - 2009 U.S. Census Bureau, QuickFacts

Last Resort Housing Construction - Based on the number of residential displacements in the City of Commerce (See Appendix B) and the availability of comparable replacement housing in the City of Commerce (See Table II (A)(1) – Housing Stock for the Study Area), the construction of comparable replacement dwellings under Last Resort Housing **may be** necessary. The construction of comparable replacement housing may also be necessary to provide replacement housing to the 84 senior tenants that could potentially be displaced from Seasons Senior Apartments in the City of Compton.

Marginal Businesses – These smaller businesses often have fewer financial and human resources with which to facilitate relocation. Fewer resources may result in downtime and business disruption. To reduce the hardship on marginal businesses, referrals to financial resources, in addition to relocation benefits and the use of advance payments may be necessary.

Lack of Availability - Replacement data indicates an adequate availability of residential and commercial properties. The current real estate market has generated a surplus of residential homes for sale by owners most likely due to the recent number of foreclosures. Similarly, research indicates that suitable business replacement sites are in adequate supply due to the general downturn of the real estate market.

DRAFT RELOCATION IMPACT REPORT

(Form #)

Minorities – Several important factors should be considered in providing relocation assistance to minority displacees. Translation services must be made available due to possible language-barrier difficulties during the relocation process. Providing these services ensures that oral and written information is communicated accurately and diligently. Among cities with available language data, an estimated 88.2% of the population of Bell speaks a language other than English at home, followed by South Gate (86.8%), Lynwood (78.1%), Compton (55.2%), Carson (49.9%) and Long Beach (44.2%) (Source: U.S. Census Bureau, American Community Survey, 2007-2009). Additionally, respect for minority social standards, customs and practices should be considered in facilitating successful relocation assistance to minority displacees.

Overcrowded Residence - Research indicates that overcrowding occurs in lower-income level households. Overcrowded households have special replacement housing needs. Referrals to replacement dwellings must have an adequate number of bedrooms per applicable occupancy codes. Overcrowded displaced households may require larger replacement housing payments due to upgrades in the number of bedrooms that must be present in the replacement units in order to meet decent, safe, and sanitary standards. Replacement dwellings are considered decent, safe, and sanitary when they, among other things, provide adequate space to accommodate all occupants. Appropriate budget considerations must be given to this issue to provide comparable and/or adequate replacement dwellings to displaced overcrowded households.

Handicapped Individuals – Appropriate consideration must be given to displacees' needs to be relocated in proximity to accessible forms of transportation, as well as, amenities and/or services, such as medical care providers. Certain conditions may require modification to replacement housing to comply with the Americans with Disabilities Act (ADA) of 1990 and to meet the decent, safe, and sanitary standards for comparable replacement dwellings. Existing regulations and Caltrans Relocation Assistance Programs adequately mitigate this issue.

Minority Business - Minority businesses often experience relocation challenges due to their possible need to be located close to a specific customer base. Advance payments may be necessary to facilitate the relocation of some minority businesses.

City/Community	% Population Minority-owned Businesses
South Gate	84.5%
Long Beach	65.3%
Compton/Rancho Dominguez	99.1%
Bell	90.4%
Carson	100%
Commerce	N/A
Vernon	N/A

Source: From 2007 - 2009 U.S. Census Bureau, QuickFacts

Other - Other relocation problems may occur during the relocation process. Displacees may experience difficulty adjusting to new homes and neighborhoods due to attachments to existing homes and neighborhoods. These neighborhoods often determine the type of childcare and quality of schools available, the degree of personal safety, and the availability of jobs. Certain population groups such as senior citizens, low-income residents and non-English speaking individuals often have strong community ties and depend upon primary social relationships and important support networks that can be severed upon relocation. Households with school age children may consider relocation especially disruptive due to school transfers that may be associated with relocations.

DRAFT RELOCATION IMPACT REPORT

B. Housing Impact: Based on the scope of displacement impacts the I-710 Corridor Project could have on residential occupants, it is not anticipated that the build alternatives would substantially impact the local housing stock and/or the availability of replacement dwellings.

