# DRAFT RELOCATION IMPACT REPORT









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# **EXECUTIVE SUMMARY**

The *Draft Relocation Impact Report* (DRIR) addresses the displacement impacts of the proposed West Valley Connector (WVC) Project (proposed project) throughout the Cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, California. The purpose of this report is to identify the characteristics of the displacee population, and to discuss mitigation measures to meet the relocation needs of every residential, commercial, and personal property displacee.

As explained later in this report, the proposed project would result in displacements under only one build alternative (Alternative B) under consideration. Relocation impacts to a number of occupants across a range of residential, industrial and commercial property types are anticipated, and would require relocation assistance available under governing relocation regulations and guidelines.

Research indicates that the availability of replacement sites is sufficient to relocate the displaced occupants into the replacement area of the cities of Ontario, Upland, Rancho Cucamonga, Claremont, San Dimas, La Verne, Pomona, Chino, East Vale, Jurupa Valley, Fontana, Mira Loma, and Montclair. The replacement area characteristics are discussed as well as the need for a relocation planning to avoid an influx of displacees into the housing market.

It is anticipated that some low-income households, elderly households, households with disabilities, households with language needs, and Section 8 households may be affected by the proposed project. Addressing the special needs of affected households early in the relocation planning process is a critical component of this report and relocation planning process.

It is anticipated that some households will experience challenges in qualifying for replacement housing. Advance replacement housing payments may be necessary to assist displacees in qualifying for leases or loans. Assistance under the provisions of Last Resort Housing is anticipated to play a key role in the proposed project's ability to provide displacees with comparable replacement housing.

The proposed project includes impacts to businesses such as retail, service, and non-profit organizations. The majority of these businesses would be considered small businesses<sup>1</sup>, which would require cost-effective smaller replacement sites with proximity to established customer bases.

It would be critical to address complex business relocation issues early in the process, including mitigation of such issues as replacement site requirements, trade fixtures and equipment, tenant improvements/modifications, and personal property/real property issues. This report discusses requirements that may become long lead items, such as special permits or zoning requirements.

This DRIR was prepared in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA), as amended. The relocation of displaced occupants may also be subject to federal, state, and/or local relocation regulations and housing ordinances. All relocation activities will be conducted in accordance with the URA, as amended. Relocation resources shall be available to all displacees without discrimination.

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The U.S. Small Business Administration (SBA) has established two widely used size standards to qualify as a small business based on the industry and industry groups. For example, for most manufacturing industries, the standard is less than 500 employees, and for most merchant industries, the standard is less than 100 employees. Additionally, \$7.5 million in average annual receipts is the limit for approximately one-third of retail trade businesses. Grocery stores, department stores and other retailers generally have a higher size standard, ranging from \$11 million to \$38.5 million in average annual receipts. A full guide to the size standards, as well as the methodology can be found on the SBA's website: www.sba.gov.





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

Josh Cosper, Project Manager

The undersigned has reviewed and approved this report.

RAP SENIOR'S NAME SBCTA Right of Way Representative

NAME OF REVIEWER
Federal Transit Administration Representative





# 1.0 INTRODUCTION

This DRIR analyzes the potential displacement impacts along the West Valley Connector (WVC) Project (the WVC Project or the proposed project). The objectives of this analysis are to identify potential problems that may be caused by the displacement of existing structures and their occupants that would result from the project, and mitigation measures that would reduce these impacts.

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor.

In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead agency for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. SBCTA has the authority to allocate Federal Transit Administration (FTA) funds; however, it does not have the ability to receive funds directly from FTA. Omnitrans is the direct FTA grantee for the San Bernardino Valley. As a result, SBCTA and Omnitrans have developed a successful direct recipient/ subrecipient working relationship to deliver projects with FTA funds. The current relationship allows the delivery of FTA-funded projects that meet FTA requirements without duplicating staff, assuring the best use of limited public funds available. Omnitrans and SBCTA executed Memorandum of Understanding (MOU) 15-1001289 in October 2015, setting forth the roles and responsibilities of the recipient/subrecipient relationship.

The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the Federal Transit Administration (FTA). An Environmental Impact Report (EIR)/Environmental Assessment (EA) has been prepared for the proposed project in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency. This DRIR has been prepared as part of the technical analysis required to support the EIR/EA.

