

Centennial Corridor Project

City of Bakersfield and Kern County, CA

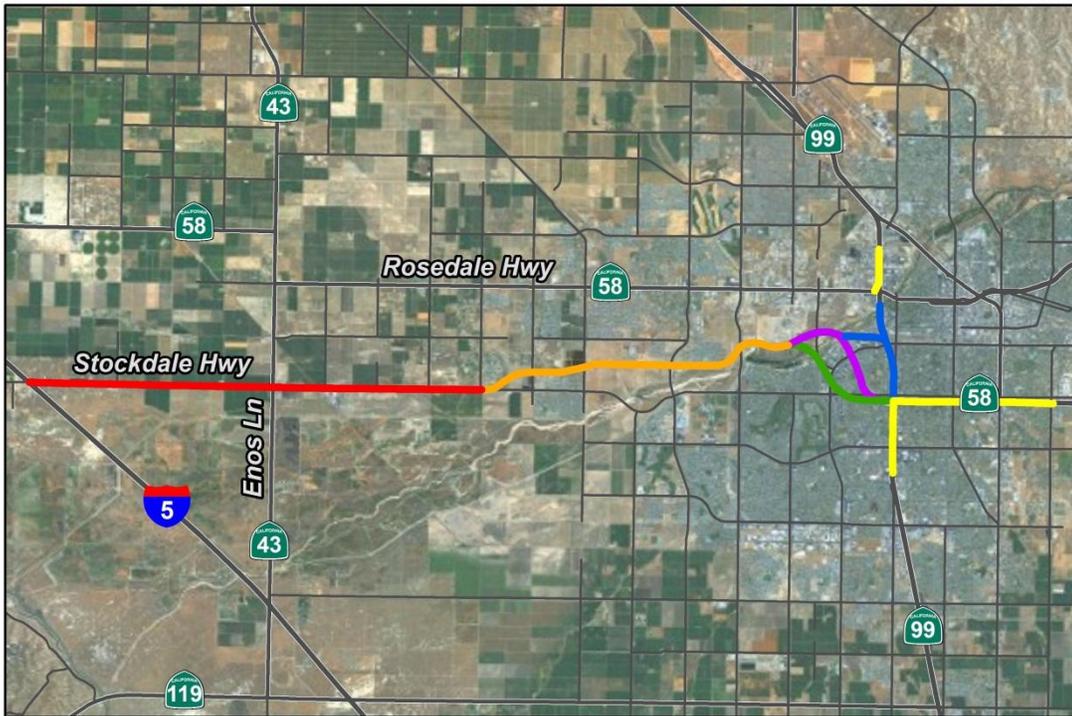
District 06 - KER – 58 - PM T31.7 to PM R55.6

District 06 - KER – 99 - PM 21.2 to PM 26.2

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Final Relocation Impact Report



February 2015



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Summary of Relocation Impact Report

The California Department of Transportation (Caltrans) proposes to establish a new alignment for State Route 58 (SR-58), which would provide a continuous route along SR-58 from Cottonwood Road on existing SR-58, east of State Route 99 (SR-99; post mile R55.6), to Interstate 5 (I-5) (post mile T31.7). Improvements to SR-99 (post miles 21.2 to 26.2) and Westside Parkway would also be made to accommodate the connection with SR-58.

The *Draft Relocation Impact Report* (DRIR) prepared in November 2012 and updated in March 2014 presented the relocation impacts of the proposed project and analyzed the resources and implementation strategies available in the relocation process. The magnitude of the project is considerable for all three of the build alternatives under consideration, with Alternative A displacing up to 356 residential units and 127 non-residential units, Alternative B displacing 310 residential units and 121 non-residential units, and Alternative C displacing 133 residential units and 198 non-residential units.

The *Draft Relocation Impact Report* was made available for public review as part of the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Centennial Corridor Project between May 9 and July 8, 2014. Since most non-residential properties directly affected by implementation of any of the build alternatives would be able to find suitable replacement sites nearby, no interviews of affected business owners were conducted during the environmental review process stage; however, the affected property owners have been provided opportunities to express their concern about any relocation issues they may have throughout the draft environmental document preparation period and the public review of the draft environmental document.

The City of Bakersfield, through the Thomas Roads Improvement Program office, has engaged Overland, Pacific, and Cutler, Inc. (OPC) to implement and manage the Centennial Corridor Project's right-of-way program. Two community meetings with right-of-way focus have been conducted, one on December 6, 2012, and one on June 11, 2014, to keep the affected property owners informed about the relocation claims process and benefits, as well as to provide the opportunity for the displacees to express their concern about the relocation issues.

In addition, an early acquisition program has been initiated to allow the affected property owners to engage in the program early to mitigate hardship, protection, and environmental concerns, as well as to resolve the challenge for the need to replace over 300 properties in a short period of time.

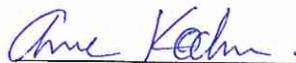
A Project Management Plan (Right-of-Way Section) for the Centennial Corridor Project has been prepared (January 2015) to outline and detail the implementation and management of the Centennial Corridor Project's right-of-way program for Alternative B. It is to be used by City of Bakersfield, the Thomas Roads Improvement Program, and the right-of-way's agent as a reference to the relevant policies and procedures employed throughout the program's duration in conjunction with the *Caltrans Right-of-Way Manual*, the City of Bakersfield's right-of-way policies, and all relevant Federal and State laws and regulations to ensure that all affected property owners would be accommodated in all aspects according to the laws.

Summary of Relocation Impact Report

To facilitate the right-of-way management team and project personnel responsible for negotiations with impacted property owners and tenants throughout the acquisition and relocation process, a local site office in Bakersfield has been established. The office has been furnished with an adequate number of full-time right-of-way staff that have the experience and technical knowledge to meet all of the goals and objectives of the project.

This *Final Relocation Impact Report* (FRIR) is prepared to update the information that was unavailable during preparation of the DRIR and to update any right-of-way data that have been revised since preparation of the DRIR as a result of public input and design modifications.

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



Anne Kochaon, Senior Project Manager

The undersigned has reviewed and approved this report.



Jamie Lupo, Office Chief
Central Region Right-of-Way – Fresno

I. Summary and Project Data

A. Purpose of Study

The purpose of this study is to provide the California Department of Transportation (Caltrans), local agencies, and the public with information on the effect the proposed new highway project would have on the residential and non-residential occupants within the proposed project alignments. Specifically, this report identifies the potential problems that may be caused by the displacement of existing structures and their occupants.

B. Limits and Purpose of Project

Caltrans proposes to establish a new alignment for State Route 58 (SR-58), which would provide a continuous route along SR-58 from Cottonwood Road on existing SR-58, east of State Route 99 (SR-99; post mile R55.6), to Interstate 5 (I-5) (post mile T31.7). Improvements to SR-99 (post miles 21.2 to 26.2) and Westside Parkway would also be made to accommodate the connection with SR-58.

The project is located at the southern end of the San Joaquin Valley in the City of Bakersfield in Kern County, California. The study site is bound on the east by Cottonwood Road, on the west by I-5, on the north by Gilmore Avenue, and on the south by Wilson Road. Caltrans is the lead agency for the project pursuant to the California Environmental Quality Act and the National Environmental Policy Act.

The proposed continuous route, known as the Centennial Corridor, has been divided into three segments, as shown in Figure 1.

Segment 1 is the easternmost segment, which would connect the existing SR-58 (East) freeway to the Westside Parkway. Multiple alignment alternatives are being evaluated for this segment and are discussed below.

Segment 2 is composed of the Westside Parkway, which extends westerly from Truxtun Avenue to Heath Road. This roadway is a local facility that would be transferred into the State Highway System. The analysis evaluates potential impacts associated with incorporating the Westside Parkway as part of the State Highway System, as well as improvements to the Westside Parkway from Truxtun Avenue to the Calloway Drive interchange, which would be made to facilitate traffic operations between the Westside Parkway and the Centennial Corridor. The analysis reports the relevant results of the *Westside Parkway Environmental Assessment/Final Environmental Impact Report* and provides updates, as necessary.

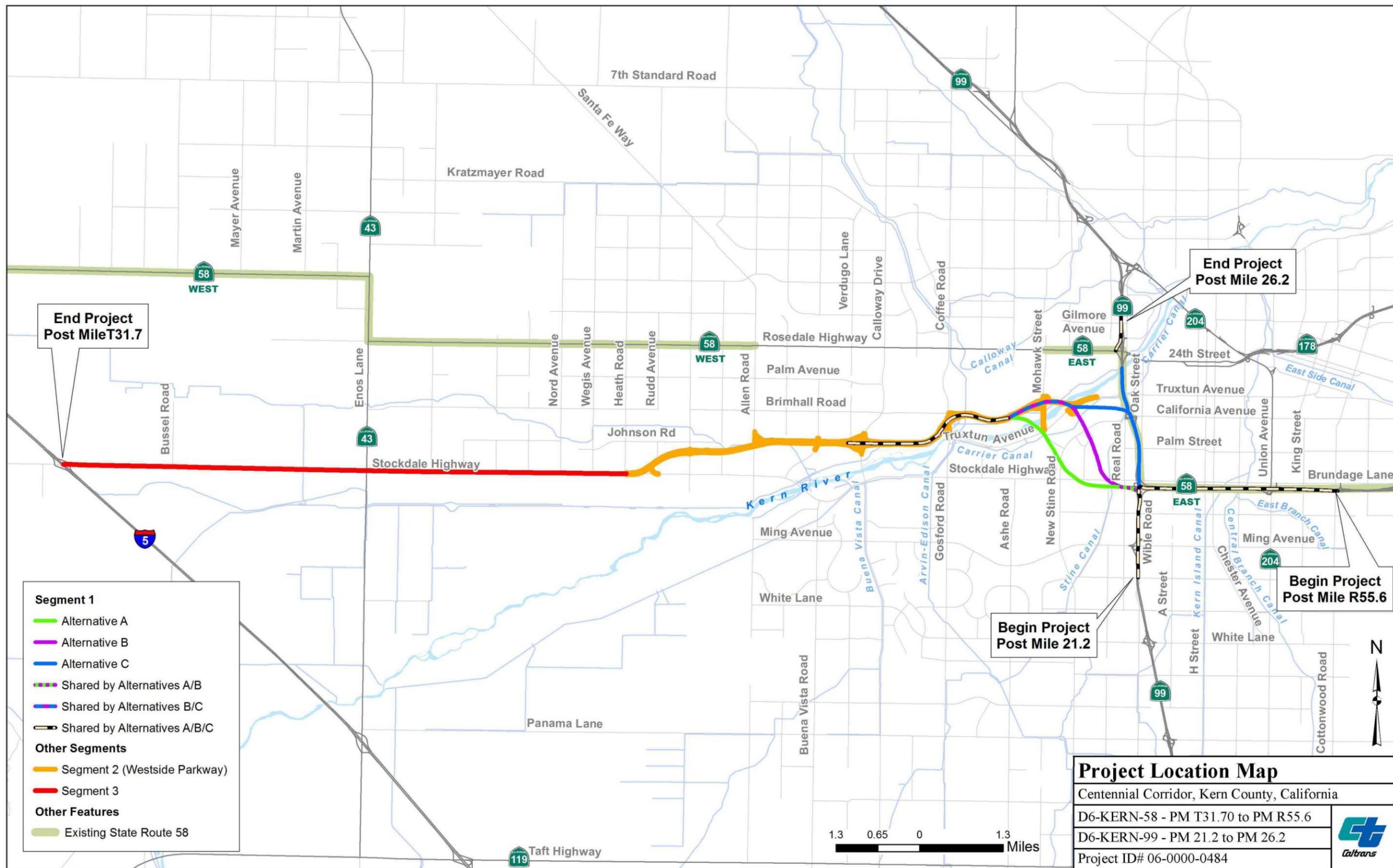


Figure 1

Segment 3 would extend from Heath Road to I-5. This segment will need a temporary route adoption for the use of Stockdale Highway between Heath Road and I-5 as an interim alignment for SR-58. A future new alignment (ultimate) as identified in the 2002 *Route 58 Route Adoption Project Tier I Environmental Impact Statement/Environmental Impact Report* (EIS/EIR) will be constructed when there is greater traffic demand and funding is available. Since traffic would use Stockdale Highway between Heath Road and I-5 on an interim basis, the potential impacts will also be evaluated for the interim use of Stockdale Highway. Improvements to the Stockdale Highway/State Route 43 (SR-43; known locally as Enos Lane) intersection would be made to accommodate the additional traffic.

Purpose and Need

The purpose of the Centennial Corridor Project is to provide route continuity and associated traffic congestion relief along SR-58 within Metropolitan Bakersfield and Kern County from SR-58 (East) (at Cottonwood Road) to I-5.

SR-58 is a critical link in the state transportation network that is used by interstate travelers, commuters, and a large number of trucks. Under existing conditions, SR-58 does not meet the capacity needs of the area, and this is expected to get worse as the population grows. SR-58 lacks continuity in central Bakersfield, which results in severe traffic congestion and reduced levels of service on adjoining highways and local streets. This route is offset by about 1 mile at SR-43 and by about 2 miles at SR-99. The merging of two major state routes (SR-58 and SR-99) into one alignment between the eastern and western legs of SR-58 degrades the traffic level of service on this segment of freeway. In addition, SR-99's close spacing for its two interchanges with SR-58 (East and West), in addition to an interchange at California Avenue, results in vehicles aggressively changing lanes, which adds to the congestion.

C. Description of Alignments Studied (Four)

The Draft EIR/EIS evaluated four project alternatives, as summarized below. Based on the result of the environmental impact evaluation, including public input received during the public review period of the draft environmental document, Alternative B was unanimously selected as the preferred alternative on December 9, 2014.

1. No-Build Alternative

No construction of Segment 1 would occur under the No-Build Alternative. In addition, no improvements to the Westside Parkway from Truxtun Avenue to the Calloway Drive interchange would be required. There would also be no improvements made to the Stockdale Highway/SR-43 intersection. The No-Build Alternative would involve the following actions: (1) the Westside Parkway would be route adopted into the State Highway System; (2) the portion of Mohawk Street from the Westside Parkway to Rosedale Highway would be designated as part of SR-58, which would provide a connection to SR-99; (3) Stockdale Highway between Heath Road and I-5 would serve as an interim alignment for SR-58 until ultimate improvements are constructed; and (4) the portion of SR-58 (West) from Allen Road to I-5 would be relinquished to the local jurisdictions as a local facility.

2. Build Alternatives

As shown in Figure 2, the three build alternatives (Alternatives A, B, and C) within Segment 1 propose new alignments that would extend from Cottonwood Road on the existing SR-58 (East) and connect I-5 via the Westside Parkway. Alternatives A and B would be west of SR-99, and Alternative C would parallel SR-99 to the west. Under Alternative A, the eastern end of the Westside Parkway mainline would be realigned to conform to the Alternative A alignment, and ramp connections would be provided to the Mohawk Street interchange. Under Alternatives B and C, the alignments would connect to the Westside Parkway by extending the mainline lanes built as part of the Westside Parkway Project. Detailed descriptions of the alternatives are provided in the following subsections.

3. Common Design Features of the Build Alternatives

The build alternatives would connect SR-58 (East) to the east end of the Westside Parkway by means of a six-lane freeway. All the build alternatives would involve a route adoption to include the selected Segment 1 alignment and the Westside Parkway into the State Highway System as SR-58. In Segment 3, there would be a temporary route adoption of Stockdale Highway as the interim SR-58 connection to I-5 until the ultimate alignment (the Cross Valley Canal alignment addressed in the 2001 EIS/EIR) is constructed, which would occur at a later date. Though the alignment and design characteristics vary by alternative, the three build alternatives have the following common design features:

a. Segment 1

All the alternatives would provide the following connections between SR-58 and SR-99 using high-speed connection ramps:

- Northbound SR-99 to westbound Centennial Corridor
- Northbound SR-99 to eastbound SR-58 (East)
- Southbound SR-99 to eastbound SR-58 (East)
- Eastbound Centennial Corridor to southbound SR-99
- Westbound SR-58 (East) to southbound and northbound SR-99

Direct connector ramps from southbound SR-99 to westbound SR-58 are not being provided as part of this project. However, to accommodate this movement, the southbound SR-99/Rosedale Highway off-ramp would have two lanes off the freeway and be widened to four lanes at the intersection with Rosedale Highway. Additionally, an auxiliary lane would be provided on SR-99 from south of Gilmore Avenue to the SR-58 (Rosedale Highway) off-ramp. Direct connector ramps from eastbound SR-58 to northbound SR-99 are not being provided as part of this project.

The project would require the widening of the South P Street Undercrossing and the westbound SR-58 Grade Separation over SR-99. In addition, the Stockdale Highway off-ramp from southbound SR-99 and the Wible Road on- and off-ramps on SR-99, located just south of the existing SR-58/SR-99 interchange, would be removed.

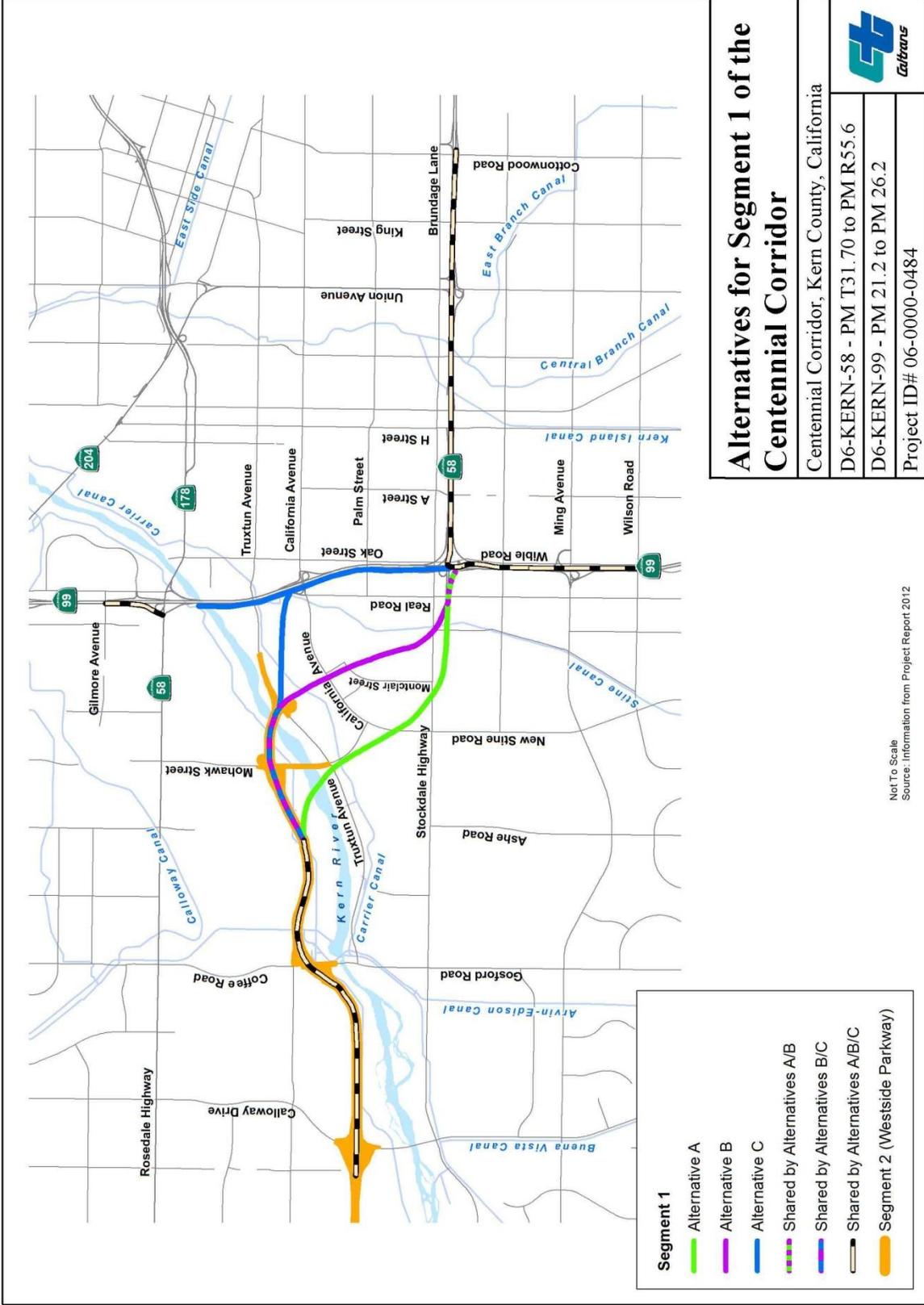


Figure 2

b. Segment 2

The Westside Parkway would be incorporated into the State Highway System with each of the build alternatives. Improvements to connect Centennial Corridor to the Westside Parkway would extend from where each build alternative connects at the eastern end of the Westside Parkway towards the west, ending at the Calloway Drive interchange. The proposed improvements would widen the Westside Parkway by constructing one additional lane in the median to provide auxiliary lanes. In the westbound direction, the median widening would extend from east of the Friant-Kern Canal through the Calloway Drive interchange. The limits of the added lane in the eastbound direction would differ between each alternative, as described in Section I.C.4 – Unique Design Features of the Build Alternatives below. With each build alternative, modifications to the westbound diamond off-ramp to Calloway Drive and the eastbound loop on-ramp from Coffee Drive would be required.

Though the improvements described above are physically located in Segment 2, construction would be undertaken as part of Segment 1 construction to facilitate traffic operations between the Westside Parkway and the Centennial Corridor.

c. Segment 3

With each build alternative, the Stockdale Highway/SR-43 intersection would be widened and traffic signals would be added to control the traffic movements. SR-43 would be widened to add a dedicated left-turn lane in both directions. Stockdale Highway would be widened to add a dedicated left-turn lane and a shared through/right-turn lane in both directions. Though physically located in Segment 3, these improvements would be built as part of Segment 1 to ensure adequate traffic operations at this intersection.

4. Unique Design Features of the Build Alternatives

a. Alternative A

Alternative A would travel westerly from the existing SR-58/SR-99 interchange for about 1 mile, south of Stockdale Highway, where it would turn northwesterly and go over Stockdale Highway/Montclair Street, California Avenue/Lennox Avenue, Truxtun Avenue, and the Kern River before joining the eastern end of the Westside Parkway near the Mohawk Street interchange.

A link would be provided from northbound SR-99 to westbound SR-58 and from eastbound SR-58 to southbound SR-99 via high-speed connectors. No direct connector ramps would be built from southbound SR-99 to westbound SR-58 or from eastbound SR-58 to northbound SR-99. Southbound SR-99 would be widened to accommodate the additional traffic from eastbound SR-58 to the southbound SR-99 connector. The existing westbound SR-58 to southbound SR-99 loop-ramp connector would be realigned and would connect to the proposed eastbound SR-58 to southbound SR-99 connector before merging onto southbound SR-99. The existing southbound SR-99 to eastbound SR-58 connector and northbound SR-99 to eastbound SR-58 would be preserved with some changes.

The limits of widening on SR-99 would extend to the Wilson Road overcrossing. On northbound SR-99, a three-lane exit would be provided just north of Wilson Road to carry the northbound SR-99 to westbound SR-58 traffic on two lanes and the Ming Avenue on- and off-ramp traffic on the third lane. All ramps in this area would have to be realigned to provide for the additional lanes. The Wible Road on- and off-ramps just south of the existing SR-58/SR-99 interchange, which is in conflict with

the Caltrans standards of interchange spacing, would have to be removed to accommodate this design. The Stockdale Highway off-ramp on the southbound SR-99 to eastbound SR-58 connector would be removed as well. Under this concept, SR-58 would also lose its link with Real Road. Also, Alternative A would provide an auxiliary lane on southbound SR-99 from south of Gilmore Avenue to the Rosedale Highway off-ramp.

The median widening to provide an auxiliary lane along the Westside Parkway would extend westerly from the connection point with Centennial Corridor between Coffee Road and Mohawk Street to the Coffee Road off-ramp.

Other features with this alternative include (1) the construction of 19 soundwalls; (2) the construction of a park-and-ride facility off Mohawk Street, between California Avenue and Truxtun Avenue, to replace the facility that would be displaced by the project; (3) 7 infiltration basins, which would be placed throughout the study area to retain stormwater runoff for water quality improvement purposes, and; (4) 48 retaining walls of varying sizes located throughout the study area.

b. Alternative B (Preferred Alternative)

Alternative B would run westerly from the existing SR-58/SR-99 interchange for about 1,000 feet, south of Stockdale Highway, where it would turn northwesterly and span Stockdale Highway/Stine Road, California Avenue, Commerce Drive, Truxtun Avenue, and the Kern River before joining the east end of the Westside Parkway between the Mohawk Street and Coffee Road interchanges. This alignment would depress SR-58 between California Avenue and Ford Avenue. Overcrossings are proposed at Marella Way and La Mirada Drive to ease traffic circulation.

Alternative B proposes the same connections to SR-99 that Alternative A does and would require similar improvements on SR-99 and existing SR-58.

The median widening to provide an auxiliary lane along the Westside Parkway would extend westerly from the connection point with Centennial Corridor between Coffee Road and Mohawk Street to the Coffee Road off-ramp. Modifications would be required to the eastbound Mohawk Street off-ramp, westbound Truxtun Avenue on-ramp, and the eastbound Mohawk Street loop on-ramp. In addition, construction of the proposed westbound Mohawk Street off-ramp and realignment of the Cross Valley Canal maintenance access road from Mohawk Street would be required.

Other features with this alternative include (1) the construction of 24 soundwalls; (2) the construction of a park-and-ride facility north of California Avenue, next to the Centennial Corridor, to replace the facility that would be displaced by the project; (3) 8 infiltration basins that would be placed throughout the study area to retain stormwater runoff for water quality improvement purposes, and; (4) 42 retaining walls of varying sizes located throughout the study area.

c. Alternative C

Near the existing SR-58/SR-99 interchange, Alternative C would turn north and run parallel to the west of SR-99 for about 1 mile. The freeway would turn west and span the BNSF Railway rail yard, Truxtun Avenue, and the Kern River. This alternative proposes undercrossings at Brundage Lane, Oak Street, SR-99, Palm Avenue, and California Avenue.

Connections would be provided from eastbound SR-58 to southbound SR-99 and from northbound SR-99 to westbound SR-58. The existing westbound SR-58 to southbound SR-99 loop-ramp connector would connect to the proposed eastbound SR-58 to southbound SR-99 connector before merging onto southbound SR-99. The southbound SR-99 Ming Avenue off-ramp would be relocated north of the eastbound SR-58 to southbound SR-99 connector to facilitate weaving between the Ming Avenue off-ramp and the eastbound SR-58 to southbound SR-99 connector traffic. A connector would be provided east of northbound SR-99 from Brundage Lane to south of California Avenue to facilitate weaving between westbound SR-58 to northbound SR-99 traffic with northbound SR-99 to westbound SR-58 traffic.

Improvements on SR-99 would extend from the Wilson Road overcrossing (south of the SR-58/SR-99 interchange) to the Gilmore Avenue overcrossing (north of the SR-58/SR-99 interchange). A collector-distributor (C-D) road system would provide access from westbound SR-58 to northbound SR-99, as well as from northbound SR-99 to westbound SR-58. The Wible Road on- and off-ramps just south of the existing SR-58/SR-99 interchange would have to be removed to accommodate the northbound SR-99 auxiliary lane. The Stockdale Highway off-ramp on the southbound SR-99 to eastbound SR-58 connector would be removed as well. Under this concept, southbound SR-99 would also lose its link with Real Road.

The median widening to provide an auxiliary lane along the Westside Parkway would extend westerly from the connection point with Centennial Corridor between Coffee Road and Mohawk Street to the Coffee Road off-ramp. Modifications would be required to the eastbound Mohawk Street off-ramp, westbound Truxtun Avenue on-ramp, and the eastbound Mohawk Street loop on-ramp. In addition, construction of the proposed westbound Mohawk Street off-ramp and realignment of the Cross Valley Canal maintenance access road from Mohawk Street would be required.

Other features with this alternative include (1) the construction of 17 soundwalls; (2) the construction of a park-and-ride facility at Real Road and Chester Lane to replace the facility that would be displaced by the project; (3) 11 infiltration basins that would be placed throughout the study area to retain stormwater runoff for water quality improvement purposes, and; (4) 42 retaining walls of varying sizes located throughout the study area.

A Project Map outlining the general boundaries of the Centennial Corridor Project is provided in Appendix A.

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

A “core” corridor is common to all alternatives because all three alternatives share the same corridor east of SR-99. All three alternatives have an easterly end at Cottonwood Road, and all cross SR-99 at the same location, as shown in Appendix B, Displacement Area Map.

D. Basis of Findings

The data sources used in this report were both primary and secondary in nature. They are identified in Chapter VI – References and Preparers at the end of this document. Information was gathered primarily from field research. Personal field research was done to determine what effect the Centennial Corridor Project would have on residential and commercial occupants within the proposed alternatives and segments.

E. Description of Displacement Area

The displacement area is defined as the parameters within the project area where actual displacements occur, as shown in Appendix B. This area is typically smaller than the project area because the outer limits of a project area are not always regions where displacements are proposed. The project area encompasses the area within the project limits, as shown in Section I.C above. The displacement area for this project is defined roughly within the following geographic region as follows: Beginning at the intersection of Truxtun Avenue and SR-99, it continues west along Truxtun Avenue to its intersection with Mohawk Street. From this point, the displacement region continues south to the intersection of Stockdale Highway and California Avenue and then east along Stockdale Highway to its intersection with SR-99. From this intersection, by continuing north to the original point at Truxtun Avenue and SR-99, an area is defined where nearly all of the displacements will be occurring.

The displacement area is made up of nearly every property use, including residential, retail, office, and industrial. The area shown in Appendix B represents both residential and non-residential displacements, which are generally homogenous throughout the displacement area.

The highest density region of residential displacements for Alternative A is south of Stockdale Highway between South Montclair Street and Williamson Way, and south of Mohawk Street between Truxtun Avenue and California Avenue. The highest density of residential displacements for Alternative B (Preferred Alternative) is in the neighborhoods between California Avenue and Stockdale Highway, east of Centennial Park. Alternative C maintains the highest density of residential displacements west of SR-99 between Palm Avenue and Stockdale Highway.

The highest density region of business displacements on the project also varies, but is found mostly in three approximate areas: (1) areas surrounding California Avenue between Lennox Avenue and Stockdale Highway, (2) areas surrounding Stockdale Highway between California Avenue and South Montclair Street, and (3) between Truxtun Avenue and California Avenue, west of SR-99 and east of Mohawk Street. Business displacements for Alternative B (Preferred Alternative) are in the area south of the Carrier Canal extending to California Avenue, and in the same areas west of SR-99 and transitioning to SR-58.

F. Estimated Displacement Units for Alternatives A, B, and C

The following tables include a breakdown of residential and business displacements by alignment based on site visits, U.S. Census data, the local multiple listing service, and information from the online research database, Tempo Multiple Listing Service (MLS).

Residential Displacements

Residential displacements have been categorized in Table 1 according to single-family residences and multiple-unit occupants. Average persons per household are consistent with the City of Bakersfield, averaging about 3.1 persons per household. Also consistent with statistics in the greater project area is the preponderance of rental units, both multi-unit and single-family home units, which make up the greatest residential impact component for the project. Alternative A will cause the most displacements with an estimated 356 units impacted, totaling approximately

1,104 displaced persons. This assumes a City of Bakersfield person estimate of 3.1 members per household.

