

# DRAFT RELOCATION IMPACT REPORT

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## Mid County Parkway Project



Prepared for

**The U.S. Department of Transportation Federal Highway Administration  
The State of California Department of Transportation and  
The Riverside County Transportation Commission**

By

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December 5, 2011



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#### SUMMARY OF RELOCATION IMPACT REPORT:

The Mid County Parkway project proposes a new sixteen (16) mile, divided freeway beginning at Interstate 215 (I-215) in the west and ending at State Route 79 (SR-79) in the east. The project area is located in western Riverside County, primarily along or parallel to the existing Ramona Expressway and consists of two No-Build Alternative and three Build Alternatives with one design variation. The project corridor will experience varying impacts consisting of 3 property types:

- *Nonresidential* - Dairy farms, agricultural land, a sod-farm, open-storage, a church big-box distribution, manufacturing and retail businesses
- *Residential* – Mobile homes, single-family and multifamily residences
- *Municipal* – School district office, a school and public utility infrastructure

At this time, a limited number of suitable replacement nonresidential properties are available for purchase or lease within the displaced cities of San Jacinto and Perris. The additional replacement cities of Hemet and Moreno Valley should provide adequate comparable site options, but due to the numerous relocations and specialties of some of the impacted businesses it may be necessary to research other potential relocation locations within the federally mandated fifty mile relocation radius. Because of these complications, it is suggested that the oversight transportation agencies take extra time requirements and additional costs into consideration during the Right-of-Way Acquisition period of the project.

Considering the abundant residential housing stock developed during the most recent decade, a sufficient number of “comparable replacement dwellings” meeting decent, safe and sanitary standards exist within the impacted or neighboring communities. It is anticipated that finding replacement housing for owner or tenant-occupied residences will not present any unusual problems. The exception is those displaced from mobile homes. Current inventory for mobile home unit sales and rentals are scarce. The area lacks in-kind mobile home replacement housing suitable as decent, safe and sanitary. One option suggests mobile home displacees relocate into slightly larger single family residences, resulting in a housing of last resort entitlement. The resultant replacement housing payment will exceed the entitlement limits for owners and tenants (\$22,500 and \$5,250 respectively). These “super payments” are likely due primarily to the existing mobile home inventories’ diminished decent, safe and sanitary condition and scarcity of available manufactured homes serving as comparable replacement housing. “Last Resort Housing” payments combined with additional resources in finding suitable single family residential or multi-residential replacement housing is anticipated. Necessary funds should be budgeted to account for these larger than customary replacement housing payments. At this time, it is not known whether any displacements will necessitate construction for housing.

It is likely that the elderly population of the community may be residing with family members and/or may need special consideration when relocating. According to information secured from demographic data, the assumption is that a sizable portion of the project area population is potentially Spanish speaking. It is therefore reasonable to anticipate a moderate need for Spanish speaking Right-of-Way agents to effectively communicate with displacees while conducting advisory assistance interviews and facilitating the relocation claims process. There is no indication at this time that there will be unusually slow relocations. No properties were identified as being Section 8; however, we anticipate working closely with HUD to accommodate Section 8 tenant relocations if necessary. Any special relocation challenges will be further identified once relocation surveys are completed. Consistent with project milestones, it is anticipated that a phased approach to relocating all residential and non-residential occupants will be employed. It is estimated that 10 relocation assistance agents will be adequate to handle all relocations and that a timeframe of 18-24 months will be sufficient to relocate all residences and businesses from the proposed Mid County Parkway corridor.

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

This report was prepared by:

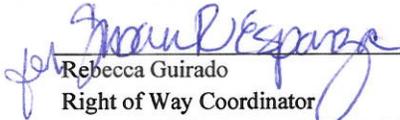


Lynette Overcamp  
SR/WA  
Epic Land Solutions, Inc.

3/7/2012

Date

The undersigned has reviewed and agrees that this report is in conformance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970.



Rebecca Guirado  
Right of Way Coordinator  
State of California Department of Transportation  
Southern R/W Region

3/8/2012

Date

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## PROJECT OVERVIEW

### I. SUMMARY AND PROJECT DATA

#### A. Purpose of Study

The purpose of this Draft Relocation Impact Report (DRIR) is to provide the Riverside County Transportation Commission (RCTC), the State of California Department of Transportation (CALTRANS), the Federal Highway Administration (FHWA), other local agencies and the general public with information regarding the anticipated property acquisition for, and potential effects of, the Mid County Parkway (MCP) project. Specifically, this report is concerned with potential problems that may be caused by the displacement of existing residential, non-residential and municipal real property improvements and their owners/occupants. This report identifies and discusses:

- Required property type relocations
- Suitable replacement properties for project displaces
- Potential relocation issues
- Relocation assistance requirements as mandated by federal laws

#### B. Limits and Purpose of Project

The proposed project will adopt an alignment for the new corridor, named Mid County Parkway (MCP), and construct a new freeway to meet current and projected demand for travel design year 2040 for sixteen (16) miles beginning at Interstate 215 (I-215) to the west and ending at State Route 79 (SR-79) to the east. The project area is located in western Riverside County, primarily along or parallel to the existing Ramona Expressway; see Figure 1.

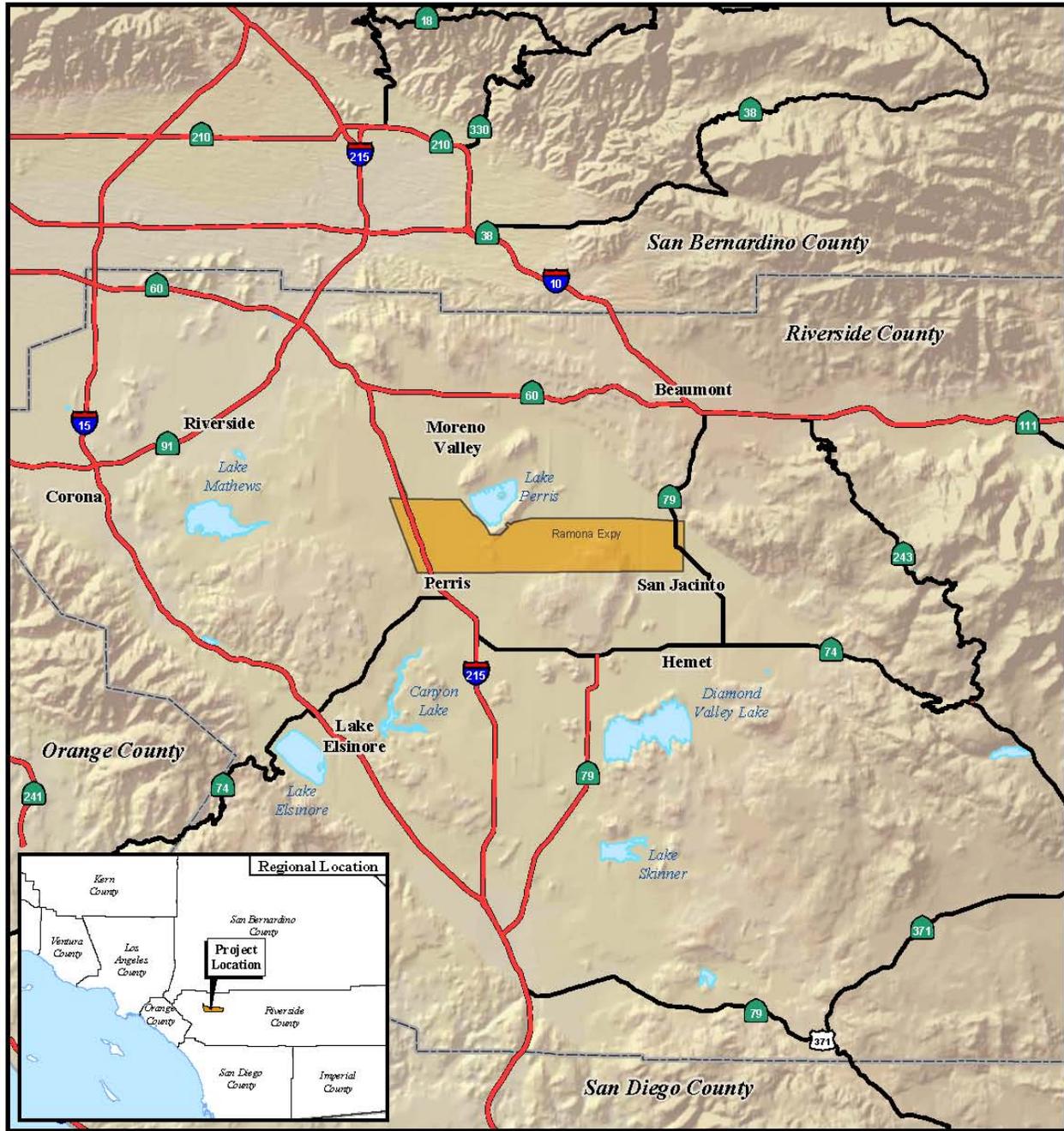
The purpose of the proposed action is to provide a transportation facility that would effectively and efficiently accommodate regional west-east movement of people, goods, and services between and through Perris and San Jacinto. More specifically, the selected Alternative would:

- Provide increased capacity to support the forecast travel demand for the 2040 design year;
- Provide a limited access facility;
- Provide roadway geometrics to meet state highway design standards;
- Accommodate Surface Transportation Assistance Act National Network trucks<sup>1</sup>; and
- Provide a facility that is compatible with a future multimodal transportation system.

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<sup>1</sup> These are larger trucks that are permitted on the federal Interstate system and the non-Interstate Federal-aid Primary System.

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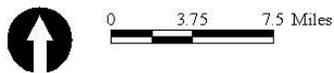


LEGEND

 Mid County Parkway Study Area

FIGURE 1

SOURCE: ESRI (2008); TBM (2010), Jacobs Engineering (02/2011)



Project Vicinity and Study Area

08-RIV-MCP PM 0.0/16.3; 08-RIV-215 PM 28.0/34.3  
EA 08-0F3200 (PN 080000125)



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## C. Description of Alternatives Studied

The following are descriptions of the refined project alternatives for the MCP facility between I-215 in the west and SR-79 in the east, including two No Project/No Action Alternatives (Alternatives 1A and 1B) and the three Build Alternatives (Alternatives 4 Modified, 5 Modified and 9 Modified).

- Alternative 1A: No Project/No Action—Existing Ground Conditions  
Alternative 1A represents 2040 traffic on the planned street network except for future improvements to Ramona Expressway, which would remain as it exists today. Construction of an MCP project would not be implemented with the No Project/No Action Alternative 1A. The future west-east traffic described in the study area would be served by the existing Ramona Expressway between I-215 and SR-79. This alternative assumes 2040 land use conditions and implementation of planned improvements to the regional and local circulation system, as accounted for in the adopted Riverside County General Plan (2003), RCTC's Measure A program, and other adopted plans and policies.
- Alternative 1B: No Project/No Action—General Plan Circulation Element Conditions  
Alternative 1B represents 2040 traffic levels on the planned street network, according to the Circulation Element of the Riverside County General Plan. Construction of an MCP project would not be implemented with No Project/No Action Alternative 1B. This alternative is the same as Alternative 1A but includes implementation of Ramona Expressway consistent with the Riverside County General Plan Circulation Element.
- Alternative 4 Modified: North Perris (Drain)  
Alternative 4 Modified proposes a six-lane controlled access freeway. Alternative 4 Modified follows a northern alignment through the City of Perris, adjacent to the Perris Drain (as shown in Figure 2). System interchanges (a freeway-to-freeway type interchange) are proposed for all Build Alternatives at I-215 and SR-79. Descriptions of these system-system interchanges are as follows:
  - The MCP/I-215 interchange is proposed as a three-level interchange that will not preclude possible future connections to the west. At the highest point, the MCP/I-215 interchange would be approximately 75 to 100 ft above ground level.
  - The MCP/SR-79 interchange is proposed as a three-level interchange at an approximate height of 75 ft. The MCP connection to SR-79 will be made at the proposed realignment of SR-79, south of Ramona Expressway<sup>2</sup>. The MCP provides direct connectors to northbound and southbound SR-79, as well as a six-lane easterly extension that terminates at a proposed signalized intersection at Ramona Expressway. The SR-79 Realignment Project is currently undergoing separate environmental review and is assumed to be constructed prior to the MCP project.

Service interchanges (interchanges that connect a freeway to local arterials) for Alternative 4 Modified are proposed at Perris Boulevard, Evans Road, Ramona Expressway/Antelope Road, Bernasconi Road, Reservoir Road, Town Center Boulevard (proposed new arterial associated with future proposed development), Park Center Boulevard (proposed new arterial associated with future proposed development), and Warren Road.

All of the modified Build Alternatives, including Alternative 4 Modified, include improvements to I-215. These improvements are as follows: (1) the addition of one auxiliary lane between the MCP/I-215 systems interchange and the adjacent service interchange to the north and south to

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<sup>2</sup> SR-79 is proposed to be realigned as a four-lane limited access expressway on a new alignment from south of Domenigoni Parkway to north of Gilman Springs Road and is currently undergoing separate environmental review.

facilitate movement between the MCP and I-215; (2) the addition of an operational/mixed flow lane from MCP to the Van Buren Boulevard Interchange to accommodate additional traffic on I-215 as a result of the MCP; (3) the addition of an operational/mixed-flow lane from Nuevo Road to Cajalco-Ramona Expressway or Harley Knox Boulevard to facilitate weaving on I-215; (4) the addition of a new interchange at Placentia Avenue; and (5) modification of the existing interchange at Cajalco Road/Ramona Expressway.

Alternative 4 Modified also includes one Design Variation, San Jacinto North, at the eastern terminus of the alternative; see below for additional detail.

- **Alternative 5 Modified: South Perris (at Rider Street)**

Similar to Alternative 4 Modified, Alternative 5 Modified is a six-lane controlled-access freeway. However Alternative 5 Modified follows a southern alignment through Perris along Rider Street (as shown in Figure 2).

System interchanges proposed for Alternative 5 Modified are the same as for Alternative 4 Modified, with connections at I-215 and SR-79. However, the I-215 system interchange differs from that in Alternative 4 Modified as it connects the MCP to I-215 near Rider Street. As with Alternative 4 Modified, the system interchange at I-215 is proposed as a three-level interchange that will not preclude possible future connections to the west. The interchange will be approximately 75 to 100 ft above ground level.