# 1.1 Project Location and Setting

The proposed project is located primarily along Holt Avenue/Boulevard and Foothill Boulevard, which would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in the counties of Los Angeles and San Bernardino, California. The project limits extend from Main Street in the City of Pomona on the west side to Sierra Avenue in the City of Fontana on the east side and Church Street in the City of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1-1 and 1-2). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

# 1.2 Purpose and Need

The purpose of the proposed project is to improve corridor mobility and transit efficiency in the western San Bernardino Valley from the City of Pomona, in Los Angeles County, to the City of Fontana, in San Bernardino County, with an enhanced, state-of-the-art BRT system (i.e., the system that includes off-board fare vending, all-door boarding, transit signal priority [TSP], optimized operating plans, and stations that consist of a branded shelter/canopy, security cameras, benches, lighting, and variable message signs).

The proposed project would address the growing traffic congestion and travel demands of the nearly one million people that would be added to Los Angeles and San Bernardino County by 2040 per





Southern California Association of Government's (SCAG) 2106 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) growth forecast. Improved rapid transit along the project corridor would help Omnitrans/SBCTA achieve its long-range goals to cost effectively enhance lifeline mobility and accessibility, improve transit operations, increase ridership, support economic growth and redevelopment, conserve nonrenewable resources, and improve corridor safety.

Recognizing the importance of the WVC transit corridor, SBCTA is proposing a project that is designed to achieve the following objectives:

- Improve transit service by better accommodating high existing bus ridership.
- Improve ridership by providing a viable and competitive transit alternative to the automobile.
- Improve efficiency of transit service delivery while lowering Omnitrans' operating costs per rider.
- Support local and regional planning goals to organize development along transit corridors and around transit stations.

The project purpose and objectives stated above would respond to the following needs:

- Current and future population and employment conditions establish a need for higher-quality transit service.
- Current and future transportation conditions establish a need for an improved transit system.
- Transit-related opportunities exist in the project area.





