

**DRAFT RELOCATION IMPACT REPORT
FOR THE I-5 NORTH COAST CORRIDOR PROJECT
SAN DIEGO, CALIFORNIA**

Prepared for:

Caltrans District 11
4050 Taylor Street
San Diego, California 92110

Prepared by:

EDAW, Inc.
1420 Kettner Boulevard, Suite 500
San Diego, California 92101
Phone: (619) 233-1454
Fax: (619) 233-0952

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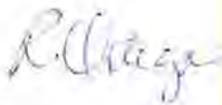
Memorandum

*Flex your power!
Be energy efficient!*

To: Shay Lynn Harrison, Chief
Environmental Analysis Branch

Date: May 3, 2010
File: 11-SD-5
EA: 235800

From: Rosario Ortega, Chief
Relocation Assistance Branch
District 11 – Right of Way



Subject: Revision to October 2007 Draft Relocation Impact Report (DRIR) for the I-5 North Coast Corridor Project

A recent design change to the **8+4 Barrier alternative** reduced the amount of right of way which impacted a 47 unit apartment complex in the city of Carlsbad. The original design affected the entire 47 units, however, after a field visit by our Design and R/W staff, it has been confirmed that there would only be an estimated 10 units that would be impacted at this complex. This change reduces the total number of potential displacements within this alternative.

No other changes are noted or anticipated. Given the design change to this 8+4 Barrier alternative, the total anticipated displacements is actually reduced, thus there is no need to make further changes to the DRIR. If anything, should this alternative be selected, there would be fewer displacements from this apartment complex allowing for more available relocation resources to those actually displaced by this alternative.

A new in-depth study, the Final Relocation Impact Report (FRIR), will be conducted once the final alignment is chosen. The new study will address all potential displacements within the selected alignment, as well as current availability of replacement properties and any special needs of those displaced by the project.

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CHAPTER 1.0

SUMMARY OF DRAFT RELOCATION IMPACT REPORT

The proposed Interstate 5 (I-5) North Coast Corridor Project (Project) would extend approximately 27 miles along the I-5 northern San Diego County. The project would extend northerly between La Jolla Village Drive on I-5 in the City of San Diego, ending approximately 1 mile north of I-5 Harbor Drive in the City of Oceanside.

The main purpose of the project is to reduce congestion on I-5. The project would increase capacity along this segment of the corridor through the addition of High Occupancy Vehicle (HOV) lanes for all four alignments, and one main travel (general purpose) lane in each direction for two alignments.

Adequate relocation resources exist for the majority of displacees. However, there are several displacements that may pose some difficulties in finding adequate relocation options. The 10+4 Barrier and 8+4 Barrier alignments would displace a 47-unit apartment complex in Carlsbad. Relocation resources of comparable affordability for residents within the 47-unit apartment complex in Carlsbad may be difficult to find. Additionally, all four alignments would displace an 8-bedroom single-family residence (SFR) in Oceanside. A review of available replacement housing did not find any 8-bedroom houses in Oceanside or any of the other relocation neighborhoods. All four alignments would displace two businesses that would have some difficulties finding adequate replacement sites. A dive shop in Oceanside that would be displaced has a pool onsite. Finding a relocation site with a pool, or a commercial lot configured to allow for pool construction, may be difficult. A gas station/auto service station in Carlsbad would also be displaced. Finding a relocation site that allows those services to take place onsite would be difficult. A review of available replacement business sites did not find any sites that would allow for a gas and car service station. Consequently, it is possible that Caltrans may need to utilize the State's relocation program or Last Resort Housing (LRH) Program options, including LRH payments, to relocate these displacees.

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



Nick Larkin, EDAW, Inc.

The undersigned has reviewed and approved this report.

Rosario Ortega 10/30/07

Rosario Ortega, Senior Right of Way Agent (Relocation Branch Chief)

Janet Schaffer

Janet Schaffer, Deputy District Director-Right of Way

CHAPTER 2.0

SUMMARY AND PROJECT DATA

2.1 PURPOSE OF STUDY

The purpose of this Draft Relocation Impact Report (DRIR) is to provide the California Department of Transportation (Caltrans), local agencies, and the public with information as to what effect a proposed freeway widening project would have on the residential and nonresidential occupants within the proposed project alignments. Specifically, this report is concerned with potential problems that may be caused by the displacement of existing structures and their occupants by the various alternatives.

2.2 LIMITS AND PURPOSE OF PROJECT

The proposed project would extend approximately 27 miles along I-5 within northern San Diego County (Figure 1). The project would extend northerly between La Jolla Village Drive on I-5 in the City of San Diego, ending approximately 1 mile north of I-5 Harbor Drive in the City of Oceanside.

The main purpose of the project is to reduce congestion on I-5. The project would increase capacity along this segment of the corridor through the addition HOV lanes for all four alignments, and one main travel (general purpose) lane in each direction for two alignments.

2.3 DESCRIPTION OF ALIGNMENTS STUDIED (4)

The DRIR analyzes relocation impacts associated with the following alternatives:

- Alignment A: 10+4 Barrier
- Alignment B: 8+4 Barrier
- Alignment C: 10+4 Buffer
- Alignment D: 8+4 Buffer

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

Explanation or comments: All four alignments follow the existing I-5 corridor for the length of the proposed project.