Locations of the service interchanges proposed for Alternative 5 Modified are the same as those in Alternative 4 Modified: Perris Boulevard, Evans Road, Ramona Expressway/Antelope Road, Bernasconi Road, Reservoir Road, Town Center Boulevard (proposed new arterial associated with future proposed development), Park Center Boulevard (proposed new arterial associated with future proposed development), and Warren Road.

Alternative 5 Modified also includes the same improvements to I-215 as described above for Alternative 4 Modified. Also Alternative 5 Modified includes the same Design Variation at the eastern terminus of the alternative, San Jacinto North; see Section below for additional detail.

- **Alternative 9 Modified: Placentia Avenue**

Similar to Alternatives 4 Modified and 5 Modified, Alternative 9 Modified is a six-lane controlled-access freeway. However, Alternative 9 Modified follows a more southerly alignment through the City of Perris along Placentia Avenue (as shown in Figure 2).

System interchanges are proposed for all Build Alternatives, including Alternative 9 Modified, at I-215 and SR-79. The system interchange at SR-79 is the same as those proposed for Alternative 4 Modified and Alternative 5 Modified. However, the I-215 system interchange differs from those in Alternatives 4 and 5 Modified as it connects the MCP to I-215 near Placentia Avenue. As with Alternatives 4 and 5 Modified, the system interchange at I-215 is proposed as a three-level interchange that will not preclude possible future connections to the west. The interchange will be approximately 75 to 100 ft above ground level.

Service interchanges are also proposed for Alternative 9 Modified at the following locations: Redlands Avenue, Evans Road, Ramona Expressway/Antelope Road, Bernasconi Road, Reservoir Road, Town Center Boulevard (proposed new arterial associated with future proposed development),

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Park Center Boulevard (proposed new arterial associated with future proposed development), and Warren Road.

Alternative 9 Modified also includes the same improvements to I-215 as described above for Alternative 4 Modified. In addition, Alternative 9 Modified has been designed to avoid Paragon Park.

Alternative 9 Modified includes the same Design Variation at the eastern terminus of the alternative, San Jacinto North; see Section below for additional detail.

## Design Variation

The following design variation applies to all of the build alternatives:

- **San Jacinto North Design Variation**

Under the San Jacinto North Design Variation, the MCP route diverges from the proposed MCP alignment west of Warren Road and follows an alignment easterly that is approximately 1,140 ft north of the existing Ramona Expressway adjacent to the Colorado Aqueduct. The San Jacinto North Design Variation will also provide a connection to existing Ramona Expressway from Warren Road, similar to the base case for Alternative 4 Modified, 5 Modified and 9 Modified.

For the purpose of this DRIR, there are no Right of Way impacts associated with Alternative 1A: No Project/No Action—Existing Ground Conditions nor Alternative 1B: No Project/No Action—General Plan Circulation Element Conditions. They are therefore not listed in the remainder of this report. However, given the San Jacinto North Design Variation for each alternative; acquisition, displacement and relocation requirements will be described within this report as the following six alternatives:

- Alternative 4 Modified
- Alternative 4 Modified with SJN DV
- Alternative 5 Modified
- Alternative 5 Modified with SJN DV
- Alternative 9 Modified
- Alternative 9 Modified with SJN DV

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

*For all of the proposed alternatives the project location is on or in the vicinity of the existing Ramona Expressway corridor with limit locations to the west at I-215 extending easterly 16 miles and terminating at the existing SR-79 interchange.*

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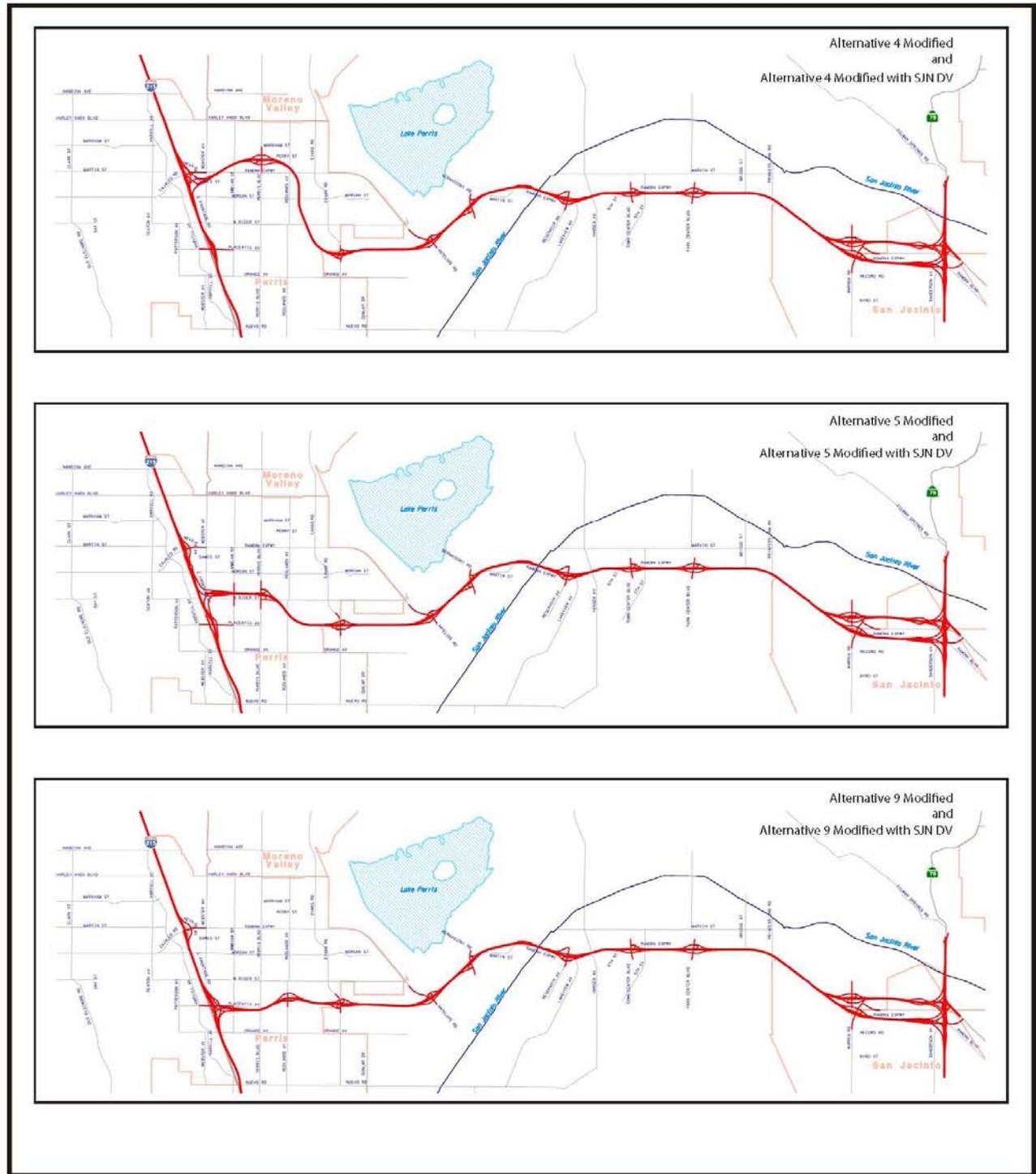


FIGURE 2

SOURCE: TBM (2006), Jacobs Engineering (11/2010)



MCP Build Alternatives Modified  
 08-RIV-MCP PM 0.0/16.3; 08-RIV-215 PM 28.0/34/3  
 EA 08-0F3200 (PN 0800000125)



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## D. Basis of Findings

The sources used in the preparation of this report were both primary and secondary in nature, and are identified in the References section at the end of this document. Information was gathered from the right-of-way studies conducted by Epic Land Solutions, Inc.