Table 1: Estimated Residential Displacements by Unit

	Alternative A	Alternative B	Alternative C
Owner Occupants of Single-Family Residences	78	151	53
Tenant Occupants of Single-Family Residences	62	49	35
Occupants of Multiple-Unit Residences	216	110	45
Owner Occupants of Mobile Homes	0	0	0
Tenant Occupants of Mobile Homes	0	0	0
Total Residential Units	356	310	133
Owner/Tenant Impact Ratio *	77% Tenant 23% Owner	51% Tenant 49% Owner	59% Tenant 41% Owner
Total Persons (average #/household)	3.1 / 1,104	3.1 / 961	3.1 / 413

*Source data for Table 1 came from the web site www.realquest.com, December 2011, and agent field research, November 2011. No significant changes to the data in the displacement area have occurred since the Draft Relocation Impact Report was prepared.

Non-Residential Displacements

Non-residential displacements were grouped into four categories: commercial, industrial/manufacturing, nonprofit organizations, and agricultural/farms. “Industrial” includes warehouses, manufacturing operations, storage yards, and similar businesses. “Commercial” includes restaurants, retail stores, auto-related services, professional services such as tax preparers, real estate services, banks, medical facilities, and gas stations, and similar businesses. “Nonprofit Organizations” includes one community church. Although “Agricultural/Farms” are not going to be displaced under any of the three build alternatives, small strips of six parcels will be needed at the intersection of Stockdale Highway and Enos Lane. These six strips will not cause displacements to farmlands and are discussed in more detail in Section II.C, Agricultural Impact below.

Table 2 outlines the non-residential displacement uses for each build alternative. The information from the non-residential displacement tables was gathered mainly from site visits.

Table 2: Non-Residential Displacements

	Alternative A	Alternative B	Alternative C
Commercial Businesses	127	106	184
Industrial/Manufacturing Businesses	0	15	13
Nonprofit Organizations	0	0	1
Agricultural/Farms	0	0	0
Total	127	121	198

Source data for Table 2 came from the web sites www.realquest.com and www.loopnet.com, December 2011, and agent field research, November 2011. No significant changes to the data in the displacement area have occurred since the Draft Relocation Impact Report was prepared.

Other

Another impact considered a “displacement,” but not fitting into the above categories, is the moving of personal property from those leasing space in storage units. The move of personal property would result from the acquisition, in part or full, of storage facilities that are in the acquisition area. Per state and federal statutes, persons affected by personal property moves would be eligible for moving expenses under the agency’s relocation assistance program.

In considering the number of storage facilities displacements for the project, these uses have not been considered in the overall number of displacements but are identified as follows in individual storage units:

Alternative A:	405
Alternative B:	405
Alternative C:	0

As shown above, Alternative C will result in no impacts to storage units while alternatives A and B will result in impacts to storage units. The source data for this information was gathered from agent field research (November 2011).

G. Type of Residential Displacement Improvements

Table 3 shows the various forms of residential displacements occurring on the project. “Single-Family Residences” include any stand-alone, detached homes typically accommodating one family or one household. Multi-family residences are separated into two categories with “Multi-Family Residences (4 or more units)” representing apartment buildings or condominiums and “Multi-Family Residences (2 or 3 units)” being duplex or triplex units. The following information was gathered through site visits.

Table 3: Residential Displacements

	Alternative A	Alternative B	Alternative C
Single-Family Residences	140	200	88
Duplex/Triplex (2 or 3 units)	74	16	16
Apartments (4 or more units)	142	94	29
Sleeping Rooms/Shared Quarters	0	0	0
Mobile Homes	0	0	0
Total	356	310	133

Source data for Table 3 came from the web site www.realquest.com, December 2011, and agent field research, November 2011. No significant changes to the data in the displacement area have occurred since the Draft Relocation Impact Report was prepared.

Summary of Findings

A summary of the estimated maximum number of business displacements and residential displacements for Alternatives A, B, and C is shown in Table 4. Additionally, the estimated maximum number of “other” displacements for each of the three build alternatives is provided. “Other” displacements include properties such as storage units and cellular towers.

Table 4: Total Displacements

	Alternative A	Alternative B	Alternative C
Estimated total maximum nonresidential displacements	127	121	198
Estimated total maximum residential displacements	356	310	133
Estimated total maximum “other” displacements	405	405	0

Source data for Table 4 came from the web sites www.realquest.com and www.loopnet.com, December 2011, and agent field research, November 2011. No significant changes to the data in the displacement area have occurred since the Draft Relocation Impact Report was prepared.

H. Adequate Relocation Resources

Adequate relocation resources exist within a 15-mile radius of the City of Bakersfield for:

- Residential owners
- Residential tenants
- Businesses
- Nonprofit organizations
- Agriculture
- Mobile homes¹

The replacement area neighborhood studied (shown in Appendix C, Replacement Area Map) is defined by a 15-mile radius from the SR-58/SR-99 interchange in the City of Bakersfield. The replacement area includes all of the City of Bakersfield, as well as the communities of Oildale, Rosedale, Lamont, and several other rural neighborhoods. The eastern limit of the replacement area is approximately 2 miles east of the intersection of Tower Line Road and SR-58. The southern limits of the replacement area are found approximately one-half mile south of the SR-99 and Herring Road intersection, while the Merced Avenue/SR-99 and Stockdale Highway/Bussell Road intersections roughly define the northern and western limits of the replacement area, respectively.

The parameters of this region are defined by the supply of replacement single-family and multi-family dwelling units, as well as comparable commercial sites available for project displacees. This region is the most similar to the project in socio-economic status and has the highest likelihood of receiving displaced residents and businesses as a result.

2. Are the displacement neighborhood and relocation areas generally comparable in terms of amenities, public utilities, accessibility to public services, transportation and public facilities? Yes No

Public amenities, such as all varieties of utilities and access to public transportation and major commercial outlets, are comparable to the displacement neighborhoods. For a sufficient number of multi-family and Section 8 housing in the City of Bakersfield, the search for replacement multi-family dwellings and Section 8 housing was expanded to a radius of 15 miles from the project area. The

¹ Although the project does not affect mobile homes, available mobile homes exist in the replacement area.

displacement neighborhood is also considered similar with respect to access to public and private schools, multiple forms of transportation including bus and train, industrial, commercial and retail employment outlets, entertainment, and shopping.

3. Are the relocation resources affordable to displacees, given the use of replacement housing and rental assistance payments? Yes No

The recent economic and housing market decline provides for lower purchase prices and room for greater lease options. The average range of lease amounts surveyed in the replacement area is estimated from \$450 to \$1,550 for multi-family residential housing and \$550 to \$1,900 for single-family units.

The City of Bakersfield will provide relocation assistance payments and counseling to the Centennial Corridor Project occupants in accordance with the Uniform Act and the City of Bakersfield's Relocation Assistance Program. The Uniform Act was created to provide protection and assistance to people who have properties that are being acquired, and those being relocated, by services in the event a displacement is required. Relocation benefits offered under the Uniform Act include advisory services for assistance in the move process, a replacement housing payment, payments for moving expenses, and assistance with closing costs on replacement housing.

Homeowners may qualify to receive a price differential payment, reimbursement for nonrecurring costs incidental to the purchase of the replacement property, and an interest differential if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain eligibility requirements. The statutory maximum combination of these three supplemental payments that the owner can receive is \$31,000 based on implementation of Moving Ahead for Progress in the 21st Century (MAP-21). If the total entitlement is in excess of \$31,000, there is a Last Resort Housing Program that will be used.

Tenants may qualify to receive a rental assistance payment (RAP). The statutory maximum that the tenant can receive is \$7,200. If entitlement exceeds the \$7,200 threshold, then the Last Resort Housing Program will be utilized. This payment is made if the cost to rent a comparable decent, safe, and sanitary replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, if the tenant is eligible for a RAP, the tenant can elect to use the RAP for down payment assistance to purchase a replacement home and/or payment of certain costs incidental to the purchase of the replacement property.

All benefits and services will be provided equitably to all residential and business displacees without regard to race, color, religion, age, national origins, and disability as specified under Title VI of the Civil Rights Act of 1964. The specific availability of different types of residential dwellings is discussed later in this report in Tables 12 through 18 in Section III.A.1 and Section III.B.

4. Are there public or private projects in the proposed project area that will displace other families or create competing housing needs in the area?

Yes No

According to the Planning Department at the City of Bakersfield, there are no public or private projects in the project area besides the projects currently undertaken under the Thomas Roads Improvement Program that involve potential future displacements.

5. Is the Relocation Assistance Program adequate to successfully relocate displacees? Yes No

Based on the scope of relocations associated with the Centennial Corridor Project, the City of Bakersfield's Relocation Assistance Program is adequate to successfully relocate the residential displacees. Several implementation strategies will be put in place to accommodate the volume of relocations anticipated in the residential sector, particularly. These are detailed further in this report. At the time of implementation, the Relocation Assistance Program will be adequately equipped to handle the major complicating factors on the project such as limited replacement housing stock, lower income demographic in the project area, high minority-based population, and relocation of the elderly and disabled population. Non-residential occupants typically incur intangible losses such as neighborhood visibility, local clientele, and other factors that are non-compensable within the Relocation Assistance Program.

The City of Bakersfield, through the Thomas Roads Improvement Program office, has engaged Overland, Pacific, and Cutler, Inc. (OPC) to implement and manage the Centennial Corridor Project's right-of-way program. Two community meetings with right-of-way focus have been conducted, one on December 6, 2012, and one on June 11, 2014, to keep the affected property owners informed about the relocation claims process and benefits, as well as to provide the opportunity for the displacees to express their concern about the relocation issues. To facilitate the right-of-way management team and project personnel responsible for negotiations with impacted property owners and tenants throughout the acquisition and relocation process, a local site office in Bakersfield has been established. The office has been furnished with an adequate number of full-time right-of-way staff that have the experience and technical knowledge to address any acquisition and relocation issues associated with the project.

In addition, an early acquisition program has been launched to allow the affected property owners to engage in the program early to resolve the challenge of replacing over 300 properties in a short period of time.

In January 2015, OPC prepared a Project Management Plan (Right-of-Way Section) for the Centennial Corridor Project that outlines and details the implementation and management of the Centennial Corridor Project's right-of-way program for Alternative B, including:

- Project set-up and early project administration (staff mobilization plan and acquisition site office responsibilities)
- Organizational structure (management structure and Program authority and implementation)
- Project real estate cost estimates
- Right-of-way implementation schedule

- Federal and State legislative authorities and procedures
- Advance and early acquisition planning and implementation
- Property acquisition procedures
- Relocation procedures
- Right-of-way certification process
- Document control
- Property management
- Project closeout procedure

The Plan will be used by the City of Bakersfield, the Thomas Roads Improvement Program, and the right-of-way agents as a reference to the relevant policies and procedures employed throughout the program’s duration in conjunction with the *Caltrans Right-of-Way Manual*, the City of Bakersfield’s right-of-way policies, and all relevant Federal and State laws and regulations to ensure uniform and equitable treatment of persons displaced from their homes, businesses, or farms.

The Project Management Plan is included for reference as Appendix L of this *Final Relocation Impact Report*.

Because of the high volume of non-residential parcels affected by the project, losses resulting from these non-compensable concerns should be anticipated. These losses, notwithstanding the Relocation Assistance Program (RAP), will be well-equipped to address the volume and complexities of non-residential displacements outlined in this report.

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

6. Are there special/significant relocation problems associated with the Centennial Corridor Project? Yes No

One “special or significant” problem associated with this project will be the disproportionate shortage of housing stock available for residential relocatees at the time the acquisition program is implemented. Because there may be about 500 to 600 available properties for rent or for sale in any particular month within the replacement area, and Alternative B (Preferred Alternative) will displace 310 residential units, an early acquisition process has started since circulation of the draft environmental document review period. The early acquisition program has allowed home owners and tenants multiple housing options that can accommodate a diverse displacement community, including the elderly, and the handicapped. The implementation of the early acquisition program and relocation will alleviate the short supply of housing stock, as they both provide a greater length of time for displacees to relocate where available housing supply exists.

7. Is the Last Resort Housing Program required to relocate some households being displaced? Yes No

The City of Bakersfield’s Relocation Assistance Program assures that no residential occupants will be displaced without adequate, decent, safe, sanitary, comparable, and functionally equivalent replacement housing being made available.

Relocation payments exceeding the \$7,200 and \$31,000 statutory limits (MAP-21) are anticipated. Additionally, Last Resort Housing Payments are expected less with owner displacees, which make up between 36 percent and 37 percent of the project, and more with tenants, which make up about 63 percent to 64 percent of the residential units affected.

8. Will construction of replacement housing under the Last Resort Program be used? Yes No

Construction of replacement housing is not warranted because sufficient resources exist in the replacement area to relocate the potential residential displacees to comparable replacement housing. Typically, this approach is used when either (a) there is an insufficient supply of adequate, decent, safe, sanitary, comparable, and functionally equivalent replacement housing available, or (b) it is expeditious from a program management perspective to do so. At this time, neither of these options is a concern; therefore, the construction of replacement housing is not anticipated.

9. Will a field office be required for the Centennial Corridor Project? Yes No

A field office will not be required specifically for the Centennial Corridor Project. However, to facilitate the right-of-way management team and project personnel responsible for negotiations with impacted property owners and tenants throughout the acquisition and relocation process for all projects within the Thomas Roads Improvement Program, a local site office in Bakersfield has been established. The office has been furnished with an adequate number of full-time right-of-way staff that have the experience and technical knowledge to address all acquisition and relocation issues on the Project.

II. Displacement Area Characteristics

A. Description of Residential Displacement Area

As already noted, a wide variety of residential displacements will occur in the project corridor, including apartment complexes, two- to three-unit multiplex structures, and single-family residences. The displacement area of Alternative B (Preferred Alternative) lies entirely within the City of Bakersfield. The area is characterized as mostly suburban and generally represents a median-income demographic when compared to the greater Bakersfield region. There are more tenants than owners. Available property title information also suggests that foreclosures are prominent. More details of the unique complications and challenges these displacements may present are provided in Section II.C, Agricultural Impact.

B. Description of Business and Nonprofit Displacement Area

1. Number of Businesses Directly Impacted by the Project

Business displacements are noted in the following tables and analyzed from multiple perspectives. Table 5 shows the types of businesses being displaced. Note the absence of government and nonprofit organizations in Alternatives A and B, and the comparatively larger impact Alternative C will have in the construction, manufacturing, retail, and service sectors.

As shown in the table, Alternative C would have the greatest non-residential impacts of any of the build alternatives proposed.

Table 5: Number of Businesses Directly Impacted by the Project

Type of Business	Alternative A	Alternative B	Alternative C
Construction	0	0	9
Manufacturing	0	0	4
Retail	25	11	45
Government	0	0	2
Nonprofit	0	0	1
Service	102	110	137
Total Businesses	127	121	198

Source data for Table 5 came from web sites www.realquest.com and www.loopnet.com, December 2011, and agent field research, November 2011. No significant changes to the data in the displacement area have occurred since the Draft Relocation Impact Report was prepared.

2. Age of Business

Table 6 indicates how long each operation has been in business to provide some understanding of the viability and stability of businesses present in the project area. Though the data are limited, field research and analysis from the City of Bakersfield indicate that a relatively even distribution of older and newer businesses is present in the project area, with displacements of the “4-7 Years” category being the most prevalent. Alternative C would result in the greatest direct impacts on businesses.

Table 6: Age of Displaced Businesses Directly Impacted by the Project

Age of Displaced Business	Alternative A	Alternative B	Alternative C
1–3 Years	25	46	35
4–7 Years	95	71	76
8–15 Years	7	4	71
Over 15 Years	0	0	16

Source data for Table 6 came from the web sites www.realquest.com and www.loopnet.com, December 2011, and agent field research, November 2011.

3. Estimated Number of Employees

Table 7 shows the number of potential business employees affected by businesses being displaced and relocated. Most of the impacts would be to small employers—those keeping 1 to 20 employees on staff. Most of the affected businesses are in the retail and service sectors. No businesses with 500 employees or more would be affected.

Table 7: Estimated Number of Employees Impacted by the Project

	Alternative A	Alternative B	Alternative C
1–20	103	120	185
21–100	23	1	13
101–500	1	0	0
Over 500	0	0	0

Source data for Table 7 came from web sites www.realquest.com and www.loopnet.com, accessed December 2011; and agent field research, November 2011. No significant changes to the data in the displacement area have occurred since the Draft Relocation Impact Report was prepared.

4. The Number of Businesses Affected by the Project that are Assumed to be Minority Owned.

The project would likely affect some minority-owned properties, both residential and non-residential. Based on 2010 U.S. Census data, Alternative A would pass through four census Block Groups that contain a higher percentage of minority populations when compared to the percentage of minority populations in the City of Bakersfield and County of Kern. Alternatives B and C would pass through the same three census Block Groups that also contain a higher percentage of minority populations than the City and County.

Since most non-residential properties directly affected by Alternative B (Preferred Alternative) would be able to find suitable replacement sites nearby, no interviews with affected business owners were conducted during the environmental review process stage; however, the affected property owners were provided an opportunity to express their concern about any relocation issues at the right-of-way focus meetings, which were organized on December 6, 2012, and June 11, 2014.

To facilitate the right-of-way management team and project personnel responsible for negotiations with impacted property owners and tenants throughout the acquisition and relocation process, a local site office in Bakersfield has been established. The office has been furnished with an adequate number of full-time right-of-way staff that have the experience and technical knowledge to meet all of the goals and objectives of the project.

5. Number of the Different Types of Facilities

Table 8 provides general zoning and regional data for the types of businesses being displaced. Single-structure business operations are the most affected under Alternatives A and B; industrial parks are the largest facility type affected under Alternative C. No regional centers would be affected by the build alternatives.

Table 8: Number of Different Business Facility Types

Type of Business Facility	Alternative A	Alternative B	Alternative C
Strip Commercial	20	16	0
Small Shop-Center	10	19	7
Regional Center	0	0	0
Single Structure	97	47	55
Mixed Residential	0	0	1
Industrial Park	0	39	134
Low Rent Area	0	0	1
Total Businesses	127	121	198

Source data for Table 8 came from the web sites www.realquest.com and www.loopnet.com, December 2011, and agent field research, November 2011. No significant changes to the data in the displacement area have occurred since the Draft Relocation Impact Report was prepared.

C. Agricultural Impact

No Prime Farmland lies in Segments 1 and 2, so there would be no impacts to Prime Farmland within these two segments. Although “Agricultural/Farms” are not going to be displaced under any of the three build alternatives, small strips of six parcels will be needed at the intersection of Stockdale Highway and Enos Lane in Segment 3, which is accounted for about 4 acres of Prime Farmland.

Table 9: Type of Agriculture

	Alternative A	Alternative B	Alternative C
Row Crops	6	6	6
Trees	0	0	0
Livestock	0	0	0
Other	0	0	0

Source data for Table 9 came from agent field research, November 2011. No changes to the data have occurred since the Draft Relocation Impact Report was prepared.

III. Replacement Area Characteristics

A. Description of Replacement Area

City of Bakersfield

The City of Bakersfield sits at the southern end of California's San Joaquin Valley in Kern County. Kern County is the fourth largest agriculture-producing county in the United States. Kern County generates 76 percent of all oil produced in California. Bakersfield is strategically located in the heart of the one of the world's largest economies with a rich history of agriculture and oil production.

Bakersfield is committed to providing an environment where people can live and work in the same community. Bakersfield's state university, community college, a satellite University of California campus, and a half-dozen private and trade colleges work closely with business leaders to train qualified employees.

The city limits encompass 143.6 square miles, and the population is approximately 351,400.² The city's heritage spans more than a century. Bakersfield has emerged as an ethnically diverse community, where a significant percentage of the population is made up of young, well-educated families.

The Bakersfield community boasts many amenities that provide a first-rate quality of life for residents. The City of Bakersfield has 76 city parks.³ There are amphitheatres, basketball courts, horseshoe pits, lighted softball fields, lighted soccer/rugby fields, volleyball courts, picnic areas, water spray parks, tennis courts, and a skate park.

The Kern County Library and the Bright House Networks Amphitheater provide cultural and educational programming, and the Dr. Martin Luther King Jr. Community Center and the Silver Creek Community Center are hubs of activities with programs, workshops, festivals, and social gatherings.

Bakersfield's manufacturing base has played an important role in the growth of the city and its employee base. The City of Bakersfield's labor force increased 28 percent between 2000 and 2010, and the petroleum, agricultural, and manufacturing sectors have continually expanded.

Housing Characteristics and Demographics

Demographic and housing characteristics for the replacement area are shown in Table 10. Table 11 shows the industry employment breakdown for the displacement area. U.S. Census data is based on the 2005-2009 American Community Survey 5-Year Estimates.

When considering environmental justice concerns, several factors should be noted. Nationally, Bakersfield's cost of living ranks 420 out of 950 (950 being the most inexpensive). Bakersfield is

² United States Census web site: www.factfinder.census.gov, December 2011

³ Metropolitan Bakersfield General Plan Update, City of Bakersfield, April 2009

currently experiencing an unemployment rate of 16.4 percent, compared to the 9.6 percent national average.⁴

Additionally, home appreciation in Bakersfield in 2010 was 8.02 percent. Over the last five years, home appreciation in Bakersfield was 46.1 percent. This real estate market with high vacancy rates will undoubtedly provide ample housing and will amplify options for residences and businesses alike.

Table 10: Demographic and Housing Characteristics for the City of Bakersfield

Population: 2005-2009	
Total Population	351,443
Household Population	305,329
2005-2009 Population by Race (Percent of Total Population)	
White	182,654 (58.9%)
Black or African American	25,764 (8.3%)
American Indian and Alaska Native	2,773 (0.9%)
Asian	15,363 (5.0%)
Native Hawaiian and Pacific Islander	256 (0.1%)
Other Race	68,832 (22.2%)
Two or More Races	14,435 (4.7%)
Hispanic or Latino (of Any Race)	130,310 (42.0%)
2005-2009 Population by Education	
Less than 9 th Grade	10.7%
Some College, No Degree	23.8%
Associate’s Degree	8.2%
Bachelor’s Degree and Higher	19.5%
2005-2009 Income Figures	
Mean Household Income	\$68,158
Median Household Income	\$51,886
Per Capita Income (in 2009 inflation-adjusted dollars)	\$22,601
2005-2009 Housing	
Owner/Renter Occupied (%)	59.8/40.2
Average Household Size	3.1
Median Housing Value (owner-occupant)	\$263,700

Source data was derived from the U.S. Census Bureau web site: www.factfinder.census.gov, accessed December 2011, and the City of Bakersfield website: http://www.bakersfieldcity.us/cityservices/devsrv/pdfs/Population_and_Housing_Data.pdf, accessed December 2011.

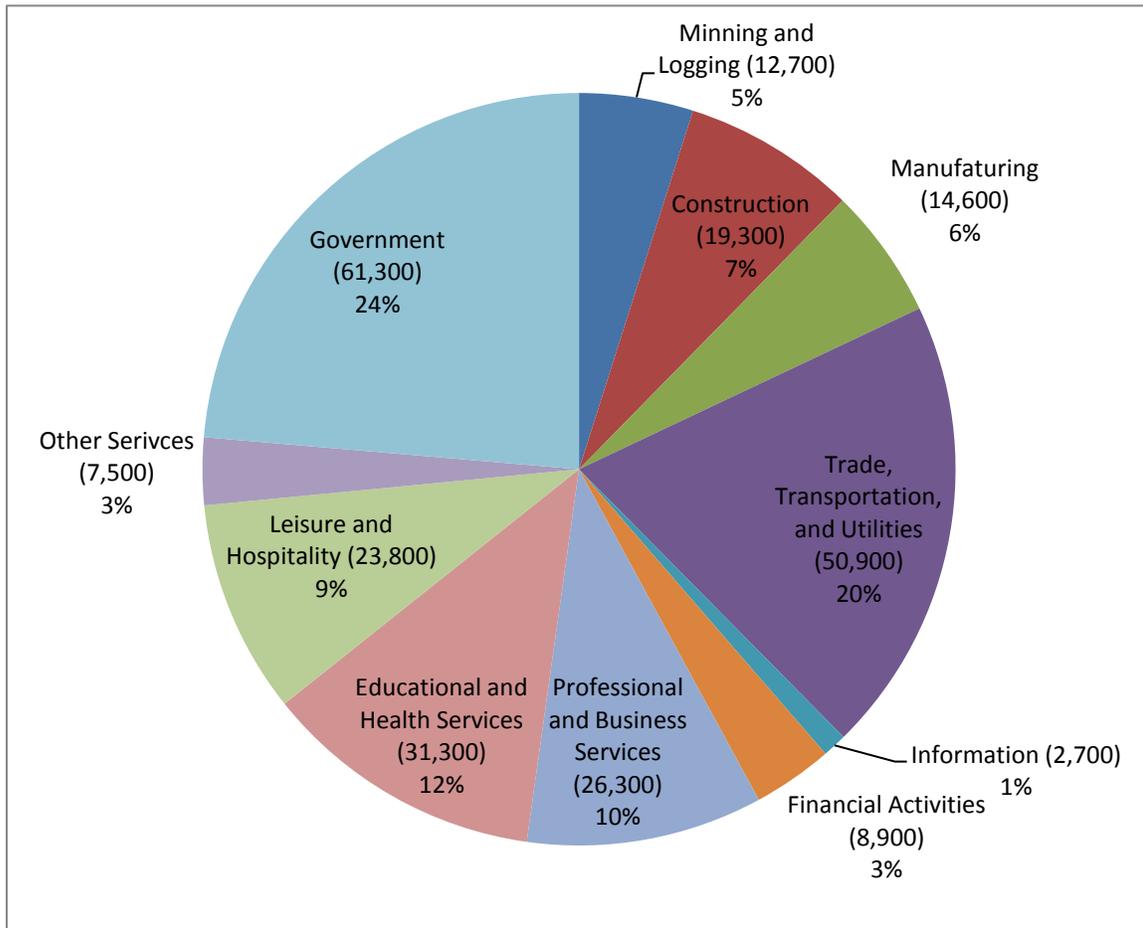
The metropolitan Bakersfield area has experienced significant growth, and there is no indication that growth will diminish. In addition to accelerated population growth, the region’s role as a central hub for goods movement and interregional travel indicates that traffic volumes will continue to

⁴ United States Census web site: www.factfinder.census.gov, accessed December 2011 and the City of Bakersfield web site: http://www.bakersfieldcity.us/cityservices/devsrv/pdfs/Population_and_Housing_Data.pdf, accessed December 2011

increase. Yet, there has been a minimal increase in the capacity of the roadway network. If this capacity is not expanded and improved, the increase in traffic volumes will result in a very high level of congestion in the area's transportation system. The metropolitan Bakersfield area is already hindered by severe transportation problems, which steadily worsen as the metropolitan area and the county continue to expand in area and density.

Table 11 data were taken from U.S. Bureau of Labor Statistics for the City of Bakersfield, effective December 2014. As seen in the pie chart, the government sector and the trade, transportation, and utilities sector are the two largest demographic areas of employment; the smallest demographic area of employment is the information sector.

Table 11: Employment Demographics for the City of Bakersfield



Source data for Table 11 came from the U.S. Bureau of Labor Statistics website http://www.bls.gov/eag/eag.ca_bakersfield_msa.htm, accessed January 2015.

A replacement housing research survey was performed during January 2015 to determine the market availability of “for sale” and “for rent” properties in the City of Bakersfield and nearby communities. No mobile home parks are being displaced by the project. Standard property listing websites (e.g., MLS, www.loopnet.com, www.zillow.com, www.trulia.com, www.craigslist.org, www.hotpads.com) were utilized in an attempt to locate specific properties that would be used as replacement sites. The numbers below reflect the types of properties available at the time of the search. These numbers represent the potential number of available replacement sites; they do not ensure future availability at the time of actual displacement.

1. Housing Stock (as of January 2015)

Number of single-family residences:	378
Number of multiple-family units:	118
Total housing units (a + b):	496

As indicated above, an adequate supply of housing resources is available for project displacees assuming the relocation process is phased or segmented and residents are relocated over a period of several months. With up to 310 displacees under Alternative B (Preferred Alternative), searching for replacement housing, and about 400 to 500 replacement options available in any given month, a competitive environment for replacement housing may be experienced if a large segment of relocations occurs in too short a timeframe. This concern has been resolved by the introduction of the early acquisition program since the draft environmental document for the Centennial Corridor Project was circulated in May 2014. As part of the program, a series of right-of-way focus meetings was organized to keep the displacees informed about the right-of-way acquisition process and their rights and benefits, and to allow the affected property owners an opportunity to express their concern about any relocation issues.

Since approval of the early acquisition program by the Federal Highway Administration and Caltrans in November 2012, over 100 property owners have indicated interest in a voluntary sale, and a majority of those owners have met with the right-of-way staff to discuss the general acquisition and relocation process. Further outreach will be ongoing.

A Replacement Area Map of the project, encompassing a radius of 15 miles around the project area, is shown in Appendix C.

Multi-Family Rental Housing

The replacement housing survey for multi-family rental housing identified 118 available studio, one-, two-, three-, and four-bedroom units near the potentially displaced properties. Listing details of each of the units are shown in Appendix D. Survey details are summarized in Table 12.

Table 12: Availability and Cost of Multi-Family Rental Housing

	Number of Bedrooms				
	Studio	One	Two	Three	Four
# Found	5	30	57	23	3
Rent Range	\$450-\$575	\$475-\$1,260	\$550-\$1,250	\$695-\$1,475	\$1,400-\$1,550
Median Rent	\$550	\$625	\$750	\$950	\$1,475

Sources: www.hotpads.com (accessed January 2015), www.craigslist.org (accessed January 2015), www.crmls.org (accessed January 2015), www.zillow.com (accessed January 2015), www.trulia.com (accessed January 2015), and www.bakersfield-propertymanager.com (accessed January 2015).

Single-Family Rental Housing

The replacement housing survey identified 121 available one-, two-, three-, four-, and five-bedroom single-family rental units near the displacement properties. Listing details of each property are shown in Appendix E. Survey details are summarized in Table 13.

Table 13: Availability and Cost of Single-Family Rental Housing

	Number of Bedrooms				
	One	Two	Three	Four	Five
# Found	6	17	74	22	2
Rent Range	\$550-\$750	\$575-\$1,200	\$700-\$2,295	\$950-\$2,900	\$1,750-\$1,900
Median Rent	\$667	\$950	\$1,200	\$1,500	\$1,825

Sources: www.hotpads.com (accessed January 2015), www.craigslist.org (accessed January 2015), www.crmls.org (accessed January 2015), www.zillow.com (accessed January 2015), www.trulia.com (accessed January 2015), and www.bakersfield-propertymanager.com (accessed January 2015).

Section 8 Rental Housing

It is expected that some displaced tenants may have their current rent subsidized by housing vouchers. A replacement housing survey of available Section 8 units on the market found 34 Section 8 rental housing units available on the market as of January 2015. A summary of available units is shown in Table 14. A listing detail of available units is provided in Appendix F.

Table 14: Availability and Cost of Section 8 Rental Housing

	Number of Bedrooms			
	One	Two	Three	Four
# Found	4	16	12	2
Rent Range	\$500-\$625	\$595-\$925	\$706-\$925	\$1,100-\$1,350
Median Rent	\$537	\$662	\$850	\$1,225

Sources: www.hotpads.com (accessed January 2015), www.craigslist.org (accessed January 2015), www.zillow.com (accessed January 2015), www.trulia.com (accessed January 2015), and www.gosection8.com.

