

**BENDER  
ROSENTHAL, INC.**

COMMERCIAL VALUATION AND RIGHT OF WAY SERVICES

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# **THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**

## **DRAFT RELOCATION IMPACT STUDY**

**Santa Cruz Route 1 HOV**

**Tier I Corridor Analysis of**

**High Occupancy Vehicle (HOV) Lanes and Transportation System  
Management (TSM) Alternatives**

**(05 SCR-1-PM 7.24-16.13)**

**and**

**Tier II Build Project Analysis**

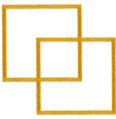
**41<sup>st</sup> Avenue to Soquel Avenue/Drive**

**Auxiliary Lanes and Chanticleer Avenue Pedestrian Overcrossing**

**(05 SCR-1-PM 13.5-14.9)**

**EA 0C7300**

**PREPARED BY  
BENDER ROSENTHAL, INC.  
MAY 15, 2013  
UPDATED JUNE 3, 2015**



## **PROJECT HISTORY**

Route 1 is the primary route connecting communities in Santa Cruz County and is the only continuous commuter route linking Watsonville, Capitola, Aptos, Cabrillo College, Santa Cruz and the University of California at Santa Cruz. Approximately one quarter of commuters using Route 1 continue on State Route 17 to jobs in Santa Clara County. Route 1 also is the southern terminus for State Routes 9 and 17, which bring heavy tourist traffic to coastal destinations in Santa Cruz and Monterey Counties. Route 1 between San Andreas Road and the Route 1/State Route 17 interchange is a four-lane divided freeway with a median varying in width from 8.2 to 62.6 feet. Within the project limits there are nine interchanges, two overcrossings, and two Santa Cruz Branch Rail Line overpass bridge structures.<sup>1</sup>

This project uses a "tiered" approach to its environmental documentation. Tiering is a staged approach that addresses broad programs and issues related to the entire corridor in the Tier I analysis. As specific projects within the corridor are ready for implementation, impacts of that action are evaluated in subsequent Tier II studies. The tiered process supports decision making on issues that are ripe for decision and provides a means to preserve those decisions. The Tier I portion of the project documentation provides fact-based analyses that supports informed decision making on the 8.9-mile corridor and discloses issues associated with the selection of a Tier I Corridor alternative. Identification of a Tier I Corridor alternative will not result directly in construction; however, it will provide the basis for decision makers to select a program of transportation improvements within the corridor.

The Tier II portion of the environmental documentation examines a project-level Auxiliary Lane Alternative and a No-Build Alternative. The Tier II corridor segment is within the project limits of the Tier I corridor and would represent the first implementation phase of transportation improvements for the 8.9-mile corridor.

## **TIER I PROJECT ALTERNATIVES**

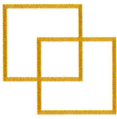
The three Tier I alternatives currently under consideration are the HOV Lane Alternative, the Transportation System Management Alternative, and the No-Build Alternative. The HOV Lane Alternative shares three primary sets of features with the Transportation System Management Alternative: new auxiliary lanes, new pedestrian/bicycle overcrossings of Route 1, and Transportation Operations System electronic equipment. Both build alternatives would include reconstruction of the Santa Cruz Branch Rail Line bridges over Route 1 and the State Park Drive, Capitola Avenue, 41st Avenue and Soquel Avenue overcrossings.

### **HOV LANE ALTERNATIVE**

The HOV Lane Alternative would widen the existing four-lane highway to a six-lane facility by adding an HOV lane next to the median in both the northbound and southbound directions. Along the southern portion of the project, the existing median generally is wide enough to add the new HOV lanes within the existing right-of-way. Where existing frontage roads would be impacted, inside shoulder widths of 5 feet are proposed to reduce right-of-way requirements and impacts.

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<sup>1</sup> Text in *Italics* is excerpts from the Community Impact Assessment.



In some locations, widening would extend outside the existing state right-of-way. Retaining walls would be constructed to minimize right-of-way acquisition and reduce or avoid environmental impacts. The HOV Lane Alternative would modify or reconstruct all nine interchanges within the project limits.<sup>2</sup>

### **TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVE**

The Transportation System Management Alternative proposes to add ramp metering and construct HOV bypass lanes on existing interchange on-ramps, improve existing nonstandard geometric elements at various ramps, and add auxiliary lanes along the mainline between major interchange pairs within the project limits. Retaining walls would be constructed to minimize right-of-way acquisition and reduce or avoid environmental impacts. It would not construct HOV lanes or any additional through lanes on the mainline.