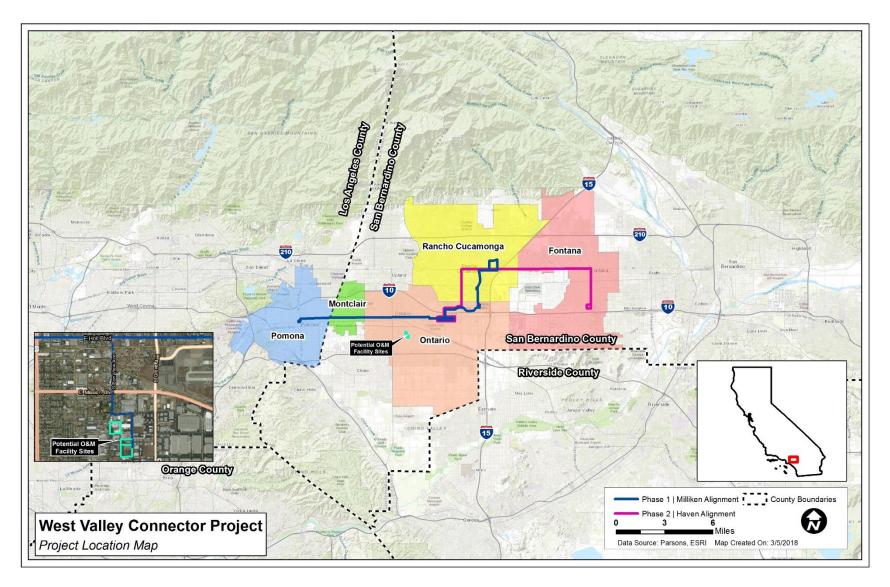


Figure 1-1: Project Location Map





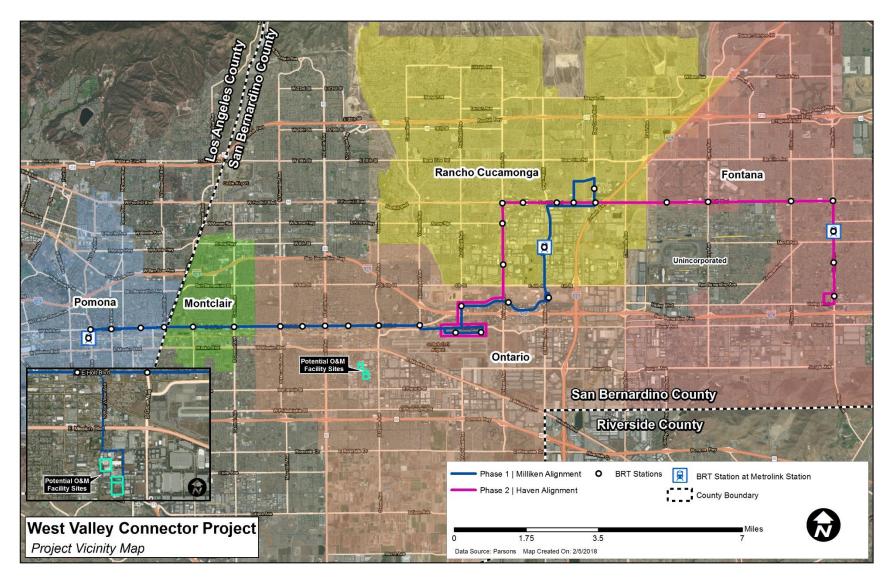


Figure 1-2: Project Vicinity Map





# 2.0 PROJECT DESCRIPTION

# 2.1 Proposed Project

The WVC Project is a 35-mile-long BRT corridor project located primarily along Holt Avenue/Boulevard and Foothill Boulevard that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in the counties of Los Angeles and San Bernardino, California. The project proposes limited stops, providing speed and quality improvements to the public transit system within the corridor. The project includes BRT stations at up to 33 locations/major intersections and associated improvements, premium transit service, TSP and queue jump lanes, dedicated lanes, and integration with other bus routes.

The project alignment consists of two phases. Phase I of the project would construct the "Milliken Alignment," from the Pomona Regional Transit Center (downtown Pomona Metrolink Station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the "Haven Alignment," from Ontario International Airport to Kaiser Permanente Medical Center in Fontana. The Phase I/Milliken Alignment would begin construction in 2020 and is proposed to have 10-minute peak and 15-minute off-peak headways. Phase II is intended to be constructed immediately following completion of Phase I, depending on the availability of funding.

#### Phase I/Milliken Alignment

Phase I of the project would construct the Milliken Alignment from the western boundary limit in Pomona to Victoria Gardens in Rancho Cucamonga. In Pomona, the alignment starts from the Pomona Regional Transit Center station, travels along Holt Avenue and into Montclair.

In Montclair, the alignment runs on Holt Boulevard between Mills Avenue and Benson Avenue and into Ontario.

In Ontario, the alignment continues on Holt Boulevard, starting from Benson Avenue, and then continues to Vineyard Avenue and into Ontario International Airport (loop through Terminal Way). From the airport, it heads north on Archibald Avenue to Inland Empire Boulevard and turns right to go east on Inland Empire Boulevard.

On Inland Empire Boulevard, the alignment goes straight into Ontario Mills (loop through Mills Circle) and then heads north on Milliken Avenue into Rancho Cucamonga.

In Rancho Cucamonga, the alignment makes a loop into the Rancho Cucamonga Metrolink Station off Milliken Avenue and then continues up Milliken Avenue and turns east onto Foothill Boulevard.

The alignment continues east on Foothill Boulevard, turns north onto Day Creek Boulevard, and then terminates with a layover at Victoria Gardens at Main Street. From Victoria Gardens, the bus line begins a return route by continuing north on Day Creek Boulevard, turns west onto Church Street, turns south onto Rochester Avenue, and then turns west back onto Foothill Boulevard.

#### Phase II/Haven Alignment

Phase II of the project would construct the Haven Alignment, from Ontario International Airport to Kaiser Permanente Medical Center in Fontana. In Ontario, the alignment makes a loop through Terminal Way at Ontario International Airport. From the airport, it heads north on Archibald Avenue to Inland Empire Boulevard and turns right and travels east on Inland Empire Boulevard.

From Inland Empire Boulevard, the alignment turns left to go north up Haven Avenue into Rancho Cucamonga, then turns right to go east onto Foothill Boulevard and into Fontana.





In Fontana, the alignment continues east on Foothill Boulevard until turning south onto Sierra Avenue. The alignment follows Sierra Avenue, including a stop at the Fontana Metrolink Station, and then continues until turning west onto Marygold Avenue, where the bus line would begin a turn-around movement by heading south onto Juniper Avenue, east onto Valley Boulevard, and north back onto Sierra Avenue to Kaiser Permanente Medical Center before heading northward for the return trip.