Single-Family Homes for Sale

The relocation survey identified 257 available detached single-family homes for sale in the vicinity of the displacement area. Survey details are shown in Table 15. Single-family homes for sale, including homes with one to six bedrooms, are shown in Appendix G.

Table 15: Availability and Cost of Detached Single-Family Homes for Sale

	Number of Bedrooms			
	One	Two	Three or Four	Five or Six
# Found	3	66	174	14
Price Range	\$59,000-\$84,000	\$58,500-\$319,000	\$24,000-\$1,500,000	\$158,000-\$2,800,000
Median Price	\$74,900	\$119,500	\$119,950	\$240,000

Sources: www.crmls.com (accessed January 2015), www.loopnet.com (accessed January 2015), www.craigslist.org (accessed January 2015), www.hubzu.com (accessed January 2015), www.bakersfieldhomehunter.com (accessed January 2015), www.bestbuysfbakersfield.com (accessed January 2015), www.zillow.com (accessed January 2015), www.trulia.com (accessed January 2015), and www.realtor.com (accessed January 2015).

Residential Income Properties for Sale

For this report, residential income properties are defined as any residential housing structure having one to ten units used for the purpose of leasing and producing income. Because many affected owners and tenants currently occupy multi-family units on the project, a detailed survey of available multi-family dwellings for sale was done. A total of 56 duplex, triplex, and fourplex properties were identified, with the largest “for sale” category being duplexes and tri-plexes. Appendix H shows listing details of residential income properties for sale. Table 16 provides a summary of the research.

Table 16: Availability and Cost of Residential Income Properties for Sale

	Number of Units			
	1	2 to 3	4 to 5	6 to 10
# Found	20	22	12	2
Price Range	\$69,900-\$289,000	\$99,500-\$277,000	\$145,000-\$570,000	\$289,900-\$429,900
Median Price	\$152,000	\$158,900	\$229,000	\$425,000

Sources: www.crmls.com (accessed January 2015), www.loopnet.com (accessed January 2015), www.craigslist.org (accessed January 2015), www.hubzu.com (accessed January 2015), www.bakersfieldhomehunter.com (accessed January 2015), www.bestbuysfbakersfield.com (accessed January 2015), www.zillow.com (accessed January 2015), www.trulia.com (accessed January 2015), and www.realtor.com (accessed January 2015).

Condominiums for Sale

It is anticipated that the implementation of the Centennial Corridor Project could displace some condominium owners, so a housing survey of available condominiums for sale was completed. As shown in Table 17, 40 condominium units are currently available on the market. A listing of all units is provided in Appendix I.

Table 17: Availability and Cost of Condominiums for Sale

	Number of Bedrooms		
	One	Two	Three
# Found	3	20	17
Price Range	\$50,000-\$148,000	\$55,000-\$224,500	\$65,000-\$219,500
Median Price	\$87,200	\$92,000	\$92,000

Sources: www.crmls.com (accessed January 2015), www.loopnet.com (accessed January 2015), www.craigslist.org (accessed January 2015), www.hubzu.com (accessed January 2015), www.bakersfieldhomehunter.com (accessed January 2015), www.bestbuysf.com (accessed January 2015), www.zillow.com (accessed January 2015), www.trulia.com (accessed January 2015), and www.realtor.com (accessed January 2015).

2. Vacancy Rate Expressed as Percentage

Single-Family Residences	32% For Rent	68% For Sale
Multiple-Family Units	66% For Rent	34% For Sale ⁵

Note that the percentage breakdowns above are for properties that are “for sale” and “for rent” for all the available single-family and multi-family rental units available.

Vacancy Rate

Detailed research reveals that Bakersfield has experienced vacancy rates of nearly 6.7 percent in commercial office markets, 11.6 percent in retail, and 3.8 percent in industrial real estate markets.⁶ Also, according to the third quarter of 2014, the U.S. Census Bureau reported that a 4.3 percent vacancy rate for multi-family, apartment, and single-family rental residences also exists in the Bakersfield metropolitan area.

This is lower than the national vacancy rate of 7.4 percent and slightly higher than the California vacancy rate of 4.1 percent. For business owners, these conditions have improved over the past few years and they reflect a stable real estate market that is still expected to provide some cost savings for businesses and families transitioning to replacement sites. These vacancy figures are anticipated to remain the same, or increase slightly over the next 12 to 18 months, particularly in the commercial sector.

⁵ Sources: www.crmls.com (accessed January 2015), www.loopnet.com (accessed January 2015), www.craigslist.org (accessed January 2015), www.hubzu.com (accessed January 2015), www.bakersfieldhomehunter.com (accessed January 2015), www.bestbuysf.com (accessed January 2015), www.zillow.com (accessed January 2015), www.trulia.com (accessed January 2015), U.S. Census Bureau web site (accessed January 2015), and www.realtor.com (accessed January 2015).

3. Housing Characteristics

It is estimated that approximately 50 percent of the displaced housing in the project area is currently worth less than \$119,725 each, with many houses being below \$120,000. Most houses are in fair condition and contain between 1,200 and 1,500 square feet of living area. For housing affected by the project, the average year built is around 1965. Only sporadic upgrading of amenities has occurred throughout the project area. It is possible that some of the houses encountered on the project will not be up to Decent Safe and Sanitary (DS&S) Standards, as defined in state and federal guidelines.

Research and site viewing of the replacement properties revealed a mixed supply of worn-down investment properties and, to a much lesser extent, high-end upgraded homes with larger living areas and lot sizes. Real estate trends in the area are consistent with the rest of the county and the state of California.

Comparing 2014 with 2013, the median price as it relates to the residential housing market, has increased \$24,050 or 12.9 percent. The 12.9 percent increase is insubstantial compared to the 2012 to 2013 price increase of 30.4 percent.⁷

4. Average Prices of Typical Single-Family Houses

Please see Table 15, Availability and Cost of Detached Single-Family Homes for Sale (page 28) for details on this item.

B. Business and Nonprofit Replacement

1. Number of Business Sites that will be for Rent or Purchase

A survey of available commercial sites was performed to evaluate the resources available for the main industry types of businesses likely to be displaced by the project. Since most business owners likely intend to relocate as close to the immediate project area as possible, this analysis focuses on the commercial sectors of Bakersfield and adjacent areas. In addition to the number of properties found below, there are several more that listed the asking price as “Negotiable.” These are not included in the summary below. Table 18 details the available units for lease and sale in the replacement area by current use; the associated listing data is shown in Appendix J.

⁷ Source: The Crabtree Report, by Gary Crabtree, SRA. Preliminary Bakersfield Housing Market Characteristics for the Month of December 2014.

Table 18: Availability of Commercial Lease and For Purchase Properties

Use	Alternative A	Alternative B	Alternative C
Construction	1	1	1
Manufacturing	98	98	98
Retail	112	112	112
Government	6	6	6
Nonprofit	0	0	0
Service	124	124	124
Total	341	341	341

Source: www.loopnet.com (accessed January 2015).

2. Discuss Difficulties Businesses may Encounter in Finding Replacement Property because of:

a. Replacement Site Requirements

As businesses consider the various obstacles to overcome in finding a replacement site, limitations on location, proper zoning, and neighborhood demographics are of primary concern. One factor that may turn out to be a positive in light of the falling commercial market is the onset of increased inventory in nearly every geographic locality. That said, there are still a number of business types that typically have a greater challenge in finding adequate replacement sites because of the nature of their businesses. Such businesses could include gas stations, locally-owned restaurants, and retail stores and convenience stores—all present in this project.

b. Lease Rates or Purchase Price

The most obvious difficulty in the current real estate and economic environment is that traditional financing for large and small commercial enterprises is very difficult to qualify. Should the only option for a replacement site be one that is for sale, that particular business may have a great challenge acquiring sufficient financing to make the purchase. On the other hand, there is tremendous opportunity for businesses to secure some of the lowest lease rates they have experienced in several years. Compared to the prices in 2014 for office properties in the County of Bakersfield, prices have shown to be 0.2 percent lower in 2015.⁸ For those buyers with cash, the current market will likely provide prime opportunities for new investments.

c. Financial Capacity of Business to Accomplish Move

One of the most challenging aspects of the current economic situation is the effect on employment and therefore consumer spending. Business operations such as jewelry shops, auto dealerships, antiques dealers, and the like are going out of business on almost a daily basis nationwide.

It is not difficult to see, therefore, that cash reserves and lines of credit are often no longer available to local businesses in times of financial trouble. The strain also continues as these types of reserves are used to absorb labor costs to keep employee payroll current while revenues are down. The problem will compound when a business is being relocated and finds itself needing to spend

⁸ Source: www.loopnet.com (accessed January 2015).

additional funds not covered in the Relocation Assistance Program to reestablish itself in its new location. Early relocation payments and advanced move planning will help in mitigating these losses.

d. Special Services that may be needed to assist Businesses

In the current business financing climate, businesses will need to think creatively, and agencies may need to provide incentives to avoid a substantial impact to certain businesses being displaced. Organization, effective planning, and experienced consultant assistance in the move process will help mitigate costly mistakes, help ascertain the appropriate relocation site, and maximize the benefits available in the Relocation Assistance Program. Taking additional care in the site-searching process can be particularly useful if the relocation agent is able to find exceptional values on lease rates or purchase prices for particular businesses. Additionally, an effective risk-mitigating approach on a large-scale relocation project such as this often warrants the development of an inter-agency task force specifically equipped to assist businesses in the relocation process. Designated representatives from the City Planning Department, Public Works, Economic Development, the local Fire Department, and appropriate project team members would schedule regular strategy sessions to address potential relocation problems facing the project. This has been a proven approach on other projects in assisting relocating businesses with site planning, understanding permitting and zoning restrictions, and reducing lead times on complex relocations.

Agencies can assist in mitigating business impacts by allowing for appropriate variances on business uses and facilitating expedient processing of needed licensing and permitting. Providing a variety of referral resources of highly trained moving specialists, finance brokers, business planners, and government small business assistance organizations could serve to help the move process as well.

Another means of assisting businesses will be in developing active relationships with experienced commercial brokers and lenders. The knowledge of the local market and understanding of the ever-changing real estate financial scene will be particularly important in providing advisory services to business owners contemplating business relocation options. The severity of the impacts the current business and commercial loan market is having on large and small businesses alike is significant.

3. Discuss Issues the Employees may have if the Business Relocates as Planned

The main concerns for employees in this situation are the increased cost of transportation to commute to an alternative business site and the challenges inherent in finding new employment in the southern San Joaquin Valley region. Because of the challenges many people face with record high unemployment and increased fuel and living costs, a major job relocation could prove challenging. Many large industrial businesses, for example, could take the opportunity to relocate farther to sites 50 miles away or more that are less expensive. This may be the first option for the business, but leaves the employee with a greater financial strain. Additionally, if the employee is unable to follow the current employer to the new location, the problem of finding a new job in an economic climate that boasts a 10+ percent unemployment market may prove quite challenging. Solutions to these challenges include early access to affected businesses and incorporating advanced move planning strategies with the City of Bakersfield, property and business owners, site mitigation engineers, and other move planning experts to preserve the business operation onsite.

4. Discuss Issues the Employees may have if the Business cannot Relocate as Planned

The same problem could exist in this scenario as the one stated above. The additional complication in this situation is that not only could an employee be unable to make the move with the employer, but the site that is chosen may, in fact, prove to be inadequate and the business may cease as an enterprise altogether. Clearly, if a business finds a less than ideal site and has few cash reserves to rebound from the detrimental effects of the new move, serious consequences would ensue for all involved.

C. Residential Replacement

1. Section 8

Section 8 housing residents are present on the project. At this time, no pre-displacement interviews have been conducted with the Section 8 residents. A number of Section 8 residential dwellings will be acquired through the early acquisition program. OPC will be coordinating with the Housing Authority of the County of Kern to address the needs of all displaced Section 8 residents.

2. Replacement Neighborhood is Homogeneous to Displacement Area

See replacement neighborhood overview for more detail.

3. General Condition of Displacement Neighborhood

As discussed previously, the condition of the displacement neighborhood is average, with most homes being in the lower to median percentage of value as compared to many of the area's neighbors in the greater Bakersfield area. Some attention has been given to typical street and neighborhood maintenance, while properties sitting next to major intersections, as well as freeway entrances and exits, are heavily affected by noise and heavy traffic flow. Crime rates in Bakersfield are slightly higher than the rest of Kern County, while crime rates in the project area are low to average, compared to the rest of Bakersfield.

4. Condition of Units being Displaced

Fair/Poor Average X Good Very Good

5. Compared to Condition of Units in Replacement Area

Fair/Poor Average X Good Very Good

6. Maximum Number of Mobile Homes directly affected by Project

None

7. Maximum Number of Mobile Homes directly affected by Project – within the Park

None

8. Number of Mobile Homes directly affected by Project – not in a Mobile Home Park

None

D. Comparative Data

Table 19 provides a summary of property data available in the project area and the replacement area, compared to the displacements present on the project. Many similarities exist between the areas, including housing vacancy factors, owner to tenant occupancy ratios, persons per household, and median housing value.

It is evident that many replacement housing options for renters and buyers affected by the project are available in the immediate project area as well as the larger replacement area region. Alternative A would affect the most and can act as a worst-case scenario; therefore, statistics for that build alternative were used in the table below.

Table 19: Comparative Data for Project and Replacement Areas

	Displacements	Project Area	Replacement Area ⁹
Total Housing Units	356	66,311	120,725
Percent Owner Occupied	22%	64.2% ¹⁰	59.7%
Percent Renter Occupied	78%	35.8%	40.3%
Total Housing Units Vacant	33	5,239	9,593
Vacancy Rate	7.9%	7.9%	7.9%
Housing Units For Sale	3	57	297
Housing Units For Rent	29	152	239
Persons Per Household	3.1	3.1	3.1
Median Housing Value	\$160,425	\$139,500	\$198,400

Source data for Table 19 came from the web site <http://www.factfinder.census.gov/>, January 2015; the web site for Trulia, www.trulia.com, and; the web site for Zillow, www.zillow.com; and agent field research, November 2011.

⁹ The replacement area encompasses a 15-mile radius from the project area. This area includes the regions to the north, south, east, and west of the project area.

¹⁰ For the percentage of owner-occupied housing in the replacement area, the range is 59.7 percent to 68.7 percent, which equals an average of 64.2 percent.

IV. Relocation Resources

A. Adequate Resources for Displacees

Bakersfield demographic research provided by the Southern California Multiple Listing Service and commercial and residential resources from Realquest.com and Loopnet.com showed availability for commercial and residential inventory within 15 miles of the project area. The research has also indicated that housing and commercial sites should be available throughout the duration of the acquisition and relocation process.

B. Replacement Area Chosen

The replacement area is defined as the immediate local vicinity where residential and business displacees will likely secure replacement sites. Generally, if the resources of the immediate area permit, businesses prefer to relocate as close as possible to their existing location, and residential displacees prefer to remain in existing school systems and their immediate familial and cultural settings. Because the City of Bakersfield and immediate surrounding areas have sufficient resources to absorb the project's displacement needs, it is expected that this region, as described in Section I.H, Adequate Relocation Resources, will be the primary relocation area. Appendix C is also provided as a pictorial description of the general boundaries of the replacement area.

C. Market Availability

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

The commercial and residential real estate markets are both experiencing seasons of great excess in supply with little demand. Homeowners behind on their mortgages or in danger of losing their jobs are attempting to sell their homes in a market where traditional financing is challenging to secure. As such, many properties are on the market for those with resources to purchase. The agency's program is well-suited for these conditions in that it can often offer a sizable down payment to secure such housing. As of December 2014, there is still an abundant supply of housing available on the open market.¹¹

While residential rental and purchasing options are expected to remain available and amenable to incoming displacees, the rental market supply is considered inadequate if an overabundance of relocatees is released into the rental market too quickly. Strategies for implementing a gradual release of displacements into the immediate market have been offered in this technical study and are considered sufficient to accommodate the project needs. Long-term market conditions are expected to continue to supply all varieties of residential options throughout the 18- to 36-month displacement duration.

In the commercial sector, businesses of all sizes and industries are making great efforts to secure new replacement sites to establish long-term lease agreements with unprecedented low rents and owner concessions. Supply in all commercial sectors is extraordinarily high, and there is no sign of demand catching up for several years. Yet while these market indicators do provide ample support

¹¹ The Crabtree Report, Gary Crabtree, SRA. Bakersfield Housing Market Characteristics for the Month of December 2014.

to conclude that market availability should be expected throughout the relocation process, the relocation program will, in fact, have a significant influence on the supply of available housing and require the agency to implement a phased or segmented approach to relocating affected tenants and owners. A summary of this approach is included in Chapter V, Relocation Problems and Programs, Section V.A.5, Lack of Availability.

V. Relocation Problems and Programs

A. Relocation Problems

The Uniform Act includes a relocation assistance program that provides for an advisory service and monetary benefit program for individuals and businesses being displaced as a result of a public project. The advisory assistance program for individuals and businesses will assist in the relocation by discussing needs and preferences regarding the details of a move, explaining the rights and benefits available, and providing help in obtaining the monetary benefits for which individuals and businesses are eligible. Additionally, advisory assistance includes providing information on available replacement sites, including purchase and rental costs, and coordinating and educating landlords, property managers, and other real estate professionals to help secure replacement properties.

The monetary benefits of the program for residential occupants include three types of payments available to eligible individuals being displaced from their primary place of residence: (1) a Replacement Housing Payment (RHP) to assist with the cost of either purchasing or renting a replacement dwelling, (2) payment of closing or incidental costs associated with purchasing a replacement home, and (3) a moving payment to assist with the relocation of personal property.

For business displacements, the Uniform Act allows for two broad categories of payments: (1) an actual move payment derived from a commercial bid process for the disconnection, move and reconnection of personal property, machinery and equipment and a reestablishment payment not to exceed \$25,000 for specified expenses actually incurred through the reestablishment of the business, or (2) a fixed payment option *in lieu* of the actual move and reestablishment payments that is based upon tax returns or income statements with a minimum payment of \$1,000 and a maximum of \$40,000 as specified by MAP-21.

With this backdrop in mind, the following is a synopsis of the obstacles and circumstances the agency may be required to address in implementing the relocation program. Special advisory assistance recommendations have also been provided, where appropriate, to maximize the wholeness of a business or individual while also minimizing disruption and loss as much as possible.

1. Elderly Households

Research shows that 9.7 percent of the population in Bakersfield is elderly (persons over 65 years of age are considered elderly). Due to the amount of residential units to be acquired by Alternative B (Preferred Alternative) of the Centennial Corridor Project, it is likely that there will be elderly displacees involved. Compared to the working population, the elderly population could experience housing problems due to the burden of the cost of housing and their low and moderate fixed incomes.

The elderly often have special needs, and it will be necessary to address those needs in a variety of ways. First, an initial understanding by the agency that relocation deadlines may need to be more flexible, and a commitment to increased right-of-way advisory services should be expected. Partnering with local nonprofit and governmental agencies, such as specialized moving companies, relocation planners, senior housing agencies, and social services organizations, can be of great help throughout the relocation process. Additionally, health issues may require modification to replacement housing to meet the standards of the Americans with Disabilities Act (ADA). The

agency needs to also preemptively train its relocation consultants to partner and develop the necessary relationships with family members that have an inside understanding of the displacees' particular medical needs and lifestyle preferences.

This information, along with a good understanding of the local public transportation and proximity to the appropriate medical and shopping centers, can greatly increase the likelihood of a successful relocation.

2. Low Income (30 Percent) and Poverty

Research indicates that approximately 11.5 percent of the City of Bakersfield's total households are considered extremely low income (defined as households with income below 30 percent of Area Median Income [AMI]), and approximately 13 percent are very low income (defined as households with income between 31 percent and 50 percent AMI). The 2010 U.S. Census showed that 20.6 percent were below the poverty line; a family of four is considered impoverished if its earnings are less than \$22,050 annually. Therefore, it is likely that low-income displacees will be encountered in this project. Prior relocation experience with low-income individuals has revealed that individuals with low income typically require higher relocation payments of Last Resort and greater assistance in finding replacement housing because of their financial limitations.

The agency must address this concern by having an understanding of lower income relocation housing options, exploring thoughtful approaches to dealing with complicated credit issues, and performing due diligence to ensure the displacees' financial situation is well understood. Finally, it is useful for the agency to consider implementing an advanced replacement housing payment policy to encourage potential landlords to consider accepting displacees with poor credit or challenging qualification requirements.

3. Last Resort Housing Construction

Last Resort Housing guidelines are put in place at the federal and state levels to ensure that displacees who are suffering a hardship or unusual circumstances can successfully relocate from a public project. One of the means by which to accomplish this goal is for an agency to construct decent, safe, and sanitary replacement housing where an insufficiency of such housing exists. The agency may also choose to do this as a cost mitigation measure to offset an unusually high relocation expenditure situation. As shown in Tables 12 through 17, an abundant inventory of replacement dwellings in the project and replacement areas provides reasonable assurance that all residential displacees on the project can be absorbed into these areas. Of course, not all will choose to relocate within these regions, but an adequate supply of lower income housing exists to accommodate the project's needs. As such, it is not anticipated that such a strategy would need to be employed.

4. Marginal Businesses

As explained previously in Section I.B, Limits and Purpose of Project, research indicates that most of the potentially affected businesses are small businesses having fewer than 100 employees. These smaller businesses generally have fewer financial and labor resources with which to implement their moves and could accordingly require more in-depth and creative advisory services. To provide such services, an agency would benefit from implementing advanced move planning, establishing effective partnerships in the commercial leasing sector, emphasizing the need of its relocation staff

to have a detailed and current understanding of local leasing trends and site availability, and providing displacees references to capable moving companies and planners.

5. Lack of Availability

The project would create a competitive environment for replacement housing once the relocation process is underway. The replacement housing research provided in this report indicates that about 500 to 600 replacement housing units of various types are available in any given month. Since the project proposes to displace 310 residences (under Alternative B), a phased relocation plan, or relocation by geographic segment, should be implemented to lessen the strain on available housing each month.

The quality and type of replacement housing does appear to be comparable to the project, and decent, safe, sanitary, and functionally equivalent residential units are widely present in the displacement area. For commercial displacees, the impact of the national economic climate has created a great surplus of available business sites in all sectors of the commercial market, including retail, office, and industrial products. Sources also indicate that local businesses are going to great lengths to reestablish existing operations at new sites because of increased lease incentives offered by landlords suffering from high vacancy rates.

Note that an early acquisition program has been started since approval from the Federal Highway Administration and Caltrans in November 2012 to resolve the challenge of the need to replace over 300 properties in a short timeframe. As of January 2015, over 140 affected property owners have expressed their interest in participating in the program.

6. Minorities

Research indicates that most of the minorities who are likely to be displaced by the Centennial Corridor Project are Hispanic due to their geographic concentration near the project area. This is evidenced by demographic research revealing that 45 percent of the residents of Bakersfield in the displacement area ZIP code are Hispanic. The agency's role in providing high-quality translation services in both the acquisition and relocation programs for property owner and tenant interactions will be a necessity. Additionally, translation of all relevant project documents within these programs will be required as part of the early stages of project implementation. This will likely require the services of a full-time translation consultant throughout the acquisition and negotiations phase of the project. Appropriate training of relocation agents in relevant cultural factors will also assist the displacees in understanding and using the relocation benefits and services available to them.

7. Overcrowded Residences

It is probable that overcrowded displacees will be encountered within the displacement area. Overcrowded households have special replacement housing needs. Specifically, the relocation agent must be careful to ensure that referrals to replacement dwellings have an adequate number of bedrooms per applicable occupancy codes. Overcrowded displacement 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 provide adequate space to accommodate all occupants. Appropriate budget considerations must be given to this issue in order

to provide decent, safe, sanitary, comparable, and functionally equivalent replacement dwellings to displaced overcrowded households.

8. Handicapped Households

Because of the large-scale relocation that would occur due to the project, it is likely that handicapped individuals would be encountered. In addition, local census data indicates that about 11 percent of the general population of Bakersfield may have some form of disability. Accordingly, various needs should be addressed by the agency such as ensuring that displacees are provided replacement housing options close to public transportation, medical, and shopping facilities.

Additionally, working in compliance with the ADA is essential in providing for, and/or constructing, appropriate living facilities that can accommodate the basic functions of access/egress into and within the home, food preparation, and functional restrooms. Because of these factors, disabled displacees require extensive planning and longer lead times to transition into replacement housing, and the project schedule should reflect this. Often the necessary accommodations qualify under Last Resort Housing regulations, and the agency will need to have sufficient preparation both in its relocation policies and agent training accordingly.

9. Minority Business

Based on 2010 U.S. Census data and information obtained in the field, about 31 percent of the potentially displaced businesses in the Centennial Corridor Project area are minority owned. Minority businesses often experience relocation challenges due to their need to be close to a specific customer base. As indicated before, advanced relocation payment policies may need to be in place to facilitate the relocation of some businesses, and the appropriation of interpretation services should be expected as well. Additionally, it is necessary for the agency to preemptively anticipate unique minority business challenges, such as change of neighborhood impacts, replacement site limitations, and usage constraints caused by local zoning and code restrictions. An agency can greatly assist a minority business by having an in-depth understanding of the unique commercial leasing factors in the area such as where similar business use is being implemented in the replacement area and where similar clientele bases reside throughout the region.

10. Other Relocation Factors

The administration of the relocation program should also incorporate advanced relocation planning coordination, as needed. For senior citizens and the disabled persons being displaced, an adjustment to new neighborhoods will require additional care during the relocation process and longer lead times due to health constraints, structural retrofitting, and other factors.

Certain population groups, such as senior citizens, low-income, and non-English-speaking residents, often have strong community ties and are dependent on primary social relationships and important support networks that can be severed upon relocation. To prepare for this, advanced relocation planning prior to meeting with potential displacees can be of great assistance. As an example, coordinating with multiple local assisted living facilities and investigating the financial components of these programs can provide more detailed relocation options for displacees that may not have this information readily available. Additionally, coordination with the local Section 8 Housing Authority representatives and researching the availability of vouchers for displacees may provide a suitable replacement option for displacees facing immediate financial hardship. Finally, creating

separate, dedicated teams for the implementation of the acquisition and relocation programs can allow for a more focused approach to the pressing relocation needs on the project.

B. Housing Impact

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

The total housing stock in the City of Bakersfield would not be adversely affected as a result of the project, as detailed in this section. Of the total 120,725 housing units identified in the 2010 U.S. Census in the city of Bakersfield, Alternative B (Preferred Alternative) will result in the removal of 310 residential units. This breaks down to 200 single-family residences (0.17 percent of the total single-family residences in Bakersfield) and 110 multi-family dwellings (0.09 percent of the total multi-family residences in Bakersfield). Hence, although the number of potential relocations is substantial, the total percentage of housing stock affected remains comparatively low (less than 0.3 percent).

C. Conclusion

Implementation of Alternative B (Preferred Alternative) will displace 310 residential units and 121 non-residential units. The main challenge of the relocation program of this project is the need to replace over 300 properties in a short timeframe.

The City of Bakersfield, through the Thomas Roads Improvement Program office, has engaged OPC to implement and manage the Centennial Corridor Project's right-of-way program. Two community meetings with right-of-way focus have been conducted – one on December 6, 2012, and one on June 11, 2014, to keep the affected property owners informed about the relocation claims process and benefits, as well as to provide the opportunity for the displacees to express their concern about the relocation issues.

To facilitate the right-of-way management team and project personnel responsible for negotiations with impacted property owners and tenants throughout the acquisition and relocation process, a local site office in Bakersfield has been established. The office has been furnished with an adequate number of full-time right-of-way staff that have the experience and technical knowledge to address acquisition and relocation issues on the project.

In addition, an early acquisition program has been started to allow the affected property owners to engage in the program early to resolve the challenge for the need to replace over 300 properties in a short period of time.

The implementation of these strategies will be instrumental in the successful relocation of the affected city's residents and business owners.

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C. Preparers

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Hutch Goodman, Project Manager, 15 years of experience drafting environmental and program management documents. Contribution: quality assurance/quality control (as of October 2013, no longer with OPC).

Parsons

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Stephanie Blanco, AICP, MPA Senior Environmental Planner, 14 years of experience in environmental analysis and document preparation.

Glen Parker, Project Engineer, P.E., B.S., Civil Engineering, 17 years of experience in civil engineering. Contribution: right-of-way mapping and design coordination.

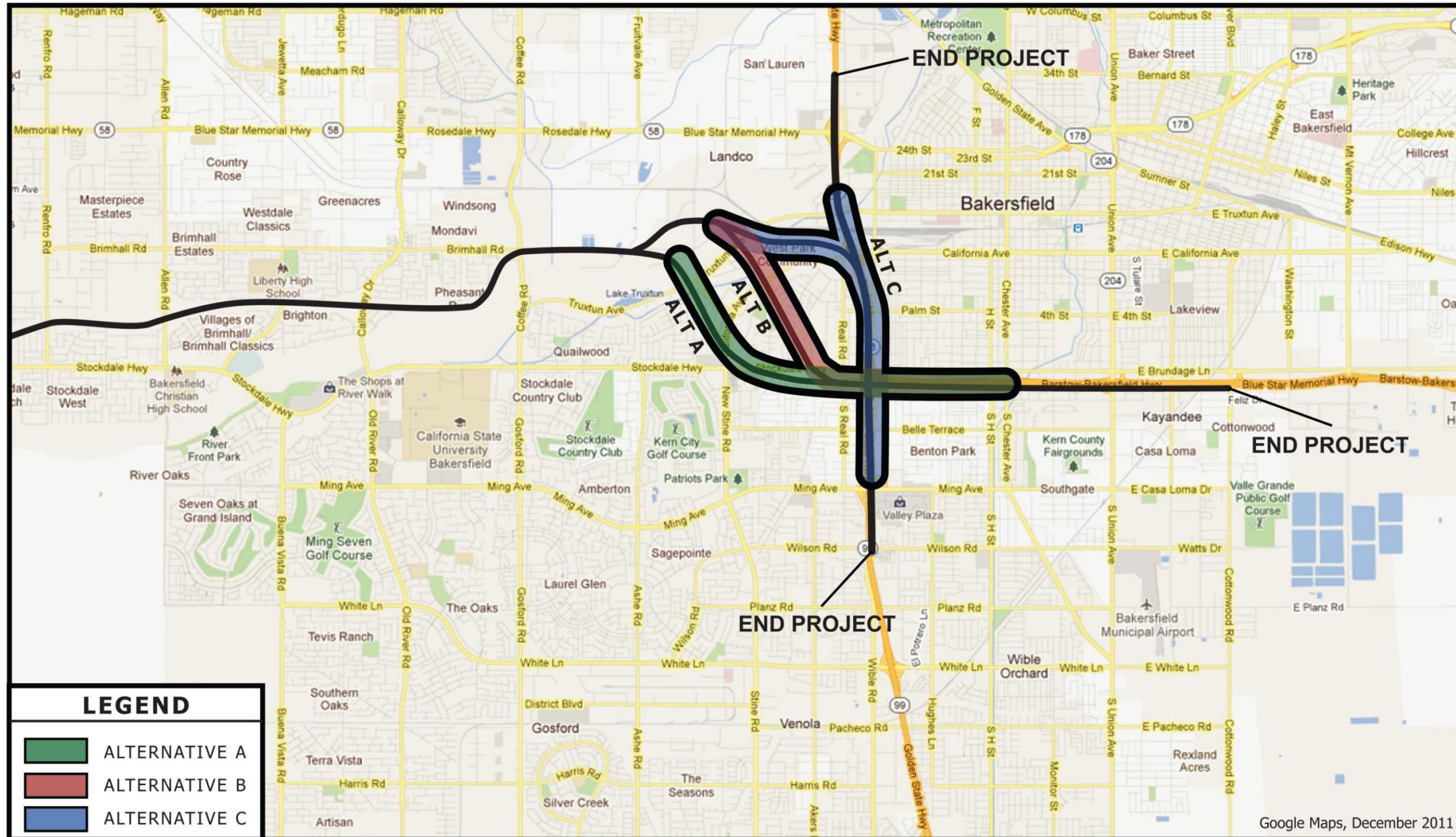
Leslie Provenzano, Environmental Planner, M.Pl., Urban Planning, six years of experience in planning. Contribution: Partial preparation of the Final Relocation Impact Report.