### **TIER II PROJECT ALTERNATIVE**

The Tier II project proposes to widen Route 1 by adding an auxiliary lane to both the northbound and southbound sides between the 41st Avenue and Soquel Drive interchanges. As part of the widening in the northbound direction, the project proposes to repair the pavement failure in the outside lane and shoulder by improving the pavement section, installing a retaining wall, and if necessary, replacing the underlying county-owned sanitary sewer. A new horseshoe-shaped pedestrian overcrossing at Chanticleer Avenue is proposed, and approximately 400 ft of sidewalk would be constructed along the south side of Soquel Avenue, starting at Chanticleer Avenue. Four retaining walls would be constructed to avoid right-of-way acquisition and reduce environmental impacts: three on the northbound side of the highway and one on the southbound side. Three of the walls would be located to allow widening for a future lane on the highway, in both directions.

### **RIGHT OF WAY IMPACTS**

#### ***Tier I – HOV Alternative***

The Tier I Corridor HOV Lane Alternative would require 11.59 acres of land for transportation use and would require full and partial acquisition of government owned, residential, industrial, commercial, and vacant property adjacent to Route 1. The project requires a total of 119 parcel acquisitions. There are a total of 10 full acquisitions. Nine are from private ownerships and one is a Caltrans owned parcel. There are 109 partial acquisitions involving 20 governmental properties and 89 private ownerships. Permanent acquisitions are required from 16 government parcels (mostly city street right of way) and 39 private parcels some of which also include temporary easements. A total of 55 permanent partial acquisitions would be required for the Tier I HOV Lane Alternative. A total of 54 temporary construction easements are required where no permanent rights are being acquired. The temporary easements total 2.75 acres. Table A summarizes the potential residential and nonresidential acquisitions.

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<sup>2</sup> Text in Italics is excerpts from the Community Impact Assessment





**Table A: Residential and Non Residential Property Acquisitions  
For the Tier I Corridor HOV Lane Alternative**

	<b>Partial Acquisitions</b>	<b>Full Acquisitions</b>	<b>Permanent Partial Acquisitions</b>	<b>Temporary Partial Acquisitions Only</b>
<b>Residential (SFR)</b>	32	4	8	24
<b>Residential (MFR)</b>	14	1	1	13
<b>Commercial</b>	36	4	24	12
<b>Industrial</b>	7	0	6	1
<b>Governmental</b>	20	1	16	4
<b>Total</b>	109	10	55	54

The following table summarizes the residential and nonresidential displacements. The figures in the table reflect the number of displacements (occupied unit) and not parcels.

**Table B: Residential and Non-Residential Relocations for the  
Tier I Corridor HOV Lane Alternative**

	<b>Single Family Units</b>	<b>Multiple Family Units</b>	<b>Nonresidential Units</b>	<b>Estimated Total Residential Units (Units/Residents)</b>	<b>Estimated Total Nonresidential Units (Businesses/Employees)</b>
HOV Lane Alternative	5	3	12	8/20	12/48

<sup>1</sup> Estimate of residents based on an average of 2.46 residents per unit (2010 U.S. Census).

<sup>2</sup> Estimate of employees based on a visual survey of potentially affected parcels; members of the study team observed potentially affected parcels to determine the approximate number of employees at each.

Construction of this project in the manner proposed will require the full acquisition of four commercial parcels; partial acquisition of one commercial parcel. These acquisitions resulting in twelve business displacements and one residential displacement from these commercial parcels. There are full acquisitions of four single family residential parcels and one multifamily parcel resulting in six additional residential displacements. The remaining parcels are generally partial acquisitions and temporary construction easements which do not involve any displacements.

The occupants in eight residential units would be subject to relocation under the Tier I Corridor HOV Lane Alternative. This represents less than 1 percent of the total occupied dwelling units in the study area. Based on review of 2010 Census Tract Block data, approximately 20 occupants would be relocated. In addition, 12 businesses units would be relocated under the HOV Lane Alternative. Although at the time of the review one business unit was vacant, it is likely to be occupied at the commencement of the project.

#### Tier I – TSM Alternative

The Tier I Corridor TSM Alternative would convert 1.80 acres of land to transportation use and would require full and partial acquisition of government owned, residential, industrial, commercial, and vacant property adjacent to Route 1. The project requires a total of 52 parcel acquisitions. There are no full acquisition parcels. There are 52 partial acquisitions involving 9 governmental properties and 43 private





ownerships. Permanent acquisitions are required from 7 government parcels (mostly city street right of way) and 11 private parcels some of which also include temporary easements. A total of 18 permanent partial acquisitions would be required for the Tier I TSM Alternative. A total of 34 temporary construction easements are required where no permanent rights are being acquired. The temporary easements total 1.77 acres. Table C summarizes the potential residential and nonresidential acquisitions.