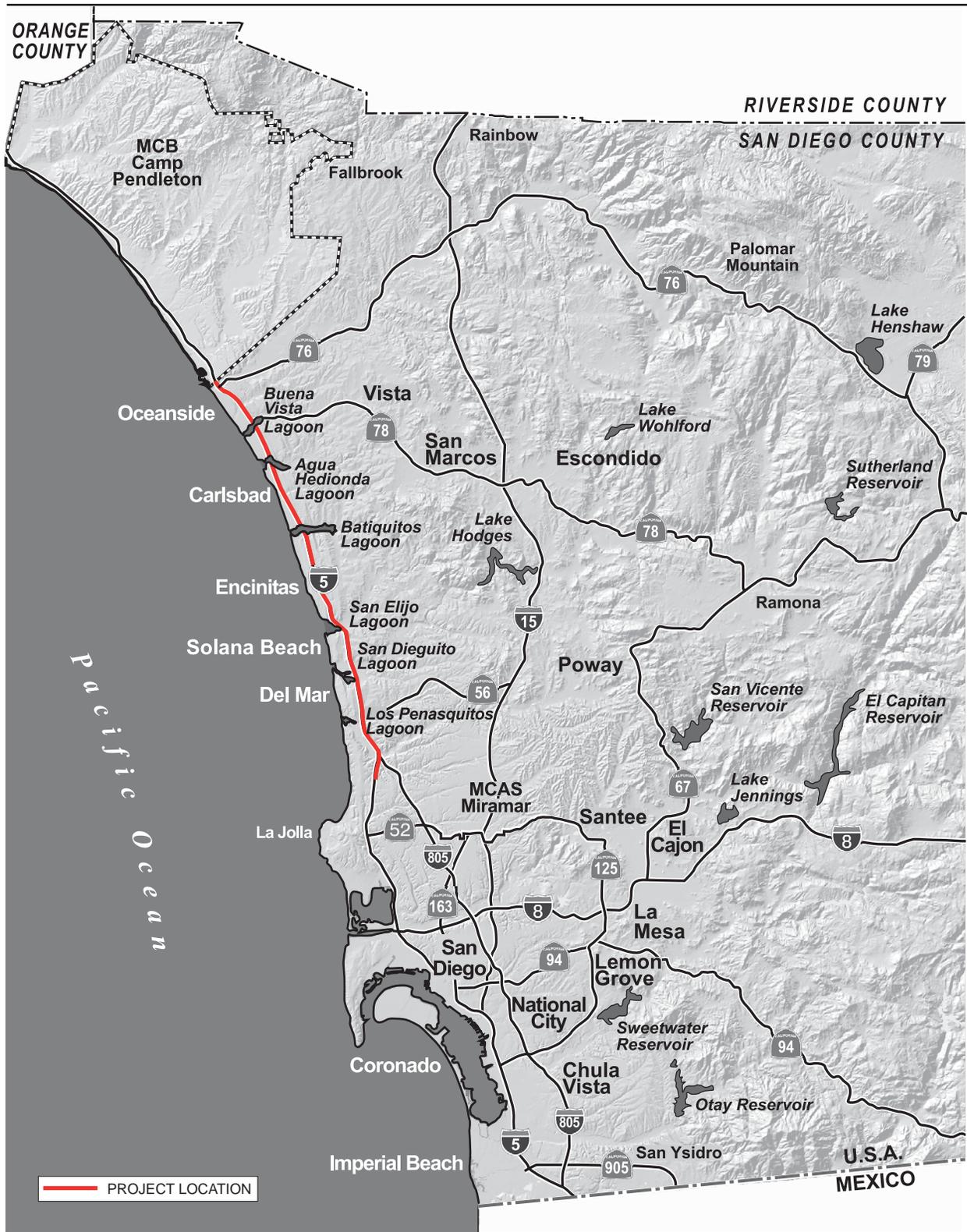


Figure 1
Project Map

Four build alternatives and one no build alternative are under consideration. Common features to all four build alternatives include the construction of Direct Access Ramps (DARs) at Voigt Drive, Manchester Avenue, Cannon Road and Oceanside Boulevard. Auxiliary lanes would also be constructed in various locations along the corridor to facilitate traffic entering and exiting main travel lanes along the freeway. Freeway overcrossings and undercrossings would be widened. Reconfiguration of various interchanges to improve vehicular, pedestrian and bicycle circulation would also occur. Bridges would be widened across the Lagoons, and several would also be lengthened. Other features, such as soundwalls, retaining walls, concrete barriers, guard rails/end treatments, crash cushions, bridge rails, drainage improvements, and signage, would also be installed at specific locations along the corridor. These alternatives are further described as follows:

2.3.1 Alignment A – 10 + 4 with Buffer

- Construct four HOV lanes on I-5 from south of the San Elijo Lagoon in Encinitas to State Route (SR 78) in Oceanside. Two HOV lanes would operate in each direction and would be separated from the general purpose lanes by a 1-to-4-foot buffer.
- Construct four HOV lanes on I-5 from SR 78 north to Harbor Drive/Vandegrift Boulevard in Oceanside. Two HOV lanes would operate in each direction and would be separated from general purpose lanes by a 1-to-4-foot buffer.
- Construct two HOV lanes on I-5 from Interstate 805 (I-805) in San Diego to south of the San Elijo Lagoon in Encinitas. Two HOV lanes would operate in each direction and would be separated from general purpose lanes by striping from I-805 to north of Del Mar Heights Road. Two HOV lanes would operate in each direction and would be separated by a 3-foot buffer from north of Del Mar Heights Road to the San Elijo Lagoon.
- Construct two HOV lanes on I-5 from north of La Jolla Village Drive to south of Sorrento Valley Road in San Diego. One HOV lane would operate in each direction and would be separated from general purpose lanes by striping.
- Construct a two lane HOV viaduct on I-5 from south of Sorrento Valley Road to I-805 in San Diego. One HOV lane would operate in each direction.
- Construct two general purpose lanes on I-5 from south of Via de la Valle in San Diego to SR 78 in Oceanside.

-
- Construct DARs on I-5 at four locations: Voigt Drive, north of Manchester Avenue, north of Cannon Road, and north of Oceanside Boulevard.
 - Construct northbound and southbound auxiliary lanes in various locations.

2.3.2 Alignment B – 10 + 4 with Barrier

- The 10+4 with Barrier Alternative proposes the same features as the 10+4 with Buffer Alternative with the exception of a fixed concrete barrier in lieu of the buffer. Shoulders would also be provided adjacent to either side of the concrete barrier.

2.3.3 Alignment C – 8 + 4 with Buffer

- Construct four HOV lanes on I-5 from south of the San Elijo Lagoon in Encinitas to SR 78 in Oceanside. Two HOV lanes would operate in each direction and would be separated from general purpose lanes by a 1-to-4-foot buffer.
- Construct four HOV lanes on I-5 from SR 78 to north of Harbor Drive/Vandegrift Boulevard in Oceanside. Two HOV lanes would operate in each direction and would be separated from general purpose lanes by a 1-to-4-foot buffer.
- Construct two HOV lanes on I-5 from I-805 in San Diego to south of the San Elijo Lagoon. Two HOV lanes would operate in each direction and would be separated from general purpose lanes by striping from I-805 to north of Del Mar Heights Road. Two HOV lanes would operate in each direction and are separated from general purpose lanes by a 1-to-4-foot buffer from north of Del Mar Heights Road to San Elijo Lagoon.
- Construct two HOV lanes on I-5 from north of La Jolla Village Drive to south of Sorrento Valley Road in San Diego. One HOV lane would operate in each direction and would be separated from general purpose lanes by striping.
- Construct a two lane HOV viaduct on I-5 from south of Sorrento Valley Road to I-805. One HOV lane would operate in each direction.
- Construct DARs on I-5 at Voigt Drive, north of Manchester Avenue, north of Cannon Road, and north of Oceanside Boulevard.
- Construct northbound and southbound auxiliary lanes in various locations.

2.3.4 Alignment D – 8 + 4 with Barrier

- The 8+4 with Barrier Alternative would function similarly to the 8+4 with Buffer Alternative but would have a fixed concrete barrier in lieu of the buffer. Shoulders would be provided to either side of the concrete barrier.

2.4 BASIS OF FINDINGS

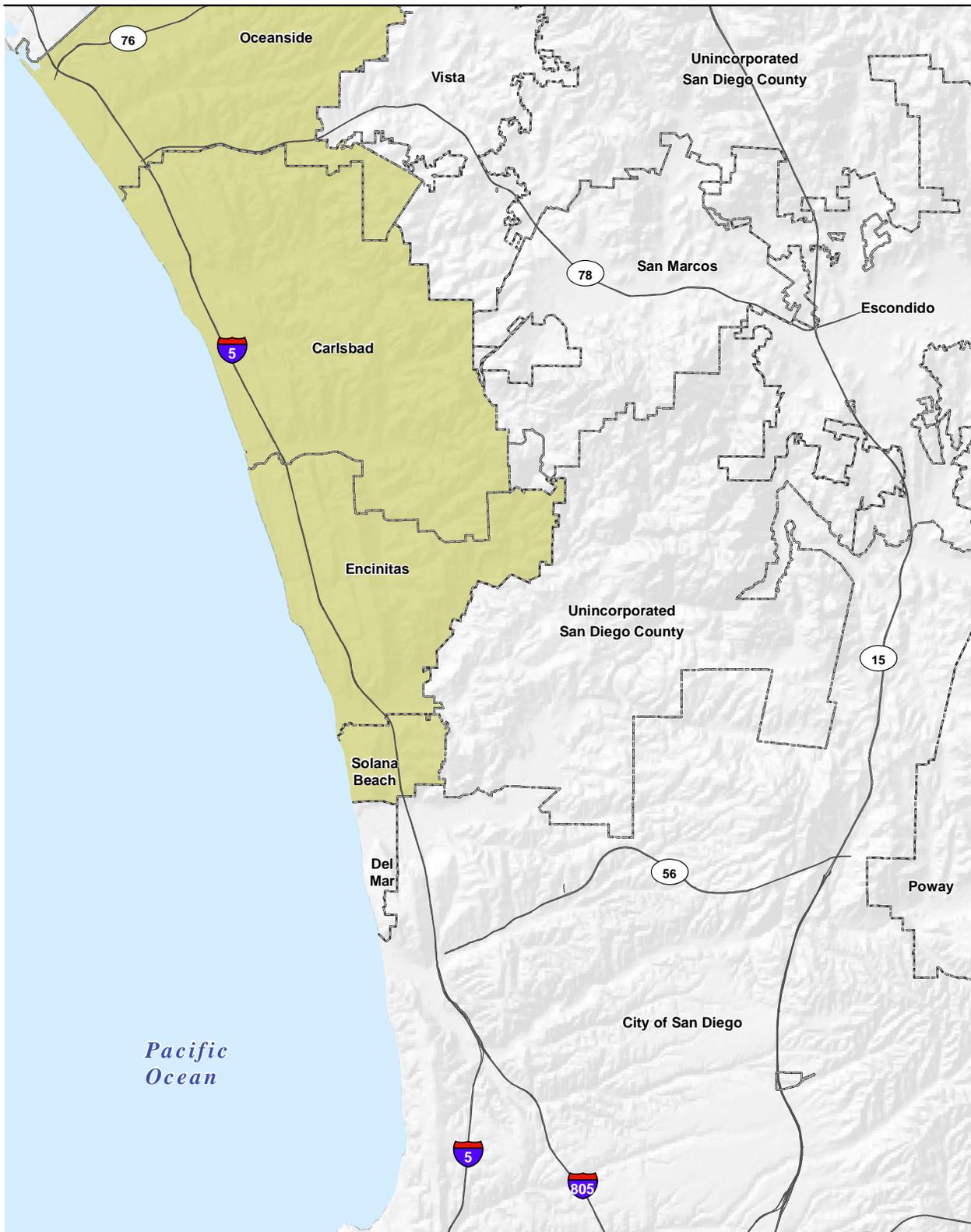
The following resources were used as the basis of findings for this report:

- Backpage.com, Craigslist.org, Multiple Listings Service, and Grubb & Ellis / BRE Commercial were used to create an inventory of relocation resources available for residences and businesses displaced by the proposed project.
- The U.S. Bureau of the Census was used to develop a demographic profile of the jurisdictions where displacements would occur.
- The City of Carlsbad Housing and Redevelopment Department website and contact with City of Carlsbad Housing and Redevelopment Department staff were used to ascertain whether any Section 8 Housing or Affordable Housing Resources units would be displaced by the proposed project.

Full citations for each of the sources used are listed in Chapter 7.0 References of this report.

2.5 DESCRIPTION OF THE DISPLACEMENT AREA

The proposed project traverses six municipalities, beginning with Oceanside at the northern end of the proposed project, and ending with the City of San Diego at the project's southern terminus. However, relocation impacts are only likely to occur in Oceanside, Carlsbad, Encinitas, and Solana Beach (Figure 2). Consequently, a brief discussion of the land uses surrounding the proposed project are provided for these four municipalities. Demographic, income, and housing characteristics for these municipalities, the City of San Diego, and the County of San Diego are provided in Tables 1 through 4. Descriptions of the surrounding land uses and relevant demographic, income, and housing characteristics are described in greater detail in the Community Impact Assessment (CIA).



Source: SanGIS 2006; EDAW 2007



3 1.5 0 3 Miles



One inch equals 3 miles

Figure 2
Displacement/Replacement Map

2.5.1 Surrounding Land Uses

Land uses within Oceanside surrounding the proposed project are primarily a mixture of single-family and multi-family residential areas, as well as general and community commercial centers, open space, and light industrial uses. The majority of the land surrounding the proposed project is developed and urban in nature.

Land uses within Carlsbad surrounding the proposed project are primarily a mixture of residential, commercial, industrial, agriculture, and public services. The central portion of Carlsbad, between Agua Hedionda Lagoon and Poinsettia Lane, is comprised primarily of open space, industrial, and commercial uses, while the portions of Carlsbad to the north and south of this area primarily feature residential uses.

Land uses within Encinitas surrounding the proposed project are residential, commercial, office uses, schools, agricultural land, and open space. Residential is the dominant land use, with each residential area serviced by neighborhood and mixed-use shopping areas, schools, and parks.

Land uses in the portion of Solana Beach within the area of direct impacts are mainly a mixture of single-family and multi-family residential developments as well as commercial, light industrial, office, school, and open space land uses. Residential uses are located throughout the direct impact area with single-family residential developments to the north and south, and multi-family residential developments along Lomas Santa Fe Drive as well as in the southern part of the municipality.

2.5.2 Demographic, Income, and Housing Characteristics

Table 1 shows the racial and ethnic compositions of the municipalities impacted by the proposed project in comparison to the City of San Diego and County of San Diego. Table 2 shows the Median Household Income and Per Capita Household incomes of the municipalities impacted by the proposed project in comparison to the City of San Diego and the County of San Diego. Table 3 shows the number of households, owner/renter status, vacancy rates, and average household size of the municipalities impacted by the proposed project in comparison to the City of San Diego and the County of San Diego. Table 4 shows the number of households by structure type of the municipalities impacted by the proposed project in comparison to the City of San Diego and the County of San Diego.

**Table 1
Race and Ethnicity**

	Oceanside	Carlsbad	Encinitas	Solana Beach	San Diego	San Diego County
Total Population	100% (161,029)	100% (78,247)	100% (58,014)	100% (12,979)	100% (1,223,400)	100% (2,813,833)
White	66.4% (106,866)	86.6% (67,723)	86.6% (50,241)	87.0% (11,293)	60.2% (736,207)	66.5% (1,871,839)
Black/African American	6.3% (10,189)	1.0% (753)	0.6% (340)	0.5% (65)	7.9% (96,216)	5.7% (161,480)
American Indian and Alaskan Native	0.9% (1,370)	0.4% (329)	0.5% (267)	0.4% (54)	0.6% (7,543)	0.9% (24,337)
Asian	5.5% (8,896)	4.2% (3,315)	3.1% (1,798)	3.5% (449)	13.6% (166,968)	8.9% (249,802)
Native Hawaiian/ Pacific Islander	1.3% (2,042)	0.2% (155)	0.1% (69)	0.1% (18)	0.5% (5,853)	0.5% (13,561)
Some other race	14.5% (23,342)	4.6% (3,636)	6.3% (3,645)	5.6% (725)	12.4% (151,532)	12.8% (360,847)
Two or more races	5.2% (8,324)	3.0% (2,336)	2.9% (1,654)	2.9% (375)	4.8% (59,081)	4.7% (131,967)
Hispanic	30.2% (48,691)	11.7% (9,170)	14.8% (8,584)	14.8% (1,922)	25.4% (310,752)	26.7% (750,965)
Total Minority*	46.4% (74,719)	19.5% (15,234)	21.0% (12,162)	21.0% (2,729)	50.6% (619,508)	45.0% (1,265,000)

“Total Minority” = persons of any origin other than non-Hispanic White.
Source: U.S. Bureau of the Census 2000

**Table 2
Median Household Income and Per Capita Income**

	Oceanside	Carlsbad	Encinitas	Solana Beach	San Diego	San Diego County
Median Household Income	\$46,301	\$65,145	\$63,954	\$71,774	\$45,733	\$47,067
Per Capita Income	\$20,329	\$34,863	\$34,336	\$48,547	\$23,609	\$22,926

Source: U.S. Bureau of the Census 2000

**Table 3
Housing Characteristics**

	Oceanside	Carlsbad	Encinitas	Solana Beach	San Diego	San Diego County
Total Households ¹	100% (59,498)	100% (33,717)	100% (23,867)	100% (6,449)	100% (469,756)	100% (1,040,149)
Total Occupied ²	94.8% (56,396)	93.4% (31,486)	95.7% (22,834)	89.2% (5,755)	95.9% (450,682)	95.6% (994,677)
Owner Occupied ³	62.1% (35,032)	67.3% (21,201)	64.1% (14,644)	62.3% (3,587)	49.5% (223,275)	55.4% (551,489)
Renter Occupied ⁴	37.9% (21,364)	32.7% (10,285)	35.9% (8,190)	37.7% (2,168)	50.5% (227,407)	44.6% (443,188)
Vacant ⁵	5.2% (3,102)	6.6% (2,231)	4.3% (1,033)	10.8% (694)	4.1% (19,074)	4.4% (45,472)
Average Household Size	2.83	2.46	2.52	2.25	2.61	2.73

¹ Refers to the percent of total housing units within municipality.

² Refers to the percent of occupied housing units within municipality.

³ Refers to the percent of occupied units that are owned within municipality.

⁴ Refers to the percent of occupied units that are rented within municipality.

⁵ Refers to the percent of vacant units within municipality.