Daniel Wagner, Engineer II, P.E., B.S., Civil Engineering, 13 years of experience in civil engineering. Contribution: right-of-way mapping and design coordination.

Appendix A – Project Map

Appendix B – Displacement Area Map

Centennial Corridor Project Displacement Area



Appendix C – Replacement Area Map

Appendix D – Multi-Family Rentals

*Source data for Appendix D came from the Hot Pads web site www.hotpads.com, January 2015; Craig’s List web site, www.craigslist.org, January 2015; Zillow web site, www.zillow.com, January 2015; Trulia web site, www.trulia.com, January 2015; and Bakersfield Property Manager web site, www.bakersfield-propertymanager.com, January 2015.

Appendix D – Multi-Family Rentals

Multi-Family Rentals – January 2015							
No	Address	City	Sq.Ft.	Beds	Baths	Rent	Property Type
1	1511 Orange Drive	Bakersfield	290	0	1	\$450	Studio
2	2208 Lake Street, Unit C	Bakersfield	532	1	1	\$475	Condo
3	315 Beardsley, Unit F	Bakersfield	532	1	1	\$475	Apartment
4	120 El Tejon	Bakersfield	N/A	1	1	\$495	Fourplex
5	1314 M Street	Bakersfield	500	1	1	\$495	Duplex
6	2003 Lester Street	Bakersfield	N/A	0	1	\$500	Studio
7	502 Beardsley Avenue, Unit H	Bakersfield	700	1	1	\$500	Apartment
8	1015 O Street	Bakersfield	575	1	1	\$525	Apartment
9	1810 Dracena Street, Unit A	Bakersfield	614	1	1	\$525	Condo
10	810 31st Street, Unit A	Bakersfield	720	1	1	\$525	Apartment
11	2003 Lester Street	Bakersfield	600	1	1	\$535	Apartment
12	8913 Lanora Studio	Bakersfield	400	0	0.5	\$550	Studio
13	2006 1/2 S I Street	Bakersfield	400	0	1	\$550	Studio
14	1806 Verde Street, Unit A	Bakersfield	400	1	1	\$550	Apartment
15	31 Ohio Drive	Bakersfield	N/A	1	1	\$550	Duplex
16	1130 Flower Street, Unit A	Bakersfield	715	2	1	\$550	Apartment
17	216 Colin B Kelly Drive	Bakersfield	600	1	1	\$565	Apartment
18	204 Williamson Way	Bakersfield	N/A	0	1	\$575	Studio
19	121 Real Road	Bakersfield	N/A	1	1	\$595	Apartment
20	3837 Soranno Avenue	Bakersfield	700	2	1	\$595	Apartment
21	3100 16th Street, Unit C	Bakersfield	N/A	1	1	\$600	Apartment
22	301 Cooley Drive, Unit A	Bakersfield	675	2	1	\$600	Apartment
23	1330 Kentucky Street, Unit B	Bakersfield	710	2	1	\$600	Apartment
24	710 Brundage Lane	Bakersfield	750	2	1	\$611	Apartment
25	1401 McDonald Way, #17W	Bakersfield	523	1	1	\$625	Apartment
26	2028 F Street, Unit A	Bakersfield	N/A	1	1	\$625	Apartment
27	1401 14th Street	Bakersfield	N/A	1	1	\$625	Apartment
28	1015 O Street	Bakersfield	700	2	1	\$625	Apartment
29	202 Eye Street	Bakersfield	860	2	1	\$625	Apartment
30	808 Pershing Street, Unit A	Bakersfield	705	2	1	\$625	Apartment
31	1215 Niles Street, Unit D	Bakersfield	N/A	2	1	\$625	Apartment
32	925 S. H Street	Bakersfield	N/A	1	1	\$650	Apartment
33	2610 Niles Street, Unit A	Bakersfield	N/A	1	1	\$650	Apartment
34	1802 Cherry Street - 1802-1	Bakersfield	625	2	1	\$650	Apartment
35	3824 Soranno Avenue, Unit D	Bakersfield	960	2	1	\$650	Townhouse
36	1022 Oswell Street, Unit B	Bakersfield	N/A	2	1	\$650	Apartment
37	1620 Lincoln Street, Unit B	Bakersfield	N/A	2	1	\$650	Apartment
38	2220 S Real Road	Bakersfield	N/A	1	1	\$655	Apartment
39	4419 Belle Terrace	Bakersfield	530	1	1	\$665	Apartment
40	501 Lansing Drive	Bakersfield	N/A	1	1	\$675	Apartment
41	904 Valhalla Drive	Bakersfield	N/A	2	1	\$675	Apartment

Appendix D – Multi-Family Rentals

Multi-Family Rentals – January 2015							
No	Address	City	Sq.Ft.	Beds	Baths	Rent	Property Type
42	820 Pacheco Road	Bakersfield	860	2	1.5	\$675	Apartment
43	924 C Street	Bakersfield	N/A	2	1.5	\$675	Apartment
44	4508 Planz Road, Unit D	Bakersfield	962	2	1	\$695	Apartment
45	1838 Monterey Avenue, Unit A	Bakersfield	850	2	1	\$695	Condo
46	908 Curtis Drive	Bakersfield	924	3	1.5	\$695	Mobile Home
47	630 A Street	Bakersfield	700	2	1	\$700	Apartment
48	3849 Soranno Avenue, Unit A	Bakersfield	N/A	2	1	\$700	Apartment
49	1015 L Street #1019	Bakersfield	860	2	1	\$700	Apartment
50	3017 Potomac Street	Bakersfield	746	3	1	\$700	Apartment
51	710 Brundage Lane	Bakersfield	1025	3	1	\$706	Apartment
52	3101 Coventry Drive, #132, #138	Bakersfield	945	2	1	\$708	Apartment
53	800 New Stine Road, #8	Bakersfield	610	1	1	\$725	Apartment
54	500 17th Street	Bakersfield	850	2	1	\$725	Apartment
55	1401 McDonald Way, #5, #11E, #13W	Bakersfield	665	2	1	\$725	Apartment
56	520 28th Street, Unit A	Bakersfield	750	2	1	\$725	Apartment
57	800 New Stine Road, #63	Bakersfield	676	1	1	\$740	Apartment
58	800 New Stine Road, #17	Bakersfield	676	1	1	\$745	Apartment
59	2004 Bank Street	Bakersfield	N/A	2	1	\$745	Condo
60	5051 Ming Avenue, #4	Bakersfield	750	1	1	\$750	Apartment
61	3321 Chester Lane B	Bakersfield	N/A	2	1.5	\$750	Townhouse
62	2114 Brundage Lane	Bakersfield	845	2	1	\$750	Apartment
63	4116 Parker Avenue, Unit D	Bakersfield	N/A	2	1	\$750	Condo
64	3740 White Lane, Unit D	Bakersfield	N/A	2	1.5	\$750	Townhouse
65	1951 Golden State Avenue	Bakersfield	817	2	1	\$750	Apartment
66	4269 Columbus Street	Bakersfield	750	2	1	\$750	Apartment
67	314 Locust Street, Unit E	Bakersfield	850	2	1	\$750	Apartment
68	800 New Stine Road, #39	Bakersfield	676	1	1	\$755	Apartment
69	3501 Grassotti Court	Bakersfield	850	2	1.5	\$770	Townhouse
70	4201 California Ave	Bakersfield	900	1	1	\$775	Apartment
71	217 Hughes Lane	Bakersfield	N/A	2	1	\$775	Condo
72	1968 Stine Road	Bakersfield	N/A	2	2	\$775	Townhouse
73	617 Union Avenue	Bakersfield	1224	3	1	\$775	Apartment
74	125 Real Road	Bakersfield	N/A	2	1	\$795	Apartment
75	2220 S Real Road	Bakersfield	N/A	2	1	\$795	Apartment
76	2309 Westholme Boulevard	Bakersfield	1000	2	1.5	\$800	Townhouse
77	360 So Montclair	Bakersfield	825	2	1.5	\$825	Apartment
78	222 S H Street	Bakersfield	N/A	2	1	\$825	Condo
79	4720 Buckley Way, #12	Bakersfield	N/A	2	1	\$850	Apartment
80	5093 Easton Drive	Bakersfield	N/A	2	2	\$850	Apartment
81	4801 Appleblossom, Unit B	Bakersfield	1,000	3	1	\$850	Apartment
82	3308 Loyaltan Avenue, Unit A	Bakersfield	N/A	3	2	\$850	Apartment

Appendix D – Multi-Family Rentals

Multi-Family Rentals – January 2015							
No	Address	City	Sq.Ft.	Beds	Baths	Rent	Property Type
83	2114 Brundage Lane	Bakersfield	1000	3	2	\$875	Apartment
84	1217 Grace Street	Bakersfield	884	3	1	\$875	Townhouse
85	1008 Valhalla Drive, Unit A	Bakersfield	N/A	3	1.5	\$895	Apartment
86	913 Nimrod Court #A	Bakersfield	1000	2	2	\$900	Apartment
87	609 Taylor Street #20	Bakersfield	893	2	1.5	\$900	Apartment
88	609 Taylor Street #20	Bakersfield	893	2	1.5	\$900	Apartment
89	3300 McCourry Street	Bakersfield	N/A	3	1	\$900	Condo
90	5401 Dunsmuir Road, #19	Bakersfield	1080	2	2	\$925	Condo
91	3600 O Street, #7	Bakersfield	1243	2	2.5	\$925	Apartment
92	510 Real Road, #22	Bakersfield	1145	3	2.5	\$925	Condo
93	700 New Stine Road	Bakersfield	1537	2	2.5	\$945	Apartment
94	5051 Ming Avenue, #21	Bakersfield	950	2	1	\$950	Apartment
95	5051 Ming Avenue, #50	Bakersfield	950	2	1	\$950	Apartment
96	5051 Ming Avenue, #52	Bakersfield	950	2	1	\$950	Apartment
97	5024 Easton Drive	Bakersfield	1100	2	2	\$950	Apartment
98	105 Real Road	Bakersfield	N/A	3	1.5	\$950	Townhouse
99	4609 Country Place Ln, Unit A	Bakersfield	N/A	3	2.5	\$950	Townhouse
100	930 Olive Drive, #58	Bakersfield	1276	3	3	\$975	Duplex
101	1041 Mira Loma Drive	Bakersfield	N/A	3	2	\$995	Condo
102	4830 Taurus Court	Bakersfield	N/A	3	2.5	\$1,000	Condo
103	3600 Ashe Road, #10	Bakersfield	1398	3	1.5	\$1,000	Apartment
104	2012 Courtleigh Drive, Unit C	Bakersfield	1047	2	1.5	\$1,025	Apartment
105	8101 Camino Media, #237	Bakersfield	697	1	1	\$1,050	Apartment
106	5051 Ming Avenue, #54	Bakersfield	1100	3	2	\$1,100	Apartment
107	8201 Camino Media, #46	Bakersfield	957	2	2	\$1,135	Apartment
108	7601 Olympia Drive, Unit A	Bakersfield	1225	2	2	\$1,150	Apartment
109	2325 Verde Street	Bakersfield	1200	3	2	\$1,150	Condo
110	6305 S Halfmoon Drive, Unit A	Bakersfield	1500	3	2	\$1,185	Condo
111	708 Quailridge Road, Unit D	Bakersfield	1200	3	2	\$1,200	Townhouse
112	901 Mohawk Street, #55	Bakersfield	1278	2	2.5	\$1,250	Apartment
113	205 Curran Street	Bakersfield	1500	3	2	\$1,250	Condo
114	3318 California Avenue	Bakersfield	N/A	1	1	\$1,260	Studio
115	8108 Birch Street	Bakersfield	1989	4	3	\$1,400	Condo
116	6212 Quaking Aspen Street	Bakersfield	1890	3	2	\$1,475	Condo
117	2913 Dell Avenue	Bakersfield	1,682	4	2	\$1,475	Condo
118	2612 Hempstead Lane	Bakersfield	1826	4	2	\$1,550	Condo

Appendix E – Single-Family Rentals

* Source data for Appendix E came from the Hot Pads web site www.hotpads.com, January 2015; Craig’s List web site, www.craigslist.org, January 2015; Zillow web site, www.zillow.com, January 2015; Trulia web site, www.trulia.com, January 2015; and Bakersfield Property Manager web site, www.bakersfield-propertymanager.com, January 2015.

Appendix E – Single-Family Rentals

Single-Family Rental Units – January 2015							
No	Address	City	Sq.Ft.	Bedrooms	Baths	Rent	Property Type
1	1317 1/2 Wilson Avenue	Bakersfield	864	1	1	\$550	SFR
2	2501 Lake Street	Bakersfield	864	1	1	\$550	SFR
3	1106 O Street	Bakersfield	750	2	1	\$575	SFR
4	6 N Mcdonald Way	Bakersfield	600	2	1	\$625	SFR
5	1509 Terrace Way	Bakersfield	2,072	1	1	\$640	SFR
6	2529 Chester Lane	Bakersfield	675	1	1	\$695	SFR
7	212 El Tejon Avenue	Bakersfield	1,764	2	1	\$695	SFR
8	2102 - 23rd Street	Bakersfield	1,056	1	1	\$700	SFR
9	317 So H Street	Bakersfield	N/A	2	1	\$700	SFR
10	301 Cooley Drive	Bakersfield	900	2	1	\$700	SFR
11	2526 Niles Street	Bakersfield	2,324	3	1	\$700	SFR
12	110-a Fishing	Bakersfield	850	1	1	\$750	SFR
13	1205 Texas Street	Bakersfield	1,118	3	1	\$775	SFR
14	905 El Toro Drive	Bakersfield	720	2	1	\$795	SFR
15	1511a Terrace Way	Bakersfield	N/A	2	1	\$850	SFR
16	4308 Vern Street	Bakersfield	1,039	3	1	\$875	SFR
17	610 Ray Street	Bakersfield	1,171	2	1	\$895	SFR
18	220 T Street	Bakersfield	1040	3	1	\$900	SFR
19	4708 Pioneer Drive	Bakersfield	997	3	2	\$900	SFR
20	126 Ross Street	Bakersfield	1,040	3	1	\$900	SFR
21	3900 Cypress Glen Boulevard	Bakersfield	960	2	1	\$950	SFR
22	4525 Milo Avenue	Bakersfield	1,031	2	1.5	\$950	SFR
23	3609 Granada Avenue	Bakersfield	1,052	3	1	\$950	SFR
24	2605 Buddy Drive	Bakersfield	693	3	2	\$950	SFR
25	1912 Ming Avenue	Bakersfield	1,605	4	2	\$950	SFR
26	1224 El Tejon Avenue	Bakersfield	1,948	2	1	\$995	SFR
27	3109 Sunset Avenue	Bakersfield	1,039	3	1	\$995	SFR
28	2655 Victoria Drive	Bakersfield	908	3	1	\$995	SFR
29	9 Griffiths Street	Bakersfield	1,072	3	1	\$995	SFR
30	2621 Truxtun Avenue	Bakersfield	1,142	2	1	\$1,000	SFR
31	410 Minner Avenue	Bakersfield	960	3	2	\$1,000	SFR
32	2206 Ellen Way	Bakersfield	1,040	3	1	\$1,000	SFR
33	216 N Stine Road	Bakersfield	1,622	3	2	\$1,000	SFR
34	617 Vine Drive	Bakersfield	1,200	3	2	\$1,000	SFR
35	1408 Adena Street	Bakersfield	1,034	3	1	\$1,000	SFR
36	401 11th Street	Bakersfield	1,467	2	2	\$1,025	SFR
37	704 La Puente Drive	Bakersfield	1,048	2	2	\$1,025	SFR
38	406 10th Street	Bakersfield	1,429	3	2	\$1,025	SFR
39	5515 Milagro Drive	Bakersfield	1052	2	1	\$1,050	SFR
40	2101 Fairfax Road	Bakersfield	1,184	3	1.5	\$1,050	SFR
41	1416 El Toro Drive	Bakersfield	1,206	3	2	\$1,050	SFR

Appendix E – Single-Family Rentals

Single-Family Rental Units – January 2015							
No	Address	City	Sq.Ft.	Bedrooms	Baths	Rent	Property Type
42	4406 Valpariso Way	Bakersfield	1,213	3	2	\$1,050	SFR
43	30 Del Playa Drive	Bakersfield	1,213	3	2	\$1,050	SFR
44	1802 Shamrock Way	Bakersfield	1,066	3	1	\$1,050	SFR
45	831 T Street	Bakersfield	1,524	3	2	\$1,095	SFR
46	1517 Camino Sierra	Bakersfield	1,456	3	1.5	\$1,095	SFR
47	913 Vallejo Drive	Bakersfield	1,130	2	1	\$1,100	SFR
48	4316 Deacon Avenue	Bakersfield	1,032	3	1	\$1,100	SFR
49	3009 Cedarwood Drive	Bakersfield	1,044	3	1.75	\$1,100	SFR
50	2817 Agate Avenue	Bakersfield	1,204	3	1	\$1,100	SFR
51	6212 Beau Monde Court	Bakersfield	1,264	3	2	\$1,100	SFR
52	1312 Chatteahoochee Lane	Bakersfield	1,226	3	2	\$1,130	SFR
53	109 Cypress Street	Bakersfield	1,040	3	1	\$1,150	SFR
54	1519 Berkshire Road	Bakersfield	1,029	3	2	\$1,150	SFR
55	4620 Kaiser Peak Court	Bakersfield	N/A	3	2	\$1,195	SFR
56	4809 Peacock Court	Bakersfield	1,421	3	2	\$1,195	SFR
57	3101 Park Way	Bakersfield	956	2	1	\$1,200	SFR
58	609 Myrtle Street	Bakersfield	1,216	3	1	\$1,200	SFR
59	810 Houchin Road	Bakersfield	1,128	3	2	\$1,200	SFR
60	2700 Dake Street	Bakersfield	1,279	3	2	\$1,200	SFR
61	2612 Westminster Drive	Bakersfield	1,232	3	2	\$1,200	SFR
62	811 Richmond Street	Bakersfield	999	3	1	\$1,200	SFR
63	5206 Tyner Lane	Bakersfield	1,608	3	2	\$1,200	SFR
64	1013 Eubanks Avenue	Bakersfield	1,376	3	2.5	\$1,200	SFR
65	3107 Stoney Peak Lane	Bakersfield	1,325	3	2	\$1,200	SFR
66	810 Caylor Street	Bakersfield	1,200	4	2	\$1,200	SFR
67	2905 5th Street	Bakersfield	1,591	4	2	\$1,200	SFR
68	4008 Wood Lane	Bakersfield	1,250	3	2	\$1,250	SFR
69	3125 Jade Avenue	Bakersfield	1,200	3	2	\$1,250	SFR
70	2013 Scenic View Drive	Bakersfield	1,782	3	2.5	\$1,250	SFR
71	1309 Telegraph Avenue	Bakersfield	1,203	3	2	\$1,250	SFR
72	5307 Tierra Abierta Drive	Bakersfield	1,577	4	2	\$1,250	SFR
73	4403 Noella Road	Bakersfield	1,153	4	2	\$1,250	SFR
74	3803 Windflower Avenue	Bakersfield	1,390	3	2	\$1,295	SFR
75	8012 Cold Springs Court	Bakersfield	1,371	3	2.5	\$1,295	SFR
76	7110 Silver Spray Avenue	Bakersfield	1,295	3	2	\$1,295	SFR
77	843 Sunset Meadow Lane	Bakersfield	1,163	3	2	\$1,300	SFR
78	4622 Goal Point Street	Bakersfield	1,273	3	2	\$1,300	SFR
79	416 Cockney Court	Bakersfield	1,586	3	2	\$1,300	SFR
80	1212 White Lane	Bakersfield	1,291	3	2	\$1,300	SFR
81	8604 Egan Way	Bakersfield	1,411	3	1.75	\$1,300	SFR
82	3118 Tanforan Street	Bakersfield	1,435	3	2	\$1,300	SFR

Appendix E – Single-Family Rentals

Single-Family Rental Units – January 2015							
No	Address	City	Sq.Ft.	Bedrooms	Baths	Rent	Property Type
83	5012 Dolfield Avenue	Bakersfield	1,612	3	2	\$1,300	SFR
84	4304 Mattnick Drive	Bakersfield	1,319	3	2	\$1,300	SFR
85	5300 Plute Pass Street	Bakersfield	1,498	4	2	\$1,300	SFR
86	286 Deep Creek Drive	Bakersfield	1,468	3	2	\$1,325	SFR
87	521 Shady Meadow Court	Bakersfield	1,908	3	2	\$1,350	SFR
88	6011 Pine Canyon Drive	Bakersfield	1,546	3	2	\$1,350	SFR
89	9328 Carvalho Court	Bakersfield	1,515	3	2	\$1,375	SFR
90	9608 Orchard Grass Court	Bakersfield	1,833	3	2	\$1,395	SFR
91	12201 Maclure Drive	Bakersfield	1,467	3	2	\$1,395	SFR
92	2918 Christmas Tree Lane	Bakersfield	1,851	4	2	\$1,395	SFR
93	5016 Yellow Rose Court	Bakersfield	1,988	4	2	\$1,395	SFR
94	312 Calderwood Lane	Bakersfield	1,474	4	2	\$1,395	SFR
95	6801 Olympia Drive	Bakersfield	1,800	3	2	\$1,400	SFR
96	5032 Casa Bonita Drive	Bakersfield	1,609	3	2	\$1,400	SFR
97	10208 Atakapa	Bakersfield	1,552	3	2	\$1,450	SFR
98	2800 Crescent Ridge Street	Bakersfield	1,450	3	2	\$1,450	SFR
99	6610 Great Bear Street	Bakersfield	2,005	3	2	\$1,450	SFR
100	14 Montrose Street	Bakersfield	1,418	3	2	\$1,450	SFR
101	9126 Jenna Kathryn	Bakersfield	1,782	4	2	\$1,450	SFR
102	1515 Frishmoss Court	Bakersfield	1,496	3	2	\$1,495	SFR
103	3309 Sunny Oak Court	Bakersfield	1,743	3	2	\$1,495	SFR
104	3213 Akers Road	Bakersfield	1,945	3	2	\$1,500	SFR
105	6808 Segura Way	Bakersfield	1,869	4	2	\$1,500	SFR
106	9807 Pavilion Drive	Bakersfield	2,212	4	2	\$1,500	SFR
107	9105 Fragrant Cloud Drive	Bakersfield	1,785	4	2	\$1,600	SFR
108	10405 Walnut Creek Court	Bakersfield	2,066	4	2	\$1,650	SFR
109	11703 Holabird Avenue	Bakersfield	1,968	4	2	\$1,650	SFR
110	2204 Emerson Street	Bakersfield	2,543	3	2.5	\$1,700	SFR
111	8213 Normanton Drive	Bakersfield	1,850	3	2	\$1,700	SFR
112	5406 Sea Spray Court	Bakersfield	2,016	4	2	\$1,700	SFR
113	11315 Dawson Falls Avenue	Bakersfield	2,043	4	2	\$1,749	SFR
114	11115 Cactus Valley Drive	Bakersfield	2,956	5	2.5	\$1,750	SFR
115	11009 Villa Hermosa Drive	Bakersfield	1,795	4	2	\$1,795	SFR
116	11716 Reagan Road	Bakersfield	2,664	4	2.5	\$1,800	SFR
117	10720 Desert View Place	Bakersfield	3,095	5	3	\$1,900	SFR
118	8613 Spanish Bay Drive	Bakersfield	1,950	4	2	\$1,950	SFR
119	6713 Pinedale Court	Bakersfield	2,360	4	2	\$1,995	SFR
120	10303 Dorchester Street	Bakersfield	1,999	3	2	\$2,295	SFR
121	10804 Haworth Lane	Bakersfield	3,305	4	4	\$2,900	SFR

Appendix F – Section 8 Rentals

*Source data for Appendix F came from the Hot Pads web site www.hotpads.com, January 2015; Craig’s List web site, www.craigslist.org, January 2015; Zillow web site, www.zillow.com, January 2015; Trulia web site, www.trulia.com, January 2015; and Section 8 Resources web site, www.gosection8.com, January 2015.

Appendix F – Section 8 Rentals

Section 8 Rental Units – January 2015							
No	Address	City	Sq.Ft.	Beds	Baths	Rent	Property Type
1	502 Beardsley Avenue, Unit H	Bakersfield	700	1	1	\$500	Apartment
2	716 Espee Street	Bakersfield	N/A	0	1	\$525	Studio
3	810 31st Street, Unit A	Bakersfield	720	1	1	\$525	Apartment
4	1720 Oregon Street	Bakersfield	N/A	1	1	\$550	Apartment
5	500 H Street	Bakersfield	N/A	2	1	\$595	Apartment
6	3901 Q Street	Bakersfield	N/A	2	1	\$600	Apartment
7	710 Brundage Lane	Bakersfield	750	2	1	\$611	Apartment
8	2601 Fremont Street	Bakersfield	N/A	1	1	\$625	Apartment
9	202 Eye St, Bakersfield	Bakersfield	860	2	1	\$625	Apartment
10	804 Pershing Avenue	Bakersfield	N/A	2	2	\$635	Apartment
11	1110 4th Street	Bakersfield	710	2	1	\$640	Apartment
12	2010 Larcus Avenue	Bakersfield	960	2	1	\$650	Apartment
13	810 30Th Street, Unit E	Bakersfield	N/A	2	1.5	\$650	Apartment
14	701 Knotts Street	Bakersfield	1,100	2	1.5	\$675	Apartment
15	924 C Street	Bakersfield	N/A	2	1.5	\$675	Apartment
16	1015 L Street, #1019	Bakersfield	860	2	1	\$700	Apartment
17	630 A Street	Bakersfield	N/A	2	14	\$700	Apartment
18	710 Brundage Lane	Bakersfield	1,025	3	1	\$706	Apartment
19	3321 Chester Lane, Unit B	Bakersfield	N/A	2	1.5	\$750	Townhouse
20	617 Union Avenue	Bakersfield	1,224	3	1	\$775	Apartment
21	5101 Hunter Avenue	Bakersfield	N/A	3	2	\$795	Townhouse
22	2704 Villalovos Court	Bakersfield	N/A	3	2	\$800	Duplex
23	3101 Coventry Drive	Bakersfield	11,158	3	2	\$808	Apartment
24	4516 Planz Road	Bakersfield	900	2	1	\$830	Condo
25	331 Pacheco Road	Bakersfield	1,125	2	1.5	\$845	Townhouse
26	1513 Esther Drive	Bakersfield	1,000	3	1	\$850	SFR
27	1720 Oregon Street	Bakersfield	N/A	3	1	\$850	Apartment
28	5401 Dunsmuir Road, #19	Bakersfield	1,080	2	2	\$925	Condo
29	510 Real Road, #22	Bakersfield	1,145	3	2.5	\$925	Condo
30	3600 Ashe Road #10	Bakersfield	1,398	3	1.5	\$1,000	Apartment
31	812 Blossom Street	Bakersfield	1,300	3	2	\$1,025	SFR
32	517 Dahlia Street	Bakersfield	1,225	3	2	\$1,075	SFR
33	413 Sterling Road	Bakersfield	1,300	4	2	\$1,100	SFR
34	2704 Baylor Street	Bakersfield	1,009	3	1.5	\$1,150	SFR
35	4911 Yellow Rose Court	Bakersfield	N/A	4	2	\$1,350	SFR

Appendix G – Single-Family Dwellings for Sale

*Source data for Appendix G came from the Southern California Multiple Listing Service web site <http://www.crls.org>, January 2015; Loop Net’s web site, <http://www.loopnet.com>, January 2015; Craig’s List web site, <http://www.craigslist.org>, January 2015, Trulia’s web site, <http://www.trulia.com>, January 2015; Hubzu web site, <http://www.hubzu.com>, January 2015; Bakersfield Home Hunter web site, <http://www.bakersfieldhomehunter.com>, January 2015; Best Buys of Bakersfield web site, <http://www.bestbuysofbakersfield.com>, January 2015; Zillow’s web site: <http://www.zillow.com>, accessed January 2015; and Realtor web site, <http://www.realtor.com>, January 2015.