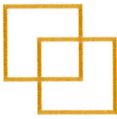
<b>Table C: Residential and Non Residential Property Acquisitions For the Tier I Corridor TSM Alternative</b>				
	<b>Partial Acquisitions</b>	<b>Full Acquisitions</b>	<b>Permanent Partial Acquisitions</b>	<b>Temporary Partial Acquisitions Only</b>
<b>Residential (SFR)</b>	9	0	0	9
<b>Residential (MFR)</b>	16	0	2	14
<b>Commercial</b>	12	0	3	9
<b>Industrial</b>	6	0	6	0
<b>Governmental</b>	9	0	7	2
<b>Total</b>	52	0	18	34

There are no residential or nonresidential displacements from this alternative.

<b>Table D: Residential and Non-Residential Relocations for the Tier I Corridor TSM Alternative</b>					
	<b>Single Family Units</b>	<b>Multiple Family Units</b>	<b>Nonresidential Units</b>	<b>Estimated Total Residential Units (Units/Residents)</b>	<b>Estimated Total Nonresidential Units (Businesses/Employees)</b>
TSM Alternative	0	0	0	0	0

#### *Tier II Alternative*

Right-of-way would be acquired on both sides of Route 1, along Soquel Avenue west of Chanticleer Avenue and at the Chanticleer Avenue cul-de-sac to accommodate the pedestrian/ bicycle overcrossing approach ramps for the Tier II Auxiliary Lane Alternative. Six permanent partial acquisitions would be required, as shown in Table E. No temporary easements are required for the project. In total, just under one-third of an acre of land would be required. These would be partial acquisitions, and no displacements would be required. Minor relocation of personal property may result from the acquisitions. Parcel requirements are reflected in Table E below.



**Table E: Residential and Non Residential Property Acquisitions  
For the Tier II Auxiliary Lane Alternative**

	<b>Partial Acquisitions</b>	<b>Full Acquisitions</b>	<b>Permanent Partial Acquisitions</b>	<b>Temporary Partial Acquisitions Only</b>
<b>Residential (SFR)</b>	1	0	1	0
<b>Commercial</b>	4	0	4	0
<b>Governmental</b>	1	0	1	0
<b>Total</b>	6	0	6	0

*Displacements and Relocations*

Relocations of persons (displacement) on this project will be required only on the HOV alternative due to both partial and full acquisitions of additional rights of way necessary for construction of the project in the manner proposed. The new right-of-way for the project will acquire access-control along the right-of-way as well as proposed on and off ramps per Caltrans standards. Requirements for easements (both temporary and permanent) on the various properties affected by this project have been assessed. Right of way acquisitions have been minimized by utilizing existing right of way and construction of retaining walls.

Relocations of personalty (personal property) may be required on the TSM Alternative and Tier II alternative. The new right-of-way for the project will acquire access-control along the right-of-way as well as proposed on and off ramps per Caltrans standards. Requirements for easements (both temporary and permanent) on the various properties affected by this project have been assessed. Right of way acquisitions have been minimized by utilizing existing right of way and construction of retaining walls.

**PURPOSE OF THE RELOCATION IMPACT REPORT**

Under both state and federal law, a person displaced by the acquisition of real property for public use is entitled to specified relocation assistance from the displacing public entity, including payment for moving and related costs. The state law governing relocation assistance is found in the California Government

Code, section 7260 et seq., and the California Relocation Assistance and Real Property Acquisition Guidelines, found in the California Code of Regulations, Title 25, chapter 6 (the Guidelines). The analogous federal law is the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (the Uniform Act), found at 42 United States code section 4601 et seq. Many, but not all, of the provisions of the state Guidelines are identical to those of the Federal Act.

The Santa Cruz County Regional Transportation Commission in partnership with the California Department of Transportation (Caltrans), requires that any project that is on the state highway system or local roads follow the Uniform Relocation Assistance and Real Property Acquisition

Act, as amended. Accordingly, relocation assistance provided in connection with this project will be administered in accordance with the Uniform Act. Under the provisions of The Code of Federal Regulations [49 CFR 24.2(a) (9)] which are applicable to this project, any residence, business, farm operation, or nonprofit organization (nonresidential use and purpose) which qualifies as a displacee





(person or entity) or displacement property, is entitled to relocation benefits, if the acquisition of a whole property, or in certain instances, a portion of a real property, causes a need for the occupants of the residence or a business operation and/or personalty to relocate to another location.

Bender Rosenthal Inc., a firm specializing in Commercial Valuation and Right of Way Services, has been retained by the Santa Cruz County Regional Transportation Commission (SCCRTC) to provide this Relocation Report for displacements occurring due to acquisition of new right of way for the project alternatives.