#### 2.2 Project Alternatives

Many alternatives were considered during the project development phase of the project. A No Build Alternative and two build alternatives (Alternatives A and B) are being analyzed in the EIR/EA.

#### 2.2.1 No-Build Alternative

The No Build Alternative proposes no improvements to the existing local bus services. Under the No Build Alternative, the existing local bus service on Routes 61 and 66 would maintain current service of 15-minute headways (total of four buses per hour in each direction).

#### 2.2.2 Build Alternatives

Figure 2-1 presents the map of both build alternatives. All design features of both build alternatives are the same, as described in more details in Section 2.3, with the exception of the following:

#### Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35 mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses will operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Build Alternative A will not require permanent or temporary ROW acquisition.

#### Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/ major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.





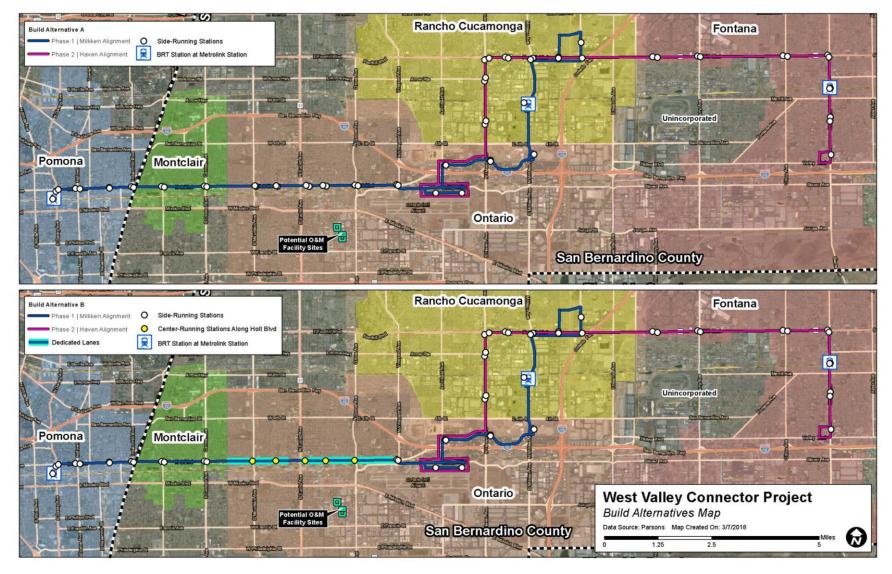


Figure 2-1: Build Alternatives Map





# 2.3 Design Features of Build Alternatives

#### 2.3.1 Bus Rapid Transit Stations

BRT stations at 33 locations/major intersections and associated improvements are proposed to be located approximately 0.5 to 1 mile apart to facilitate higher operating speeds by reducing dwell time (see Figure 1-2 and Figure 2-1 for station locations). Table 1 lists the BRT stations to be constructed as part of Phase I/Milliken Alignment. Note that under Alternative A, all 21 stations will be siderunning stations. Under Alternative B, five center platform stations are proposed as follows:

- Holt Boulevard/Mountain Avenue
- Holt Boulevard/San Antonio Avenue
- Holt Boulevard/Euclid Avenue
- Holt Boulevard/Campus Avenue
- Holt Boulevard/Grove Avenue

As part of Phase II/Haven Alignment, an additional 12 side-running stations will be constructed for both build alternatives as list in Table 2.

Table 1 Stations Along Phase I/Milliken Alignment

City	Stations
Pomona	Pomona Regional Transit Center Station
	Holt Avenue / Garey Avenue
	Holt Avenue / Towne Avenue
	Holt Avenue / Clark Avenue
	Holt Avenue / Indian Hill Boulevard
Montclair	Holt Boulevard / Ramona Avenue
	Holt Boulevard / Central Avenue
Ontario	Holt Boulevard / Mountain Avenue*
	Holt Boulevard / San Antonio Avenue*
	Holt Boulevard / Euclid Avenue*
	Holt Boulevard / Campus Avenue*
	Holt Boulevard / Grove Avenue*
	Holt Boulevard / Vineyard Avenue
	Ontario International Airport
	Inland Empire Boulevard / Archibald Way
	Inland Empire Boulevard/Porsche Way
	Ontario Mills
Rancho Cucamonga	Rancho Cucamonga Metrolink Station
	Foothill Boulevard/Milliken Avenue
	Foothill Boulevard / Rochester Avenue
	Victoria Gardens between North and South Main Street
Note: * denotes the center	er-running stations to be constructed under Alternative B.