Source: U.S. Bureau of the Census 2000

**Table 4
Housing Types**

	Oceanside	Carlsbad	Encinitas	Solana Beach	San Diego	San Diego County
Total Households	100% (59,498)	100% (33,717)	100% (23,867)	100% (6,449)	100% (469,756)	100% (1,040,149)
Single-Family Detached	50.8% (30,211)	52.7% (17,777)	55.2% (13,171)	45.1% (2,906)	46.7% (219,303)	51.0% (530,430)
Single-Family Attached	13.8% (8,210)	16.9% (5,711)	19.0% (4,542)	19.6% (1,264)	9.7% (45,772)	9.4% (98,101)
Multiple-Family	29.7% (17,662)	26.5% (8,942)	22.6% (5,384)	34.7% (2,240)	42.2% (198,248)	35.1% (364,679)
Mobile Home	5.6% (3,324)	3.8% (1,281)	3.0% (707)	0.5% (34)	1.3% (5,876)	4.3% (44,234)
Boat, RV, Van, etc.	0.2% (91)	0.0% (6)	0.3% (63)	0.1% (5)	0.1% (557)	0.3% (2,705)
Average Household Size	2.83	2.46	2.52	2.25	2.61	2.73

Source: U.S. Bureau of the Census 2000

2.6 ESTIMATED DISPLACEMENT UNITS BY ALIGNMENT

Displacement Units by Alignment in Oceanside

	A	B	C	D
Residential				
Owner Occupants of Single-Family Residences	9	9	9	9
Tenant Occupants of Single-Family Residences	4	4	4	4
Owner Occupants of Multiple Unit Residences ¹	1	1	1	1
Tenant Occupants of Multiple Unit Residences ²	30	30	30	30
Owner Occupants of Mobile Homes	0	0	0	0
Tenant Occupants of Mobile Homes	0	0	0	0
TOTAL RESIDENTIAL UNITS	44	44	44	44
TOTAL PERSONS³	125	125	125	125
Nonresidential				
Commercial Businesses	3	3	3	3
Industrial/Manufacturing Businesses	0	0	0	0
Nonprofit Organizations	0	0	0	0
Agricultural/Farms	0	0	0	0
TOTAL NONRESIDENTIAL UNITS	3	3	3	3
TOTAL UNITS	47	47	47	47

¹ Owner Occupants of Multiple Unit Residences includes one unit of a three-unit multi-family residence that was listed as owner occupied. The remaining units of the three-unit multi-family residence are considered tenant occupied.

² Tenant Occupants of Multiple Unit Residences includes all multi-family residences that are renter-occupied.

³ Total persons was calculated by multiplying the number of units impacted within each jurisdiction by the average household size identified in the U.S. Census for each jurisdiction and rounding to the highest number.

**Displacement Units
by Alignment in Carlsbad**

	A	B	C	D
Residential				
Owner Occupants of Single-Family Residences	9	8	8	3
Tenant Occupants of Single-Family Residences	1	1	0	0
Owner Occupants of Multiple Unit Residences ¹	1	1	0	1
Tenant Occupants of Multiple Unit Residences ²	49	49	0	2
Owner Occupants of Mobile Homes	0	0	0	0
Tenant Occupants of Mobile Homes	0	0	0	0
TOTAL RESIDENTIAL UNITS	60	59	8	6
TOTAL PERSONS³	148	146	20	15
Nonresidential				
Commercial Businesses	9	7	7	7
Industrial/Manufacturing Businesses	0	0	0	0
Nonprofit Organizations	0	0	0	0
Agricultural/Farms	0	0	0	0
TOTAL NONRESIDENTIAL UNITS	9	7	7	7
TOTAL UNITS	69	66	15	13

¹ Owner Occupants of Multiple Unit Residences includes one unit of a triplex that was listed as owner occupied. The remaining units of the triplex are considered tenant occupied.

² Tenant Occupants of Multiple Unit Residences includes all multi-family residences that are renter-occupied.

³ Total persons was calculated by multiplying the number of units impacted within each jurisdiction by the average household size identified in the U.S. Census for each jurisdiction and rounding to the highest number.

**Displacement Units
by Alignment in Encinitas**

	A	B	C	D
Residential				
Owner Occupants of Single-Family Residences	1	1	1	0
Tenant Occupants of Single-Family Residences	1	0	0	0
Owner Occupants of Multiple Unit Residences	0	0	0	0
Tenant Occupants of Multiple Unit Residences	0	0	0	0
Owner Occupants of Mobile Homes	0	0	0	0
Tenant Occupants of Mobile Homes	0	0	0	0
TOTAL RESIDENTIAL UNITS	2	1	1	0
TOTAL PERSONS¹	6	3	3	0
Nonresidential				
Commercial Businesses	1	1	0	0
Industrial/Manufacturing Businesses	0	0	0	0
Nonprofit Organizations	0	0	0	0
Agricultural/Farms	0	0	0	0
TOTAL NONRESIDENTIAL UNITS	1	1	0	0
TOTAL UNITS	3	2	1	0

¹ Total persons was calculated by multiplying the number of units impacted within each jurisdiction by the average household size identified in the U.S. Census for each jurisdiction and rounding to the highest number.

**Displacement Units
by Alignment in Solana Beach**

	A	B	C	D
Residential				
Owner Occupants of Single-Family Residences	0	0	0	0
Tenant Occupants of Single-Family Residences	0	0	0	0
Owner Occupants of Multiple Unit Residences ¹	4	0	0	0
Tenant Occupants of Multiple Unit Residences ²	2	0	0	0
Owner Occupants of Mobile Homes	0	0	0	0
Tenant Occupants of Mobile Homes	0	0	0	0
TOTAL RESIDENTIAL UNITS	6	0	0	0
TOTAL PERSONS³	14	0	0	0
Nonresidential				
Commercial Businesses	0	0	0	0
Industrial/Manufacturing Businesses	0	0	0	0
Nonprofit Organizations	0	0	0	0
Agricultural/Farms	0	0	0	0
TOTAL NONRESIDENTIAL UNITS	0	0	0	0
TOTAL UNITS	6	0	0	0

¹ Owner Occupants of Multiple Unit Residences includes 4 condominiums that are listed as owner occupied.

² Tenant Occupants of Multiple Unit Residences includes all multi-family residences that are renter-occupied.

³ Total persons was calculated by multiplying the number of units impacted within each jurisdiction by the average household size identified in the U.S. Census for each jurisdiction and rounding to the highest number.

**Displacement Units
by Alignment for Proposed Project
(all municipalities)**

	A	B	C	D
Residential				
Owner Occupants of Single-Family Residences	19	18	18	12
Tenant Occupants of Single-Family Residences	6	5	4	4
Owner Occupants of Multiple Unit Residences ¹	6	2	1	2
Tenant Occupants of Multiple Unit Residences ²	81	79	30	32
Owner Occupants of Mobile Homes	0	0	0	0
Tenant Occupants of Mobile Homes	0	0	0	0
TOTAL RESIDENTIAL UNITS	112	104	53	50
TOTAL PERSONS³	293	274	148	140
Nonresidential				
Commercial Businesses	13	11	10	10
Industrial/Manufacturing Businesses	0	0	0	0
Nonprofit Organizations	0	0	0	0
Agricultural/Farms	0	0	0	0
TOTAL NONRESIDENTIAL UNITS	13	11	10	10
TOTAL UNITS	125	115	63	60

¹ Owner Occupants of Multiple Unit Residences includes 4 condominiums that are listed as owner occupied and one unit of a three-unit multi-family residence and one unit of a triplex that were both listed as owner occupied. The remaining units of the three-unit multi-family residence and triplex are considered tenant occupied.

² Tenant Occupants of Multiple Unit Residences includes all multi-family residences that are renter-occupied.

³ Total persons was calculated by multiplying the number of units impacted within each jurisdiction by the average household size identified in the U.S. Census for each jurisdiction and rounding to the highest number.

2.7 TYPE OF RESIDENTIAL DISPLACEMENTS BY ALIGNMENT

Type of Residential Displacements by Alignment in Oceanside

	A	B	C	D
Single-Family Residence	13	13	13	13
Duplex/Triplex (Multi-Res)	5	5	5	5
Apartments/Condos (Multi-Res) 4 or more	26	26	26	26
Sleeping rooms/Shared Quarters	0	0	0	0
Mobile Homes	0	0	0	0
Total Units	44	44	44	44

Note: Relocation of personal property only should be counted separately and noted whether the items would be moved to the remainder or to a separate site.