Relocation benefits described in this report comprise two separate categories: Non-residential owner and tenant occupied businesses and/or non-profit organizations; and Residential owner and tenant occupied displacement properties. This distinction is noted, as the provisions and benefits of the Federal and State

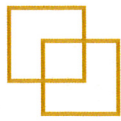
Relocation Assistance programs differentiate between residential and nonresidential displacements. Non-residential Displacees are entitled to advisory assistance and payments for actual moving and related expenses, whereas Residential Displacees are entitled to relocation payments, moving expenses, mortgage differential and in some instances, Housing of Last Resort (HLR). Relocation Advisory Assistance may include, but is not limited to:

- *Determining the needs of the persons affected and displaced by the project*
- *Surveying the local Real Estate market to confirm there are adequate replacement resources available*
- *Identifying specific issues relating to occupying replacement properties*
- *Delivering notices and explaining the features of the Relocation Assistance Program*
- *Provide ongoing assistance with location of possible replacement sites*
- *Obtaining bids from qualified companies and/or specialized moving contractors as needed*
- *Assisting with the preparation and documentation of claims*
- *Making sure claims are promptly filed and processed*
- *Monitoring all phases of actual relocations including preparatory work at replacement locations*
- *Working to minimize downtime and hardships for displaced businesses and residences*

During early stages of Development of Projects, an Agency shall plan Federal and Federally-Assisted programs or projects in such a manner that recognizes problems associated with displacement of individuals, families, businesses, farms, and nonprofit organizations and develop solutions to minimize adverse impacts of displacement. Such planning, where appropriate, shall precede any action by a Public Agency which will cause displacement, and should be scoped according to the complexity and nature of the anticipated displacing activity including an evaluation of program resources available to carry out timely and orderly relocations. Planning may involve a relocation survey or study, which may include the following:

- *Estimate of the number of households to be displaced including information such as owner/tenant status, estimated value and rental rates of properties to be acquired, family characteristics, and special consideration of the impacts on minorities, the elderly, large families, and persons with disabilities when applicable*





- *Estimate of the number of comparable replacement dwellings in the area (including price ranges and rental rates) that are expected to be available to fulfill the needs of those households displaced. When an adequate supply of comparable housing is not expected to be available, Agency considers Housing of Last Resort actions*
- *Estimate of the number, type and size of the businesses, farms, and nonprofit organizations to be displaced and the approximate number of employees that may be affected*
- *Estimate of the availability of replacement business sites. When an adequate supply of replacement business sites is not expected to be available, the impacts of displacing the businesses should be considered and addressed. Planning for displaced businesses which are*
- *reasonably expected to involve complex or lengthy moving processes or small businesses with limited financial resources and/or few alternative relocation sites should include an analysis of business moving problems*
- *Consideration of any special relocation advisory services that may be necessary from the displacing Agency and other cooperating Agencies*

The Relocation Assistance Program Agent (RAP Agent) is responsible for providing current and continuing information throughout the acquisition and relocation process to the sponsoring agency and to potential displacees. Following are some of the many processes and information:

- *Explanation of eligibility requirements for relocation payments and appeal processes*
- *Translation services to properly explain the RAP Program to non-English speaking persons*
- *Information on availability, purchase prices, and rental costs of comparable replacement dwellings and/or businesses that are up-to-date and currently available in the market*
- *Assurance that no one will be required to move unless at least one comparable replacement dwelling has been made available*
- *Written address of specific comparable replacement dwelling used to establish the maximum replacement housing payment*
- *Inspection criteria that will be used to determine if the replacement property meets Decent Safe and Sanitary (DS&S) standards as specified in Title 49 Code of Federal Regulations Part 24.2(a) & (f)*
- *Transportation for all persons, especially elderly and handicapped, to referral housing inspections*
- *Assistance in locating and obtaining a replacement property (residential, business, farm operation, or nonprofit organization) including assistance in completing required applications and other forms*
- *Assistance in completing RAP claim forms, and if necessary, request Relocation Assistance Appeals*

Typical timelines for displacees to search out and move into replacement residences begin at the first-written-offer (FWO) and continue until offer acceptance, can range from 90-days to 180-days or more.



## **RELOCATION IMPACT TO PROPERTIES LOCATED WITHIN THE PROJECT ALTERNATIVE**

### **Tier I – HOV Alternative**

Construction of this project in the manner proposed will require the full acquisition of four commercial parcels and five residential parcels. The remaining parcels are partial acquisitions on the project. There are potentially twelve business displacements and seven residential displacements. Relocation resources will be made available to all ***qualified*** displacees without discrimination. Details regarding residential and business displacements are summarized in charts on page 8 and page 10.

### **Tier I – TSM Alternative**

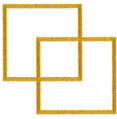
The project will not require any displacement from the properties impacted by the acquisitions. Partial acquisitions may result in various impacts as well; from a loss of parking and storage space for some parcels to a reduction in expansion area. Based on an examination of preliminary engineering data and field review of the properties, some personal property relocation or rearrangements may be necessary. The resulting final impacts will be determined during the acquisition phase of the project, as some of the partially affected properties may request some sort of relocation assistance from logistics to actual moves of personalty.