C. Conclusion:

As discussed in the Summary of this report, this Draft Relocation Impact Report (DRIR) addresses the scope of potential displacement of existing residential and business occupants currently located within Alternatives 5A, 6A/B/C.

It is estimated that Alternative 5A would necessitate the displacement of approximately **113** residential units, which include 84 units at a senior apartments complex located at 15810 Frailey Avenue in Compton, CA. Alternative 5A would also impact **92** non-residential units.

Alternatives 6A /B/C share the same number of displacements from Segment 1 at Ocean Boulevard in Long Beach, CA and Segment 5 at Slauson Avenue in Commerce, CA. Options 1, 2, and 3 will be introduced to Alternatives 6A/B/C at Segment 6, just north of Slauson Avenue. The estimated number of residential impacts for Alternatives 6A/B/C could have, if Option 1 is selected, is **261** as opposed to **188** for Option 2, and **145** for Option 3, which includes 118 residential displacements in the City of Commerce. The estimated number of non-residential impacts for Option 1 is **175** compared to **162** for Option 2 and **148** for Option 3. (See page 12, Section F for additional information).

Based on preliminary design information, the construction of arterial intersections dispersed throughout the I-710 Corridor from Anaheim Street in the City of Long Beach and Slauson Avenue in the City of Commerce, could cause the displacement of **20** non-residential units (see Appendix B). The cities impacted by the current arterial design are Long Beach, Downey, South Gate, Bell, Huntington Park, Vernon, and Los Angeles.

The implementation of the provisions of Last Resort Housing is anticipated. This may include the construction of replacement housing for displaced persons who reside in areas where comparable replacement housing is scarce. This would assure comparable replacement dwellings for residential displacees.

The scope of households receiving housing assistance under the Section 8 program is unknown at this time, as discussed in Section II, Replacement Area, Item (C), Residential Replacement. Due to the administrative process within the Public Housing Authority (PHA) that administers the Section 8 program, securing comparable replacement housing with Section 8 subsidies generally requires additional time. The relocation agent will work with such tenants and/or their housing advisors at the PHA to coordinate and/or expedite the required assistance.

If Federal funds are used in the I-710 Corridor Project, compliance with applicable federal regulations will be assured. The applicable regulations and Caltrans guidelines require adequate time to implement the Relocation Assistance Program. The regulations require that each displacee be given at least a 90-day written notice to vacate.

Among the affected cities reporting language statistics, Census data indicates that at least 44.2% speak a language other than English at home. Foreign language assistance may be anticipated to provide relocation assistance services to displaced persons. Specific language needs will be identified upon contacting the affected households. The specific relocation needs of each household will be addressed on a case-by-case basis to successfully complete the relocation process.

DRAFT RELOCATION IMPACT REPORT

10-EX-4 (REV 12/2005)

(Form #)

Page 41 of 41

Similarly, the owners of displaced businesses will be interviewed by the relocation agent to ascertain the time required for their relocations and other appropriate relocation needs. The time in which the businesses can be relocated generally depends on a number of factors specific to each business operation. The relocation assistance staff provided by the displacing agency and/or its consultant will work to provide the appropriate advisory services to displaced businesses to develop a successful moving plan that addresses and schedules any long-lead items.

Once a specific design alternative is selected, a Final Relocation Impact Report (FRIR) will be prepared which will identify in more detail the relocation impact and the appropriate replacement resources. The displacing agency and/or the appropriate consultant(s) will assure adequate relocation assistance staffing to meet each displacee's relocation needs. The Relocation Assistance Program (RAP) is deemed to be adequate to provide for necessary relocation resources and assistance.

The FRIR will consider appropriate solutions to meet various relocation needs of displaced businesses such as obtaining zoning variances and/or special permits, which are considered long lead items. Long-lead items may also include the time necessary to relocate and re-calibrate sensitive machinery. It is anticipated that preliminary and ongoing meetings would help to identify and address all the relevant relocation issues in a timely and appropriate manner.