Source: 30% Preliminary Engineering Design, Parsons 2017





Table 2 Additional Stations to be Constructed as part of Phase II/Haven Alignment

City	Stations
Rancho Cucamonga	Haven Avenue / 6 <sup>th</sup> Street
	Haven Avenue / Arrow Route
	Haven Avenue / Foothill Boulevard
	Foothill Boulevard / Spruce Avenue
	Foothill Boulevard / Day Creek Boulevard
Fontana	Foothill Boulevard/Mulberry Avenue
	Foothill Boulevard/Cherry Avenue
	Foothill Boulevard/Citrus Avenue
	Foothill Boulevard/Sierra Avenue
	Fontana Metrolink Station
	Sierra Avenue/Randall Avenue
	Sierra Avenue/Kaiser Permanente

Source: 30% Preliminary Engineering Design, Parsons 2017

#### Side-Running Stations

Side-running stations would typically be located on the far side of an intersection to facilitate transit priority and to avoid a stopped bus from blocking those turning right from the corridor. Where curb cuts for driveways and other conditions do not provide enough space along the curbside for both the San Bernardino Valley Express (sbX) and the local bus on the far side of the intersection, the local buses would be located on the near side of the intersection.

In the side-running condition, stations may include new or improved shelters with passenger amenities, or only an sbX-branded pylon with signature light. Proposed shelters would be approximately 18 feet in length and a width that would fit a 10-foot-wide-minimum sidewalk. Passenger amenities at the side platform stations would include benches, bicycle racks, trash receptacles, variable message signs, security cameras, and lighting integrated with the shelter. There would be no fare collection equipment on the sidewalks or shelters when the available ROW is less than 10 feet, and the passengers may pay the fee on the bus. Side-running stations would also include various amenities.

For all stations in Rancho Cucamonga, only an sbX-branded pylon with signature light is proposed. Should shelters be implemented in the future, coordination between the City of Rancho Cucamonga and SBCTA would be required to environmentally clear the shelters at a later time.

#### Center Platform Stations

As indicated in Section 2.3.1, five center-running platform stations are proposed to be constructed as part of the Phase I/Milliken Alignment (in Ontario) under Alternative B.

The center-running platform stations would be in the center of the street ROW on a raised platform with an end-block crossing. Access would be provided by crosswalks at intersections and Americans with Disabilities Act (ADA)-compliant ramps to the station platforms. Center-running platforms would be placed as close to the intersection as possible while still maintaining left-turn pockets, where required.





In the optimum center-running platform configuration, the platform would accommodate a canopy with its seating area, passenger amenities, fare equipment, and a ramp to comply with relevant accessibility requirements and provide clearance in front of ticket vending machines. Stations would include amenities that can be assembled and laid out to suit the functionality of the station and fit with the surrounding land uses.

#### 2.3.2 sbX Bus Operations

The proposed project would require 18 buses during the Phase I operation and increase to 27 buses for the Phase I and Phase II operation to serve the designed headways and have sufficient spare vehicles.

Under Alternative A, sbX buses would operate entirely in mixed-flow lanes along the proposed 35 miles of the Phase I and Phase II alignments. For Alternative B, sbX buses would operate in mixed-flow lanes similar to Alternative A, except where dedicated bus-only lanes (3.5 miles) are proposed along Holt Boulevard, between Benson Avenue and Vine Avenue and between Euclid Avenue and Vineyard Avenue, in Ontario.

Roadway sections where the sbX would operate in mixed-flow lanes would generally be kept as existing conditions, although some modifications, such as relocated curb and gutter, may be necessary near the stations to provide sufficient room for bus stopping and loading. Reconstruction of curb and gutters would only be required for the segment where dedicated bus-only lanes are proposed. Vehicular lanes where the sbX buses would operate in dedicated bus-only lanes would feature concrete roadways, painted or striped to visually separate the exclusive lanes from mixed-flow lanes. Transition areas from mixed-flow to exclusive lanes would be provided at each end of an exclusive lane location. Such transitions would be clearly marked to separate bus movements from other vehicular traffic. Reinforced concrete bus pad in the pavement would be placed at all station locations for the sbX buses.

sbX buses would operate from 6:00 a.m. to 8:00 p.m. with peak headways for 4 hours and off-peak headways for 10 hours per day for a total span of service of 14 hours per day, Monday through Friday. From the Pomona Metrolink Transit Center station to Inland Empire Boulevard, the sbX buses would operate on 10-minute peak headways and 15-minute off-peak headways. Additional service hours, including weekend service, may be added if additional operating funds become available in the future.