## E. Describe the Displacement Area

The MCP project is located in an area of western Riverside County that is undergoing substantial population and employment growth. According to the California Finance Department, in 2009, the population in Riverside County reached approximately 2.1 million people. Specifically, the population in western Riverside County is expected to increase by over 1.3 million people between 2010 and 2035, an increase of more than 60 percent. Growth in employment is expected to occur at an even higher rate, approximately 80 percent between 2010 and 2035.<sup>3</sup> The Inland Empire Quarterly Economic Report states employment in the Inland Empire is no longer decreasing, and employment is projected to increase by 10,500 jobs in 2010 (approximately 0.9 percent). In addition, the report states the housing market in the Inland Empire appears to have bottomed out and is now in the recovery period due to demand and overwhelming supply coming from foreclosures.<sup>4</sup> Although currently funded transportation improvements will address some of the projected future demand, additional transportation improvements are needed to provide for the efficient movement of people and goods in the future.

## F. Summary of Displacement Units by Alternative

Table I. Summary of Displacement Units by Alternative

	Alternative 4 Modified	Alternative 4 Modified SJN DV	Alternative 5 Modified	Alternative 5 Modified SJN DV	Alternative 9 Modified	Alternative 9 Modified SJN DV
Residential Units	98	101	90	93	137	140
<i>Residential Displacements (residents)</i>	<i>426</i>	<i>442</i>	<i>373</i>	<i>389</i>	<i>679</i>	<i>695</i>
Nonresidential Units (including Agriculture)	68	66	90	88	37	35
<i>Nonresidential Displacements (employees)</i>	<i>350</i>	<i>369</i>	<i>1129</i>	<i>1148</i>	<i>188</i>	<i>207</i>

## G. Adequate Relocation Resources Exist for:

	Yes	No
Residential Owners	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Residential Tenants	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mobile Homes	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Businesses	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Nonprofit Organizations	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*The current housing stock available for the purchase or rent of replacement mobile homes is scarce.*

<sup>3</sup> 2008 Regional Transportation Plan Integrated Growth Forecast, Southern California Association of Governments.

<sup>4</sup> San Bernardino Associated Governments (SANBAG; October 2009 and January 2010). Inland Empire Quarterly Economic Report.

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Agriculture

1. The replacement neighborhoods studied fall within the state mandated 50 mile replacement radius. Included are the project impacted cities of San Jacinto and Perris as well as the nearby cities of Moreno Valley and Hemet.
2. The relocation areas are comparable in terms of amenities, public utilities, and accessibility to public services, transportation and shopping. Yes  No
3. The relocation resources *are* affordable to residential displacees given the use of applicable replacement housing payments.
4. There *are* public projects in the area that will displace other families or make additional housing available concurrently with the subject project.  
*The State Route 79 Realignment Project will take place in the vicinity of San Jacinto, although Right-of-Way impacts are assumed to be limited and it is anticipated that the project will precede the MCP Project.*
5. It is anticipated that the project's relocation program will be adequate to successfully relocate all impacted displacements. The project is expected to be built in phases and the agency can therefore take a systematic phased approach to relocations. RCTC is anticipating using three Right-of-Way consulting firms to participate in the relocation process, which should provide an adequate number of resources to cover all residential and nonresidential displacements.
6. There *are* special/significant relocation problems associated with this project.  
*Typically, relocation of dairy farm operations, churches, out-door advertising signs, cellular and communication tower sites, and plant nurseries tend to be challenging. Although adequate replacement options are anticipated to be available, property negotiations can become complex and expensive. Additional time should be allotted within the relocation schedule.*
7. The Last Resort Housing Program payments *will* be utilized to relocate residential households being displaced.  
*At this time, the only residential property type identified that will require Last Resort Housing payments are Mobile Homes due to limited availability of comparable replacement mobile home units. The percentage of household units impacted by alternative are 45% for both Alternative 4 Modified alignments, 60% for Alternative 5 Modified alignments and 20% for Alternative 9 Modified alignments based on total displaced residential units.*
8. The construction of replacement housing under the Last Resort Housing Program will be utilized as follows:  
*It is not anticipated that there will need to be construction of replacement housing. Despite the fact that the current housing stock available for the purchase or rent of mobile homes is scarce, there are an adequate number of comparable single-family and multi-family replacement dwellings available for mobile home displaces.*
9. A field office *will* be required for the project.  
*It is suggested that the office should be located within 25 miles of any portion of the project due to its size and complexity.*

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## DETAILED ANALYSIS OF PROJECT IMPACTS

### I. ACQUISITION AREA

Table II, below, summarizes the anticipated property acquisitions under the six MCP Build Alternatives. As shown, all project build alternatives will result in the full, partial, and temporary acquisitions of both residential and nonresidential parcels.

Table II. Summary of Property Acquisitions

		<b>Alternative 4 Modified</b>	<b>Alternative 4 Modified S/N DV</b>	<b>Alternative 5 Modified</b>	<b>Alternative 5 Modified S/N DV</b>	<b>Alternative 9 Modified</b>	<b>Alternative 9 Modified S/N DV</b>
<b>Full Acquisitions</b>	Number of Parcels	<b>Total: 139</b> Residential: 48 Nonresidential: 28 Vacant: 63	<b>Total: 129</b> Residential: 48 Nonresidential: 31 Vacant: 50	<b>Total: 195</b> Residential: 36 Nonresidential: 60 Vacant: 99	<b>Total: 185</b> Residential: 36 Nonresidential: 63 Vacant: 86	<b>Total: 205</b> Residential: 102 Nonresidential: 29 Vacant: 74	<b>Total: 195</b> Residential: 102 Nonresidential: 32 Vacant: 61
	Total Square Feet	14,472,659	29,988,574	21,376,063	36,891,979	18,781,612	34,297,527
<b>Partial Acquisitions</b>	Number of Parcels	<b>Total: 322</b> Residential: 33 Nonresidential: 117 Vacant: 172 *TCE: 14	<b>Total: 316</b> Residential: 33 Nonresidential: 115 Vacant: 168 *TCE: 14	<b>Total: 287</b> Residential: 44 Nonresidential: 119 Vacant: 124 *TCE: 23	<b>Total: 281</b> Residential: 44 Nonresidential: 117 Vacant: 120 *TCE: 23	<b>Total: 233</b> Residential: 34 Nonresidential: 96 Vacant: 103 *TCE: 13	<b>Total: 227</b> Residential: 34 Nonresidential: 94 Vacant: 99 *TCE: 13
	Total Square Feet	32,076,271	29,934,129	27,671,514	25,529,371	26,034,892	23,892,750

\*Parcels impacted by both a permanent partial acquisition and a TCE are only counted once in the total partial parcel count. Please refer to *Appendix A - Property Acquisitions by Alternative* for specific details.