Type of Residential Displacements by Alignment in Carlsbad

	A	B	C	D
Single-Family Residence	10	9	8	3
Duplex/Triplex (Multi-Res)	3	3	0	3
Apartments/Condos (Multi-Res) 4 or more	47	47	0	0
Sleeping rooms/Shared Quarters	0	0	0	0
Mobile Homes	0	0	0	0
Total Units	60	59	8	6

Note: Relocation of personal property only should be counted separately and noted whether the items would be moved to the remainder or to a separate site.

Type of Residential Displacements by Alignment in Encinitas

	A	B	C	D
Single-Family Residence	2	1	1	0
Duplex/Triplex (Multi-Res)	0	0	0	0
Apartments/Condos (Multi-Res) 4 or more	0	0	0	0
Sleeping rooms/Shared Quarters	0	0	0	0
Mobile Homes	0	0	0	0
Total Units	2	1	1	0

Note: Relocation of personal property only should be counted separately and noted whether the items would be moved to the remainder or to a separate site.

**Type of Residential Displacements
by Alignment in Solana Beach**

	A	B	C	D
Single-Family Residence	0	0	0	0
Duplex/Triplex (Multi-Res)	0	0	0	0
Apartments/Condos (Multi-Res) 4 or more	6	0	0	0
Sleeping rooms/Shared Quarters	0	0	0	0
Mobile Homes	0	0	0	0
Total Units	6	0	0	0

Note: Relocation of personal property only should be counted separately and noted whether the items would be moved to the remainder or to a separate site.

**Type of Residential Displacements
by Alignment for Proposed Project
(all municipalities)**

	A	B	C	D
Single-Family Residence	25	23	22	16
Duplex/Triplex (Multi-Res)	8	8	5	8
Apartments/Condos (Multi-Res) 4 or more	79	73	26	26
Sleeping rooms/Shared Quarters	0	0	0	0
Mobile Homes	0	0	0	0
Total Units	112	104	53	50

Note: Relocation of personal property only should be counted separately and noted whether the items would be moved to the remainder or to a separate site.

2.8 RELOCATION RESOURCES

Adequate relocation resources exist for:	<u>Yes</u>	<u>No</u>
Residential owners ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Residential tenants ²	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mobile Homes.....	<input type="checkbox"/> N/A	<input type="checkbox"/> N/A
Businesses ³	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Nonprofit Organizations.....	<input type="checkbox"/> N/A	<input type="checkbox"/> N/A
Agriculture.....	<input type="checkbox"/> N/A	<input type="checkbox"/> N/A

¹ Adequate relocation resources exist for all residential owner displacees except possibly for an 8-bedroom SFR in Oceanside

² Adequate relocation resources exist for all residential tenant displacees except possibly for a 47-unit apartment complex in Carlsbad

³ Adequate relocation resources exist for all business displacees except possibly for a dive shop in Oceanside and a gas station/auto service station in Carlsbad

1. The replacement neighborhoods studied are Oceanside, Carlsbad, Encinitas, and Solana Beach. These were chosen as the replacement neighborhoods because they are the jurisdictions where the impacts would take place. Relocating displacees within the communities in which they currently reside would reduce the hardship associated with relocation, including community cohesion, commute times, etc.

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

Since the relocation neighborhoods selected are the jurisdictions in which the displacees are currently located, the relocation area would be comparable in terms of amenities, public utilities, and accessibility to public services, transportation, and shopping.

3. The relocation resources are affordable to the majority of residential displacees given the use of replacement housing payments as needed to assist displaced persons/households. However, it is possible that relocation resources of comparable affordability for residents within the 47-unit apartment complex in Carlsbad, which is identified as a full take for Alignments A and B, would be difficult to find. Additionally, all four alignments would impact an 8-bedroom SFR in Oceanside. A review of available replacement housing did not find any 8-bedroom houses in Oceanside or any of the other relocation neighborhoods. An expanded discussion of the problems associated with relocating residents within the 47-unit apartment complex in Carlsbad and the 8-bedroom SFR in Oceanside can be found on Section 3.1.

4. There are public projects in the area that would displace other families or make additional housing unavailable concurrently with the subject project. The widening of State Route (SR 76) beginning in Oceanside and proceeding eastward through Bonsall may result in the displacement of existing residences, commercial businesses, and a golf course. The ultimate number of impacts and type of impacts would depend on which alternative is selected.
5. The State's relocation program is adequate to successfully relocate all displacees. Although there may be some difficulty associated with relocating displacees at the 47-unit apartment complex if either Alignment A or B is selected, it is anticipated that State's relocation program is adequate to successfully relocate all displacees.
6. There are special relocation problems associated with this project. As described in response 3 above, it is possible that affordable relocation resources for residents within the 47-unit apartment complex in Carlsbad, which is identified as a full take for Alignments A and B, would be difficult to find. Additionally, the proposed project would impact an 8-bedroom SFR in Oceanside. A review of available replacement housing did not find any 8-bedroom houses in Oceanside or any of the other relocation neighborhoods. An expanded discussion of the problems associated with relocating residents within the 47-unit apartment complex in Carlsbad and the 8-bedroom house in Oceanside can be found in Section 3.1.
7. The LRH Program options, including LRH payments, may be utilized to relocate residential displacees from the 47-unit apartment complex if either Alignment A or B are selected. Additionally, LRH Program options, including LRH payments, may be utilized to relocate the tenants of the 8-bedroom house in Oceanside if any of the four alternatives are selected. These displacements are represented as a percentage of total displacees below.

	A	B	C	D
Percentage of owners ¹	4.2%	4.8%	5.3%	7.1%
Percentage of renters ²	0.0%	56.0%	0.0%	0.0%

¹ Percentage of owners represents the percentage of owner-occupied units displaced by the proposed project that may require LRH Program options. For example, the 8-bedroom home in Oceanside represents one of the 24 owner-occupied units displaced by the proposed project (1/24 = 4.2%).

² Percentage of renters represents the percentage of renter-occupied units displaced by the proposed project that may require LRH Program options. For example, the 47-unit apartment complex in Carlsbad represents 47 of the 84 renter-occupied units displaced by the proposed project (47/84 = 56.0%).

-
8. The construction of replacement housing under the LRH Program would not be utilized as it is not anticipated that construction of replacement housing under the LRH Program would be necessary.
 9. A field office would not be required for this project as the estimated impacts are in various communities. This issue can be further addressed during the final study once the preferred alignment has been selected.

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CHAPTER 3.0 DISPLACEMENT AREA

3.1 RESIDENTIAL DISPLACEMENTS

Table 5 shows residential developments that may be displaced by any of the alternatives. Alignments A and B would displace a 47-unit apartment complex in Carlsbad. Relocation resources of comparable affordability for residents within the 47-unit apartment complex in Carlsbad may be difficult to find. The 47-unit apartment complex is composed of forty-seven 2-bedroom apartments for rent. Contact with the onsite manager indicated that rents at this complex were \$1,050 a month for the 2-bedroom units, which is a relatively low rental rate, particularly for a coastal community such as Carlsbad. Although some apartments for rent in Carlsbad were found with comparable rental rates, there were not enough listed to adequately relocate all 47 of the 2-bedroom apartments that may be displaced. Additionally, some 2-bedroom apartments for rent in Oceanside were found with comparable rental rates, but there were not enough listed to adequately relocate the remaining 2-bedroom apartments that may be displaced. Consequently, it is possible that Caltrans may need to utilize the State's relocation program or Last Resort Housing (LRH) options, including LRH payments, to relocate displacees from the 47-unit apartment complex if either Alignment A or B is selected.

The City of Carlsbad Housing and Redevelopment Department website indicated that the 47-unit apartment complex was not a site involved in the City of Carlsbad's Affordable Housing Program (City of Carlsbad 2007). Similarly, contact with the City of Carlsbad Housing and Redevelopment Department indicated that Section 8 Housing in the City of Carlsbad had been discontinued due to budget cutbacks (City of Carlsbad 2007). Therefore, none of the apartments in the 47-unit apartment complex to be displaced by the proposed project would be classified as Section 8 housing or Affordable Housing which require that certain provisions be considered.

All four alignments would displace an 8-bedroom SFR in Oceanside. A review of available replacement housing did not find any 8-bedroom SFRs in Oceanside or any of the other relocation neighborhoods. Three 8-bedroom SFRs were found in Rancho Santa Fe, but the value of these homes far exceeded the value of the 8-bedroom SFR in Oceanside. Consequently, it is possible that Caltrans may need to utilize the State's relocation program or LRH options, including LRH payments, to relocate displacees from this 8-bedroom SFR.