#### 2.3.3 Operations and Maintenance

#### **Fleet Composition**

The proposed project's fleet would be comprised of 60-foot-long articulated compressed natural gas (CNG) propulsion buses. sbX buses would hold approximately 96 passengers at maximum capacity with up to 8 bicycles on board. Today, the average local bus operating speeds are only 12 to 15 miles per hour (mph), and they are getting slower as corridor congestion worsens. In calculating run times, it was assumed that the average dwell time at stations would be 30 seconds (peak service), and average overall speed would be 20 mph. The average speed for sbX buses would be 18 mph.

#### Maintenance Requirements and Associated Facilities

Omnitrans operates and maintains its existing bus fleets from two major Operations and Maintenance (O&M) facilities: East Valley Vehicle Maintenance Facility (EVVMF), located at 1700 W. 5th Street in the City of San Bernardino and West Valley Vehicle Maintenance Facility (WVVMF), located at 4748 E. Arrow Highway in the City of Montclair. EVVMF is a Level III facility capable of full maintenance of buses and WVVMF is a Level II facility suitable for light maintenance. Neither facility has sufficient capacity to accommodate the additional maintenance and storage requirements of the bus fleet associated with the proposed WVC Project.





The purpose of the new O&M facility is to provide operations and maintenance support to the existing full-service EVVMF. The new facility would be designed and constructed to provide Level I service maintenance with a capacity to be upgraded to provide Level II service maintenance. Heavy repair functions and administrative functions would remain exclusively with the EVVMF in San Bernardino.

#### Facility Components

Conceptually, the new O&M facility would be built on an approximate 5-acre site. The Level I facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to provide Level II service, which will include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Figure 2-2 shows the conceptual site plan of the Level II facility.

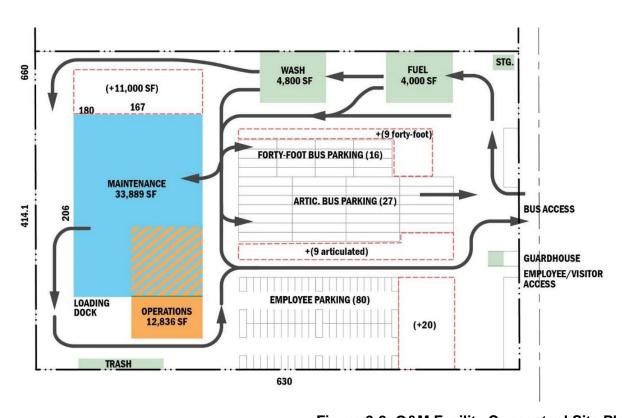


Figure 2-2: O&M Facility Conceptual Site Plan

Depending on the service level to be performed, approximately 50-100 staff would be using this facility including bus operators and O&M staff.

#### **Potential Sites**

Three sites are being considered for the placement of the new O&M facility (see Figure 2-3). All are owned by the City of Ontario and are located in the industrial zoned area, slightly more than a mile from the proposed BRT corridor alignment on Holt Boulevard:





- Site 1: 1516 S. Cucamonga Avenue, Ontario (APN 1050-131-03-0000 and APN 1050-131-02-0000). The current use of this property is public works storage yard. If selected, the O&M facility will be built at the bottom portion of the parcel encompassing an area of approximately 6.0 acres.
- Site 2: 1440 S. Cucamonga Avenue, Ontario (APN 1050-141-07-0000). The current use of this property is compressed natural gas fueling station. If selected, the O&M facility will utilize the entire parcel encompassing an area of approximately 4.8 acres.
- Site 3: 1333 S. Bon View Avenue, Ontario (APN 1049-421-01-0000 and APN 1049-421-02-0000). The current use of this property is municipal utility and customer service center. If selected, the O&M facility will be built at the bottom portion of the parcel encompassing an area of approximately 6.6 acres.

Buses coming to and from the new facility could use nearby access roads that directly connect to the BRT corridor such as South Campus Avenue, South Bon View Avenue, and South Grove Avenue.

The O&M facility will be constructed during the same period as the Phase I/Milliken Alignment and would be open for operation at the same time as the Phase I alignment. Construction duration is estimated at 12 months.