Appendix G – Single-Family Dwellings for Sale

Single-Family Dwellings for Sale – January 2015							
No	Address	City	ZIP	Bedrooms	Baths	Sq.Ft.	Price
1	3209 Stone Meadows Drive	Bakersfield	93309	4	3	2,102	\$24,000
2	319 Woodrow Ave	Bakersfield	93308	2	1	816	\$58,500
3	318 Kincaid Street	Bakersfield	93307	1	1	721	\$59,000
4	1109 Lincoln Street	Bakersfield	93305	2	1	722	\$59,900
5	614 Lincoln Ave	Bakersfield	93308	2	1	684	\$60,000
6	2112 Kern Street	Bakersfield	93305	2	1	1,774	\$60,000
7	335 Clifton Street	Bakersfield	93307	2	1	672	\$64,900
8	804 Belle Ave	Bakersfield	93308	2	2	720	\$64,900
9	218 Wiseman Street	Bakersfield	93307	2	1	676	\$65,000
10	2800 Q Street	Bakersfield	93301	2	1	1,080	\$65,000
11	1208 Feliz Drive	Bakersfield	93307	2	1	728	\$65,900
12	526 Knotts Street	Bakersfield	93305	2	1	875	\$68,000
13	2040 Robinson Street	Bakersfield	93305	2	2	712	\$69,900
14	533 Locust Street	Bakersfield	93308	2	1	768	\$70,000
15	1005 Woodrow Ave	Bakersfield	93308	2	1	810	\$70,000
16	412 Minner Ave	Bakersfield	93308	2	1	850	\$70,000
17	520 Lincoln Ave	Bakersfield	93308	2	1	808	\$72,000
18	1012 Northrup Street	Bakersfield	93307	2	1	725	\$72,000
19	141 Clyde Street	Bakersfield	93307	2	1	780	\$73,000
20	5130 Pioneer Drive	Bakersfield	93306	3	2	1,050	\$73,449
21	503 Beardsley Ave	Bakersfield	93308	3	1	846	\$74,000
22	412 Woodrow Ave	Bakersfield	93308	3	2	1,060	\$74,900
23	3321 Pioneer Drive	Bakersfield	93306	2	1	756	\$75,000
24	3509 M Street	Bakersfield	93301	4	2	1,170	\$75,000
25	808 Washington Ave	Bakersfield	93308	2	1	1,456	\$75,000
26	410 Belmont Ave	Bakersfield	93308	3	1	1,024	\$75,000
27	1319 Columbus Street	Bakersfield	93305	2	1	1,130	\$75,800
28	2612 Belle Terrace	Bakersfield	93304	2	1	876	\$77,000
29	2118 E Street	Bakersfield	93301	2	1	888	\$77,500
30	1011 Castaic Ave	Bakersfield	93308	2	1	924	\$78,000
31	1308 Cannon Ave	Bakersfield	93307	2	1	560	\$78,000
32	931 Normandy Drive	Bakersfield	93306	2	1	939	\$78,600
33	905 Woodrow Ave	Bakersfield	93308	2	1	984	\$78,900
34	331 Jeffrey Street	Bakersfield	93305	3	1	969	\$79,000
35	911 Casa Grande Street	Bakersfield	93307	3	1	1,040	\$79,500
36	218 Garden Drive	Bakersfield	93307	2	1	800	\$80,000
37	603 Sharon Place	Bakersfield	93308	1	1	803	\$80,000
38	110 Harding Ave	Bakersfield	93308	2	1	1,053	\$80,000
39	706 Sequoia Drive	Bakersfield	93308	2	1	930	\$80,000
40	307 Troy Street	Bakersfield	93306	2	1	672	\$83,000
41	8112 Halleluiah Street	Bakersfield	93307	1	1	568	\$84,000
42	130 17th Street	Bakersfield	93301	3	1	1,785	\$84,000

Appendix G – Single-Family Dwellings for Sale

Single-Family Dwellings for Sale – January 2015							
No	Address	City	ZIP	Bedrooms	Baths	Sq.Ft.	Price
43	318 Decatur Street	Bakersfield	93308	2	1	936	\$84,800
44	8152 Pioneer Drive	Bakersfield	93306	2	1	1,048	\$84,900
45	1110 Miller Street	Bakersfield	93305	3	1	986	\$85,000
46	2024 Oregon Street	Bakersfield	93305	2	1	813	\$85,000
47	913 Pesante Road	Bakersfield	93306	2	1	752	\$85,900
48	229 Whitlock Street	Bakersfield	93307	3	1	1,048	\$85,900
49	1724 Blanche Street	Bakersfield	93301	2	1	961	\$85,900
50	631 T Street	Bakersfield	93304	3	1	998	\$87,500
51	227 East 7th Street	Bakersfield	93307	2	2	1,148	\$87,900
52	112 Bedford Way	Bakersfield	93308	2	1	858	\$89,000
53	105 T Street	Bakersfield	93304	2	1	888	\$89,000
54	931 Knotts Street	Bakersfield	93305	2	1	775	\$89,900
55	329 Airport Drive	Bakersfield	93308	3	1	1,117	\$89,900
56	427 4th Street	Bakersfield	93304	3	2	888	\$89,900
57	8301 Lexington Ave	Bakersfield	93306	3	1	1,034	\$89,900
58	228 Washington Ave	Bakersfield	93308	3	1	979	\$89,900
59	400 Highland Drive	Bakersfield	93308	2	1	914	\$89,900
60	1310 Cannon Drive	Bakersfield	93307	3	1	1,493	\$90,000
61	223 Washington Ave	Bakersfield	93308	3	2	1,092	\$90,000
62	1421 Penny Street	Bakersfield	93306	2	2	1,646	\$90,000
63	510 El Tejon Ave	Bakersfield	93308	2	1	810	\$91,500
64	1523 Bernard Place	Bakersfield	93305	2	1	817	\$93,000
65	4500 Gordon Street	Bakersfield	93307	3	1	1,039	\$95,000
66	2727 Lake Street	Bakersfield	93306	3	2	1,276	\$95,000
67	1108 Dobrusky Drive	Bakersfield	93304	3	1	982	\$95,000
68	527 Tanner Street	Bakersfield	93307	2	1	816	\$95,900
69	610 Woodrow Ave	Bakersfield	93308	2	1	986	\$97,500
70	912 Height Street	Bakersfield	93305	3	1	807	\$98,500
71	2407 Belle Terrace	Bakersfield	93304	3	2	1,214	\$98,500
72	822 South Brown Street	Bakersfield	93307	2	1	905	\$98,500
73	415 East 18th Street	Bakersfield	93305	4	1	1,367	\$99,000
74	6133 Cope Lane	Bakersfield	93307	2	1	1,074	\$99,000
75	324 Belle Ave	Bakersfield	93308	3	1	1,020	\$99,500
76	801 Washington Ave	Bakersfield	93308	3	2	1,680	\$99,900
77	703 Iris Street	Bakersfield	93308	3	2	1,200	\$99,900
78	1710 Robinson Street	Bakersfield	93305	2	1	1,275	\$99,900
79	1916 Bernard Street	Bakersfield	93305	3	1	936	\$99,999
80	912 Sandra Drive	Bakersfield	93304	4	2	1,209	\$100,000
81	222 South Curran Street	Bakersfield	93309	3	1	912	\$100,000
82	205 Clyde Street	Bakersfield	93307	3	2	1,074	\$100,000
83	908 South Brown Street	Bakersfield	93307	3	1	1,335	\$100,000
84	1201 Jeffrey Street	Bakersfield	93305	3	2	1,040	\$100,000

Appendix G – Single-Family Dwellings for Sale

Single-Family Dwellings for Sale – January 2015							
No	Address	City	ZIP	Bedrooms	Baths	Sq.Ft.	Price
85	1120 Tangerine Street	Bakersfield	93306	4	2	1,201	\$100,000
86	1020 Woodrow Street	Bakersfield	93308	3	1	1,043	\$102,000
87	1239 Wilson Ave	Bakersfield	93308	2	1	840	\$102,900
88	809 33rd Street	Bakersfield	93301	3	2	1,136	\$104,900
89	309 South Haley Street	Bakersfield	93307	3	1	1,098	\$104,900
90	1300 Meredith Drive	Bakersfield	93304	3	1	1,065	\$104,900
91	118 Dixon Ave	Bakersfield	93304	2	1	1,080	\$105,000
92	522 East 4th Street	Bakersfield	93307	3	2	1,485	\$105,000
93	3225 Parkland Court	Bakersfield	93304	3	2	1,227	\$105,000
94	121 Tyree Toliver Street	Bakersfield	93307	3	1	973	\$105,000
95	1105 New Stine Road	Bakersfield	93309	2	1	1,006	\$106,900
96	325 Niles Street	Bakersfield	93305	3	1	791	\$108,000
97	606 Charlana Drive	Bakersfield	93308	2	1	990	\$108,500
98	711 Beardsley Ave	Bakersfield	93308	3	2	1,248	\$109,000
99	601 Washington Street	Bakersfield	93307	3	1	965	\$109,000
100	548 Sperry Street	Bakersfield	93307	3	1	1,460	\$109,500
101	4512 Vern Street	Bakersfield	93307	3	1	1,039	\$109,900
102	2928 Shelly Lane	Bakersfield	93306	3	1	1,019	\$109,900
103	3200 East Center Street E	Bakersfield	93306	4	2	1,637	\$110,000
104	535 East Fairview Road	Bakersfield	93307	3	1	900	\$110,000
105	1011 Wilson Ave	Bakersfield	93308	3	2	1,175	\$110,000
106	1028 Owens Street	Bakersfield	93305	3	1	859	\$110,000
107	511 Real Road	Bakersfield	93309	3	1	1,203	\$110,000
108	600 Ann Arbor Drive	Bakersfield	93308	3	2	1,248	\$112,900
109	607 El Tejon Drive	Bakersfield	93308	3	2	704	\$114,500
110	2208 South I Street	Bakersfield	93304	2	1	905	\$115,000
111	2904 Shelly Lane	Bakersfield	93306	3	2	1,099	\$115,000
112	1514 Rosalia Drive	Bakersfield	93304	3	1	1,071	\$115,000
113	2220 Buena Vista Street	Bakersfield	93304	2	1	1,134	\$115,000
114	625 Beardsley Ave	Bakersfield	93308	3	1	1,232	\$115,000
115	611 Jefferson Street	Bakersfield	93305	2	1	1,173	\$115,000
116	1416 Virginia Street	Bakersfield	93305	3	1	1,106	\$116,000
117	1316 Antonia Way	Bakersfield	93304	3	1	1,055	\$116,900
118	800 La Puente Drive	Bakersfield	93309	2	2	1,048	\$117,000
119	112 Warren Ave	Bakersfield	93308	3	1	1,060	\$117,900
120	319 South Hayes Street	Bakersfield	93307	3	1	1,120	\$119,000
121	3409 Elcia Drive	Bakersfield	93309	2	1	854	\$119,000
122	340 Sequoia Drive	Bakersfield	93308	4	1	1,393	\$119,500
123	1119 Wilson Ave	Bakersfield	93308	2	1	1,076	\$119,899
124	4704 Cottonwood Road	Bakersfield	93307	3	1	1,306	\$119,900
125	2311 North Baker Street	Bakersfield	93305	3	2	1,524	\$119,900
126	707 Charlana Drive	Bakersfield	93308	3	1	1,268	\$119,900

Appendix G – Single-Family Dwellings for Sale

Single-Family Dwellings for Sale – January 2015							
No	Address	City	ZIP	Bedrooms	Baths	Sq.Ft.	Price
127	916 Sandra Drive	Bakersfield	93304	3	1	1,013	\$119,900
128	1012 Fairfax Road	Bakersfield	93306	3	2	1,026	\$119,900
129	1809 Quincy Street	Bakersfield	93305	4	3	1,020	\$120,000
130	4872 Putter Lane	Bakersfield	93308	3	2	1,519	\$124,500
131	4551 Coronado Street	Bakersfield	93314	3	2	1,440	\$125,000
132	15 Lincoln Street	Bakersfield	93305	3	1	997	\$125,000
133	5820 Leo Street	Bakersfield	93307	3	1	1,108	\$127,000
134	8745 Greenfield Park Dr	Bakersfield	93307	2	1	875	\$129,900
135	331 9th Street	Bakersfield	93304	2	1	977	\$129,900
136	1408 Carmel Street	Bakersfield	93306	3	1	1,293	\$130,950
137	3221 Lotus Lane	Bakersfield	93307	2	1	966	\$135,000
138	2509 Loma Linda Drive	Bakersfield	93305	2	1	1,163	\$137,500
139	2521 Alturas Drive	Bakersfield	93305	2	1	1,050	\$137,500
140	12100 Old River Road	Bakersfield	93311	4	2	1,867	\$139,900
141	1603 Haldon Street	Bakersfield	93308	4	3	1,767	\$139,900
142	1202 Washington Ave	Bakersfield	93308	4	2	1,640	\$140,000
143	4301 Poach Street	Bakersfield	93313	3	1.75	1,092	\$145,000
144	3921 Columbus Street	Bakersfield	93306	3	2	1,825	\$145,000
145	1713 La France Drive	Bakersfield	93304	2	1	905	\$145,000
146	1939 Juniper Court	Bakersfield	93309	4	3	2,482	\$149,900
147	4404 Lantados Street	Bakersfield	93307	4	2	1,469	\$149,900
148	803 Melwood Street	Bakersfield	93307	3	1	988	\$150,000
149	3004 Saint Marys Street	Bakersfield	93305	5	2	1,611	\$158,000
150	5305 New Grove Ave	Bakersfield	93309	3	2	1,315	\$160,000
151	4709 Chaney Lane	Bakersfield	93311	3	2	1,256	\$169,000
152	2007 Orange Street	Bakersfield	93304	3	2	1,192	\$169,000
153	6911 Grafton Court	Bakersfield	93307	3	2	1,081	\$169,900
154	1505 Lindsay Drive	Bakersfield	93304	3	1	1,049	\$169,999
155	2717 Angela Way	Bakersfield	93306	3	2	1,487	\$170,000
156	4040 South Real Road	Bakersfield	93309	3	2	1,988	\$170,000
157	601 Paloma Street	Bakersfield	93304	3	1	1,393	\$170,000
158	515 Little John Ave	Bakersfield	93307	3	2	1,440	\$171,000
159	304 War Admiral Drive	Bakersfield	93307	3	2	1,594	\$175,000
160	4000 Margalo Ave	Bakersfield	93313	3	2	1,505	\$175,000
161	2718 Trentino Ave	Bakersfield	93313	3	2	1,326	\$175,000
162	327 Sherman Peak Drive	Bakersfield	93308	3	3	1,765	\$175,000
163	6910 Monitor Street	Bakersfield	93307	4	2	1,459	\$175,900
164	6000 Lugene Ave	Bakersfield	93313	3	2	1,493	\$176,000
165	9208 Lorelei Rock Drive	Bakersfield	93306	5	2	1,586	\$186,500
166	3012 Jorie Ave	Bakersfield	93304	3	2	1,682	\$189,000
167	3701 Granada Ave	Bakersfield	93309	4	3	1,909	\$189,900
168	3945 Moss Street	Bakersfield	93312	3	2	1,154	\$189,900

Appendix G – Single-Family Dwellings for Sale

Single-Family Dwellings for Sale – January 2015							
No	Address	City	ZIP	Bedrooms	Baths	Sq.Ft.	Price
169	615 Hewlett Street	Bakersfield	93309	3	2	1,942	\$196,100
170	2917 Edmonton Street	Bakersfield	93309	4	2	1,747	\$200,000
171	2812 Driller Ave	Bakersfield	93306	4	2	1,640	\$204,900
172	4601 San Miguel Way	Bakersfield	93306	3	3	1,821	\$205,000
173	537 Sarabande Ave	Bakersfield	93308	3	2	1,510	\$205,000
174	1908 Duke Drive	Bakersfield	93305	3	2	1,970	\$205,000
175	14215 Park Palisade Drive	Bakersfield	93306	2	2	1,684	\$207,700
176	1712 Placer Court	Bakersfield	93309	3	2	1,782	\$208,520
177	7415 Hooper Ave	Bakersfield	93308	3	2	1,404	\$210,000
178	8817 Winlock Street	Bakersfield	93312	3	2	1,387	\$212,560
179	3318 Moss Street	Bakersfield	93312	3	2	1,406	\$215,000
180	6507 Coturri Court	Bakersfield	93312	3	2	1,309	\$215,500
181	6912 Kimberly Ave	Bakersfield	93308	3	2	1,592	\$219,900
182	10719 Tivoli Court	Bakersfield	93311	3	2	1,494	\$220,900
183	4402 Serene Oak Drive	Bakersfield	93313	4	2	1,554	\$224,900
184	3211 Neah Bay Drive	Bakersfield	93312	3	2	1,390	\$225,000
185	4315 Serene Oak Drive	Bakersfield	93313	4	2	1,916	\$225,000
186	5019 Silver Clover	Bakersfield	93313	3	2	1,827	\$228,900
187	1316 Lymric Way	Bakersfield	93309	5	2	1,911	\$229,000
188	5406 Cinda Ridge Court	Bakersfield	93313	5	3	1,903	\$229,000
189	5107 Fruitvale Ave	Bakersfield	93308	3	2	1,630	\$229,000
190	9820 Cimarron Trails Dr	Bakersfield	93311	3	3	1,569	\$229,000
191	3212 Akers Road	Bakersfield	93309	4	2	1,945	\$229,900
192	5205 Clover Moss Street	Bakersfield	93313	5	3	2,110	\$229,900
193	1909 Weyburn Way	Bakersfield	93309	3	2	1,792	\$229,950
194	12113 Nacelle Ave	Bakersfield	93312	3	2	1,351	\$229,999
195	4217 De Ette Ave	Bakersfield	93313	3	2	1,406	\$230,000
196	2820 Pine Street	Bakersfield	93301	4	2	2,026	\$230,000
197	9801 Rosewalk Street	Bakersfield	93311	3	2	1,713	\$230,000
198	4183 Pinewood Lake Dr	Bakersfield	93309	4	3	2,579	\$230,000
199	11310 Pacific Breeze Ave	Bakersfield	93312	3	2	1,582	\$234,950
200	9205 Tropicana Drive	Bakersfield	93311	4	2	1,650	\$237,900
201	4315 Polo Pony Lane	Bakersfield	93312	3	2	1,498	\$238,000
202	12509 Grand Teton Drive	Bakersfield	93312	4	2	1,798	\$239,000
203	9604 Lanneau Court	Bakersfield	93311	4	2	1,650	\$240,000
204	14108 Tierra Blanca Ave	Bakersfield	93314	3	2	1,876	\$240,000
205	6716 Kearsarge Way	Bakersfield	93309	3	2	1,781	\$240,000
206	12221 Maclure Drive	Bakersfield	93311	3	2	1,679	\$240,000
207	11000 Patagonia Way	Bakersfield	93306	5	4	2,770	\$242,000
208	13104 Evening Breeze Ave	Bakersfield	93314	4	2	1,813	\$242,900
209	12013 Cedar Bluff Ave	Bakersfield	93312	4	2	1,699	\$245,000
210	1600 Camino Sierra	Bakersfield	93306	4	3	2,555	\$248,000

Appendix G – Single-Family Dwellings for Sale

Single-Family Dwellings for Sale – January 2015							
No	Address	City	ZIP	Bedrooms	Baths	Sq.Ft.	Price
211	9908 Metherly Hill Road	Bakersfield	93312	4	2	1,881	\$249,900
212	6215 Baguette Ave	Bakersfield	93313	4	2	2,050	\$250,000
213	4824 Shadow Stone St	Bakersfield	93313	5	3	2,315	\$250,000
214	9527 Campus Park Drive	Bakersfield	93311	4	3	1,983	\$254,500
215	10909 Bahia Court	Bakersfield	93311	3	2	1,818	\$254,950
216	9910 Pyramid Peak Drive	Bakersfield	93311	3	2	1,806	\$255,000
217	3537 Country Club Drive	Bakersfield	93306	4	3	2,193	\$255,000
218	7805 Kelwona Way	Bakersfield	93309	4	2	1,860	\$255,000
219	10000 Atakapa Ave	Bakersfield	93312	5	2	2,146	\$257,300
220	5926 Pilar Way	Bakersfield	93306	3	2	2,289	\$257,500
221	11212 Prairie Stone Place	Bakersfield	93311	4	3	2,066	\$258,000
222	3010 Willow Basin Lane	Bakersfield	93313	4	3	2,275	\$259,000
223	9811 Riata Lane	Bakersfield	93306	5	3	2,616	\$259,000
224	2717 Pinheiro Street	Bakersfield	93313	4	2	2,030	\$259,000
225	7225 Elias Ave	Bakersfield	93308	4	3	2,296	\$259,900
226	9908 Yarnell Ave	Bakersfield	93312	3	2	1,758	\$259,950
227	6300 Baguette Ave	Bakersfield	93313	4	2	2,050	\$260,000
228	5407 Spring Flower Way	Bakersfield	93313	4	2	2,019	\$264,000
229	11401 Pacific Shores Dr	Bakersfield	93312	4	2	1,871	\$265,000
230	9802 Laurel Park Ave	Bakersfield	93312	3	2	1,822	\$267,500
231	13019 Sunlight Star St	Bakersfield	93314	4	2	1,998	\$268,000
232	2831 Wegis Ave	Bakersfield	93314	4	2	1,780	\$269,000
233	7009 Wild Rogue Court	Bakersfield	93313	4	2	2,126	\$269,889
234	11115 Yorkshire Drive	Bakersfield	93312	3	2	1,692	\$270,000
235	7001 Outingdale Drive	Bakersfield	93309	3	2	2,072	\$275,000
236	11701 Judy Ave	Bakersfield	93312	4	1	2,049	\$279,500
237	5213 Hollis Street	Bakersfield	93308	3	2	1,932	\$285,000
238	2508 Sunrise Drive	Bakersfield	93309	4	3	2,822	\$299,999
239	8617 Eagles Landing Dr	Bakersfield	93312	4	2	2,475	\$314,500
240	9510 Empire State Drive	Bakersfield	93311	5	3	2,800	\$314,900
241	18101 Buckboard Drive	Bakersfield	93314	4	2	1,960	\$317,300
242	8220 East Panama Lane	Bakersfield	93307	2	4	1,340	\$319,000
243	6802 Savannah Falls Dr	Bakersfield	93312	3	2	2,558	\$325,000
244	1103 Siuoux Creek Drive	Bakersfield	93312	4	2	2,208	\$329,000
245	10206 Dorsey Court	Bakersfield	93312	4	2	2,002	\$329,900
246	11801 Wethersfield St	Bakersfield	93312	5	2	2,424	\$345,500
247	9801 Harvey Court	Bakersfield	93312	3	2	2,615	\$355,000
248	11003 Adobe Creek Ct	Bakersfield	93312	5	3	2,489	\$379,900
249	13214 Giro Drive	Bakersfield	93314	4	3	3,297	\$485,000
250	1501 McPherson Lane	Bakersfield	93311	4	4	3,410	\$529,900
251	10403 Salisbury Drive	Bakersfield	93311	4	3	3,053	\$655,000
252	6625 River Grove Street	Bakersfield	93308	4	4	2,513	\$659,000

Appendix G – Single-Family Dwellings for Sale

Single-Family Dwellings for Sale – January 2015							
No	Address	City	ZIP	Bedrooms	Baths	Sq.Ft.	Price
253	2406 Exton Street	Bakersfield	93311	4	4	3,056	\$698,000
254	13810 Raphael Ave	Bakersfield	93306	4	3	2,999	\$698,990
255	11901 Harrington Street	Bakersfield	93311	5	3	3,571	\$699,950
256	8617 Granite Road	Bakersfield	93308	4	5	3,516	\$1,500,000
257	10201 Coram Drive	Bakersfield	93311	6	6	8,030	\$2,800,000

Appendix H – Residential Income Properties for Sale

* Source data Appendix H came from the Southern California Multiple Listing Service web site <http://www.crmls.org>, January 2015; Loop Net’s web site, <http://www.loopnet.com>, January 2015; Craig’s List web site, <http://www.craigslist.org>, January 2015, Trulia’s web site, <http://www.trulia.com>, January 2015; Hubzu web site, <http://www.hubzu.com>, January 2015; Bakersfield Home Hunter web site, <http://www.bakersfieldhomehunter.com>, January 2015; Best Buys of Bakersfield web site, <http://www.bestbuysofbakersfield.com>, January 2015; Zillow’s web site: <http://www.zillow.com>, accessed January 2015; and Realtor web site, <http://www.realtor.com>, January 2015.

Appendix H – Residential Income Properties for Sale

Residential Income Properties for Sale – January 2015								
No	Address	City	ZIP	Units	Beds	Baths	Sq.Ft.	Price
1	1010 Lawson Road	Bakersfield	93307	1	3	1	828	\$69,900
2	717 Lilac Street	Bakersfield	93308	1	3	2	981	\$75,000
3	2626 Cleo Court #31	Bakersfield	93306	1	2	2	1,392	\$89,900
4	500 Niles Street	Bakersfield	93305	1	2	1	820	\$90,900
5	146 Arvin Ave	Bakersfield	93308	1	2	1	1,229	\$94,900
6	1211 Woodrow Ave	Bakersfield	93308	1	1	1	461	\$95,000
7	800 El Tejon Ave	Bakersfield	93308	2	1 & 2	1	1,501	\$99,500
8	3505 L Street	Bakersfield	93301	2	1 & 3	1	1,471	\$99,900
9	509 Kentucky Street	Bakersfield	93305	2	2	1	1,773	\$105,000
10	612 Bernard Street	Bakersfield	93305	1	2	1	1,137	\$109,900
11	2202 South K Street	Bakersfield	93304	2	Studio	N/A	1,715	\$115,000
12	701 Lilac Street	Bakersfield	93308	1	4	2	1,548	\$117,500
13	205 U Street	Bakersfield	93304	1	4	2	1,167	\$119,900
14	604 Belmont Ave	Bakersfield	93308	2	4	2	1,387	\$119,950
15	4872 Putter Lane	Bakersfield	93308	1	3	2	1,519	\$124,500
16	415 Woodrow Ave	Bakersfield	93308	2	1 & 2	1	1,553	\$125,000
17	6805 Ona Court	Bakersfield	93307	1	3	2	1,286	\$143,000
18	3708 Stokes Ave	Bakersfield	93309	1	4	3	1,702	\$145,000
19	117 Hughes Ave	Bakersfield	93308	2	2	1	1,916	\$145,000
20	118 Roberts Lane	Bakersfield	93308	4	Studio & 1	1	1,128	\$145,000
21	5720 Karen Place	Bakersfield	93307	1	3	2	1,341	\$148,000
22	1125 West Drive	Bakersfield	93305	2	5	3	587	\$149,000
23	2001 University Ave	Bakersfield	93305	1	3	2	1,831	\$149,900
24	326 Beardsley Ave	Bakersfield	93308	2	3	2	2,168	\$150,000
25	28 Oregon Street	Bakersfield	93305	2	Studio & 1	1	801	\$154,000
26	316 Minner Ave	Bakersfield	93308	3	Studio, 1 & 2	1	1,532	\$155,000
27	1727 Cole Street	Bakersfield	93307	2	1 & 3	1	1,372	\$158,900
28	3704 Sweet Springs St	Bakersfield	93309	1	3	2	1,278	\$159,000
29	521 G Street	Bakersfield	93304	2	1	1	800	\$160,000
30	408 Knotts Street	Bakersfield	93305	2	2	1	1,301	\$160,000
31	1730 Oregon Street	Bakersfield	93305	3	2	1	2,343	\$179,000
32	2324 South J Street	Bakersfield	93304	2	3	2	2,100	\$185,000
33	612 Decatur Street	Bakersfield	93308	2	2	1	2,262	\$185,000
34	3205 Crestline Road	Bakersfield	93306	1	3	1	1,995	\$189,000
35	820 East 19th Street	Bakersfield	93305	4	2	1	3,660	\$199,000
36	4513 Coral Reef Court	Bakersfield	93313	1	3	2	1,471	\$209,900
37	3036 Lake Street	Bakersfield	93306	3	2	1	2,130	\$220,000
38	2101 South J Street	Bakersfield	93304	4	2	1	1,421	\$229,000
39	1715 Monterey Street	Bakersfield	93305	3	2	1	1,902	\$229,000
40	6011 Hill Dale Court	Bakersfield	93306	2	3	2	2,309	\$229,900
41	1628 Lincoln Street	Bakersfield	93305	4	2	1	2,987	\$239,000
42	3610 Eucalyptus Drive	Bakersfield	93306	3	2	2	796	\$249,900

Appendix H – Residential Income Properties for Sale

Residential Income Properties for Sale – January 2015								
No	Address	City	ZIP	Units	Beds	Baths	Sq.Ft.	Price
43	3028 Jewett Ave	Bakersfield	93301	4	2	1	2,820	\$255,000
44	1011 Snyder Lane	Bakersfield	93304	5	Studios, 1 & 2	1	N/A	\$255,000
45	8300 Mossrock Drive	Bakersfield	93312	1	3	2	1719	\$260,000
46	12103 Marigold Drive	Bakersfield	93311	1	4	3	2554	\$269,900
47	2215 Calloway Drive	Bakersfield	93312	2	2	2	2,568	\$277,000
48	5813 Greenhorn Mountain Court	Bakersfield	93313	1	4	3	2462	\$289,000
49	1212 Chamberlain Ave	Bakersfield	93305	6	Studio, 1 & 2	1	2,846	\$289,900
50	1901 South Real Road	Bakersfield	93309	4	2	1	3,149	\$319,900
51	4300 White Lane	Bakersfield	93309	4	3	2	4,531	\$425,000
52	4700 Maybrook Ave	Bakersfield	93313	4	2 & 3	1 & 2	4,459	\$425,000
53	1813 Oregon Street	Bakersfield	93305	10	1 & 2	1	4,531	\$429,900
54	6134 Royal Coach Circle	Bakersfield	93306	4	2 & 3	2	4,531	\$455,000
55	8102 Laborough Drive	Bakersfield	93311	4	2 & 3	2	4,392	\$545,000
56	3440 Rustic Meadow Ct	Bakersfield	93308	4	2 & 3	2	4,978	\$570,000

Appendix I – Condominiums for Sale

*Source data for Appendix I came from the Southern California Multiple Listing Service web site <http://www.crmls.org>, January 2015; Loop Net’s web site, <http://www.loopnet.com>, January 2015; Craig’s List web site, <http://www.craigslist.org>, January 2015, Trulia’s web site, <http://www.trulia.com>, January 2015; Hubzu web site, <http://www.hubzu.com>, January 2015; Bakersfield Home Hunter web site, <http://www.bakersfieldhomehunter.com>, January 2015; Best Buys of Bakersfield web site, <http://www.bestbuysofbakersfield.com>, January 2015; Zillow’s web site: <http://www.zillow.com>, accessed January 2015; and Realtor web site, <http://www.realtor.com>, January 2015.

Appendix I – Condominiums for Sale

Condominiums for Sale – January 2015								
No	Address	City	ZIP	Bedrooms	Baths	Units	Sq Ft	Price
1	700 New Stine Road #3	Bakersfield	93309	1	1	1	1,257	\$50,000
2	510 Real Road #3	Bakersfield	93309	2	2	1	1,120	\$55,000
3	510 Real Road	Bakersfield	93309	3	2	1	1,120	\$65,000
4	2803 Oswell Street	Bakersfield	93306	2	2	1	1,253	\$69,000
5	2406 Christmas Tree Lane	Bakersfield	93306	2	2	1	1,139	\$69,500
6	3901 Union Ave	Bakersfield	93305	1	2	1	1,328	\$69,999
7	2626 Cleo Court	Bakersfield	93306	2	2	1	1,392	\$70,000
8	3811 Noel Place	Bakersfield	93306	2	2	1	1,139	\$73,000
9	3600 Ashe Road	Bakersfield	93309	3	2	1	1,398	\$73,500*
10	2600 Chandler Court	Bakersfield	93309	2	1	1	981	\$75,000
11	510 Real Road	Bakersfield	93309	3	3	1	1,120	\$77,900
12	4004 Dana Street	Bakersfield	93306	2	2	1	1,139	\$78,500
13	3906 Dana Street	Bakersfield	93306	2	2	1	1,139	\$79,900
14	4701 Belle Terrace #E	Bakersfield	93309	3	2	1	1,197	\$79,950
15	510 Real Road	Bakersfield	93309	3	2	1	1,120	\$83,500
16	3333 El Encanto Court	Bakersfield	93301	2	2	1	924	\$84,900
17	5301 Demaret	Bakersfield	93309	3	3	7	1,615	\$89,500
18	5301 Demaret	Bakersfield	93309	2	2	1	1,391	\$89,500
19	4600 Beechwood Street	Bakersfield	93309	2	1	1	1,167	\$90,000
20	930 Olive Drive	Bakersfield	93308	3	3	1	1,570	\$90,000
21	930 Olive Drive	Bakersfield	93308	3	3	1	1,510	\$92,000
22	600 New Stine Road	Bakersfield	93309	2	2	1	1,673	\$94,900
23	4600 Beechwood Street	Bakersfield	93309	2	2	1	853	\$95,000
24	3600 Ashe Road #13	Bakersfield	93309	3	2	1	1,430	\$99,000
25	3333 El Encanto Court	Bakersfield	93301	3	2	1	378	\$106,000
26	3604 Elm Street	Bakersfield	93301	2	2	1	1,295	\$110,000
27	600 New Stine Road	Bakersfield	93309	3	2	1	1,260	\$110,000
28	1000 Olive Drive	Bakersfield	93308	3	2	1	2,858	\$117,000
29	4812 Taurus Court	Bakersfield	93309	3	3	1	1,377	\$125,000
30	2842 Summit Circle	Bakersfield	93306	2	2	1	1,742	\$125,000
31	3030 18th Street	Bakersfield	93301	2	2	1	1,302	\$129,500
32	8000 Kroll Way	Bakersfield	93311	1	1	1	2,955	\$148,000
33	3625 Bernard Street	Bakersfield	93306	3	3	1	1,422	\$159,900
34	5600 Kirkside Drive	Bakersfield	93309	3	2	1	2,480	\$159,900
35	7330 Stockdale Hwy	Bakersfield	93309	3	3	1	1,346	\$160,000
36	912 Bermuda Street	Bakersfield	93309	2	2	1	3,000	\$165,000
37	6901 Courtside Circle	Bakersfield	93309	2	2	1	3,240	\$185,000
38	901 Bermuda Street	Bakersfield	93309	2	2	1	3,000	\$199,950
39	2323 Easthills Drive	Bakersfield	93306	3	2	1	4,328	\$219,500
40	2323 Easthills Drive	Bakersfield	93306	2	3	1	4,400	\$224,500

Appendix J – Commercial Units for Lease

*Source data for Appendix J came from the Loopnet web site <http://www.loopnet.com>, January 2015, and Southern California Multiple Listing Service web site <http://crmls.com>, January 2015.