**Table 5
Residential Displacements by Alignment**

Land Use	10+4 Barrier (Alignment A)	8+4 Barrier (Alignment B)	10+4 Buffer (Alignment C)	8+4 Buffer (Alignment D)
City of Oceanside				
Apartment (5 Units)	X	X	X	X
2-Bedroom SFR	X	X	X	X
Multi Family (3 Units)	X	X	X	X
2-Bedroom SFR	X	X	X	X
3-Bedroom SFR	X	X	X	X
Apartment (7 Units)	X	X	X	X
Apartment (5 Units)	X	X	X	X
Duplex	X	X	X	X
Apartment (9 Units)	X	X	X	X
2-Bedroom SFR	X	X	X	X
3-Bedroom SFR	X	X	X	X
5-Bedroom SFR	X	X	X	X
4-Bedroom SFR	X	X	X	X
3-Bedroom SFR	X	X	X	X
8-Bedroom SFR	X	X	X	X
3-Bedroom SFR	X	X	X	X
4-Bedroom SFR	X	X	X	X
3-Bedroom SFR	X	X	X	X
5-Bedroom SFR	X	X	X	X
City of Carlsbad				
3-Bedroom SFR	X	X	X	
2-Bedroom SFR	X	X	X	
3-Bedroom SFR		X		
3-Bedroom SFR	X	X	X	
2-Bedroom SFR	X	X	X	
2-Bedroom SFR	X	X		
3-Bedroom SFR	X	X	X	
Apartment (47 Units)	X	X		
2-Bedroom SFR	X	X	X	X
2-Bedroom SFR	X	X		
Triplex	X	X		X
4-Bedroom SFR	X		X	X
3-Bedroom SFR	X		X	X
City of Encinitas				
3-Bedroom SFR	X			
2-Bedroom SFR	X	X	X	
City of Solana Beach				
2-Bedroom Condo	X			
2-Bedroom Condo	X			
2-Bedroom Condo	X			
2-Bedroom Condo	X			
2-Bedroom Condo	X			
2-Bedroom Condo	X			

3.2 BUSINESS AND NONPROFIT

1. Number of businesses directly impacted by the project:

	Alignment			
	A	B	C	D
Construction	--	--	--	--
Manufacturing	--	--	--	--
Retail	8	8	8	8
Government	--	--	--	--
Nonprofit	--	--	--	--
Service	5	3	2	2
Total	13	11	10	10

2. Age of business:

	Alignment			
	A	B	C	D
1 - 3 years	2	--	--	--
4 - 7 years	1	1	--	--
8 - 15 years	5	5	5	5
Over 15 years	5	5	5	5

3. Estimates for the number of employees at each business that may be displaced by the proposed project were made during field reconnaissance. The estimates on the total number of employees that may be displaced by each alignment were reached by adding the estimate made for each business that would be impacted by the alignment. All businesses had fewer than 500 employees, and therefore are considered small businesses.

	Alignment			
	A	B	C	D
1 - 20	--	--	--	--
21 - 100	100	80	55	55
101 - 500	--	--	--	--
Over 500	--	--	--	--

-
4. There are three to five businesses impacted by the project that are assumed to be minority owned. This conclusion was reached based on review of 2000 census data and the assumption that business ownership patterns may mirror overall community demographic patterns. Three businesses within Oceanside would be displaced by the proposed project. Nearly half of the population of Oceanside is composed of racial or ethnic minorities (46.4 percent). Therefore, it is assumed that one or two of the businesses in Oceanside may be minority owned. Similarly, nine businesses within Carlsbad would be impacted by at least one of the alignments of the proposed project. Approximately one-fifth of the population of Carlsbad is composed of racial or ethnic minorities (19.5 percent). Therefore, it is assumed that one or two of the businesses in Carlsbad may be minority owned. One business within Encinitas would be impacted by two of the alignments of the proposed project. Approximately one-fifth of the population of Encinitas is composed of racial or ethnic minorities (21.0 percent). Therefore, based on these assumptions, it is not as likely (but still possible) that the business in Encinitas may be minority owned.
5. Number of the different type of facilities:

	Alignment			
	A	B	C	D
Strip Commercial	7	7	7	7
Small Shop-Center	3	3	3	3
Regional Center	--	--	--	--
Single Structure	--	--	--	--
Mixed Residential	3	1	--	--
Industrial Park	--	--	--	--
Low Rent Area	--	--	--	--

3.3 AGRICULTURAL IMPACT

Implementation of the proposed project would not result in relocations that would affect agricultural areas.

CHAPTER 4.0 REPLACEMENT AREA

4.1 DESCRIPTION OF REPLACEMENT AREA IN RELATIONSHIP TO THE LOCAL TOWN/COMMUNITY AND TO THE DISPLACEMENT AREA

The Replacement Area includes the jurisdiction of Oceanside, Carlsbad, Encinitas, and Solana Beach. These jurisdictions also represent the Displacement Area. These jurisdictions were selected because relocating displacees within the communities in which they currently reside would reduce the hardship associated with relocation, including community cohesion, commute times, etc.

Oceanside

1. Housing stock:
 - a. Number of single-family residences: 30,211
 - b. Number of multiple-family units: 25,872
 - c. Number of mobile homes: 3,324
 - d. Total housing units (a+b+c): 59,407

2. Vacancy rate expressed as a percent: For Rent/For Sale
Census data for vacancy rates were only provided as a percentage of the overall housing stock (5.2%) (Source: U.S. Census 2000). Data on the amount of vacant units for rent and for sale were not available.

3. Housing characteristics (Describe average age, condition and type of housing impacted by the project):
Housing that would be impacted by at least one of the alternatives includes 13 SFRs, 1 duplex, and 5 apartment complexes. The majority of the housing in Oceanside that would be impacted by the proposed project was built in the 1950s and 1960s, with several units constructed in the decades preceding and following that period. The condition of this housing is characterized as average and good, with more units in good condition than average condition.

4. Average prices of typical single-family homes that are Decent, Safe, and Sanitary (DS&S) for the displacement properties are shown below in Table 6.

**Table 6
Residential Relocation Resources**

	Oceanside	Carlsbad	Encinitas	Solana Beach
Residential For Sale				
2 Bedroom SFR	36 (\$325,000 - \$629,000)	16 (\$419,000 - \$625,000)	N/A	N/A
3 Bedroom SFR	Approx. 300 (\$325,000 - \$630,000)	18 (\$450,000 - \$669,000)	16 (\$750,000 - \$895,000)	N/A
4 Bedroom SFR	Approx. 190 (\$340,000 - \$605,000)	10 (\$542,000 - \$649,000)	N/A	N/A
5 Bedroom SFR	23 (\$475,000 - \$700,000)	N/A	N/A	N/A
7 Bedroom SFR	1 (\$520,000)	N/A	N/A	N/A
8 Bedroom SFR	None Found	N/A	N/A	N/A
2 Bedroom Condo	N/A	N/A	N/A	21 (\$510,000 - \$750,000)
Residential For Rent				
2 Bedroom SFR	5 (\$1,750 - \$2,050 per month)	2 (\$2,100 - \$2,200 per month)	N/A	N/A
3 Bedroom SFR	25 (\$1,350 - \$2,550 per month)	N/A	4 (\$2,195 - \$3,195 per month)	N/A
4 Bedroom SFR	17 (\$1,950 - \$2,650 per month)	N/A	N/A	N/A
1 Bedroom Apt.	17 (\$850 - \$1,350 per month)	N/A	N/A	N/A
2 Bedroom Apt.	26 (\$950 - \$1,650+ per month)	17 (\$850 - \$1,450 per month)	3 (\$1,420 - \$1,530)	1 (\$1,645 per month)
1 Bedroom Condo	4 (\$850 - \$1,350 per month)	N/A	N/A	N/A
2 Bedroom Condo	17 (\$950 - \$1,650+ per month)	7 (\$1,050 - \$1,650 per month)	N/A	1 (\$1,950 per month)

Source: Multiple Listings Service (<http://www.sandiegomlsaccess.com/>) viewed 6/8/07.
 Craigslist.org (<http://sandiego.craigslist.org/>), viewed 6/8/07, 6/11/07, and 8/27/07.
 Backpage.com (<http://sandiego.backpage.com/>), viewed 6/11/07 and 8/27/07.