Each parcel impacted by any MCP Build Alternative has been analyzed individually by right-of-way appraisal, acquisition and relocation specialists. Details of this analysis can be referenced in *Appendix A - Property Acquisitions by Alternative*.

The ROW estimates identified for the Build Alternatives in this report are based on preliminary engineering. The actual ROW acquisitions for the proposed project will be verified following a selection of a preferred alternative and during final design.

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## II. DISPLACEMENT AREA

### A. Residential Displacements

Table III. Residential Displacements

Type of Residence	Alternative 4 Modified	Alternative 4 Modified SJN DV	Alternative 5 Modified	Alternative 5 Modified SJN DV	Alternative 9 Modified	Alternative 9 Modified SJN DV
Owner Occupied Single-Family Units	26	27	15	16	75	76
Tenant Occupied Single-Family Units	23	25	17	19	36	38
Tenant Occupied Multi-Family Units	3	3	3	3	0	0
Owner Occupied Mobile Homes	21	21	28	28	14	14
Tenant Occupied Mobile Homes	25	25	27	27	12	12
<b>TOTAL</b>	98	101	90	93	137	140
<b>Residential Displacements (residents)</b>	426	442	373	389	659	675

Type of Impacts:

- Alternative 4 Modified  
Under Alternative 4 Modified, 48 full and 8 partial acquisitions would result in 98 residential relocations. Table III lists specific property type impacts but notably this alignment will displace:
  - Significant number of mobile homes
  - A portion of a mobile home park resulting in 10 relocations
  - A portion of multi-unit complex
  - An SFR and 12 mobile home living quarters on an operating dairy farm
  - An SFR with approximately 15 horse stables and a riding arena
  
- Alternative 4 Modified with SJN DV  
Under Alternative 4 Modified with SJN DV, 50 full and 9 partial acquisitions would result in 101 residential relocations. Table III lists specific property type impacts and the same notable impacts for Alternative 4 Modified apply to Alternative 4 Modified with SJN DV as well.
  
- Alternative 5 Modified  
Under Alternative 5 Modified, 36 full and 14 partial acquisitions would result in 90 residential relocations. Table III lists specific property type impacts but notably this alignment will displace:
  - Significant number of mobile homes
  - A portion of a mobile home park resulting in 10 relocations
  - 3 SFR's and 12 mobile home living quarters on an operating dairy farm
  - An SFR with approximately 15 horse stables and a riding arena
  - A parcel with 2 SFR's and approximately 3 horse stables and a riding arena

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- An SFR with approximately 6 livestock (pig or sheep) corrals
- Alternative 5 Modified with SJN DV  
Under Alternative 5 Modified with SJN DV, 38 full and 15 partial acquisitions would result in 93 residential relocations. Table III lists specific property type impacts and the same notable impacts for Alternative 5 Modified apply to Alternative 5 Modified with SJN DV as well.
- Alternative 9 Modified  
Under Alternative 9 Modified, 103 full and 8 partial acquisitions would result in 137 residential relocations. Table III lists specific property type impacts but notably this alignment will displace:
  - Significant number of mobile homes
  - 8 SFR's and 12 mobile home living quarters on an operating dairy farm
  - An SFR with approximately 15 horse stables and a riding arena
  - A parcel with 2 SFR's and approximately 3 horse stables and a riding arena
- Alternative 9 Modified with SJN DV  
Under Alternative 9 Modified with SJN DV, 105 full and 9 partial acquisitions would result in 140 residential relocations. Table III lists specific property type impacts and the same notable impacts for Alternative 9 Modified apply to Alternative 9 Modified with SJN DV as well.

For all build alternatives a large percentage of the residential properties are occupied by tenants. For those properties, compensation for the property owners and relocation assistance for the tenants will be required.

## B. Business and Nonprofit Displacements

Table IV. Business and Nonprofit Displacements

Type of Business	Alternative 4 Modified	Alternative 4 Modified SJN DV	Alternative 5 Modified	Alternative 5 Modified SJN DV	Alternative 9 Modified	Alternative 9 Modified SJN DV
Non Profit	1	1	2	2	1	1
Construction	7	6	3	2	1	0
Industrial	3	3	21	21	0	0
Commercial	20	20	31	31	15	15
Government	5	4	5	4	3	2
Misc	22	19	18	15	8	5
<b>TOTAL</b>	58	53	80	75	28	23
<i>Nonresidential Displacements (employees)</i>	327	281	1106	1060	171	152

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## Type of Impacts:

- Alternative 4 Modified

Under Alternative 4 Modified, 27 full and 25 partial acquisitions would result in 58 nonresidential relocations. Table IV lists specific property type impacts but notably this alignment will displace:

- 3 advertising billboards and several business signs
- A cellular communication tower
- A water treatment plant
- 1 church
- 2 gas stations
- Several restaurants and retail businesses
- 2 buildings at Val Verde High School and a storage structure at Val Verde District building.

- Alternative 4 Modified with SJN DV

Under Alternative 4 Modified with SJN DV, 25 full and 21 partial acquisitions would result in 52 nonresidential relocations. Table IV lists specific property type impacts and the same notable impacts for Alternative 4 Modified apply to Alternative 4 Modified with SJN DV as well.

- Alternative 5 Modified

Under Alternative 5 Modified, 35 full and 28 partial acquisitions would result in 80 nonresidential relocations. Table IV lists specific property type impacts but notably this alignment will displace:

- 2 advertising billboards and several business signs
- A cellular communication tower
- A water treatment plant and a water facility site
- 1 church
- 2 gas stations
- An electrical substation
- 1 Val Verde District building.
- Partial impact to large commercial building which can be cut and refaced however, 10 tenants will be displaced
- Full acquisition of proposed Perris Ridge Commerce Center II with an estimated 401 impacted employees

- Alternative 5 Modified with SJN DV

Under Alternative 5 Modified with SJN DV, 33 full and 24 partial acquisitions would result in 75 nonresidential relocations. Table IV lists specific property type impacts and the same notable impacts for Alternative 5 Modified apply to Alternative 5 Modified with SJN DV as well.

- Alternative 9 Modified

Under Alternative 5 Modified, 13 full and 14 partial acquisitions would result in 29 nonresidential relocations. Table IV lists specific property type impacts but notably this alignment will displace:

- 2 advertising billboards and several business signs
- A water treatment plant and a water facility site
- 2 gas stations

- Alternative 9 Modified with SJN DV

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Under Alternative 9 Modified with SJN DV, 11 full and 10 partial acquisitions would result in 24 nonresidential relocations. Table IV lists specific property type impacts and the same notable impacts for Alternative 9 Modified apply to Alternative 9 Modified with SJN DV as well.