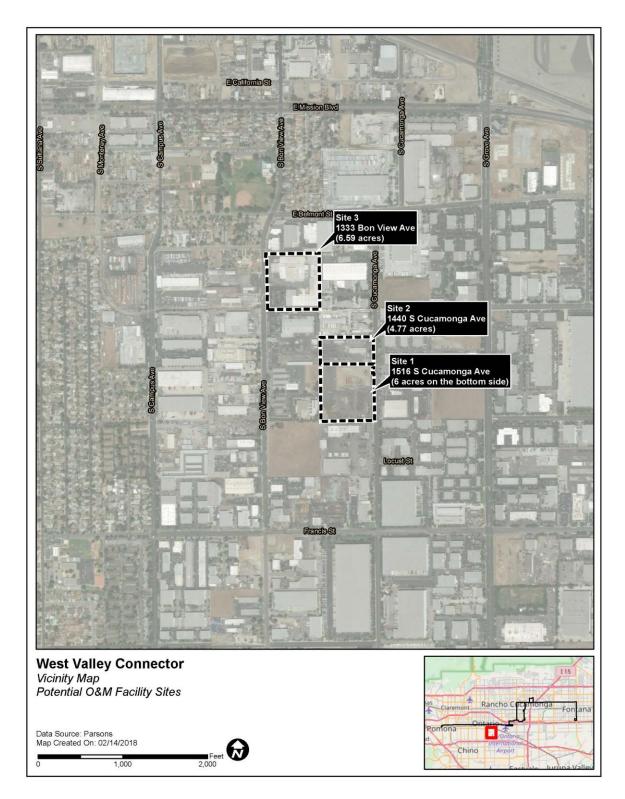


Figure 2-3: Potential Operations and Maintenance Facility Sites





# 2.4 Description of Displacement Area

The displacement area encompasses part of the city of Ontario on the north and south sides of Holt Boulevard along Holt Boulevard between Benson Avenue and Vine Avenue and between Euclid Avenue and Vineyard Avenue. The subject area predominantly consists of commercial and industrial land use with small portions of mixed use, multi-family and single family residential land uses throughout the limits of the dedicated lanes segment. It is anticipated that the following displacements shall occur:

- 1. Single family residential units on the south side of Holt Boulevard between Campus Avenue and Bon View Avenue.
- 2. Mixed use single / multi-family residential and commercial / industrial units on the south side of Holt Boulevard between North Monterey Avenue to just east of Bon View Avenue.
- 3. Miscellaneous commercial retail, restaurants, and office on sides of Holt Boulevard throughout the entire dedicated lanes segment of the BRT project.

See Appendix B, Displacement Area Map for additional information.

#### 2.5 Estimated Displacement Units for Each Alternative

#### 2.5.1 Residential

In Table 3 below, the occupancy types (owner/tenant) of the estimated residential displacement units by alternative are provided in six categories: Owner Occupants of Single-Family Residences, Tenant Occupants of Single-Family Residences, Owner Occupants of Multi-Unit Residences, Tenant Occupants of Multi-Unit Residences, Owner Occupants of Mobile Homes, and Tenant Occupants of Mobile Homes.

The table also provides the total of residential displacements and ratio of owner/tenant impacts. The statistics for the number of persons per household are based on preliminary information as provided by 2010 U.S. Census data for the city of Ontario. The actual numbers of affected occupants would be identified at the time of residential interviews, if conducted. Rental rates for displacement properties would be gathered during claimant interviews. Additionally, the estimated value, rental rates, and other special considerations (i.e., impacts to minorities, the elderly, and the handicapped) of properties to be acquired would be ascertained during the interview stage of the proposed project. Field interviews cannot be conducted during the environmental stage of a project as it may prejudice an alternative. These interviews are a part of the relocation process that typically occurs after presentation of the written offer to the owner during the negotiations stage after environmental approval.





**Table 3 Residential Displacements** 

	Alternative A	Alternative B
Owner Occupants of Single-Family Residences	0	0
Tenant Occupants of Single-Family Residences	0	4
Owner Occupants of Multi-Unit Residences	0	0
Tenant Occupants of Multi-Unit Residences	0	10
Owner Occupants of Mobile Homes	0	0
Tenant Occupants of Mobile Homes	0	0
Total Residential Units	0	14
Owner/Tenant Impact Ratio	N/A	100% Tenant
		0% Owners
Total Persons (average number of persons	N/A	2.63 / 14
per household / total units)		

<sup>\*</sup>Source data based on information gathered from GIS maps, U.S. Census Data, and websites: NiteOwl.com, RealQuest.com, Google Earth, Loopnet.com, and Google.com.