Carlsbad

1. Housing stock:
 - a. Number of single-family residences: 17,777
 - b. Number of multiple-family units: 14,653
 - c. Number of mobile homes: 1,281
 - d. Total housing units (a+b+c): 33,711

2. Vacancy rate expressed as a percent: For Rent/For Sale
Census data for vacancy rates were only provided as a percentage of the overall housing stock (6.6%) (Source: U.S. Census 2000). Data on the amount of vacant units for rent and for sale were not available.

3. Housing characteristics (Describe average age, condition and type of housing impacted by the project):
Housing that would be impacted by at least one of the alternatives includes 11 SFRs, 1 triplex, and 1 apartment complex. The majority of the housing in Carlsbad that would be impacted by the proposed project was built in the 1950s and 1960s. However, three housing units were built in the 1980s. The majority of this housing is characterized as good, with several units in average condition and one in poor/fair condition.

4. Average prices of typical single-family homes that are DS&S for the displacement properties are shown in Table 6.

Encinitas

1. Housing stock:
 - a. Number of single-family residences: 13,171
 - b. Number of multiple-family units: 9,926
 - c. Number of mobile homes: 707
 - d. Total housing units (a+b+c): 23,804

2. Vacancy rate expressed as a percent: For Rent/For Sale
Census data for vacancy rates were only provided as a percentage of the overall housing stock (4.3%) (Source: U.S. Census 2000). Data on the amount of vacant units for rent and for sale were not available.

-
3. Housing characteristics (Describe average age, condition and type of housing impacted by the project):
Housing that would be impacted by at least one of the alternatives includes 2 SFRs. One of the housing units that would be impacted by the proposed project in Encinitas was built in 1955 and the other in 1973. Both of these units can be characterized as good.
 4. Average prices of typical single-family homes that are DS&S for the displacement properties are shown in Table 6.

Solana Beach

1. Housing stock:
 - a. Number of single-family residences: 2,906
 - b. Number of multiple-family units: 3,504
 - c. Number of mobile homes: 34
 - d. Total housing units (a+b+c): 6,444
2. Vacancy rate expressed as a percent: For Rent/For Sale
Census data for vacancy rates were only provided as a percentage of the overall housing stock (10.8%) (Source: U.S. Census 2000). Data on the amount of vacant units for rent and for sale were not available.
3. Housing characteristics (Describe average age, condition and type of housing impacted by the project):
Housing that would be impacted by at least one of the alternatives includes six 2-bedroom condominiums. It is estimated that the housing in Solana Beach that would be impacted by the proposed project was built in the 1980s. The condition of this housing is characterized as good.
4. Average prices of typical single-family homes that are DS&S for the displacement properties are shown in Table 6.

4.2 BUSINESS AND NONPROFIT REPLACEMENT

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

	Alignment			
	A	B	C	D
Construction	N/A	N/A	N/A	N/A
Manufacturing	N/A	N/A	N/A	N/A
Retail/Service	17	17	17	17
Government	N/A	N/A	N/A	N/A
Nonprofit	N/A	N/A	N/A	N/A
Office	20	20	20	20
Total	37	37	37	37

Source: Grubb & Ellis/BRE Commercial (<http://www.brecommercial.com/>) viewed 6/8/07.

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

- a. Replacement site requirements:

Two businesses that would be impacted by the proposed project may have some difficulties finding adequate replacement sites. The dive shop in Oceanside that would be displaced has a pool onsite. Finding a relocation site with a pool, or a commercial lot configured to allow for pool construction, may be difficult. A gas station/auto service station in Carlsbad would also be displaced. Finding a relocation site that allows those services to take place onsite would be difficult. A review of available replacement business sites did not find any sites that would allow for a gas station/auto service station. The search for replacement sites for these businesses may need to be expanded to find suitable relocation sites.

- b. Lease rates or purchase price:

Direct surveys, either by mail or personal contact, were not conducted during this draft study stage. Based on observations during field reconnaissance, it is possible that five businesses in Carlsbad may have difficulty finding comparably affordable relocation sites. It was assumed based on field reconnaissance that these businesses are over 15 years old and located in older commercial buildings that are likely to have below average lease rates. Consequently, it may be difficult for these businesses to find comparable affordable lease rates if they are to relocate.

-
- c. Financial capacity of the businesses to accomplish the move:
Direct surveys, either by mail or personal contact, were not conducted during this draft study stage. Therefore, it is unknown if relocation would be financially infeasible for business owners displaced by the proposed project.
 - d. Special services that may be needed to assist businesses to relocate (e.g., rezoning, reduced Conditional Use Permit (CUP) costs, advanced payments, construction of replacement site, professional services to plan the move or obtain replacement site, business loans, special consideration by the local agency):

Two businesses that would be impacted by the proposed project may require special services to assist businesses to relocate. The dive shop in Oceanside that would be displaced has a pool onsite. Relocation of the dive shop may require a construction of a pool onsite as well as a CUP to allow for construction of a pool onsite. A gas station/auto service station in Carlsbad would also be displaced. This business may require professional services to move equipment in the auto service portion of the business, and may require construction of a replacement site if a suitable relocation resources does not exist to allow for a gas station.

- 3. Discuss issues the employees may have if the business relocates as planned:
Direct surveys, either by mail or personal contact, were not conducted during this draft study stage. However, it is assumed that the main issue employees may face if their place of employment relocates is transportation to and from the new location. Due to potential constraints on relocation resources in the future, business may need to relocate to other parts of the existing jurisdiction or an entirely new jurisdiction all together. This would increase commute times for employees. This could potentially pose a hindrance for employees who rely on public transportation or walk to work.
- 4. Discuss issues the employees may have if the business cannot relocate as planned:
Direct surveys, either by mail or personal contact, were not conducted during this draft study stage. However, it is assumed that the main issue employees may face if their place of employment cannot relocate is that the business would end operations and the employees would have to find new employment. Furthermore, it is unknown how easily these individuals could find employment in their chosen fields within the immediate area of their current place of employment.

4.3 RESIDENTIAL REPLACEMENT

1. Direct surveys, either by mail or personal contact, were not conducted during this draft study stage. Therefore, it is unknown if residents displaced by the proposed project are using Section 8 assistance. However, since Section 8 has been discontinued due to budget cuts in Carlsbad, and the only remaining potentially low-income residents (as defined by Section 8 program participation) are in Oceanside, it is not likely that the proposed project would displace a large number of residents using Section 8 assistance. This issue, however, would need to be reassessed during the final relocation study process.
2. The replacement neighborhood is homogeneous to the displacement area.
3. General condition of displacement neighborhood: Units displaced by the proposed project are similar to other units in the surrounding area, but slightly older than the overall community from which they are being displaced in Oceanside, Carlsbad, and Encinitas, where the median year structures were built was 1980, 1982, and 1977, respectively (U.S. Bureau of the Census 2000). The 47-unit apartment complex in Carlsbad contains forty-seven 2-bedroom apartments that are relatively lower in rent than the rest of the City of Carlsbad. Problems associated with relocating these 2-bedroom apartments are discussed above. The units displaced in Solana Beach are newer compared to the rest of Solana Beach, where the median year that structures were built is 1975.
4. Condition of units being displaced: Very good Good
5. Compared to condition of units in replacement area: Average Fair/Poor
6. Number of mobile home parks directly impacted by the project: 0
Number of mobile homes directly impacted by the project within the park: 0
Number of mobile homes directly impacted by the project that are not in a mobile home park: 0

4.4 COMPARATIVE DATA

Oceanside	Displacements	Replacement Area ¹
Total Housing Units	45	59,498
% Owner Occupied	24.4%	62.1%
% Renter Occupied	75.6%	37.9%
Total Housing Units Vacant	All potentially impacted units appeared to be occupied during field reconnaissance.	3,102
Vacancy Rate	0.0% based on field reconnaissance.	5.2%
Housing Units for Sale	One SFR was observed to be for sale during field reconnaissance.	See Table 6
Housing Units for Rent	No impacted residential units were observed to be for rent during field reconnaissance.	See Table 6
Persons per Household	2.83	2.83
Median Housing Value	Not Available	\$185,400 ²

¹ The DRIR form calls for similar data for the “Project Area.” However, appropriate data sources for the “Project Area” were not available since the boundaries of census block groups do not accurately reflect the boundaries of the project area. Therefore, this data has not been included in this analysis.