1. Age of business:

*At this time the age of businesses impacted by any of the six design alternatives has yet to be determined. Interviews with each business, to be conducted following the selection of a preferred alternative and final design, will reveal the exact age of all businesses requiring relocation.*

2. Size of businesses to be relocated in full by number of employees:

Table V. Size of Businesses to be Relocated

No. of Employees	Alternative 4 Modified	Alternative 4 Modified SJN DV	Alternative 5 Modified	Alternative 5 Modified SJN DV	Alternative 9 Modified	Alternative 9 Modified SJN DV
1 – 20	26	27	35	33	12	13
21 – 100	-	-	-	-	-	-
101 – 500	-	-	1	1	-	-
Over 500	-	-	-	-	-	-

3. There are businesses impacted by the project that are assumed to be minority owned.

*It is unknown at this time exactly how many businesses are minority owned. Interviews with each business, to be conducted following the selection of a preferred alternative and final design, will reveal the exact number of minority owned business requiring relocation.*

## C. Agricultural Displacements

Table VI. Agricultural Displacements

Type of Business	Alternative 4 Modified	Alternative 4 Modified SJN DV	Alternative 5 Modified	Alternative 5 Modified SJN DV	Alternative 9 Modified	Alternative 9 Modified SJN DV
Agricultural	10	13	10	13	9	12
<i>Nonresidential Displacements (employees)</i>	23	88	23	88	17	55

Type of Impacts:

- Alternative 4 Modified

Under Alternative 4 Modified, there would be acquisition of 3 parcels in full and 7 in part. Full acquisitions would require complete relocation of 1 dairy farm, 1 sheep farm and 1 vacant parcel used as farmland. Partial acquisitions will impact several additional farmland parcels as well as 3 dairy farms

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ranging from relocation of fencing, livestock grazing land, barn structures, a storage silo and up to 3 milk production structures.

- Alternative 4 Modified with SJN DV

Under Alternative 4 Modified with SJN DV, there would be acquisition of 6 parcels in full and 6 in part. Full acquisitions would require complete relocation of 2 dairy farms, 1 sheep farm and 2 vacant parcels used as farmland. Partial acquisitions will impact several additional farmland parcels as well as 4 dairy farms ranging from relocation of fencing, livestock grazing land, barn structures, a storage silo and up to 3 milk production structures.

- Alternative 5 Modified

Under Alternative 5 Modified with SJN DV, there would be acquisition of 3 parcels in full and 7 in part. Full acquisitions would require complete relocation of 1 dairy farm, 1 sheep farm and 1 vacant parcel used as farmland. Partial acquisitions will impact several additional farmland parcels as well as 4 dairy farms ranging from relocation of fencing, livestock grazing land, barn structures, a storage silo and up to 3 milk production structures.

- Alternative 5 Modified with SJN DV

Under Alternative 5 Modified with SJN DV, there would be acquisition of 6 parcels in full and 7 in part. Full acquisitions would require complete relocation of 2 dairy farms, 1 sheep farm and 2 vacant parcels used as farmland. Partial acquisitions will impact several additional farmland parcels as well as 4 dairy farms ranging from relocation of fencing, livestock grazing land, barn structures, a storage silo and up to 3 milk production structures.

- Alternative 9 Modified

Under Alternative 9 Modified with SJN DV, there would be acquisition of 2 parcels in full and 7 in part. Full acquisitions would require complete relocation of 1 sheep farm and 1 vacant parcels used as farmland. Partial acquisitions will impact several additional farmland parcels as well as 3 dairy farms ranging from relocation of fencing, livestock grazing land, barn structures, a storage silo and up to 3 milk production structures.

- Alternative 9 Modified with SJN DV

Under Alternative 9 Modified with SJN DV, there would be acquisition of 5 parcels in full and 7 in part. Full acquisitions would require complete relocation of 2 dairy farms, 1 sheep farm and 2 vacant parcels used as farmland. Partial acquisitions will impact several additional farmland parcels as well as 4 dairy farms ranging from relocation of fencing, livestock grazing land, barn structures, a storage silo and up to 3 milk production structures.

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## III. REPLACEMENT AREA

### A. Describe in Relationship to the Local Town/Community and to the Displacement Area

**San Jacinto** - All MCP Build Alternatives impact properties within the city of San Jacinto. Every effort will be made so displaced residents and businesses can be relocated to available replacement properties within the same city limits

**Perris** - All MCP Build Alternatives impact properties within the city of Perris. Every effort will be made so displaced residents and businesses can be relocated to available replacement properties within the same city limits.

**Moreno Valley** - A neighboring project city, Moreno Valley is approximately 5-10 miles from any estimated city of Perris property impacts. The city offers a comfortable and affordable residential lifestyle with excellent business opportunities and several commercial and industrial developments in progress. Its close proximity to the proposed project alternatives would allow displacees to relocate, yet still have immediate access to comparable, if not the same, amenities, public utilities, services and transportation.

**Hemet** – A neighboring project city, Hemet is approximately 5 miles from any estimated city of San Jacinto property impacts. Although it has been known locally as a retirement age community, in recent years, the same features which made the area a retirement hot spot are now attracting younger families and additional businesses. Its close proximity to the proposed project alternatives would allow displacees to relocate, yet still have immediate access to comparable, if not the same, amenities, public utilities, services and transportation.

#### 1. Housing Stock:

Table VII. Available Housing Stock by Replacement City

	San Jacinto	Perris	Moreno Valley	Hemet
Number of single-family residences	9,683	17,612	42,705	11,720
Number of multi-family units & condos	1,913	8,498	9,812	1,958
Number of mobile homes	2,665	9,821	1,043	1,841
<b>Total Housing Units</b>	14,261	35,931	53,560	15,519

#### 2. Vacancy rate:

*The vacancy rate in Riverside County has steadily grown over the last two years and is currently ranked among the top 10 emptiest regions in the U.S. The U.S. Census Bureau estimates the homeownership vacancy rate to be 4.0% and the rental vacancy rate to be 12.3%.*

#### 3. Housing characteristics:

*In general, the housing stock for all replacement cities was built over the last thirty years and is in average to good condition.*

#### 4. The median sales price of typical single family homes that are decent, safe and sanitary for the displacement properties:

Table VIII. Median Sales Price by Replacement City

San Jacinto	Perris	Moreno Valley	Hemet
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\$146,000	\$147,000	\$135,000	\$125,000
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## B. Business and Nonprofit Replacement

Table IX. Available Business and Nonprofit Replacement Sites

	San Jacinto		Perris		Moreno Valley		Hemet		Total	
	Sale	Lease	Sale	Lease	Sale	Lease	Sale	Lease	Sale	Lease
Office	1	5	2	15	2	101	3	32	8	153
Industrial	5	10	63	82	10	40	5	24	83	156
Retail	5	29	13	37	19	207	10	132	47	405
Land	27	3	106	7	77	3	53	2	263	15

*Appendix C – Available Replacement Properties List* includes a sample table of currently available replacement nonresidential properties. It is expected that a similar number and type of properties will be available at the time of project acquisitions.

From preliminary market research it can be concluded that there are a sufficient number nonresidential replacement properties at this time. However, this is due to the commercial and industrial development boom prior to the current financial recession. Should the local economy continue to improve it can be reasonably expected the current market availability will decrease and MCP displaced businesses may have limited options of replacement properties. Should this situation occur and the identified replacement cities not provide adequate replacement options the research area may need to be expanded at the relocation agent’s discretion not to exceed the federally mandated 50-mile radius. This situation is however, not ideal due to the potential loss of existing clientele and may result in the payment of additional business goodwill.