Appendix J – Commercial Units for Lease

Commercial Units for Lease – January 2015					
No	Address	City	Type	Sq Ft	Price Per Sq Ft
1	3201 F Street	Bakersfield	Retail - Land	26,000	\$0.22
2	273 Sonora Street	Bakersfield	Industrial - Warehouse	11,122	\$0.30
3	930 Wible Road	Bakersfield	Industrial - Warehouse	3,257	\$0.30
4	1901 E. Brundage Lane	Bakersfield	Industrial - Warehouse/ Office	91,012	\$0.30
5	6901 District Blvd.	Bakersfield	Industrial - Warehouse	45,532	\$0.35
6	1400 Summer Street	Bakersfield	Industrial - Flex Space	7,000	\$0.36
7	184 - 186 Quantico Avenue	Bakersfield	Industrial - Warehouse	4,750	\$0.44
8	1117 E. 21st Street	Bakersfield	Industrial - Warehouse	5,175	\$0.48
9	3115 Sillect Avenue	Bakersfield	Industrial - Flex Space	9,998	\$0.50
10	4717 - 4725 District Blvd.	Bakersfield	Industrial - Manufacturing	5,000	\$0.50
11	6801 McDivitt Drive	Bakersfield	Industrial - Warehouse	10,800	\$0.50
12	1822 Norris Road	Bakersfield	Industrial - Warehouse - Office	10,000	\$0.50
13	6201 Schirra Court	Bakersfield	Industrial - Warehouse	16,706	\$0.53
14	415 20th Street	Bakersfield	Industrial - Warehouse	6,536	\$0.55
15	1901 Mineral Court	Bakersfield	Industrial - Warehouse	8,041	\$0.55
16	1519 32nd Street	Bakersfield	Industrial - Warehouse	5,250	\$0.57
17	430 21st Street	Bakersfield	Industrial - Warehouse	5,200	\$0.60
18	2501 Union Avenue	Bakersfield	Industrial - Warehouse	36,000	\$0.60
19	3029 Chester Avenue	Bakersfield	Industrial - Warehouse	6,720	\$0.60
20	3600 Pegasus Drive #8	Bakersfield	Industrial - Warehouse	3,600	\$0.60
21	4425 E. Brundage Lane	Bakersfield	Industrial - Warehouse	35,200	\$0.60
22	4830 - 4842 Burr Street	Bakersfield	Industrial - Warehouse	3,300	\$0.60
23	1510 S. Chester Avenue	Bakersfield	Retail - Free Standing	2,800	\$0.60
24	6800 McDivitt Drive	Bakersfield	Industrial - Warehouse/Manufacturing	25,600	\$0.61
25	6600 McDivitt Drive	Bakersfield	Industrial - Warehouse/Office	10,803	\$0.62
26	2550 E. Belle Terrace	Bakersfield	Industrial - Flex Space	36,200	\$0.65
27	2900 E. Belle Terrace	Bakersfield	Industrial - Warehouse	8,000	\$0.65
28	2912 E. Belle Terrace	Bakersfield	Industrial - Warehouse	8,000	\$0.65
29	3556 Bowman Court	Bakersfield	Industrial - Warehouse	14,770	\$0.65
30	3600 Pegasus Drive	Bakersfield	Industrial - Warehouse	6,800	\$0.65
31	201 Mt. Vernon Avenue	Bakersfield	Industrial - Warehouse/Manufacturing	15,250	\$0.66
32	4920 Lisa Marie Court	Bakersfield	Industrial - Office/Dist Warehouse	8,000	\$0.67
33	917 34th Street	Bakersfield	Retail - Neighborhood Center	6,000	\$0.67
34	3331 Pegasus Drive	Bakersfield	Industrial - Flex Space	9,900	\$0.70
35	4525 New Horizon Blvd.	Bakersfield	Industrial - Flex Space	6,000	\$0.70
36	4609 New Horizon Blvd.	Bakersfield	Industrial - Flex Space	3,120	\$0.70
37	964 Carrier Parkway	Bakersfield	Industrial - Warehouse	5,850	\$0.70
38	1001 - 1017 Carrier Parkway	Bakersfield	Industrial - Warehouse	20,146	\$0.70
39	1030 Carrier Parkway Ave.	Bakersfield	Industrial - Warehouse	12,000	\$0.70
40	3910 S. Chester Avenue	Bakersfield	Industrial - Warehouse	7,000	\$0.70
41	6951 McDivitt Drive	Bakersfield	Industrial - Warehouse	6,000	\$0.70

Appendix J – Commercial Units for Lease

Commercial Units for Lease – January 2015					
No	Address	City	Type	Sq Ft	Price Per Sq Ft
42	4500 Shepard Street	Bakersfield	Industrial	6,050	\$0.72
43	3700 Alken Street	Bakersfield	Industrial - Manufacturing	8,050	\$0.75
44	4836 Rosedale Lane	Bakersfield	Industrial - Manufacturing	20,000	\$0.75
45	1567 James Road	Bakersfield	Industrial - Warehouse	3,000	\$0.75
46	2309 South Union Avenue	Bakersfield	Industrial - Warehouse	9,300	\$0.75
47	2800 Pegasus Drive	Bakersfield	Industrial - Warehouse	9,800	\$0.75
48	6000 Schirra Court	Bakersfield	Industrial - Warehouse	12,880	\$0.75
49	3335 Henry Lane	Bakersfield	Industrial - Warehouse/ Office	11,550	\$0.75
50	2200 North Chester Avenue	Bakersfield	Retail	6,635	\$0.75
51	2030 Chester Avenue	Bakersfield	Retail - Street Retail	7,146	\$0.75
52	1340 Roberts Lane	Bakersfield	Retail - Strip Center	6,584	\$0.75
53	4800 Easton Drive	Bakersfield	Office	6,240	\$0.75
54	4840 East Brundage	Bakersfield	Industrial - Flex Space	5,000	\$0.76
55	8547 Pacheco Road	Bakersfield	Office - Flex Space/ Warehouse	6,000	\$0.76
56	8501 Pacheco Road	Bakersfield	Office - Flex Space	6,000	\$0.76
57	3405 State Road	Bakersfield	Industrial - Warehouse	3,000	\$0.77
58	3563 Landco Drive	Bakersfield	Industrial - Flex Space	4,678	\$0.80
59	946 - 948 Wible Road	Bakersfield	Retail	2,400	\$0.80
60	6801 White Lane	Bakersfield	Retail - Street Retail	3,960	\$0.80
61	4300 - 4600 Ashe Road	Bakersfield	Industrial - Warehouse/ Office	6,396	\$0.82
62	2601 South H Street	Bakersfield	Retail	18,032	\$0.83
63	3232 Rio Mirada Drive	Bakersfield	Industrial - Warehouse	5,988	\$0.85
64	5601 Aldrin Court	Bakersfield	Industrial - Warehouse	14,945	\$0.85
65	1824 Norris Road	Bakersfield	Office - Warehouse	6,755	\$0.85
66	1701 Stine Road	Bakersfield	Retail	2,820	\$0.85
67	1717 Golden State Highway	Bakersfield	Retail - Strip Center	18,000	\$0.85
68	1400 18th Street	Bakersfield	Office	12,064	\$0.85
69	2920 F Street	Bakersfield	Office	9,259	\$0.85
70	223 China Grade Loop	Bakersfield	Office - Medical Office	9,000	\$0.85
71	3600 Laborde Place	Bakersfield	Industrial - Warehouse	9,636	\$0.90
72	3615 Patton	Bakersfield	Industrial - Warehouse	9,650	\$0.90
73	19404 & 19408 Colombo St.	Bakersfield	Industrial - Warehouse	12,000	\$0.90
74	4705 New Horizon Blvd.	Bakersfield	Office - Warehouse	1,842	\$0.90
75	4105 Ming Avenue	Bakersfield	Retail - Community Center	15,986	\$0.90
76	651 H Street	Bakersfield	Office	2,500	\$0.90
77	238 18th Street	Bakersfield	Office	1,090	\$0.94
78	35312 Merle Haggard Drive	Bakersfield	Industrial - Warehouse	6,500	\$0.95
79	432 Truxtun Avenue	Bakersfield	Office	1,850	\$0.97
80	100 Minner Avenue	Bakersfield	Retail - Free Standing	3,000	\$0.99
81	3611 Stockdale Highway	Bakersfield	Retail - Office	5,620	\$0.99
82	6433 E. Brundage Avenue	Bakersfield	Retail - Strip Center	5,332	\$0.99

Appendix J – Commercial Units for Lease

Commercial Units for Lease – January 2015					
No	Address	City	Type	Sq Ft	Price Per Sq Ft
83	7301 White Lane	Bakersfield	Special Purpose - Car Wash	7,565	\$0.99
84	3400 Unicorn Road	Bakersfield	Industrial - Flex Space - Office - R&D	7,132	\$1.00
85	Meany/Verlan	Bakersfield	Industrial - Warehouse	8,000	\$1.00
86	7415 Meany Avenue	Bakersfield	Industrial - Warehouse	9,900	\$1.00
87	100 West Columbus Avenue	Bakersfield	Office - Retail	4,565	\$1.00
88	324 Oak Street	Bakersfield	Retail	2,212	\$1.00
89	700 Oak Street	Bakersfield	Retail	6,975	\$1.00
90	1901 N. Chester Avenue	Bakersfield	Retail - Free Standing	4,000	\$1.00
91	2900 Niles Street	Bakersfield	Retail - Neighborhood Center	11,600	\$1.00
92	35315 Merle Haggard Drive	Bakersfield	Retail - Office	3,872	\$1.00
93	1410 Wible Road	Bakersfield	Retail - Regional Center	7,400	\$1.00
94	3017 Wilson Road	Bakersfield	Retail - Restaurant	4,168	\$1.00
95	414 19th Street	Bakersfield	Office	2,352	\$1.00
96	1415 18th Street	Bakersfield	Office	1,200	\$1.00
97	1711 30th Street	Bakersfield	Office	1,000	\$1.00
98	4800 Easton Drive	Bakersfield	Office	842	\$1.00
99	1309 - 1311 Eye Street	Bakersfield	Office - Free Standing	19,627	\$1.00
100	3941 San Dimas Street	Bakersfield	Office - Medical Office	768	\$1.00
101	4614 - 4644 California Ave.	Bakersfield	Retail	15,409	\$1.05
102	725 - 729 Airport Drive	Bakersfield	Retail	15,000	\$1.10
103	4751 White Lane	Bakersfield	Retail	19,912	\$1.10
104	6629 - 6667 Ming Avenue	Bakersfield	Retail	6,028	\$1.10
105	6655 Ming Avenue	Bakersfield	Retail	3,600	\$1.10
106	1129 Olive Drive	Bakersfield	Retail - Neighborhood Center	15,687	\$1.10
107	3600 Wilson Road	Bakersfield	Retail	27,600	\$1.15
108	4128 Chester Avenue	Bakersfield	Retail	5,800	\$1.15
109	3950 Niles Street	Bakersfield	Retail - Strip Center	3,522	\$1.15
110	115 18th Street	Bakersfield	Office	6,000	\$1.15
111	1806 Chester	Bakersfield	Office	16,107	\$1.15
112	3551 Q Street	Bakersfield	Office - Medical Office	4,200	\$1.15
113	227 Roberts Lane	Bakersfield	Office - Retail - Strip Center	300	\$1.17
114	4300 Stine Road	Bakersfield	Office - Warehouse	12,707	\$1.20
115	1801 Planz Road	Bakersfield	Retail	13,000	\$1.20
116	2731 H Street	Bakersfield	Office	1,375	\$1.20
117	1525 19th Street	Bakersfield	Retail - Street Retail	2,050	\$1.22
118	3701 & 2651 Pegasus Drive	Bakersfield	Office - Showroom - Warehouse	15,930	\$1.25
119	1400 Brundage Lane	Bakersfield	Retail - Community Center	1,034	\$1.25
120	2303 S. Union Avenue	Bakersfield	Retail - Neighborhood Center	30,934	\$1.25
121	2401 N. Chester Avenue	Bakersfield	Retail - Neighborhood Center	12,000	\$1.25
122	1608 19th Street	Bakersfield	Retail - Restaurant	1,884	\$1.25
123	3401 Chester Avenue	Bakersfield	Retail - Restaurant	2,387	\$1.25

Appendix J – Commercial Units for Lease

Commercial Units for Lease – January 2015					
No	Address	City	Type	Sq Ft	Price Per Sq Ft
124	2140 - 2180 Wible Road	Bakersfield	Retail - Strip Center	4,158	\$1.25
125	3013 F Street	Bakersfield	Retail - Strip Center	1,200	\$1.25
126	10530 Rosedale Highway	Bakersfield	Retail - Strip Center	6,777	\$1.25
127	620 34th Street	Bakersfield	Office	1,920	\$1.25
128	1000 Truxtun Avenue	Bakersfield	Office	4,275	\$1.25
129	1400 Chester Avenue	Bakersfield	Office	2,700	\$1.25
130	3819 Mt. Vernon	Bakersfield	Office	1,000	\$1.25
131	4100 Truxtun Ave., Ste 305	Bakersfield	Office	6,613	\$1.25
132	4200 Buck Owens	Bakersfield	Office	15,400	\$1.25
133	4801 Truxtun Avenue	Bakersfield	Office	1,700	\$1.25
134	1701 Westwind Drive	Bakersfield	Office	6,517	\$1.27
135	1527 19th & Eye Street	Bakersfield	Office	1,276	\$1.30
136	820 34th Street	Bakersfield	Industrial - Flex Space	10,154	\$1.35
137	3150 Panama Lane	Bakersfield	Retail	3,338	\$1.35
138	3601 Ming Avenue	Bakersfield	Retail - Free Standing	6,500	\$1.35
139	4300 - 4555 Ming Avenue	Bakersfield	Retail - Neighborhood Center	10,504	\$1.35
140	1601 New Stine Road	Bakersfield	Office	7,091	\$1.35
141	2323 16th Street	Bakersfield	Office	20,714	\$1.35
142	1508 18th Street	Bakersfield	Office - Retail	4,430	\$1.36
143	5555 California Avenue	Bakersfield	Office - Institutional/Government	4,401	\$1.40
144	2611 - 2625 Oswell Street	Bakersfield	Retail - Neighborhood Center	1,340	\$1.40
145	9339 Rosedale Highway	Bakersfield	Retail - Neighborhood Center	4,500	\$1.40
146	3701 N. Sillect Avenue	Bakersfield	Office	51,544	\$1.40
147	5251 Office Park Drive	Bakersfield	Office - Institutional/Government	4,235	\$1.45
148	1405 Commercial Way	Bakersfield	Office	2,526	\$1.45
149	2525 Eye Street	Bakersfield	Office - Medical Office	12,315	\$1.45
150	2100 - 2120 24th Street	Bakersfield	Office	1,628	\$1.47
151	4200 Stine Road	Bakersfield	Retail	4,000	\$1.50
152	3767 Ming Avenue	Bakersfield	Retail - Community Center	4,527	\$1.50
153	6300 White Lane	Bakersfield	Retail - Neighborhood Center	7,080	\$1.50
154	3500 Truxtun Avenue	Bakersfield	Retail - Restaurant	7,072	\$1.50
155	4501 Stine Road	Bakersfield	Retail - Restaurant	21,000	\$1.50
156	SWC Stockdale Highway & Allen Road	Bakersfield	Retail - Strip Center	7,552	\$1.50
157	3501 Mall View Road	Bakersfield	Retail - Strip Center	32,586	\$1.50
158	5101 Ming Avenue	Bakersfield	Retail - Strip Center	7,637	\$1.50
159	6401 White Lane	Bakersfield	Retail - Strip Center	2,340	\$1.50
160	35171 Merle Haggard Drive	Bakersfield	Retail - Strip Center	6,000	\$1.50
161	513 W. Columbus Street	Bakersfield	Office	2,550	\$1.50
162	4000 & 4040 Ming Avenue	Bakersfield	Office	7,000	\$1.50
163	3729 Stockdale Highway	Bakersfield	Office - Free Standing	1,800	\$1.50

Appendix J – Commercial Units for Lease

Commercial Units for Lease – January 2015					
No	Address	City	Type	Sq Ft	Price Per Sq Ft
164	1800 30th Street	Bakersfield	Office	22,300	\$1.55
165	3616 Coffee Road	Bakersfield	Office	4,368	\$1.55
166	2019 21st Street	Bakersfield	Office - Medical Office	2,856	\$1.55
167	3941 San Dimas Street	Bakersfield	Office - Medical Office	3,959	\$1.55
168	1400 Easton Drive	Bakersfield	Office	565	\$1.59
169	1100 Mohawk Street	Bakersfield	Office	1,706	\$1.60
170	4520 California Avenue	Bakersfield	Office	3,267	\$1.60
171	5329 Office Center Court	Bakersfield	Office	2,068	\$1.60
172	300 Old River Road	Bakersfield	Office - Medical Office	22,843	\$1.60
173	3015 Calloway Drive	Bakersfield	Office - Retail	10,829	\$1.65
174	2677 Mt. Vernon Avenue	Bakersfield	Retail	7,637	\$1.65
175	2607 Haley Street	Bakersfield	Retail - Free Standing	10,800	\$1.65
176	1505 White Lane	Bakersfield	Retail - Neighborhood Center	7,300	\$1.65
177	3829 Panama Lane	Bakersfield	Retail - Neighborhood Center	5,164	\$1.65
178	110 New Stine Road	Bakersfield	Office	10,789	\$1.65
179	4700 Stockdale Highway	Bakersfield	Office	2,285	\$1.65
180	5201 California Avenue	Bakersfield	Office	14,727	\$1.65
181	5397 Truxtun Avenue	Bakersfield	Office - Medical Office	6,115	\$1.65
182	2635 Fashion Place	Bakersfield	Retail - Neighborhood Center	3,364	\$1.70
183	5405 Stockdale Highway	Bakersfield	Office	2,961	\$1.70
184	1525 Columbus	Bakersfield	Retail - Community Center	4,500	\$1.75
185	2665 - 2781 Calloway Drive	Bakersfield	Retail - Community Center	10,633	\$1.75
186	1018 Calloway Drive	Bakersfield	Retail - Free Standing	5,600	\$1.75
187	2697 Mt. Vernon Avenue	Bakersfield	Retail - Neighborhood Center	1,739	\$1.75
188	13061 Rosedale Highway	Bakersfield	Retail - Neighborhood Center	1,950	\$1.75
189	13075 Rosedale Highway	Bakersfield	Retail - Neighborhood Center	3,500	\$1.75
190	2720 Calloway Drive	Bakersfield	Retail - Strip Center	1,521	\$1.75
191	3605 Coffee Road	Bakersfield	Office	1,050	\$1.75
192	4800 Stockdale Highway	Bakersfield	Office	1,503	\$1.75
193	4900 California Avenue	Bakersfield	Office	27,865	\$1.75
194	4903 Calloway Drive	Bakersfield	Office	1,150	\$1.75
195	5001 California Avenue	Bakersfield	Office	5,015	\$1.75
196	5001 E. Commercenter Dr.	Bakersfield	Office	15,381	\$1.75
197	9500 Stockdale Highway	Bakersfield	Office	12,652	\$1.75
198	1010 Calloway Drive	Bakersfield	Office - Medical Office	1,833	\$1.75
199	1601 Mill Rock Way	Bakersfield	Office - Medical Office	2,500	\$1.75
200	3850 Riverlakes Drive	Bakersfield	Office - Medical Office	3,355	\$1.75
201	8327 Brimhall Road	Bakersfield	Office - Medical Office	10,906	\$1.75
202	9300 Stockdale Highway	Bakersfield	Office - Medical Office	16,618	\$1.75
203	9330 Stockdale Highway	Bakersfield	Office - Medical Office	5,754	\$1.75
204	4029 Coffee Road	Bakersfield	Office - R&D/Institutional/Government	9,420	\$1.78

Appendix J – Commercial Units for Lease

Commercial Units for Lease – January 2015					
No	Address	City	Type	Sq Ft	Price Per Sq Ft
205	2660 Oswell Street	Bakersfield	Retail - Strip Center	2,800	\$1.85
206	1200 Discovery Drive	Bakersfield	Office	2,453	\$1.85
207	4900 California Avenue	Bakersfield	Office	4,652	\$1.85
208	5080 California Avenue	Bakersfield	Office	9,472	\$1.85
209	5601 - 5603 E. Auburn Street	Bakersfield	Office	10,200	\$1.85
210	500 Old River Road	Bakersfield	Office - Medical Office	8,705	\$1.85
211	8331 Brimhall Road	Bakersfield	Office - Medical Office	8,984	\$1.85
212	Parcel 2 Gribben Court	Bakersfield	Industrial Land	6,000	\$1.89
213	4715 Centennial Plaza Way	Bakersfield	Retail - Strip Center	2,049	\$1.90
214	5500 Ming Avenue	Bakersfield	Office	654	\$1.90
215	5016 California Avenue	Bakersfield	Office	31,808	\$1.95
216	5440 Stockdale Highway	Bakersfield	Retail - Anchor	600	\$2.00
217	3900 - 4300 Coffee Road	Bakersfield	Retail - Neighborhood Center	3,540	\$2.00
218	4450 Coffee Road	Bakersfield	Retail - Neighborhood Center	4,800	\$2.00
219	2401 Columbus Street	Bakersfield	Retail - Restaurant	2,500	\$2.00
220	5060 California Avenue	Bakersfield	Office	16,412	\$2.00
221	Coffee Rd & Stockdale Hwy	Bakersfield	Office	270,000	\$2.10
222	1502 Mill Rock Way	Bakersfield	Office	2,200	\$2.15
223	5555 Truxtun Avenue	Bakersfield	Retail - Free Standing	4,167	\$2.25
224	2750 Ming Avenue	Bakersfield	Retail - Neighborhood Center	1,791	\$2.25
225	5001 Panama Lane	Bakersfield	Office	11,904	\$2.25
226	5555 Business Park South	Bakersfield	Office	200	\$2.25
227	9802 Stockdale Hwy #202	Bakersfield	Office	3,179	\$2.25
228	4871 White Lane	Bakersfield	Retail	6,500	\$2.50
229	8200 Stockdale Highway	Bakersfield	Retail - Neighborhood Center	1,786	\$2.50
230	5016 California Avenue	Bakersfield	Office - Retail - Institutional/Government	5,857	\$2.60
231	4000 Ming Avenue	Bakersfield	Retail	10,660	\$3.00
232	9300 Stockdale Highway	Bakersfield	Office - Medical Office	50,000	\$3.25
233	9000 Ming Avenue	Bakersfield	Retail - Anchor	4,072	\$3.33

Appendix K – Commercial Units for Sale

*Source data for Appendix K came from Loopnet web site <http://www.loopnet.com>, January 2015, and Southern California Multiple Listing Service web site <http://crmls.com>, January 2015.

Appendix K – Commercial Units for Sale

Commercial Units for Sale – January 2015					
No	Address	City	Type	Sq Ft	Price
1	2715 Weedpatch Highway	Bakersfield	Retail - Restaurant	393	\$95,000
2	4704 Cottonwood Road	Bakersfield	Industrial - Flex Space	1,306	\$119,000
3	3650 Chester Avenue	Bakersfield	Industrial - Office Showroom	5,200	\$125,000
4	901 Espee Street	Bakersfield	Industrial - Manufacturing	7,600	\$149,500
5	214 Bernard Street	Bakersfield	Office	2,702	\$155,000
6	2225 D Street	Bakersfield	Office	1,080	\$159,500
7	231 H Street	Bakersfield	Office	1,008	\$162,500
8	416 Truxtun Avenue	Bakersfield	Office	1,880	\$175,000
9	1545 Olive Drive	Bakersfield	Industrial - Transit Hub	1,873	\$189,900
10	207 H Street	Bakersfield	Office	1,937	\$195,000
11	2101 16th Street	Bakersfield	Office	1,289	\$195,000
12	2710 L Street	Bakersfield	Office	4,356	\$195,000
13	3535 San Dimas #12	Bakersfield	Office - Medical Office	1,291	\$225,000
14	400 Cottonwood Road	Bakersfield	Industrial - Manufacturing	1,800	\$229,990
15	2118 F Street	Bakersfield	Office	2,325	\$240,950
16	1501 E. 19th Street	Bakersfield	Industrial - Warehouse	2,500	\$250,000
17	126 Chester Avenue	Bakersfield	Office	3,332	\$265,000
18	4001 Union Avenue	Bakersfield	Office	3,449	\$289,000
19	1723 27th Street	Bakersfield	Office	1,881	\$295,000
20	1446 Cresmont Drive	Bakersfield	Office	3,280	\$295,200
21	525 E. 18th Street	Bakersfield	Retail - Vehicle Related	1,500	\$299,000
22	1329 California Avenue	Bakersfield	Industrial - Manufacturing - Retail	4,020	\$299,995
23	1600 S. Chester Avenue	Bakersfield	Retail - Street Retail	4,000	\$315,000
24	626 Bernard Street	Bakersfield	Retail - Strip Center	1,800	\$320,000
25	12426-A Jomani Drive	Bakersfield	Industrial - Warehouse	3,010	\$330,000
26	503 W. Columbus Street	Bakersfield	Office - Medical Office	2,700	\$345,000
27	101 S. Union Avenue	Bakersfield	Retail	2,800	\$349,000
28	240 Bernard Street	Bakersfield	Office/Retail	2,736	\$349,000
29	804 S. Union Avenue	Bakersfield	Retail - Restaurant	1,825	\$359,000
30	400 East 18th Street	Bakersfield	Industrial - Warehouse	4,000	\$385,000
31	513 W. Columbus Street	Bakersfield	Office	2,550	\$385,000
32	320 - 328 Kentucky Street	Bakersfield	Industrial - Manufacturing	7,232	\$395,000
33	13601 Rosedale Highway	Bakersfield	Office	1,310	\$395,000
34	1519 32nd Street	Bakersfield	Industrial - Warehouse	5,250	\$400,000
35	960 Baker Street	Bakersfield	Retail	4,500	\$405,000
36	3600 Pegasus Drive	Bakersfield	Office	43,200	\$420,000
37	2494 East Brundage Avenue	Bakersfield	Industrial Land - Transit Hub	1,000	\$425,000
38	4744 Weedpatch Highway	Bakersfield	Industrial Land - Flex Space	1,200	\$425,000
39	400 California Avenue	Bakersfield	Industrial - Warehouse	14,000	\$445,000
40	4300 - 4308 Armour Avenue	Bakersfield	Industrial - Warehouse	5,000	\$450,000
41	4600 Taft Highway	Bakersfield	Office	4,626	\$450,000
42	1800 S. Chester Avenue	Bakersfield	Retail - Free Standing	4,044	\$475,000

Appendix K – Commercial Units for Sale

Commercial Units for Sale – January 2015					
No	Address	City	Type	Sq Ft	Price
43	5645 Auburn Street	Bakersfield	Office - Medical Office	1,722	\$475,000
44	54 Planz Road	Bakersfield	Industrial - Manufacturing - Land	10,000	\$495,000
45	1414 24th Street	Bakersfield	Retail - Free Standing	4,028	\$495,000
46	5301 Office Park Drive Suites 420 & 425	Bakersfield	Office - Office Condo	3,172	\$500,000
47	223 China Grade Loop	Bakersfield	Office	9,000	\$525,000
48	1101 34th Street	Bakersfield	Industrial - Manufacturing	6,000	\$575,000
49	402 California Avenue	Bakersfield	Industrial - Warehouse - Street Retail	10,025	\$599,000
50	710 Bernard Street	Bakersfield	Retail - Strip Center	9,455	\$599,000
51	1100 Chester Avenue	Bakersfield	Office	7,200	\$615,000
52	10131 S. Enos Lane	Bakersfield	Industrial - Manufacturing	6,000	\$629,000
53	1648 Art Street	Bakersfield	Industrial - Manufacturing	10,000	\$649,000
54	1531 30th Street	Bakersfield	Retail - Office	6,954	\$650,000
55	1701 Stine Road	Bakersfield	Retail	2,820	\$666,468
56	1401 Calloway Drive	Bakersfield	Retail - Strip Center	10,000	\$675,000
57	805 19th Street	Bakersfield	Retail - Regional Center - Mall	9,720	\$749,000
58	1110 - 1122 19th Street	Bakersfield	Retail - Free Standing	10,186	\$750,000
59	8311 E. Brundage Lane	Bakersfield	Retail Land w/ Restaurant	6,700	\$799,000
60	3003 Calloway Drive	Bakersfield	Retail - Retail Land	6,000	\$825,000
61	33362 Lerdo Highway	Bakersfield	Industrial - Warehouse	9,700	\$885,000
62	501 Workman Street	Bakersfield	Office	18,000	\$915,000
63	2131 Mars Court	Bakersfield	Office	7,596	\$925,000
64	2831 & 2901 Gibson Street	Bakersfield	Industrial - Manufacturing	21,549	\$945,000
65	2800 Pegasus Drive	Bakersfield	Industrial - Warehouse	9,800	\$980,000
66	3201 South Chester Avenue	Bakersfield	Industrial - Self/Mini-Storage	29,235	\$1,200,000
67	3400 Calloway Drive	Bakersfield	Office - Medical Office	5,400	\$1,275,000
68	2010 O Street	Bakersfield	Office	9,911	\$1,299,000
69	820 22nd Street	Bakersfield	Industrial - Flex Space	12,000	\$1,300,000
70	3901 E. Brundage Lane	Bakersfield	Industrial - Warehouse	33,500	\$1,300,000
71	6000 Schirra Court	Bakersfield	Industrial - Warehouse	15,747	\$1,300,000
72	13121 S. Enos Lane	Bakersfield	Industrial - Manufacturing	35,400	\$1,300,000
73	2920 F Street	Bakersfield	Office - Medical Office	26,759	\$1,300,000
74	7110 - 7118 Rosedale Highway	Bakersfield	Industrial - Warehouse - Office	9,900	\$1,395,000
75	1810 Calloway Drive	Bakersfield	Industrial - Industrial Park	1,304	\$1,400,000
76	3500 Truxtun Avenue	Bakersfield	Retail - Office - Restaurant	7,072	\$1,400,000
77	1806 Chester	Bakersfield	Office	16,107	\$1,530,000
78	3430 Unicorn Road	Bakersfield	Office - Warehouse	16,300	\$1,550,000
79	4100 White Lane	Bakersfield	Retail - Free Standing	13,500	\$1,700,000
80	201 Mt. Vernon Avenue	Bakersfield	Industrial - Manufacturing	15,250	\$1,800,000
81	1921 24th Street	Bakersfield	Strip Center Retail	9,640	\$1,800,000
82	10111 Rosedale Highway	Bakersfield	Retail - Strip Center	7,800	\$1,832,040

Appendix K – Commercial Units for Sale

Commercial Units for Sale – January 2015					
No	Address	City	Type	Sq Ft	Price
83	2000 24th Street	Bakersfield	Office	26,515	\$1,950,000
84	1400 18th Street	Bakersfield	Office	12,064	\$2,000,000
85	8331 Brimhall Road	Bakersfield	Office - Medical Office	8,984	\$2,021,400
86	4200 Buck Owens	Bakersfield	Office	15,400	\$2,200,000
87	3449 Gibson Street	Bakersfield	Industrial - Warehouse	23,860	\$2,250,000
88	1525 19th Street	Bakersfield	Office - Office Building	26,854	\$2,350,000
89	1859-A&B Mineral Court	Bakersfield	Industrial - Manufacturing	26,950	\$2,500,000
90	110 New Stine Road	Bakersfield	Office	10,789	\$2,600,000
91	8700 Swigert	Bakersfield	Industrial - Flex Space	22,400	\$2,775,000
92	3550 Q Street	Bakersfield	Office - Office Business Complex	34,910	\$2,778,900
93	333 Palmer Drive	Bakersfield	Office	23,800	\$2,800,000
94	12625 Jomani Drive	Bakersfield	Industrial - Office Showroom - Warehouse	20,000	\$2,815,843
95	2140 - 2180 Wible Road	Bakersfield	Retail - Strip Center	22,475	\$2,850,000
96	1810 & 1820 Westwind Drive	Bakersfield	Office (2 Free Standing Buildings)	17,490	\$3,100,000
97	3401 Coffee Road	Bakersfield	Retail	7,580	\$3,688,500
98	8331 Kern Canyon Road	Bakersfield	Retail - Neighborhood Center - Swap Meet	58,898	\$4,200,000
99	5016 California Avenue	Bakersfield	Office	31,808	\$4,450,000
100	5401 Gasoline Alley Drive	Bakersfield	Industrial - Warehouse	26,000	\$4,500,000
101	5554 California Avenue	Bakersfield	Free Standing Building - Retail	7,868	\$4,643,000
102	4100 Truxtun Avenue	Bakersfield	Office - Medical Office	27,263	\$5,800,000
103	828 Real Road	Bakersfield	Hotel & Motel	39,000	\$5,995,000
104	209 Weedpatch Highway	Bakersfield	Retail - Transit Hub - Other	N/A	\$6,900,000
105	4800 White Lane	Bakersfield	Retail - Strip Center	31,098	\$7,360,000
106	3701 N. Sillect Avenue	Bakersfield	Office	51,544	\$9,100,000
107	4500 Buck Owens Boulevard	Bakersfield	Hotel & Motel	100,000	\$9,500,000
108	4701, 4725, 4741, 4831 & 4837 Panama Lane	Bakersfield	Retail - Strip Center	47,888	\$11,000,000

Appendix L – Project Management Plan (Right-of-Way Section)

PROJECT MANAGEMENT PLAN

(RIGHT-OF-WAY SECTION)

For The Centennial Corridor Project

Prepared for:
Thomas Roads Improvement Program

Prepared by:
Overland, Pacific & Cutler, Inc.