² Median Housing value was taken from 2000 Census. This value may be low relative to existing median housing value due to rising values of housing since 2000.

Carlsbad	Displacements	Replacement Area ¹
Total Housing Units	62	33,717
% Owner Occupied	19.4%	67.3%
% Renter Occupied	80.6%	32.7%
Total Housing Units Vacant	All potentially impacted units appeared to be occupied during field reconnaissance.	2,231
Vacancy Rate	0.0% based on field reconnaissance.	6.6%
Housing Units for Sale	No impacted residential units were observed to be for sale during field reconnaissance.	See Table 6
Housing Units for Rent	No impacted residential units were observed to be for rent during field reconnaissance.	See Table 6
Persons per Household	2.46	2.46
Median Housing Value	Not Available	\$308,800 ²

¹ The DRIR form calls for similar data for the “Project Area.” However, appropriate data sources for the “Project Area” were not available since the boundaries of census block groups do not accurately reflect the boundaries of the project area. Therefore, this data has not been included in this analysis.

² Median Housing value was taken from 2000 Census. This value may be low relative to existing median housing value due to rising values of housing since 2000.

Encinitas	Displacements	Replacement Area¹
Total Housing Units	2	23,867
% Owner Occupied	50.0%	64.1%
% Renter Occupied	50.0%	35.9%
Total Housing Units Vacant	All potentially impacted units appeared to be occupied during field reconnaissance.	1,033
Vacancy Rate	0.0% based on field reconnaissance.	4.3%
Housing Units for Sale	No impacted residential units were observed to be for sale during field reconnaissance.	See Table 6
Housing Units for Rent	No impacted residential units were observed to be for rent during field reconnaissance.	See Table 6
Persons per Household	2.52	2.52
Median Housing Value	Not Available	\$343,500 ²

¹ The DRIR form calls for similar data for the “Project Area.” However, appropriate data sources for the “Project Area” were not available since the boundaries of census block groups do not accurately reflect the boundaries of the project area. Therefore, this data has not been included in this analysis.

² Median Housing value was taken from 2000 Census. This value may be low relative to existing median housing value due to rising values of housing since 2000.

Solana Beach	Displacements	Replacement Area¹
Total Housing Units	6	6,449
% Owner Occupied	66.7%	62.3%
% Renter Occupied	33.3%	37.7%
Total Housing Units Vacant	All potentially impacted units appeared to be occupied during field reconnaissance.	694
Vacancy Rate	0.0% based on field reconnaissance.	10.8%
Housing Units for Sale	No impacted residential units were observed to be for sale during field reconnaissance.	See Table 6
Housing Units for Rent	No impacted residential units were observed to be for rent during field reconnaissance.	See Table 6
Persons per Household	2.25	2.25
Median Housing Value	Not Available	\$450,000 ²

¹ The DRIR form calls for similar data for the “Project Area.” However, appropriate data sources for the “Project Area” were not available since the boundaries of census block groups do not accurately reflect the boundaries of the project area. Therefore, this data has not been included in this analysis.

² Median Housing value was taken from 2000 Census. This value may be low relative to existing median housing value due to rising values of housing since 2000.

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CHAPTER 5.0 RELOCATION RESOURCES

5.1 ADEQUATE RESOURCES

Adequate resources (availability, funds, staffing, time) exist for all displacees except (list):

Owner occupied SFR	<u>Y</u> ¹	Tenant occupied multi-res	<u>Y</u> ²
Owner occupied duplex	<u>Y</u>	Tenant occupied sleeping rooms	<u>Y</u>
Owner occupied multi-res	<u>Y</u>	Mobile homes	<u>Y</u>
Tenant occupied SFR	<u>Y</u>	Nonresidential	<u>Y</u> ³
Tenant occupied duplex	<u>Y</u>	Nonprofit	<u>Y</u>

¹ Adequate relocation resources exist for all owner occupied SFR displacees except possibly for an 8-bedroom SFR in Oceanside.

² Adequate relocation resources exist for all tenant occupied multi-family residence displacees except possibly for a 47-unit apartment complex in Carlsbad.

³ Adequate relocation resources exist for all business displacees except possibly for a dive shop in Oceanside and a gas station/auto service station in Carlsbad.

Funds and staffing resources should be adequate to relocate these displacees if DS&S housing exists during the relocation phase and/or sufficient lead time is provided to relocate displacees from these locations. Additionally, relocation resources may exist in the displacees neighboring replacement neighborhood as well. Relocation resources for each displacee are not limited to the community in which they are currently located. For example, adequate relocation resources for residents displaced from Carlsbad may be found in Oceanside, Encinitas, or Solana Beach if such resources can not be found in Carlsbad.

5.2 REPLACEMENT AREA FOR RELOCATION RESOURCES

The replacement area chosen and used as a basis for relocation resources includes the jurisdiction of Oceanside, Carlsbad, Encinitas, and Solana Beach. These jurisdictions also represent the Displacement Area. These jurisdictions were selected because relocating displacees within the communities in which they currently reside would reduce the hardship associated with relocation, including community cohesion, commute times, etc.

5.3 MARKET AVAILABILITY

Market availability is expected to remain adequate through the time of displacement. Each jurisdiction is required to prepare housing elements to ensure that adequate housing resources are planned for the future to meet projected housing requirements. However, there is some market volatility within the southern California housing market that makes housing availability somewhat unknown. Nonetheless, it is likely that market availability would remain adequate through the time of displacement.

CHAPTER 6.0 RELOCATION PROBLEMS AND PROGRAMS

6.1 RELOCATION PROBLEMS

Relocation problems are discussed in detail, especially for the following categories. Just because no one fits one of the categories below, does NOT mean you DON'T have a problem.

Elderly ¹	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Minorities	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Low Income (30%)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Overcrowded Residence	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Low Income (Poverty)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Handicapped ¹	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Last Resort Housing Const	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Minority Business	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Marginal Business ¹	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Other	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Lack of Availability ²	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>			

¹ Special advisory assistance will be needed.

² Adequate relocation resources exist for all owner occupied SFR displacees except for an 8-bedroom SFR in Oceanside. Adequate relocation resources exist for all tenant occupied multi-family residence displacees except for a 47-unit apartment complex in Carlsbad. Adequate relocation resources exist for all business displacees except for a dive shop in Oceanside and a gas station/auto service station in Carlsbad.

6.2 HOUSING IMPACT

This project would not significantly impact the local housing stock for the community except as outlined below. There may be a significant effect on the local community housing stock caused by alignment(s):

A X B X C _____ D _____

Alignments A and B may impact the local housing stock because it may be difficult to find adequate relocation resources for an 8-bedroom SFR in Oceanside and a 47-unit apartment complex in Carlsbad.

6.3 CONCLUSION

Adequate relocation resources exist for the majority of displacees. However, there are several displacements that may pose some difficulties in finding adequate relocation resources. Alignments A and B would displace a 47-unit apartment complex in Carlsbad. Relocation

resources of comparable affordability for residents within the 47-unit apartment complex in Carlsbad may be difficult to find. Additionally, all four alignments would impact an 8-bedroom SFR in Oceanside. A review of available replacement housing did not find any 8-bedroom houses in Oceanside or any of the other relocation neighborhoods. All four alignments would displace two businesses that may have some difficulties finding adequate replacement sites. The dive shop in Oceanside that would be displaced has a pool onsite. Finding a relocation site with a pool, or a commercial lot configured to allow for pool construction, may be difficult. A gas station/auto service station in Carlsbad would also be displaced. Finding a relocation site that allows those services to take place onsite would be difficult. A review of available replacement business sites did not find any sites that would allow for a gas station/auto service station.

In conclusion, Caltrans will need to utilize the State's relocation program, including LRH, to relocate these displacees. Advisory assistance, replacement site availability, and/or payments as applicable under the program, may be needed to effect the relocations. Adequate project funding, staffing and lead-times are also resources that should be available and fully utilized to ensure successful relocations.

CHAPTER 7.0 REFERENCES

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