1. Discuss Difficulties the businesses may encounter in finding replacement property because of:
  - a. Replacement Requirements: *The businesses require similarly zoned land that would allow comparable business uses. Several project displaced businesses have extremely specialized operations. These requirements need to be taken into consideration when located replacement locations.*
  - b. Lease rates or purchase price: *No extreme difficulties related to lease rates or purchase price are anticipated.*
  - c. Financial capacity of the business to accomplish move: *All eligible businesses, as determined by the Uniform Relocation Act, will receive relocation assistance.*
  
2. Discuss difficulties the employees may have if the business is relocated as planned: *If the businesses are relocated in the vicinity of their existing location, no impacts or at most, minor impacts to employees would occur.*
  
3. Discuss difficulties the employees may have if the business cannot relocate as planned: *If the businesses are relocated further than the suggested replacement areas, employees may need to relocate with the business or find new employers. However, this remains undetermined and would be given due consideration once the relocation interviews and plans are finalized.*

**C. Residential Replacement**

Table X. Available Residential Replacement Sites

	San Jacinto		Perris		Moreno Valley		Hemet		Total	
	Sale	Lease	Sale	Lease	Sale	Lease	Sale	Lease	Sale	Lease
Single Family Res	840	59	1,766	59	3,052	135	1,981	96	6,879	349
Multi Family Res	-	77	-	74	22	230	-	176	22	557
Mobile/Manufactured Home	32	-	77	-	9	-	206	-	324	0

*Appendix C – Available Replacement Properties List* includes a sample table of currently available replacement residential properties. It is expected that a similar number and type of properties will be available at the time of project acquisitions.

From preliminary market research it can be concluded that there are a sufficient number of residential replacement properties for both owner-occupied SFR’s, tenant-occupied SFR’s and multi-family residences. The MCP Project will also displace a few residential parcels that contain large animals and livestock such as horses or pigs. Although no specific replacement property has been identified there are several areas within the city of San Jacinto zoned as Light Agriculture which would accommodate the displacements. The only residential concern at this time is the availability of mobile or manufactured homes that meet decent, safe and sanitary standards. In this case, relocation to appropriate single-family or multi-family residences to accommodate all displaced household members should be considered and may require the use of Last Resort Housing Payments.

1. Section 8 rental limits: *At this time, there are no Section 8 displacees identified.*
2. Replacement neighborhood is homogenous to displacement area: *Yes, replacement areas are within project impacted or neighboring cities.*
3. General condition of displacement neighborhood: *In recent years, the displacement neighborhoods have experienced significant development of both residential and commercial property types. The financial recession has slowed this growth however; it has also created a substantial available housing stock in the immediate area. Residential properties range from good to average conditions and have been built over the last 30 years.*
4. Condition of units being displaced:  
 Very Good  Good  Average  Fair/Poor
5. Compared to condition of units in replacement area:  
 Very Good  Good  Average  Fair/Poor
6. Number of mobile home parks directly impacted by the project:  
*Alternative 4 Modified, Alternative 4 Modified with SJV DV, Alternative 5 Modified and Alternative 5 Modified with SJV DV impact 1 mobile home park. Alternative 9 Modified and Alternative 9 Modified with SJV DV do not impact any mobile home parks.*

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7. Number of mobile homes directly impacted by the project within the parks:  
*Alternative 4 Modified, Alternative 4 Modified with SJV DV, Alternative 5 Modified and Alternative 5 Modified with SJV DV impact 10 mobile homes in the park. Alternative 9 Modified and Alternative 9 Modified with SJV DV do not impact any mobile homes.*
8. Number of mobile homes directly impacted by the project that are not in a mobile home park:
- |  |           |
|--|-----------|
| <i>Alternative 4 Modified &amp; Alternative 4 Modified with SJV DV</i> | <u>36</u> |
| <i>Alternative 5 Modified &amp; Alternative 5 Modified with SJV DV</i> | <u>45</u> |
| <i>Alternative 9 Modified &amp; Alternative 9 Modified with SJV DV</i> | <u>26</u> |

IV. RELOCATION RESOURCES

**A. Adequate Resources**

*At this time adequate resources in terms of availability, funds, staffing, and time exist to relocate all potential displacees.*

**B. The Replacement Area Chosen and Used as a Basis for Relocation Resources**

*The project impacts a significant amount of active residential, commercial, industrial and agricultural areas. The replacement area consists of project impacted cities as well as neighboring communities with similar comparable land uses.*

**C. Adequacy of Market Availability**

*Market availability is expected to be adequate to meet the relocation demands of the selected preferred project alternative.*

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## V. RELOCATION PROBLEMS AND PROGRAMS

### A. Relocation Problems

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

\*All indicate special advisory assistance will be needed.

Given the large size of this project and significant number of residential and nonresidential displaces it is anticipated that all of the above listed options could pose potential relocation problems. More specific details will be provided following displacee interviews to take place after the selection of a preferred alternative and final engineering design.

Alternative 5 Modified and Alternative 5 Modified with SJN DV have special acquisition and relocation considerations. There are currently two ongoing nonresidential development projects within the city of Perris; The Perris Ridge Commerce Center II and Rados Properties' Perris Business Park.

- o Perris Ridge Commerce Center II- Is a fully entitled proposed 2 building warehouse/distribution center. The development will take place on 20 parcels totaling 214,930 square feet just south of Ramona Expressway between Indian Ave and Perris Blvd. Because of its advanced planning stage, this report analyzes the impacts to these properties such that the development has already been completed. Therefore the, 19 full and 1 partial commercial acquisitions, 2 commercial relocations, and 401 estimated impacted employees are included in all nonresidential tables and discussions. The exact numbers are subject to change once final construction and business interviews are conducted.
- o Rados Properties' Perris Business Park- Is a proposed commercial business center to be built on an approximately 55 acre parcel on Rider Street between Webster and Indian. The proposed site can accommodate up to a 1.2 million square foot building however, it is unknown at this time how many business suites and tenants it will have. Because the site has not yet received the necessary entitlements at this time, the property is analyzed in this report as it exist today, a full acquisition of a vacant land parcel with no required structure or employee relocation. Should the development progress before MCP acquisitions begin, the owner would be entitled to additional just compensation and the business would still be a full acquisition however, 248 more employees would be impacted.

### B. Relocation Programs

Relocation assistance payments and counseling will be provided by the transportation agencies to persons and businesses in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended, to ensure adequate relocation and a decent, safe, and sanitary home for displaced residents. All eligible displacees will be entitled to moving expenses. 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. All relocations activities would be conducted by the implementing agencies in accordance with the Uniform

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Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources will be available to all displacees without discrimination.

The following provides a summary of existing programs and regulations pertaining to the relocation programs available to those relocated, which will be adhered to by the implementing agencies during the ROW acquisition process for the project.

### **Fair Housing Law**

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, fair housing. This Act, as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, sanitary, and within their financial means. This policy, however, does not require the implementing agencies to provide a person a larger payment than is necessary to enable them to relocate to a comparable replacement dwelling. Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the first written offer to purchase, owner-occupants are given a detailed explanation of the State's relocation services. Tenant occupants of properties to be acquired are contacted soon after the first written offer to purchase and also are given a detailed explanation of the Relocation Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting their relocation advisor.

### **Relocation Assistance Advisory Services**

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, the implementing agencies will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use. The implementing agencies will assist displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are "decent, safe, and sanitary." Commercial displacees will receive information on comparable properties for lease or purchase (see below for business, farm, and nonprofit organization relocation services). Residential replacement dwellings will be in equal or better neighborhoods, at rents or prices within the financial ability of the individuals and families displaced and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, or national origin, consistent with the requirements of Title VIII of the Civil Rights Act of 1968.