January 2015



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	Appendix E: Acquisition Resource Allocation Schedule	



1.0 PURPOSE AND SCOPE OF DOCUMENT

Purpose The purpose of the right of way portion of the Project Management Plan (PMP) is to outline and detail the implementation and management of the Centennial Corridor Project’s right of way program for Alternative B. It is to be used as a reference to the relevant policies and procedures employed throughout the program’s duration in conjunction with the *Caltrans Right of Way Manual*, the City of Bakersfield’s right of way policies and all relevant Federal and State laws and regulations cited herein.

Scope This PMP will describe all aspects of the right of way acquisition and management process from initial design through certification and project closeout. Post certification activities such as property management, transferring property rights to Caltrans and disposing of excess land parcels will also be addressed. As each of the particular aspects of the acquisition and management plan are expounded, all body of laws, policies and procedures, and governing authorities will be cited where appropriate along with their relevance and scope.

2.0 PROJECT SET-UP AND EARLY PROJECT ADMINISTRATION

2.1 Staff Mobilization

OPC has produced an Acquisition and Resource Allocation Schedule in Appendix E to project the full time right of way acquisition and relocation staff necessary to deliver multiple projects the City is currently engaged in. As staffing needs increase, OPC anticipates that approximately 40% to 50% of its right of way staff will be provided by its Program Management Group (PMG) in Riverside for various acquisition and relocation support tasks. Staffing for property owner and tenant meetings and all levels of implementation management shall be provided locally out of OPC's Bakersfield office. Three projects in particular were evaluated in the Resource Schedule: the SR-178 Widening Project; the 24th Street Improvements Project; and the Centennial Corridor Project. Cumulatively, OPC staffing will increase from (5) to (10) full time personnel between now and June 2015, largely in preparation for project start-up tasks and pre-appraisal and planning activities related to the Centennial Corridor Project. From June 2015 to September 2016, a substantial increase in staffing from (10) to (15) agents is projected to initiate full implementation of the acquisition program for the Centennial Project. OPC intends to strategize with the Project Team to reduce the abrupt changes in staffing resource needs and develop measures to "level the curve," wherever possible.

2.2 Site Office Responsibilities

OPC has established a local site office in the City of Bakersfield to facilitate the right of way management team and project personnel responsible for negotiations with impacted property owners and tenants throughout the acquisition and relocation process. For acquisition meetings, the site office will serve to facilitate project management meetings, initial offer presentations, meetings with owner legal counsel, the execution of purchase and sale agreements, offer letters and other acquisition documents.

For those owners and tenants being displaced by the project, relocation claims processing, benefits presentations and other relocation functions will occur on site and other locations convenient to displacees of the project. Additionally, the office will serve as a meeting locale for varieties of Project Team Meetings including those with design leads, the public outreach team, City Counsel and right of way management and project sub consultants.

3.0 ORGANIZATIONAL STRUCTURE

The City of Bakersfield is the lead agency for this Thomas Roads Improvement Program (TRIP) project and responsible for oversight of all aspects of project delivery. Donald M. Anderson, Real Property Manager for the City, will be responsible to oversee the efforts of all partnering consultants and ensure project delivery.

OPC will be responsible for full implementation of the right of way acquisition and relocation process including all activities relating to strategic planning, right of way risk management, property negotiations, appraisal, residential, business and commercial billboard relocation, eminent domain coordination, project certification, property management and final project closeout. They will work under the supervision and guidance of the City of Bakersfield through project delivery.

3.1 Management Structure

An essential element to the Centennial Corridor Project is the formation of a right of way management team with the experience, technical knowledge and political awareness to meet all the goals and objectives of the project. Ms. Vicky Cook of OPC will serve as the Right of Way Project Manager and will assume overall responsibility for the execution of this PMP and all aspects of right of way delivery. Ms. Cook's duties will include the organization and tasking of assignments with City staff, management of OPC right of way staff and resources, and interfacing and coordinating with sub consultant firms (i.e. appraisal, appraisal review, environmental assessment, title and escrow services, property management and other services). Her project management responsibilities will also include coordinating daily right of way activities, preparing project reports, maintaining the project schedule, participating in coordination meetings, and representing the City in community and City Council meetings. The following team of professionals for OPC is responsible for the implementation of the right of way program:

- Joey Mendoza – Principal-in-Charge
- Craig Justesen – Director of Operation
- Vicky Cook – Program Manager
- Greg Brown – Acquisition Manager
- Darryl Root, SR/WA – Relocation Manager
- Min Saysay – Project Controls Manager
- Daniela Borbe – Property Manager

3.2 Program Authority and Implementation

3.2.1 Establishment of Just Compensation

The Uniform Act provides assurance to property owners that a public agency must present an offer of Just Compensation if it intends to acquire property for a public improvement project. Just Compensation is established by the public agency based on an independent appraisal analysis of the fair market value of each property.

In some instances where the valuation problem is considered non-complex and anticipated to be under \$10,000, the City may decide to seek an appraisal waiver per the *Caltrans Right of Way Manual*. In these cases, the City has authority to complete a market study of the interest needed and derive its own conclusion of fair market value without securing a statutory written appraisal and review appraisal prepared by a certified appraiser.

Once the City has completed its market analysis and derived at the value conclusion, the report undergoes an internal review process and establishes its opinion as the Fair Market Value. For those properties with an estimated value over \$10,000, an appraisal report and accompanying appraisal review report will be completed in compliance with federal and state regulations. The City of Bakersfield’s City Manager has delegated authority from the City Council by resolution to approve the Amount of Just Compensation for \$40,000 and under. Approval of any Just Compensation established over \$40,000 shall be subject to City Council. The subsequent offer letter will be based upon this amount and presented to the property owner within a reasonable period of time.

3.2.2 Administrative Settlement Approvals

Administrative settlements are necessary to secure needed property interests when property owners have a reasonable disagreement with the public agency’s determination of Just Compensation. It is often required of an agency to settle for more than the established Just Compensation when considerations such as project schedule demands, the increased costs of eminent domain proceedings and reasonable counter offer arguments of fair market value are presented by a property owner. For these and other reasons, the City has authority to approve administrative settlements based upon its own pre-determined approval process. Administrative settlements that are prepared by the right of way consultant shall be approved by the City Manager, subject to City Council approval. Approval shall rest on the respective City staff and shall comply with the City’s administrative settlement policies. All Administrative Settlement forms shall be reviewed by the City’s Real Property Manager and establish a reasonable justification for the settlement, with concurrence by the Council’s legal counsel, where necessary.

3.2.3 Initiation of Condemnation

Every effort will be made to acquire real property by negotiated settlement purchase. No property owner will be required to surrender possession of real property without receiving the fair market value and just compensation to which they may be entitled. In the event that an agreement cannot be reached through negotiation, the City may initiate eminent domain proceedings in accordance with California law.

4.0 PROJECT REAL ESTATE COST ESTIMATES

In June 2012, the Project Team developed the Caltrans Right of Way Data Sheets to contribute to the project's financial modeling. For Alternative B, the total Right of Way Capital Costs, including supporting services fees, is approximately \$165,000,000. The right of way analysis portion includes land and improvements impacts, estimated severance damages, property owner, tenant and business relocation expenses, loss of business goodwill exposure, anticipated impacts to commercial billboards and other valuation considerations. For more details regarding the approach, assumptions and conclusions of this report, refer to the latest Caltrans Right of Way Data Sheets in Appendix B.

4.1 Current Right of Way Impacts Assumptions

The proposed project results in multiple full acquisitions because of the development of a new connector system linking SR-58 westward to Westside Parkway. All of the alternatives under consideration traverse through highly urbanized centers. Alternative B has substantial impacts including (293) full acquisitions comprising (215) single and multi-family residential units, (36) commercial operations and (42) vacant land or other parcels. The total partial acquisition count is (130) and includes (33) residential and multi-family parcels, (6) agricultural sites, (13) vacant land or other parcels, (15) commercial/industrial sites and (62) parcels requiring permanent or temporary construction easements only. Commercial/industrial sites impacted include retail outlets, mixed auto uses, a motel, a grocery store and office complexes. Additionally, flood channel land, open space and varieties of public land uses are impacted. The figures also include some City owned parcels that may require transfer of interests to Caltrans at project closeout. BNSF rail property will also be impacted between Madison Street and Cottonwood Road along the SR-58. The current total parcel count, not including City owned parcels, is at (399).

4.2 Estimate Adjustments Through Project Progression

Per the *Caltrans Right of Way Manual*, regular updates to the Caltrans Data Sheets are required throughout final design. As negotiations proceed, it will become necessary to reevaluate all right of way capital costs against the most current cost expenditure assumptions in light of evolving market conditions, appraisal determinations and administrative settlements. OPC will provide regular monitoring of this data to the City as an aid to modify and continually redevelop project financials.

5.0 RIGHT OF WAY PROGRAM SCHEDULE

5.1 Acquisition and Relocation Project Timeframe

The project is currently in the Project Approval/Environmental Document (PA/ED) Phase and is expected to receive CEQA/NEPA environmental approval in the spring/summer of 2015. The issuance of the E-76 was received in February 2014. The E-76 issuance was based on approval of Caltrans Early Acquisition authority for purchasing of properties identified in Appendix D: Sequenced Parcel Impacts Table. The agency anticipates going forward with selecting Alternative B as the Locally Preferred Alternative in February 2014 and Caltrans Right of Way Certification is expected in late 2016. A draft version of the acquisition schedule, including resource allocation, has been provided in Appendix E: Acquisition Schedule and Resource Allocation Table, for reference.

A significant component assisting the agency in proceeding with Early Acquisition purchasing is brought about by recent transportation legislation, (referred to as the “Map 21 Legislation”), designed to accelerate project delivery for Local Public Agencies. Specifically, Subtitle C, Section 1301, will modify existing law pertaining to Federal participation for agencies desiring to purchase properties prior to project environmental approval. The pertinent amendment is Section 108 of Title 23 of the United States Code. In it, Early Acquisition purchasing may qualify for Federal reimbursement versus a federal soft match as per the existing rule. Most of the qualifications listed are consistent with Caltrans Early Acquisition criteria and include, among others, that the agency demonstrate the purchase did not limit the meaningful selection of a reasonable alternative and that the properties not be acquired under the threat of eminent domain. At this time, implementation guidelines have not been provided to agencies for the application of these amendments but their development is anticipated soon.

5.2 Schedule Demands Unique to Project

The primary schedule demand facing the project is the high volume of complex, long lead commercial full take parcels required for project construction. Property types of note include retail strip centers; restaurants; mixed auto uses; public storage facilities and some light industrial sites. These parcels will require advanced mitigation planning in the acquisition effort and early relocation planning to accommodate unique displacement needs. Properties already earmarked for planning purposes include the full acquisition of the Independent Mercedes Service Center that impacts multiple office and industrial operations, the full acquisitions of Larson’s Food and Gas and Stockdale Podiatry Group - requiring special equipment relocation planning – and the long lead relocation of Payless Mini Storage. Additionally, the complex partial acquisitions of several operations will result in substantial parking reductions; these operations will be explored to address mitigation strategies that potentially redesign parking configurations, drive aisles and other site improvements. The displacement of multiple retail operations from the strip center owned by Wild West Shopping Center will also require careful planning to accommodate for competing replacement site needs and loss of business goodwill exposure to the City. Also prevalent on the project are multiple auto use sites requiring relocation of highly calibrated, industry-specific complex machinery which require particular replacement sites that make allowance for operational and zoning constraints. Many other parcels are worthy of advanced planning consideration and will be addressed with the Project Team as the acquisition process ensues.

Right of Way acquisition, along with utility relocation coordination, are the critical path activities that allow project improvements to be constructed. Unless the agency possesses the necessary fee and/or easement interests, or has entered into a Possession and Use Agreement (or its equivalent) with the property owner and/or tenant, construction activities cannot move forward.

5.3 Acquisition Progress Reporting and Management

In order to track the acquisition process over the course of the project, OPC will provide a bi-weekly status to the City to assist in monitoring project activities. The report will detail information relevant to the acquisition of each affected parcel including, but not limited to, contact information, relevant dates, appraisal information and a brief summary of salient negotiation points. Moreover, OPC's project management system will provide authorized users with twenty-four hour access to individual parcel acquisition details, the project document library, project scheduling information and other project reports.

6.0 FEDERAL AND STATE LEGISLATIVE AUTHORITIES AND PROCEDURES

6.1 Federal Legislative Authorities

At the Federal level, compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (the Uniform Act) and the Code of Federal Regulations (CFR) Section 49, Part 24, shall be adhered to. It is required of all local public agencies to adhere to the Uniform Act even if there is no federal monetary participation in the project. With respect to assuring compliance with NEPA guidelines in Early and Advance Acquisition activities, 23 CFR 771.117 for NEPA Categorical Exclusion will be adhered to. Additionally, should the agency seek federal reimbursement on Early Acquisition purchases, Section 108 of Title 3 and the “Map 21 Legislation” will be followed to assure federal participation.

6.2 State Legislative Authorities and Procedures

Federal participation in the TRIP requires delegated authority of the right of way program to the local District 6 Caltrans Office. As such, the *Caltrans Right of Way Manual* shall be followed throughout all relevant aspects of the project including appraisal, acquisition, relocation and condemnation proceedings. Program and project implementation policies such as administrative settlement approvals, establishment of Just Compensation, relocation claims approvals, document reviews and other related functions shall be done in accordance with the City’s acquisition procedures, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs (URA), and Moving Ahead for Progress in the 21st Century Act (MAP-21).

In the instances where legal proceedings are required to retain possession and property rights, the governing body of laws shall be the California Code of Civil Procedure Section 1240.010-1240.050 (Eminent Domain Code).

7.0 ADVANCE AND EARLY ACQUISITION PLANNING AND IMPLEMENTATION

7.1 Advance Acquisition Approval and Implementation

The Project Team is moving forward with qualifying and purchasing Advance Acquisition parcels as identified in Appendix D: Sequenced Parcel Impacts Table, effective immediately. The volume of parcels present on the project necessitates advanced purchasing prior to ROD to accommodate the project schedule. Per State and Federal guidelines regarding Advance Acquisition purchasing, all transactions must be voluntary and without the use of condemnation until after the project receives environmental clearance. Eligible parcels are determined on an individual basis, categorized appropriately, and presented to the local Caltrans District 6 Office for approval. Those properties that are approved and purchased are assured of a Federal reimbursement for all acquisition costs incurred.

The following is an outline describing the primary steps in the implementation of federal policies and procedures for Advance Acquisition as defined by 23 CFR 710.503 and the *Caltrans Right of Way Manual*. Further, Advance Acquisition policies and procedures will be implemented in compliance with the Uniform Act and 23 CFR 771.117 for NEPA Categorical Exclusion.

- 1) Categorization of Potential Advance Acquisition
 - a) Open Market Transactions - Conduct visual inspection of all core parcels where a full acquisition is required to identify properties actively advertised for sale to the general public. Properties offered for sale on the open market may be pursued for purchase as “Open Market Transactions.”
 - b) Hardship Acquisition - Evaluate inquiries from property owner(s) desirous of selling their property to the City as a result of unusual personal circumstances of an owner adversely affected by the proposed project which cannot be solved by the owner without acquisition by the City.
 - c) Protection – Evaluate properties whereby the prompt acquisition is required to prevent development, which would cause substantially higher acquisition or construction costs if the acquisition is deferred.
- 2) Preparation and submission of documents for qualification of Advance Acquisition to the City, Caltrans and FHWA.
- 3) Upon approval of Advance Acquisition from the appropriate agencies, initiation of the appraisal and acquisition process will proceed as follows:
 - a) Secure preliminary title report to determine property vesting and title conditions requiring removal.
 - b) Secure Environmental Site Assessment (Phase I and Phase II) to determine the presence and extent of hazardous contamination on the property.

- c) Obtain fee appraisal and appraisal review reports of the subject property to determine the amount of fair market value. Submit completed appraisal reports to Caltrans, FHWA and the City for acceptance.
- 4) Upon approval of Just Compensation from the City, negotiations to purchase the subject property will commence with the property owner.
- 5) Upon receipt of written agreement with the property owner, the acquisition documents will be submitted to the City for approval.
- 6) Perform relocation assistance services to displaced occupants and coordinate the relocation of their operation/household to a replacement property.
- 7) Proceed with escrow and title clearance activities.
- 8) Perform property management services, if necessary, for any tenants remaining following the acquisition of the subject property.

Advance Acquisition Categorical Exclusions include Hardship, Protection and Environmental Mitigation. A Hardship Acquisition occurs when an agency acquires property from an owner requesting relief from some form of undue challenges or adversity caused by the project. The property owner applies in writing and provides written documentation which justifies acquisition of their entire property on the grounds that due to health, safety, and/or financial reasons, remaining in the property poses an undue hardship on him/her. Hardship acquisitions are permissive and not mandatory. When the agency accepts and concurs with a hardship acquisition request, the agency is not required to accelerate condemnation if there is no agreement on price.

The Categorical Exclusion of a Protection Acquisition is one initiated by the acquiring agency to prevent the imminent development, or in some cases, the imminent redevelopment of a property located in an upcoming transportation project. The acquiring agency must demonstrate that if the property owner is allowed to develop or redevelop property to a more intensive use, it will limit future transportation choices on the proposed project by making acquisition of the parcel either cost prohibitive or time prohibitive. An increase in cost is the most generally accepted justification for protection purchases.

Properties purchased for environmental mitigation purposes are selected on the basis that significant environmental remediation efforts need to be undergone in advance of environmental clearance in order to prepare the property for project purposes. The Centennial Corridor Project does not appear to have any legitimate property candidates for this exemption, but further project research may reveal its efficacy.

7.2 Early Acquisition Planning

Caltrans' authorization of early acquisition is instrumental in mitigating several significant risks and challenges on the Centennial Corridor Project including implementing a high volume acquisition and relocation program, acquiring complex and long-lead commercial operations, a significant residential relocation process, and acquiring parcels whose owners and tenants have been adversely affected by depressed market conditions. From the onset of the project, one of

the key objectives to mitigating these challenges and project risks is implementing a thoughtful, well-planned Early Acquisition strategy.

Accordingly, the City received Early Acquisition approval from FHWA and Caltrans for all parcels identified in Appendix D: Sequenced Parcel Impacts Table. A prior major milestone accomplished toward prior to the approval for Early Acquisition was the establishment of a Locally Preferred Alternative, which occurred in November 2012. The Project Team developed a list of “Core” parcels as the first tier group of properties to be acquired for the request for Early Acquisition authority approved by FHWA and Caltrans. “Core” parcels are full acquisitions in every alternative under consideration and assure that the agency’s purchasing activities do not bias a particular alignment being considered. It is important to note, however, that Early Acquisition guidelines per the *Caltrans Right of Way Manual, Chapter 5*, allow the lead agency to acquire all full acquisitions and most partial acquisitions only after a Locally Preferred Alternative (LPA) has been selected and the required environmental studies are complete. These two requirements are part of a larger list of 16 project-specific prerequisites the project must attain, in addition to providing a specific work plan on how the agency intends to acquire each parcel. (See Appendix A: Advance and Early Acquisition Regulations for details on these particular criterions). Early Acquisition approval is project wide, yet the agency is directed to take care in acquiring properties that will in no way hinder the meaningful selection of a specific alignment and thereby bias the project’s environmental review.

7.3 Early Acquisition Implementation

All property rights and program implementation shall be under the same State and Federal laws and procedures for Early Acquisition as the Post-ROD acquisition process. Fee title to the property shall be taken in the name of the LPA, not the State and free and clear of all encumbrances. The *Caltrans Right of Way Manual* would be followed throughout all relevant aspects of the project including appraisal, environmental site assessment, negotiations, title clearance and project closeout. Notable exceptions to the process include the need for the agency to notify property owners in writing that the acquisition is on a voluntary basis and that condemnation proceedings cannot be employed until after the project receives environmental clearance. Additionally, it is recommended that all acquired property not be significantly altered prior to environmental clearance, including initiating any demolition and clearance activities.

8.0 PROPERTY ACQUISITION PROCEDURES

The following is the acquisition work plan for acquiring all properties for the Centennial Project. As noted, this process adheres to the Uniform Act and the *Caltrans Right of Way Manual* for Caltrans oversight projects. With some exceptions noted above, the requirements of purchasing properties and relocating businesses and residents are identical for Early, Advance and Post-ROD (formal) acquisition guidelines.

8.1.1 Ownership and Title Information

Each acquisition file will contain title information in sufficient detail to identify present ownership and describe any liens or encumbrances that may impact the public agency's interest. Temporary permissive rights may only require copies of vesting documents provided by local title companies with verification by field negotiation staff. All permanent interests or interests requiring the preparation of legal descriptions will necessitate the issuance of preliminary title reports from a local title company. The liens and encumbrances identified in each report will be investigated to determine whether they have any impact on the proposed use of the interest required. An abstract of title exceptions to be taken "subject-to" and "to be cleared" may be prepared by right of way management staff. Copies of each preliminary title report and all exceptions to title will be stored in OPC's project management database.

8.1.1.1 Title Update Process

In order for the City to obtain free and clear title to the required properties, and transfer the necessary property rights to Caltrans, each preliminary title report will be updated annually when particular circumstances provide justification for doing so. Upon the closing of escrow, OPC will cause the issuance of a Policy of Title Insurance naming the City as the fee owner of the subject property free and clear of any adverse liens and encumbrances.

8.1.2 Appraisal and Appraisal Review Process

8.1.2.1 Contractual Partners and Requirements

Regarding the coordination of appraisal services on the project, Overland Pacific & Cutler (OPC) will be managing all sub-consultants for appraisal, appraisal review, fixtures and equipment appraisal and loss of business goodwill appraisals. The following is a list of all on-call appraisal firms to be utilized on the project:

Fee Appraisers and Appraisal Reviewers - TBD

Fixtures and Equipment Appraiser - TBD

Goodwill Appraisers - TBD

8.1.2.2 Appraisal Timeframes

After obtaining the preliminary title report, a Notice of Decision to Appraise will be sent to the property owner. This letter will inform the owner of the City's interest in acquiring the property, along with the owner's rights and protections afforded by law. Moreover, the letter informs the owner of the agency's intent to acquire the property, and provides the opportunity for either the owner or his or her representative to be present during the appraiser's inspection.

The fee appraisal of residential properties is anticipated to take between 45 and 60 days, with the review appraisal taking approximately 15 to 30 days. The fee appraisal of commercial properties is expected to take between 60 and 90 days, with the review appraisal taking approximately 30 days. For highly complex commercial and industrial properties, an additional four to six weeks should be added to the fee and review appraisal process. All appraisal reports will be submitted to Caltrans for review, which may take up to one month. Finally, the City will review all appraisals and arrive at the determination of just compensation within two weeks.

8.1.2.3 Appraisal Report and Property Owner Policy

Typically, agencies do not provide a copy of the full appraisal report to owners based on the advice of their legal counsel. However, in accordance with California Streets and Highway Code Section 102, the City is required to furnish the property owner with a full copy of the approved appraisal report at the time of its written offer. Further, recent California legislation has mandated that a property owner may request and obtain a reimbursement of up to \$5,000 for obtaining their own independent appraisal performed by an OREA-certified appraiser.

8.1.2.4 Fixtures and Equipment Appraisal Reports

Most non-residential properties that are occupied by businesses potentially impacted by the proposed acquisition will need an analysis of the value of the fixtures and equipment impacted by the taking. A separate fixtures and equipment appraiser will be retained to work in concert with the real estate appraiser to properly categorize all realty items whether immovable or movable. The values of improvements pertaining to the realty will be separately appraised from the real estate for ease of making offers to the proper party. The fixtures and equipment appraiser will also provide a list of movable items, and if requested, will provide a value to aid in the relocation process.

8.1.2.5 Preliminary Loss of Goodwill Reports

Full or partial acquisitions impacting business operations create the potential for claims for loss of business goodwill against the public agency. Consequently, the agency will take proactive steps toward establishing a benchmark valuation in the “before” condition and, to the greatest extent possible, determine the potential for a loss of business goodwill in the event an owner of a business claims such a loss. Typically, these preliminary loss estimates will be secured after offers to purchase are presented to the fee owner and during the tenant acquisition process.

8.1.2.6 Appraisal Review

All fee appraisals will be sent to independent appraisers for review. City-approved appraisers not involved in the preparation of the original fee appraisal will perform the review appraisals. Once the review appraisals have been completed and concur with the appraisal report on value, OPC will send the completed appraisal report to Caltrans for approval in compliance with applicable laws and regulations. After Caltrans review and approval, the report will be forwarded to the City for final approval and determination of just compensation.

8.1.3 Fair Market Value

According to the State of California Code of Civil Procedure the fair market value of a property is “the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing and able to buy but under no particular necessity for doing so, each dealing with the other with full knowledge of all the uses and purposes for which the property is

reasonably adaptable and available.” The appraisal, appraisal review and Caltrans review processes are designed to ensure that each property owner is presented with an offer that reflects the fair market value of the interest needed for the project. Once an agency arrives at a value it believes is ‘fair market value’, the agency makes a determination of ‘just compensation’ and prepares and presents the offer accordingly.

8.1.4 Environmental Testing

The current plan for the completion of Phase I and Phase II environmental testing is to prepare the studies prior to and/or concurrent with the appraisal or process during the acquisition timeframe. The City’s appraisers will be appraising all properties “as if clean” and all adjustments to just compensation due to required environmental remediation work will be made prior to the conclusion of negotiations. Updates to appraisals incorporating the subsequent remediation figures will be secured as necessary for settlement purposes or in preparation for Eminent Domain proceedings.

8.1.4.1 Contractual Partners

Parsons has contracted with several professional environmental assessment consultants that will perform Phase I & Phase II studies, as needed. They are as follows:

1. TBD
2. TBD

8.1.4.2 Phase I and Phase II Testing

When acquiring properties for transportation (or transportation-related) projects, it is the City’s policy to fully consider all aspects of potentially hazardous waste sites to adequately protect its employees, workers, and the community prior to, during, and after construction.

The City strives to identify, investigate, and clean-up sites at the earliest opportunity during the project development process. Under a normal project development sequence, the entire process is completed in accordance with applicable governmental hazardous waste requirements.

The City will ask property owners to participate in the property investigation process, to agree to an interview, and to provide information on the history of the land use. In addition to verbal authorization, the City may elect to secure a Right of Entry permit (ROE) from the property owner in order to access the site for examination. The following details the primary steps in the Phase I and Phase II environmental process.

Every project that includes significant excavation, structure demolition or modification, or the purchase of new right of way, will require an Initial Site Assessment to determine if known or potential contamination is present within the project limits. The required components of a Phase I test are:

1. Records Review: to determine past uses and history of property and adjacent sites.
2. Site Reconnaissance: to verify current site conditions and observe changes from historical aerial photos.

3. Conduct Interviews: talk to current and past landowners, site neighbors, regulators, municipal interests, etc., to obtain further info on site history.
4. Written report to present findings
5. Generally, no physical sampling takes place; however, asbestos and/or lead analysis may be added to scope.

Phase II – Typically conducted when a Phase I, or common knowledge, suggests the presence of onsite or adjacent site contamination. The goals of a Phase II investigation are:

1. Assess types of contaminants
2. Assess vertical and lateral limits of contamination
3. Estimate volume of impacted media (soil or groundwater)
4. Determine whether the contamination is migrating on or off site

A Phase II investigation is typically performed after completion of a Phase I report, but may be performed in concert with the Phase I report when the Agency believes there is a high probability of contamination on the site.

8.1.4.3 Approval Authority

Once the contracted environmental firm determines the level of environmental impact to a particular property, the City shall make all final determinations regarding the implementation of an environmental remediation strategy, if any is desired, and the effect such remediation has upon property owner appraisal, negotiations, or settlements. The City shall be assisted in this effort primarily through the City's Director of Environmental Services, Howard G. Wine, and the relevant OPC right of way management staff.

8.1.5 Negotiations with Tenants

The City's initial offer to purchase real estate and fixtures and equipment will be presented to the fee owner of the property irrespective of any determination of ownership apportionment between the fee owner and any leasehold owner interest. Once an offer to acquire has been presented, a notification letter will be delivered to any tenant with a recorded interest notifying them of their possible right to file a claim. Unless other arrangements are made with the fee owner, OPC will initiate concurrent negotiations with any impacted tenant to secure quitclaims of interests or estoppel certificates for any purchased equipment.

8.1.6 Formal Negotiations Process

In conjunction with Caltrans and Federal regulations, the City has established certain land acquisition procedures that are followed for the acquisition of property by the City, or by any person having an agreement with or acting on behalf of the City. These procedures apply to the Advance Acquisition process as well as Early and Post ROD phases. The following outlines the City's formal negotiations process for a typical acquisition.