### **Tier II Project**

The project will not require any displacement from the properties impacted by the acquisitions.

## **DISPLACEMENT PROPERTIES – RESIDENTIAL TIER 1 - HOV**

<b>Residence</b>	<b>Type</b>	<b># of Unit Displacements</b>	
009-262-010 211 Roxas, Santa Cruz, CA	1 unit	1 unit	Full
009-262-11 504 San Juan Ave., Santa Cruz, CA	2 units	1 unit	Partial
009-261-004 505 San Juan Ave., Santa Cruz, CA	1 unit	1 unit	Full
009-264-014 530 Pacheco Ave., Santa Cruz, CA	1 unit	1 unit	Full
009-263-01 525 Pacheco Ave., Santa Cruz, CA	1 unit	1 unit	Full
009-171-036 365 Fairmont Ave., Santa Cruz, CA	2 units	2 units	Full
025-141-13 2871 Soquel Ave., Santa Cruz, CA (located at rear of 2871 Soquel property)	1 unit	1 unit	Full



All residential relocations addressed in this report are of both owner and tenant occupied dwellings. The residential area is mixed with residential construction from the mid 1940's to the early 1980's. For the most part the neighborhood consists of smaller sites and well maintained improvements. Commercial services, public services and schools are situated generally within the neighborhoods.

Relocations are slated to begin and/or coincide with acquisitions, with relocation assistance being provided to owners and tenants of properties in the order of their acquisition if possible.

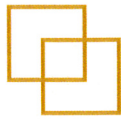
The table above identifies displacement from single-family-residences affected by full and partial acquisition of the property for the project. Anticipated relocation assistance requirements will be formulated for relocation of persons occupying the residences and/or their personal property by using the following relocation assistance program criteria; family structure, with the number of adults and children noted, residence size, garage or outbuilding size, along with the number of rooms in the residence that are qualified to be counted for move cost payments under relocation assistance program guidelines.

Relocation payments will be calculated as of the date of qualification or first written offer to purchase the property.

It is anticipated that the owner occupants of the single family residences will have typical moving needs. It is not anticipated that residential owners will have special requirements for replacement sites that would restrict selection, although increased distances to replacement locations and increased expenses may be a consideration. Additional considerations for residential moves may include:

- *Inspections, permits for construction of replacement sites in some instances*
- *Need for temporary housing during the move*
- *Storage of personal property for up to one-year during the move*
- *Claim processing and payments during relocation*
- *Professional services used to plan moves*
- *Inventories for estimates conducted by specialized firms for extraordinary amounts of personal property*
- *Specialized contractors for disconnecting, dismantling, packing/un-packing, and transportation*
- *Reimbursement for the expense of making physical changes to replacement locations for Americans With Disabilities Act (ADA) provisions and/or other needs. The physical changes must be necessary to accommodate increased family size or medical needs. Agents work with owners to properly document the changes required to make replacement sites suitable and DS&S including obtaining descriptions, drawings and other details*
- *Utility service inspections may be required, along with permits and/or licenses, at the replacement properties*
- *Additional downtime can be avoided or reduced with extra effort in planning the moves and prioritizing needed inspections and issuance of permits and licenses*
- *Relocation agents work closely with owners to file claims promptly with requisite supporting documentation*

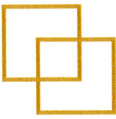




- *Complexity of actual moves may require involvement of specialized firms for planning and performing moves. Actual moving costs will be calculated according to inventories and removing, packing, loading, transporting, unloading, unpacking and reinstalling personal property. If feasible, two bids will be obtained for each move*
- *It appears to be unlikely there will be any need for storage to facilitate the move for any of the displacees. However, if it becomes necessary to store any equipment and/or material in the course of relocating, prior authorization will be obtained from SCCRTC. Displacees are entitled to reimbursement for the cost to move personalty into and out of storage if storage is necessary*

All replacement residential dwellings must be Decent Safe and Sanitary (DS&S). This is a requirement even if the displacement property was not DS&S. The term “*Decent, Safe, and Sanitary Dwelling*” means a dwelling which meets all applicable housing and occupancy codes. Displacees shall not be relocated to inadequate, substandard or otherwise uninhabitable housing as a consequence of a public acquisition. In all cases, the most restrictive standard (local code or above) applies. Agencies which may have applicable housing and occupancy codes include City/County planning departments, city/county departments in charge of building permits or inspections, or City/County housing authorities. Absent any local requirements, the dwelling shall:

- *Be structurally sound, weather tight, and in good repair*
- *Contain a safe electrical wiring system adequate for lighting and other devices*
- *Have heating systems capable of sustaining healthful temperatures (approximately 70 degrees) for displacees*
- *Be adequate in size with respect to the number of rooms and area of living space needed to accommodate the displaced person. Separate, well-lighted and ventilated bathrooms that provide privacy to users and contains a sink, bathtub/shower, and a toilet, all in good working order connected to appropriate sources of water and sewage systems. The maximum number of people that can share bathrooms is not set in stone, but Replacement Housing Valuation Agents should not use residences with only one bathroom for an eight-member household*
- *There shall be a kitchen area that contains a fully usable sink, connected to potable hot and cold water and to sewage drainage System, and adequate space and utility service connections for a stove and refrigerator*
- *Contain unobstructed egress to safe, open space at ground level unless local fire and building codes require additional methods of ingress/egress such as access to a common corridor*
- *For a displaced person with a disability, be free of any barriers which would preclude reasonable ingress, egress, or use of the dwelling by such displaced person*
- *Replacement housing must be permanent (mobile homes are not to be used in place of stick built ones)*
- *Many local housing and occupancy codes require abatement of deteriorating paint, including lead-based paint and lead-based paint dust, in protecting public health and safety. Where such standards exist, they must be honored. Even where local law does not mandate adherence to such standards, the Federal Highway Administration (FHWA) who enforces these guidelines through the California Department of Transportation (Caltrans) strongly recommends that these issues be considered as a matter of public policy*



Room counts, as noted above, used in calculating moving needs are based on rooms which can and do have furnishings. For instance, hallways and kitchens are not included in room counts as they do not have furniture per say. However, in some cases a screened porch or garage may be included in room counts because of the nature of its use. Relocation Agents make this determination on a case by case basis.

It is important to note that the number of bedrooms required for a family is normally based on family size at the time of initiation of negotiations. Following are guidelines that are used to judge if the replacement dwelling contains an adequate number of rooms for DS&S purposes:

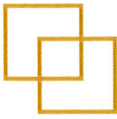
- *A maximum of two persons may occupy a zero-bedroom unit such as a studio apartment*
- *For units larger than zero-bedroom units, two persons per bedroom shall be used as a guideline in determining the number of bedrooms required for replacement housing*
- *More than two persons may occupy a bedroom provided the room is adequate in size to accommodate normal bedroom furnishings for the room occupants (e.g., three toddlers in a larger bedroom, an infant in the bedroom with the parents)*
- *One person may qualify for a separate bedroom if that person is disabled or incapacitated, and requires additional space for medical equipment or maneuverability*
- *If applicable housing and occupancy codes for the area of the comparable replacement require a greater number of bedrooms for the household than indicated by the above guidelines, the greater number of bedrooms according to code should be used in the replacement housing valuation. (E.g., children that are wards of a court, or other jurisdiction, may be required to have a separate bedroom from adults or other children of a different gender)*
- *As noted above, dwellings with less square footage and/or less number of rooms than the displacement dwelling should not be used as comparables. However, if a displacee is relocating to subsidized housing, occupancy standards of the housing authority issuing the subsidy shall be used to determine the number of rooms required. Additionally, if the displacee so chooses, a reduction in size or room count may be applicable*

The selection of replacement dwellings for displacees should not only consider size, neighborhood amenities, employment centers and public transportation, the dwelling must also be within their financial means. RAP Agents will work with displacees during advisory assistance interviews to ascertain their financial capabilities to pay rent and/or, to make mortgage payments all with utilities included.

### **AVAILABLE REPLACEMENT HOUSING**

The supply of residential properties exceeds the demand in most markets in California today. However, current conditions indicate that the supply is being reduced.

Single-family-residence listings are a representation of replacement housing availability in the Santa Cruz market. Research on the internet real estate sites and local board of realtors was conducted for listings and available rentals in April 2013 and October 2014. There appears to be a moderate selection of properties available in sufficient numbers to accommodate the displacees in zip code 95062, 95065 and 95010.



**NUMBER OF AVAILABLE REPLACEMENT HOMES**

Price Range	2013	2014
Replacement houses \$100,000 to \$200,000	9	6
Replacement houses \$200,000 to \$300,000	8	7
Replacement houses \$300,000 to \$400,000	12	5
Replacement houses \$400,000 to \$500,000	12	13

**NUMBER OF AVAILABLE RESIDENTIAL RENTALS**

Displacement single family residential property rental rates in the subject market begin at \$900 for a small 2 bedroom/1bath home. Market rentals reported by a local property Management Company indicate the displacement rental property may be in short supply. Sources researched indicate only four to fifteen rentals are available currently depending on who you talk to. The area has a high demand for rentals both seasonal and permanent. The market caters to vacationers and college students from the University. Approximately four of the residential displacees will require rental property.