This assistance will also include the supplying of information concerning federal and State assisted housing programs and any other known services offered by public and private agencies in the area. Persons who are eligible for relocation payments and who are legally occupying a property required for the project will not be asked to move without first being given at least 90 days' written notice. Occupants eligible for relocation payment(s) will not be required to move unless at least one comparable "decent, safe, and sanitary" replacement residence, available on the market, is offered to them by the implementing agencies.

### **Residential Relocation Payment Program**

The Relocation Payment Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of the replacement dwellings and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Payment Program can be summarized as follows:

- **Moving Costs:** Any displaced person who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs.

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Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles or a fixed payment based on a fixed moving cost schedule.

• **Purchase Supplement:** In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing. Homeowners who have owned and occupied their property for 180 days or more prior to the date of the first written offer to purchase the property may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. The maximum combination of these three supplemental payments that the owner-occupant can receive is \$22,500. If the total entitlement (without the moving payments) is in excess of \$22,500, the Last Resort Housing Program will be used. (See the explanation of the Last Resort Housing Program below.)

• **Rental Supplement:** Tenants who have occupied the property to be acquired for 90 to 179 days prior to the date of the first written offer to purchase may qualify to receive a rental differential payment. This payment is made when the implementing agencies determine that 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, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the Down Payment section below. The maximum amount payable to any tenant of 90 days or more and any owner-occupant of 90 to 179 days, in addition to moving expenses, is \$5,250. If the total entitlement for rental supplement exceeds \$5,250, the Last Resort Housing Program will be used. In addition to the occupancy requirements, in order to receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe, and sanitary” replacement dwelling within 1 year from the date the implementing agencies take legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

• **Down Payment:** The down payment option has been designed to aid owner-occupants of 90 to 179 days and tenants with no less than 90 days of continuous occupancy prior to the implementing agencies’ first written offer. The down payment and incidental expenses cannot exceed the maximum payment of \$5,250. The 1-year eligibility period in which to purchase and occupy a “decent, safe, and sanitary” replacement dwelling will apply.

• **Last Resort Housing:** Federal regulations (49 Code of Federal Regulation [CFR] 24) contain the policy and procedure for implementing the Last Resort Housing Program on federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation, as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing or when the anticipated replacement housing payments exceed the \$5,250 and \$22,500 limits of the standard relocation procedure, because either the displacee lacks the financial ability or has other valid circumstances. In certain exceptional situations, Last Resort Housing may also be used for tenants of fewer than 90 days. After the first written offer to acquire the property has been made, the implementing agencies will, within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- o Preferences in area of relocation
- o Number of people to be displaced and the distribution of adults and children according to age and sex
- o Location of schools and employment
- o Specific arrangements needed to accommodate any family member(s) with special needs
- o Financial ability to relocate into a comparable replacement dwelling that will adequately house all members of the family

## **Nonresidential Relocation Assistance Program**

The Nonresidential Relocation Assistance Program (RAP) provides assistance to businesses, farms, and nonprofit organizations in locating suitable replacement properties and reimbursement for certain costs involved in relocation. The RAP will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms, and nonprofit organizations are instead of any moving, searching, and reestablishment expenses. The payment types can be summarized as follows:

- **Moving Expenses.** Moving expenses may include the following actual, reasonable costs:
  - The moving of inventory, machinery, equipment, and similar business-related property, including dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property.
  - Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is not permitted to move.
  - Expenses related to searching for a new business site (up to \$2,500 for reasonable expenses actually incurred).

• **Reestablishment Expenses.** Reestablishment expenses are related to the operation of the business at the new location (up to \$10,000 for reasonable expenses actually incurred).

• **Fixed In-Lieu Payment.** A fixed payment in lieu of moving and searching payments and reestablishment payment may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to the average annual net earnings for the last 2 taxable years prior to the relocation and may not be less than \$1,000 or more than \$20,000. Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or resources for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, local "Section 8" Housing Programs, or other federal assistance programs. Any person, business, farm, or nonprofit organization that has been refused a relocation payment by the implementing agency's relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor. California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from the implementing agencies. California law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

## **C. Housing Impact**

The effect of the residential and business displacements under the proposed project on the local residential and business markets would be moderate based on the total number of anticipated full and partial property acquisitions requiring relocation and the period over which the acquisitions would occur.

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## FINAL CONCLUSION:

The Mid County Parkway project proposes a new sixteen (16) mile, divided freeway beginning at Interstate 215 (I-215) in the west and ending at State Route 79 (SR-79) in the east. The project area is located in western Riverside County, primarily along or parallel to the existing Ramona Expressway. The corridor will experience varying impacts consisting of 3 property types:

- *Nonresidential* - Dairy farms, agricultural land, a sod-farm, open-storage, a church big-box distribution, manufacturing and retail businesses
- *Residential* – Mobile homes, single-family and multifamily residences
- *Municipal* – School district office, a school and public utility infrastructure

At this time, a limited number of suitable replacement nonresidential properties are available for purchase or lease within the displaced cities of San Jacinto and Perris. The additional replacement cities of Hemet and Moreno Valley should provide adequate comparable site options, but due to the numerous relocations and specialties of some of the impacted businesses it may be necessary to research other potential relocation locations within the federally mandated fifty mile relocation radius. Because of these complications, it is suggested that the oversight transportation agencies take extra time requirements and additional costs into consideration during the Right-of-Way Acquisition period of the project.

Considering the abundant residential housing stock developed during the most recent decade, a sufficient number of “comparable replacement dwellings” meeting decent, safe and sanitary standards exist within the impacted or neighboring communities. It is anticipated that finding replacement housing for owner or tenant-occupied residences will not present any unusual problems. The exception is those displaced from mobile homes. Current inventory for mobile home unit sales and rentals are scarce. The area lacks in-kind mobile home replacement housing suitable as decent, safe and sanitary. One option suggests mobile home displacees relocate into slightly larger single family residences, resulting in a housing of last resort entitlement. The resultant replacement housing payment will exceed the entitlement limits for owners and tenants (\$22,500 and \$5,250 respectively). These “super payments” are likely due primarily to the existing mobile home inventories’ diminished decent, safe and sanitary condition and scarcity of available manufactured homes serving as comparable replacement housing. “Last Resort Housing” payments combined with additional resources in finding suitable single family residential or multi-residential replacement housing is anticipated. Necessary funds should be budgeted to account for these larger than customary replacement housing payments. At this time, it is not known whether any displacements will necessitate construction for housing.

It is likely that the elderly population of the community may be residing with family members and/or may need special consideration when relocating. According to information secured from demographic data, the assumption is that a sizable portion of the project area population is potentially Spanish speaking. It is therefore reasonable to anticipate a moderate need for Spanish speaking Right-of-Way agents to effectively communicate with displacees while conducting advisory assistance interviews and facilitating the relocation claims process. There is no indication at this time that there will be unusually slow relocations. No properties were identified as being Section 8; however, we anticipate working closely with HUD to accommodate Section 8 tenant relocations if necessary. Any special relocation challenges will be further identified once relocation surveys are completed. Consistent with project milestones, it is anticipated that a phased approach to relocating all residential and non-residential occupants will be employed. It is estimated that 10 relocation assistance agents will be adequate to handle all relocations and that a timeframe of 18-24 months will be sufficient to relocate all residences and businesses from the proposed Mid County Parkway corridor.

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