1. Notification to owner of a decision by the City to appraise property.
2. Decision or determination to acquire property by the City, or a decision by the City not to acquire the property. Submittal to the owner of a written offer to acquire property, or notification to the owner of the decision not to acquire the property.

3. Presentation of a formal offer to acquire the property along with a written statement of the basis for determination of just compensation and a copy of the City's Fee and or Fixtures and Equipment appraisal. Each offer will contain a brochure which generally explains the following property acquisition procedures:
 - A. The property owner, or his representative designated in writing, shall be given the opportunity to accompany the appraiser selected by the City during the inspection of the property.
 - B. Relocation benefits will be presented, as may be necessary or appropriate for the relocation of residents, or businesses. Potential relocatees will be required to self-certify that they are lawfully present in the United States as a prerequisite to receive relocation benefits.
 - C. If the owner of real property is also the owner of a business conducted on the property to be acquired, or on the remainder, the owner may have a right to an apportionment of the award of just compensation or for compensation for loss of business goodwill. Business owners will be provided with a copy of the pertinent provisions of the Code of Civil Procedure relating to compensation for loss of goodwill along with instructions to assist them with filing a claim.
 - D. If the property is acquired, construction or development of a project on the site will be scheduled, to the greatest extent practicable, so that no person lawfully occupying the real property shall be required to move from a dwelling or to move his business or farm operation without at least 90 days written notice from the City from the date the move is required.
 - E. If the City makes arrangements to rent the property to an owner or his tenant for a short term, or for a period subject to termination by the City on short notice, the rental rate will not exceed the lesser of the fair rental value of the property to a short term occupier or the pro rata portion of the fair rental value for a typical rental period. If the owner or tenant is an occupant of a dwelling on the property, the rental rate for the dwelling shall be within his financial means.
4. Good faith negotiations with the property owner, for an appropriate amount of time, is needed to adequately address all legitimate issues. If the owner is not satisfied with the City's offer of just compensation, they will be given a reasonable opportunity to present relevant material including owner's own appraisal supporting a counter offer for the City to consider. Information will be provided to each impacted property owner identifying the requirements and compensation or reimbursement for securing their own appraisal.

8.1.6.1 Lead Role in Negotiations

OPC has been contracted to take the leading role in all aspects of the acquisition and negotiation process as outlined in this report. The City shall provide program oversight and assist in decisions related to the negotiations process.

8.1.6.2 Document Preparation, Review and Approval

OPC, working in conjunction with the City, will determine the appropriate documents required for the acquisition, relocation and property management stages through project delivery. It is understood that OPC will draft documents and present them to the City for review, editing and approval. Depending on the nature and scope of the documentation being reviewed, edited and/or drafted, the City will be advised of the necessary changes and the appropriate approvals from the agency will be secured. OPC, unless directed otherwise, shall be the primary administrator of document delivery and facilitator of document review and approval.

8.1.6.2.1 Document Control

OPC will store all documents on their local server and provide documentation to the City as requested. Hard copies of documents will also be kept in the project files and stored at the local Bakersfield OPC office. All hard copies of contracts, individual parcel information and general project information shall be stored at OPC's Long Beach headquarters for 5 years following project close-out.

8.1.6.3 Administrative Settlements and Justification

Any agreement on the value of a particular property interest required for the project that differs from the City's determination of just compensation shall require an Administrative Settlement. The Administrative Settlement document, drafted by OPC and approved by the City, shall provide a brief detail of the negotiations history, the amount requested above the City's determination of just compensation, and a reasonable justification of the additional amount being requested.

Justification is required in order to ensure the owner was not a party to undue enrichment and to provide rationale to the applicable State and Federal Agencies demonstrating that a reasonable opinion of fair market value has been reached. Updates in market data, a different analysis method employed by the owner, and other relevant factors will be included in the justification. Additionally, agency cost avoidance reasons may be cited such as settling in lieu of delaying the construction schedule or avoiding increased labor, appraisal and legal costs associated with eminent domain proceedings.

8.1.6.4 Escrow

The purpose of escrow is to ensure that the title and ownership of properties and property interests acquired by the City are free and clear of liens and encumbrances that will adversely affect the use of the property for the Project. The City will employ the services of an escrow company in any transaction that involves the acquisition of property or property interests. However, escrow services are not characteristically employed in the cases of non-complicated Temporary Construction Easements. Escrow instructions detailing the procedural requirements of clearing and transferring title and administering payment(s) will include the following information: proper identification of the property interests being acquired, a list of enclosures, such as a deed or lease, instructions on the conditions necessary for escrow to close and a title

insurance policy to be issued, a statement showing which title exceptions will be accepted by the City, an instruction as to the disposition of taxes and an authorization to pay the proper demands from lien holders and pay the balance to the grantors.

Before the close of escrow, the escrow company will obtain from the grantors their Tax Identification Number, Social Security Number or Federal Employer Identification Number. OPC will ensure that all documents and payments required for escrow closing be delivered as scheduled. Finally, when it has been determined that all the necessary instruments to clear title in the manner required by the escrow agreement have been executed and recorded, escrow shall close and taxes shall be pro-rated or properly segregated upon recordation of the deed conveying the property to the City.

8.1.6.4.1 Service Providers

The following is a list of vendors that the City has approved to provide title and escrow services. Additional firms will be utilized as transactions call for particular needs.

- 1. Chicago Title**
4015 Coffee Road
Bakersfield, CA 93308
(661) 410-4734

- 2. First American Title**
8500 Stockdale Highway #190
Bakersfield, CA 93311
(661) 617-1464

- 3. Commonwealth Land Title**
4100 Newport Place Dr. Ste. 120
Newport Beach, CA 92660
(949) 724-3163

8.1.6.4.2 Transaction Process

Once a purchase and sale agreement has been executed to submit all required documents and deposit the necessary funds for closing with an approved escrow company. Upon payment of funds and satisfaction of escrow conditions, escrow will close and the conveyance documents will be recorded with the County Recorder's office, thus concluding the transfer of title. The City will use its panel of pre-qualified title and escrow firms to fulfill the needs of the project. Once an escrow account has been opened, commercial properties are anticipated to close within 60 - 90 days, while residential properties are projected to close within 45 - 60 days.

8.1.6.4.3 Document Preparation and Administration

OPC will also research title concerns that may prevent conveyance of the required property interest to the City and work with property owners and the chosen escrow company to clear title exceptions expeditiously. Document preparation for this activity will be a collaborative effort between OPC, the property owner, the participating escrow company and, when necessary, the City's legal counsel. In instances where title and

conveyance decisions are needed, the City and its legal counsel shall make the determination.

8.1.6.5 Condemnation

8.1.6.5.1 Settlement and Filing Authority

Eminent domain proceedings are initiated by submitting an impasse letter (included as Appendix C: Sample Impasse Letter) and Resolution of Necessity request to the City Council for approval. Depending on the sequencing of acquisition, Resolutions of Necessity authorizing condemnation may be prepared for either individual parcels or groups of parcels. The Resolution is prepared by legal counsel, which will also provide assistance in supporting evidence to secure approval. Per Caltrans guidelines, the City will issue a Resolution of Necessity Hearing Notice at least 15 days before the City Council's hearing date notifying the property owner of the impending hearing. Prior to issuing this notice, the City must make a statutory written offer to purchase the property for the full amount of just compensation. It is a prerequisite of the exercise of eminent domain to attempt to reach an agreement with an owner as to reasonable value of the property, unless the owner cannot be located with reasonable diligence. All reasonable attempts to negotiate a settlement will be pursued prior to litigation.

The eminent domain process will be managed by the City's legal counsel. The City's Real Property Manager will furnish all relevant documentation to legal counsel for commencement of eminent domain proceedings. The City's staff and OPC will provide all necessary support for the presentation of evidence reflecting the position of the City as to the just compensation and attempts to negotiate settlement. The legal counsel and the City will maintain all records and keep project staff informed as to the progress of cases. Eminent domain settlements have the same approval criteria as administrative settlements.

Eminent domain proceedings are anticipated to take from 120 days at the earliest and up to 9 months to obtain possession of the property by court order.

8.1.6.5.2 Legal Settlements

A Legal Settlement is defined as such once an eminent domain suit has been filed, an expert witness is hired, and a settlement that exceeds the amount of the approved Just Compensation is proposed and approved based upon new appraisal data from said expert witness. Once an eminent domain suit is filed, an Order of Possession can be expected within 3-5 months. A Legal Settlement is also further subject to funding source regulations and policies.

The Legal Settlement shall be in the form of a Legal Memorandum prepared and recommended by the City's legal counsel.

9.0 RELOCATION PROCEDURES

9.1 Program Implementation

9.1.1 Regulation Authorities

Regulatory authorities pertinent to the relocation process include the Uniform Act, the Code of Federal Regulations, *Caltrans Right of Way Manual* and the Uniform Commercial Code.

9.1.2 Relocation Planning Activities

The Project Team will be developing a relocation plan in the early periods of the PA/ED Phase. The plan, which is subject to a public comment period and acceptance by City management, outlines the results, strategies and policies for successfully relocating all displaced persons, businesses impacted by the project. Preparation of the plan may begin with personal interviews of all potentially displaced persons and queries information such as household size and composition, income, and special needs. Businesses are interviewed also to ascertain location needs, proximity to supply chains, customer bases, and labor pools. Relocation staff will study the project needs to make a determination of the availability of adequate housing and replacement business sites and create a plan to successfully displace all impacted occupants.

9.1.3 Distribution of Relocation Benefits

9.1.3.1 Qualification Requirements

In order to determine eligibility of business or residential occupants for the relocation assistance program, OPC relocation staff will conduct an interview with all potentially affected residential and business occupants, along with an onsite walk-thru. During the interview process, OPC staff will gather information from the occupants in order to assess their relocation needs, as well as provide information regarding the City's relocation program. OPC staff will request documentation from residential and business occupants to verify the following information:

- 1) For residential tenants, evidence that they have been legally occupying the property for at least 90 days prior to the date in which the first written offer to purchase the subject property was made to the owner in the case of tenants, and 90 days prior to the date of the first written offer, in the case of owner-occupants;
- 2) For businesses, that they legally occupy the subject property and are operating a legitimate business.

9.1.3.2 Benefits Analysis and Approval

In the case of residential occupants, the relocation benefits consist of Advisory Services (which will be dealt with in section 9.1.4.1, below), a Replacement Housing Payment of up to \$7,000 in the case of tenants, and \$31,000 in the case of owner-occupants, and a payment for Moving Expenses. Additionally, owner occupants may qualify for a Mortgage Interest Differential Payment to defray increased costs associated with securing a replacement mortgage at a rate higher than the relocatees current interest rate. Owners may also qualify for reimbursement of certain eligible closing costs associated with their new purchase.

Beginning with the initial interview, OPC staff will work with the household in order to verify the following information: length of occupancy, household income, number of household

occupants and special needs, such as elderly and handicapped households. Additionally, OPC staff will conduct a market study, in order to determine the cost of comparable replacement housing. OPC staff will then prepare an eligibility package for City review and approval. Once the eligibility package has been approved by the City, OPC will then present the information to the household. If comparable replacement dwellings are not available within the monetary limits described above, the City will provide Last Resort housing assistance to enable the occupants to rent or purchase a replacement dwelling in a timely basis.

In the case of business occupants, the relocation benefits consist of a Payment for Moving Expenses, which includes either a payment for actual reasonable moving and related expenses, or a fixed payment in lieu of a payment for actual moving and related expenses, Advisory Assistance (which will be dealt with in section 9.1.4.2, below), and other help needed to reestablish the business.

In order to determine the actual reasonable moving and related expenses of a business, OPC staff, if necessary, will assist the business owner to provide professional movers, contractors, and other specialists familiar with the various moving needs of businesses to obtain these costs. After obtaining the various moving bids and other documentation, OPC staff will prepare a recommendation of eligible costs for the City's approval prior to advising the business owner of their eligible costs.

Alternatively, the business may elect to receive a fixed payment in lieu of actual moving expenses, which is based on the average net earnings of the business over the previous two years, up to a maximum of \$40,000. The business shall provide proof of earnings through income taxes, certified financial statements, or other reasonable evidence which is determined to be satisfactory.

9.1.3.3 Claims Processing and Approval

In the case of residential occupants, once eligibility for relocation assistance has been established, and the household has identified comparable replacement housing, OPC staff will prepare claims to request the replacement housing and moving payments. The claims will be reviewed and approved by the Relocation Project Manager and then submitted to the City for final approval and processing. In order to prevent hardship to a displaced household and facilitate the securing of replacement housing, the City shall provide advance payments when necessary.

In the case of business occupants, when eligibility for relocation assistance has been established, and the business has identified a suitable replacement site, OPC staff will prepare claims to request relocation payments. The claims will be reviewed and approved by the Relocation Project Manager and then submitted to the City for final approval and processing. In order to prevent a hardship to a displaced business, the City shall provide advance payments when necessary.

9.1.3.4 Benefits Tracking and Reporting Processes

For both residential and business occupants, displaced will be required to sign receipts of payment upon receiving checks for relocation assistance payments. These receipts will be kept in the relocation case file. All claim forms will indicate any payments already received by the displaced occupants, along with any potential remaining payments. OPC will track all benefit

payments in its project management system, on both a parcel-by-parcel basis and a project wide level. These status reports will be presented to the City on at least a monthly basis, or otherwise if required.

9.1.4 Scope of Advisory Services

9.1.4.1 Residential Advisory Services

OPC staff will be available to assist displaced households with questions about relocation and/or assistance in relocating. This advisory assistance includes, but is not limited to:

- 1) Distribute appropriate written information concerning the City's relocation program;
- 2) Fully inform eligible Project occupants of the nature of, and procedures for, obtaining relocation assistance and benefits;
- 3) Provide an adequate number of referrals to comparable, decent, safe and sanitary housing units within a reasonable time prior to displacement, and assure that no residential occupant is required to move without a minimum of 90 days written notice to vacate;
- 4) Provide assistance that does not result in different or separate treatment due to race, color, religion, national origin, sex, marital status or other arbitrary circumstances;
- 5) Supply information concerning federal and state programs and other governmental programs providing assistance to displaced persons;
- 6) Assist each eligible residential occupant to complete applications for benefits;
- 7) Inform all persons subject to displacement of the City's policies with regard to eviction and property management;
- 8) Establish and maintain a formal grievance procedure for use by displaced persons seeking administrative review of the City's decisions with respect to relocation assistance.

9.1.4.2 Business Advisory Services

As with the residential relocation services provided above, OPC staff will be available to assist displaced businesses with questions about relocation and/or assistance in relocating. This advisory assistance includes, but is not limited to:

- 1) Conduct personal, on-site interviews of prospective displacees to ascertain relocation needs and special requirements;
- 2) Inform displaced businesses of available relocation assistance services and benefits, and explain relocation process;
- 3) Prepare and distribute Informational Statements, Notices of Displacement, 90 Day Notices to Vacate, and other notices, as may be required;
- 4) Assist displacees in locating replacement business sites and provide written referrals to same, if any;
- 5) Provide with any referral, an evaluation form which requests feedback as to the suitability of the site referral, and attempt to secure response from claimant;
- 6) Provide on-going advisory assistance to business displacees, including lists of qualified movers and vendors.
- 7) Assist with the preparation of specifications for the move and inventory of personal property, insuring thorough coordination with Agency staff and/or legal counsel, that no real property is included on the personal property inventory list;

- 8) Coordinate the walk-through for a minimum of two bids and move estimates with movers and the displaced business;
- 9) Monitor the actual move to replacement site and re-establishment activities, as necessary;
- 10) Determine eligibility for and proposed amount of relocation benefits, including actual and reasonable moving payments, re-establishment payments, and fixed payments;
- 11) Prepare up to 2 benefit claim forms, secure claimant's signatures on claim forms, and submit claim forms to Agency for processing and payment;
- 12) Deliver benefit checks and other appropriate payments to claimants;
- 13) Verify vacation of the displacement site and secure a certificate of abandonment.

9.1.4.3 Anticipated Relocation Requirements

Based on OPC's experience with previous projects involving residential and business displacements, it is anticipated that a variety of special circumstances will be encountered. In residential cases, households may be overcrowded, or have special needs, such as elderly or disabled residents or children who must remain close to particular schools. Additionally, residents may not disclose all pertinent information in the initial interview, which may cause difficulty when new information comes to light, resulting in revisions to relocation eligibility calculations, and other challenges. OPC is prepared to address all of these special requirements.

In non-residential cases, the process of identifying a suitable replacement site and securing the necessary permitting for the business operations can be challenging. Additionally, the complexities of some business operations with specialized machinery and equipment can result in a lengthy relocation process from its current location to the replacement site. This often results in inevitable down time for the business which can present a hardship to the business owner and increased cost exposure to the City.

9.1.5 Case File Control

9.1.5.1 Required Documentation

For each residential and non-residential displacee, a relocation case file will be maintained with all appropriate documentation. This includes, but is not limited to, a copy of the interview form, a case diary, verification of occupancy and eligibility, correspondence, a copy of all referrals provided, the benefits calculation form and supporting documentation, all claims and checks, including receipts of payment, and copies of all notices provided to displacees.

9.1.5.2 Audit Review

All relocation case files will be updated and will be provided for audit reviews upon request. All files will be reviewed internally by OPC's Relocation Project Manager, and then forwarded to the City for review. After City review, they will be forwarded to Caltrans and/or FHWA for final audit.

9.2 Anticipated Relocation Impacts

Due to the size and scope of the Centennial Corridor Project, the relocation process is anticipated to be a major undertaking. While problematic relocations such as hospitals or intensive care centers, cemeteries, sensitive historical sites, bio-hazard and other sensitive environmental locations are not present on the project, several factors will be considered in the

development of the relocation plan and program. These project considerations include the large minority, elderly and disabled population on the project, the financing constraints in securing both replacement housing and business sites, upside down mortgages, and adequately attending to the challenges of assisting individuals and businesses facing serious financial hardships instigated by the current economic climate.

Additionally, there may be a disproportionate shortage of housing stock available for residential relocatees at the time the acquisition program is implemented. Because there may be no more than approximately 400–500 available properties for rent or for sale in any particular month within the replacement area, and the project may displace more than 300 residential units, the project team is considering implementing a phased acquisition process to avoid an excessively competitive housing environment among displacees. Scheduling at least an 18 to 24 month relocation timeframe will allow home owners and tenants multiple housing options that can accommodate a diverse displacement community including the elderly, handicapped and financially challenged. Among the commercial displacements proposed, the problem is not as evident because commercial sites are readily available and lease rates and purchase options are very competitive. Furthermore, supply is high and is anticipated to remain so throughout the acquisition period.

9.2.1 Project Residential Displacements

The majority of the relocations on the project are single-family residences, duplex/triplex units, and multi-family units. Alternative B Initial will result in the displacement of approximately 215 residential units.

9.2.1.1 Residential Replacement Housing Availability

As noted above, OPC anticipates that the supply of available housing will be adequate if phasing of the relocation program is planned appropriately. Also a consideration for the Project Team is the fact that Homeowners behind on their mortgage or in danger of losing their jobs are attempting to sell their homes in a market where traditional financing is greatly challenging to secure. The agency's program is unique in that it can often offer a sizable down payment to secure such housing.

9.2.2 Project Commercial Displacements

On a project of this magnitude, the relocation team will be making a strong effort to implement advanced move and mitigation planning, as soon as is feasible. It is anticipated that the Project will require the full acquisition of (36) commercial/industrial sites totaling (121) business displacements. Property types predominately represented on the project include retail and mixed service uses. Operations requiring specialized move planning assistance include mixed auto use sites, restaurants and potentially other food service operations. Care will be taken during the interview process to assess the business relocation needs, and every attempt will be made to find a multitude of replacement site options and help the business relocate to a suitable replacement site.

9.2.3 Displacement Area Demographics

The Displacement Area is defined as the parameters within the project where actual displacements occur. This area is typically a smaller blueprint than the Project Area because the outer limits of a Project Area are not always regions where displacements are proposed. Displacements for this project are distributed throughout the proposed alignment and are

particularly prevalent along the newly constructed SR-58 to Westside Parkway connector. As already noted, a wide variety of residential displacements will occur in the project corridor, including apartment complexes, 2- to 3-unit multiplex structures and many single-family residences. The area is characterized as mostly suburban and generally represents a median-income demographic when compared to the greater Bakersfield region. There are more tenants than owners. Available property title information also suggests foreclosures are prominent within the Displacement Area.

9.3 Appeals Process

9.3.1 Legal Requirements and Regulation Authority

In accordance with the Federal Highway Administration, the Uniform Relocation Assistance and Real Property Acquisition Policies Act (49 CFR 24.10(a)), and established City policies in administering the relocation program, the City's Appeals Board shall promptly review appeals relating to occupant disagreements and concerns relating to the calculation and analysis of relocation benefits. The board shall consist of the City Manager, the Director of Environmental Services and a third party representative to be designated at a later date. An overview of the program and appeals process is described below.

9.3.2 Program Procedures

The right to appeal will be described in all Relocation Brochures and Notices distributed at public hearings or to individual displaces. As a matter of policy, it is also mentioned whenever verbal presentations on relocation assistance are made at public hearings.

Any person, business, or farm operation may file a written appeal with the City if he or she is dissatisfied with the City's determination as to the eligibility for, or the amount of a Relocation Payment, or the Replacement Housing Valuation.

The City shall consider every complaint regardless of form, and if necessary, shall provide assistance to the claimant in preparing the written appeal. The appellant has the right to present oral and/or written evidence in support of the appeal. The City will issue an appeal decision in writing within 60 days of reviewing all material necessary to render an opinion.

If a claimant seeks review, The City shall inform him that he has the right to be represented by an attorney. In reviewing and deciding an appeal, the City shall consider all pertinent justification and other material submitted by the claimant, and all other available information that is needed to ensure a fair and full review of the appeal.

10.0 RIGHT OF WAY CERTIFICATION PROCESS

10.1 Certification Oversight and Guidelines

When a local agency performs right of way activities on a federally assisted local project, the local agency, or its right of way consultant, will prepare the Right of Way Certification. The Right of Way Certification is necessary before a project can proceed to construction. The purpose of the Right of Way Certification is to document that any interest necessary for the project have been, or are being secured, and physical obstructions including buildings, utilities and railroads have been or will be removed, relocated or protected as required for construction, operation and maintenance of the proposed project. The Right of Way Certification also documents that right of way activities including the relocation of any displacees were conducted in accordance with applicable state and federal laws and regulations.

The details of each form of certification are described as follows:

Certification No. 1 documents the following: That all work is within existing right of way acquired for a previous construction project and all new work will be within that existing right of way,

OR

- Acquisitions are complete (escrow is closed and/or Final Orders of Condemnation are recorded)

AND/OR

- There are effective Orders for Possession on all remaining unacquired parcels,

AND

- All occupants have vacated the lands and improvements,
- Relocation Assistance and payment requirements have been met,
- All necessary material and/or disposal sites have been secured.

AND

- All rights of way clearance, utility, and railroad work has been completed, or all necessary arrangement have been made (Utility Notices issues, demolition contracts awarded, railroad contracts executed) for the work to be undertaken and completed as required for proper coordination with the construction schedule.

Certification No. 2 documents the following:

- All requirements for Right of Way Certification No. 2 are the same as for Certification No. 1 except that one or more parcels are in the agency's possession by virtue of effective Rights of Entry or an Agreement for Possession and Use. Similar documents such as a permit, license, or an approved Right of Way Contract with an effective right of possession date, also require the use of a Certification 2.

10.2 Certification Approval Authority

Preparation of acquisition agreements, vesting deeds, relocation claims and other required documentation shall be completed by OPC and submitted to the City's Real Property Manager for review and preliminary approval. Once the City determines the certification package is compliant with Caltrans certification guidelines, the City and/or OPC will coordinate with the local Caltrans District Office to present the certification package for Caltrans approval. Follow up meetings with Caltrans will be coordinated between OPC and/or the City on an as-needed basis.

11.0 DOCUMENT CONTROL

11.1 Parcel File Content and Organization

Acquisition files will be set up and maintained by the right of way consultant and at a minimum will include the following:

- Parcel diary
- Notice of Decision to Appraise and verification of delivery of Acquisition Policies Brochure
- Title VI – Non Discrimination Disclosure
- Appraisal
- Right of way mapping, legal descriptions and plat maps
- Review appraisal and recommendation of just compensation
- Certification of Just Compensation signed by agency
- Preliminary title report
- Offer package, appraisal summary statement
- Property owner correspondence
- Administrative settlement justification memos (if applicable)
- Eminent domain recommendation memos (if applicable)
- Property Acquisition Agreement
- Recorded Conveyance Deed(s)
- Environmental Assessment Reports
- Escrow instructions and closing documents
- Title clearance documents
- Policy of Title Insurance
- Technical Reports (if applicable)

After completion of the acquisition activities, the right of way consultant will submit the parcel file to the Real Property Manager at the City.

11.2 File Storage and Maintenance

As indicated in Section 8.1.6.2.1 (Document Control), OPC will store all agreements, claims, confirmation of payment receipts, and other Caltrans and Uniform Act required documentation, on their local server and provide documentation to the City as requested. Hard copies of documents will also be kept in the project files and stored at the local Bakersfield OPC office. All hard copies of contracts, individual parcel information and general project information shall be stored at OPC's Long Beach headquarters for 5 years following project close-out.

12.0 PROPERTY MANAGEMENT

12.1 Managing Staff and Responsibilities

Overland Pacific & Cutler, Inc. will provide full property management services to fulfill the needs of the project. As parcels become vacant, debris removal, weed abatement, property security and possible leasing and maintenance services are anticipated to be required.

OPC propriety software will manage and store all relevant property information and action items pertaining to the property management process. This would include, but is not limited to, the following items:

- Assessor's Parcel Number
- Location of property
- Description of property
- History of actions taken on the property (abatement, debris removal, etc.)
- Licenses, leases and easements on the property

12.2 Demolition Control

Demolition of City acquired properties shall be provided by a City selected demolition contract manager. Such activities shall take place according to City direction and project scheduling. In keeping with the goal of preserving the integrity of the NEPA/CEQA review process, no demolition activities will be performed prior to the project's environmental clearance. Any demolition shall be performed by pre-approved sub-consultants contracted through the City's demolition contract manager.

12.2.1 Contractual Arrangements

The City has not yet contracted demolition firms for the Centennial Corridor Project.

12.2.2 Implementation and Reporting Requirements

The City shall provide direction to its demolition contract manager regarding the timing and scope of services for all demolition activities associated with the project. The demolition contract manager will subsequently provide the selected demolition contractor with a Notice to Proceed and monitor the assigned tasks according to the terms and arrangements agreed upon.

12.3 Agency Owned Rental Property Policy

12.3.1 Calculating Rental Rates

Carry-over tenants will be charged the same contract rent they were paying to the former property owner unless negotiated otherwise. Economic rent will be determined by either an appraisal of the property or another market rent analysis, and will then be compared to the contract rent. An upward adjustment may be made if the contract rent is below the current economic rent and the carry-over tenant will remain on the property for more than three months. Rental rates for all other City-owned properties that do not have carry-over tenants will generally be 10% of the subject property's fair market value, as determined by a current appraisal, or negotiated based on a survey of comparable licensed properties in the area.

12.3.2 Policy on Extended Possession

In cases where tenants, whether carry-over or new, are in occupancy of City-owned property, OPC will perform property management services per the direction of the City's Real Property Manager. These functions will include, but are not limited to, periodic inspections of the property, collection of rents, issuance of notices to vacate, property maintenance, management of contaminated properties and physical control and security. All City property shall be maintained in a clean and orderly condition that does not detract from the general appearance of the neighborhood. If this condition does not exist, appropriate corrective measures will be taken to improve the property's appearance.

It is clear from preliminary engineering plans that there will be several full acquisitions wherein only a portion of the land is needed for the proposed improvements. The City will manage the entire property until such time as it is determined which portions will be transferred to Caltrans and what will be considered excess land.

In such cases, it is assumed that the cooperative agreement between the City and Caltrans will indicate that only the portion of land required for on system improvements will be conveyed to Caltrans, and the City will remain in possession of the excess land.

12.3.3 Reporting Process

OPC will provide regular updates to the City as to the status of City-owned property on an as-needed basis. Property managers will be in close contact with acquisition and relocation agents in order to most efficiently maintain and secure properties. All property information and changes can be tracked by authorized users on OPC's project management system.

12.4 Excess Land Inventory

12.4.1 Projected Excess Land Value

Because of the large number of residential and commercial full acquisitions required for the project, a sizeable cost recovery can be realized from the sale of excess land once the project's improvements have been built. The present day value of these excess land parcels has not been calculated, but is expected to be substantial. Since this revenue cannot be realized until the project's improvements are completed, an escalation study should be completed. The figures compiled will be based on the latest industry projections for the immediate geographic and national market regions.

12.4.2 Tracking and Preparation of Inventory

The sale of surplus, or excess property, is anticipated to commence at the conclusion of the construction phase. As described in section 12.4.3, below, the City must first offer excess lands to public entities. In the event that public entities have no interest in the surplus properties, the City may choose to market them through a major real estate brokerage chosen by the City or dispose of them to adjoining property owners at fair market value. As mentioned above, periodic updates will be provided to the City as to the status of the properties and their disposition for sale.

12.4.3 Policy on the Sale of Excess Properties

It is assumed that the City's goal is to not sell excess land for less than its fair market value. The exception to this would be in the case of land locked or remnant surplus land, which can be sold at "assemblage value" or based on an "over the fence appraisal value" when sold to private

individuals or private entities. Each year, the City will prepare an inventory of all real property that is surplus to its foreseeable needs. Before the City disposes of any excess land, it must send a written offer to sell surplus property to various entities, including local public agencies within whose jurisdiction the land is located. Any of these entities desiring to purchase the land must notify the City within 60 days of receiving the written offer. The City must then enter into good-faith negotiations to determine the sales price. If no agreement is reached within 60 days, the City may proceed with the general disposition process.

In the event that the City receives offers from more than one of the above mentioned entities, it shall give first priority to the entity which agrees to use the property for housing for persons or families of low- or moderate-income, except that first priority shall be given to an entity which agrees to use the property for park or recreational purposes if the land being offered is already being used, and will continue to be used, for park and recreational purposes, or if the land is designated for park and recreational use in the local general plan and will be developed for that purpose.

In addition to the typical disposition of excess land, the City may utilize some of the excess parcels early on as potential mitigation parcels to reduce right of way capital costs. For example, there may be situations in which a parcel that has already been acquired in full could be used to offset severance damages to a nearby owner, or to mitigate impacts to adjoining properties. These situations would be considered and reviewed on a case-by-case basis as they arise. In no event would a property that would otherwise be treated as a partial take be acquired as a full take for the sole purpose of providing such mitigation.

13.0 PROJECT CLOSEOUT

13.1 Managing Staff Responsibilities

OPC is assigned with providing all project closeout activities associated with the right of way program. At this phase of project development, it is premature to determine the full extent of closeout activities required per federal and state guidelines. Generally, these tasks will consist of coordinating updates to project right of way mapping, in conformance with Caltrans requirements; providing documentation that all acquired property is absent of any environmental contaminants; transferring newly acquired right of way to the appropriate state and local jurisdictions, and securing any easement relinquishments from utility owners. As project design and the right of way program are more fully developed, the required tasks will be detailed and assigned accordingly.



14.0 APPENDICES

Appendix materials will be provided upon request.