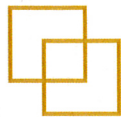


**DISPLACEMENT PROPERTIES - COMMERCIAL AND INDUSTRIAL**

<b>Name of Business</b>	<b>Type of Business</b>	<b>Status</b>	<b>Ownership</b>	<b>Years in Operation</b>	<b>Business Hours</b>	<b>Number of Employees</b>
025-071-19 Phillips Conoco 76 1500 Soquel Dr., Santa Cruz, CA	Service Station and Mini Mart	Full*	Private Owner/ Occupant	3	24-7 Days	8
025-481-05 Emergency Training Center 3050 Paul Sweet Road, Santa Cruz, CA	EMT Training	Full	Tenant Occupant	30	9-5 M-F	18
025-141-13 Cycle Imagery 2871 A Soquel Ave, Santa Cruz, CA	Motorcycle sales and parts. U-Haul	Full	Tenant Occupant	4	9-6 M-S	2
025-141-13 Gondez Tires & Wheels 2871 B Soquel Ave, Santa Cruz, CA	Tire and wheel sales	Full	Tenant Occupant	2	8-6 M-S	3
025-141-13 Vacant 2857 Soquel Ave, Santa Cruz, CA		Full				
025-141-13 Marine Electronics 2855 Soquel Ave, Santa Cruz, CA	Sales and Service	Full	Tenant Occupant	10+	9-5 M-F	2+
025-141-13 Soquel Barber Shop 2851 Soquel Ave, Santa Cruz, CA	Barber	Full	Tenant Occupant	2	10-6 T-S	1
025-141-13 2845 Soquel Ave, Santa Cruz, CA	Car Donation	Full	Tenant Occupant	8	Misc	1
025-141-07 Mercedes Center 2831 Soquel Ave, Santa Cruz, CA	Auto Sales	Full	Private Owner/ Occupant	24	9-5 M-S	1
025-141-07 Porsche Service 2831 Soquel Ave, Santa Cruz, CA	Auto Repairs	Full	Tenant Occupant	10	9-5 M-S	1
025-141-07 Precision Mercedes 2831 Soquel Ave, Santa Cruz, CA	Auto Repairs	Full	Tenant Occupant	5	9-6 M-S	8
030-221-45 2504 S Main St., Soquel, CA	Small Office	Partial	Tenant		8-5 M-F	3

In addition to the residential parcels affected by the project, twelve (12) businesses will be affected in varying degrees. There are four acquisitions of entire properties. Of the twelve businesses, currently eleven will require Relocation Assistance as one unit is vacant.

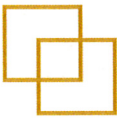
As with the Residential Relocation Assistance, the Relocation Assistance Agent will employ all additional aid required to assist impacted businesses with their relocation needs including assistance in planning the logistics and executing the move of personal property and non-realty business property. Unlike relocation of households from an existing single-family residence to another already constructed one selected from several available choices in this area, business relocations may require acquisition of un-improved sites and building of new improvements to meet the needs of the businesses.



### **BUSINESS RELOCATION CONSIDERATIONS/ACCOMMODATIONS**

- *The relocation agent will work closely with businesses to have claims filed promptly and with the requisite supporting documentation. The complexity of the moves and the need for specialists will add to the expense of an already costly assignment. Prompt claim processing and payment will reduce delays and minimize financial hardships to the business owners. Payments should be made directly to movers and other outside firms whenever possible to alleviate the additional financial burden of relocations to the businesses*
- *The complexity of the actual moves and the need for specialists and the involvement of specialized firms for planning and performing the moves. Actual moving costs will be calculated according to inventories and the efforts of removing, packing, loading, transporting, unloading, unpacking and reinstalling personal property. To the extent feasible, two bids will be obtained for each move*
- *Inventories for move cost estimates may require specialized firms*
- *Specialized contractors for disconnecting and dismantling, packing, un-packing handling, and transportation*
- *Inspections may be required, along with permits and/or licenses, at the replacement properties. The Planning Department can assist with meeting the project timeline if these items could be expedited. This is another measure that that can be taken to reduce downtime for the businesses as well as downtime during moves*
- *Additional downtime can be avoided or reduced with extra effort in planning the moves and prioritizing needed inspections and issuance of permits and licenses*
- *Displacees may be reimbursed for the expense of making physical changes at the replacement location. The changes must be necessary to accommodate increased size or business needs. The relocation agent will work with tenants to properly document the changes required to make replacement sites suitable including obtaining descriptions, drawings and other details*
- *Local Utility Customer Service will be contacted by the business owners regarding electric service and needs for 3-phase power. The cost of matching utilities with machinery and equipment is reimbursable to the business owner. Except in unusual circumstances, actual payment shall be limited to the least expensive alternative; that is, the cost to adapt the machinery and equipment to available utilities or to provide compatible utilities to the existing machinery and equipment.*
- *There may not be any need for storage to facilitate moves for any displacees. However, if it becomes necessary to store any equipment and/or material in the course of relocating, prior authorization will be obtained from SCCRTC. Displacees are entitled to reimbursement for the cost to move personalty into and out of storage if storage is necessary. Storage of personal property for up to one-year during the move may be reimbursed*





- *Businesses will be given a Notification of Right to Claim Loss of Business Goodwill if it is determined the value of a relocated businesses could be adversely affected by moves. There may be increased operating expenses related to higher rents, increased utility costs or greater expenses of longer distances to other suppliers, customers or outside services which could be offset by presenting claims for Loss of Business Goodwill. If the business owners wish to present claims, they would complete the forms with supporting documentation, stating the Loss of Business Goodwill, for SCCRTC's review and approval. Claim processing would include verification of the amount of the Loss of Business Goodwill claimed by an appraiser with business valuation expertise*
- *Some displaced businesses may qualify for "In-Lieu" payments, which can range from \$1,000 to \$20,000, to cover all costs of relocating, leaving open the possibility of making claims for Loss of Business Goodwill. Goodwill amounts, if claimed, would be determined separately from the "In-Lieu" payment by a qualified appraiser so as to avoid duplication of payments and may be partially offset by "In-Lieu" payments*
- *Reestablishment payments, up to \$10,000, may also be made to displaced businesses to cover expenses of certain repairs, redecoration or improvements to a replacement location, to advertise a new site, signage, increased costs at the new location and/or other items SCCRTC may consider necessary for reestablishment of the business*

#### **AVAILABLE POTENTIAL BUSINESSES REPLACEMENT PROPERTIES**

As stated above, the search for replacement sites may require looking at new construction or retrofitting an existing location to provide the same function and utility as the displacement locations.

There are some commercial and industrial sites available in the vicinity of the subject properties which are of varying sizes, shapes and locations, but the ultimate selections will depend on the displacee decisions on sites offering the needed mix of size, location and amenities. Specialized companies with expertise in planning the logistics of moving commercial properties such as these may be contacted as part of relocation assistance.

Sensitivity to nature of each of the business will be considered so as to minimize hardships to owners. Timing is critical because in some cases purchase replacement sites and preparation of them for use far in advance will be required. Also, there is a possibility of downtime for some of the businesses. Commercial Real Estate Brokers familiar with the project area may be contacted for preliminary information. Information on available replacement commercial properties will require physical inspection of selected areas and advance coordination with owners.

The Relocation Assistance Agents on this project will perform some or all of the following activities:

- *Provide data to Environmental Unit as needed*
- *Participate in the preparation of the Draft Relocation Impact Statement or Document (DRIS)*
- *Participate in the preparation of the Final Relocation Impact Statement or Document (FRIS)*
- *Request Parcel Occupancy Data Sheet from Appraisal Unit*
- *Coordinate first RAP call with presentation of First Written Offer by Acquisition Unit*
- *Provide Advisory Assistance as needed to ALL Displacees and potential Displacees*





- *Assessment of Displacees' financial abilities*
- *Determination of current family housing needs*
- *Coordination of Replacement Housing Valuation requests with Appraisal Units*
- *Conduct replacement housing searches*
- *Prepare 30-day and 90-day notices and deliver in a timely manner*
- *Assist Displacees with document preparation and coordination of interpreters as needed*
- *Coordination of moving from displacement dwelling to replacement dwelling*
- *Coordinate Personal Property moves*

#### **NUMBER OF AVAILABLE FOR SALE AND LEASE**

The following information was obtained from Loopnet, a commercial online brokerage.

Property Type	2013	2014
Retail Properties for sale	20	7
Retail properties for lease	81	25
Industrial Properties for sale	5	2
Industrial Properties for lease	12	11

#### **EVALUATION**

This Relocation Assistance analysis has been prepared for use by the Santa Cruz County Regional Transportation Commission in connection with their State Route 1 Project.

In conclusion there appears to be adequate replacement properties for all displacees. Replacement residential rentals will require diligence and careful timing. Early in the right of way process, emphasis should concentrate on appraising and acquiring the residential properties. This will afford the relocation process to compete successfully with the rest of the market.

I have personally inspected the subject properties from the exterior. The analyses, opinions, and conclusions contained in this report are personal, impartial, unbiased and constitute a professional analyses, opinion and conclusion, and are limited only by the reported assumptions and limiting conditions of this report. The report conforms to applicable Caltrans procedures.

Michael E. Lahodny  
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Bender Rosenthal, Inc