#### 2.5.2 Non-Residential Displacements

In Table 4 below, non-residential displacements are organized into four categories: commercial, industrial/ manufacturing, non-profit organizations, and agricultural/farms. "Industrial" includes such uses as warehouses, manufacturing operations, storage yards, auto-related services, and similar business uses. "Commercial" includes such uses as restaurants, retail stores, professional services, and similar businesses. There are no agricultural/farms present on the proposed project; therefore, the two build alternatives would not impact any agricultural/farms properties.

The existence of any special uses, such as non-profit organizations, would be verified at the time of non-residential interviews, if conducted.

Table 4 Non-Residential Displacements

	Alternative A	Alternative B
Commercial Businesses	0	54
Industrial/Manufacturing Businesses	0	8
Non-Profit Organizations	0	0
Agricultural/Farms	0	0
Total	0	62

<sup>\*</sup>Source data based on information gathered from GIS maps, and websites: NiteOwl.com, RealQuest.com, Google Earth, Loopnet.com, Manta.com and Google.com.

#### 2.5.3 Personal Property Only

In some cases, displacement impacts do not occur to non-residential occupants, but to their personal property only. A personal-property-only displacement involves a person who is not required to move from a dwelling, but is required to move his/her personal property from real property due to the impact. The displacement impacts to personal property would be identified at the time of field surveys and non- residential interviews, if conducted.





Examples of personal-property-only moves may be:

- Personal property that is located on a portion of property that is being acquired, but the business or residence will not be taken and can still operate after the acquisition;
- Personal property that is located in a mini-storage facility that will be acquired or relocated;
- Personal property that is stored on vacant land that is to be acquired.

#### 2.6 Types of Residential Displacement Improvements

Table 5 provides the various types of residential displacements impacted by the proposed project. "Single-Family Residences" include any stand-alone, detached homes typically accommodating one family or one household. Multi-family residences are separated into two categories. "Multi-Family Residences (four or more units)" represent apartment buildings or condominiums.

"Multi-Family Residences (two or three units)" represent duplexes or triplexes. Information on "Sleeping Rooms/Shared Quarters," defined as an individual or individuals occupying a dormitory-style dwelling with shared use of common facilities and utilities, would be identified at the time of residential interviews, if conducted.

**Table 5 Residential Displacements** 

	Alternative A	Alternative B
Single-Family Residences	0	4
Duplex/Triplex (2 or 3 units)	0	5
Apartments (4 or more units)	0	5
Sleeping Rooms/Shared Quarters	0	0
Mobile Homes	0	0
Total	0	14

<sup>\*</sup>Source data based on information gathered from GIS maps, and websites: NiteOwl.com, RealQuest.com, Google Earth, Loopnet.com, Manta.com and Google.com.

# 2.7 Summary of Residential and Business Displacements

A summary of the estimated maximum number of business and residential displacements for Alternatives A and B is provided in Table 6. Additionally, the estimated maximum number of "other" displacements for each of the alternatives is provided. "Other" displacements include properties such as storage units and cellular towers.

In addition, the total number of non-residential displacements under Alternative B would be 62, and the total number of residential displacements would be 14 (Refer to Appendix B which depicts the displacements and types).





Table 6 Total Business and Residential Displacements

	Alternative A	Alternative B
Estimated total maximum nonresidential	0	62
displacements		
Estimated total maximum residential	0	14
displacements		
Estimated total maximum "other" displacements	0	0
Total Businesses	0	76

<sup>\*</sup>Source data based on information gathered from GIS maps, and websites: NiteOwl.com, RealQuest.com, Google Earth, Loopnet.com, Manta.com and Google.com.

# 2.8 Adequacy of Relocation Resources

Based on an analysis of the displacement and replacement data provided in Section 0,





Displacement Area Characteristics and Section 4.0, Replacement Area Characteristics, adequate relocation resources exist within the replacement area of the cities of Ontario, Upland, Rancho Cucamonga, Claremont, San Dimas, La Verne, Pomona, Chino, East Vale, Jurupa Valley, Fontana, Mira Loma, and Montclair for all potential relocation displacements, including residential owners/tenants, non-residential owners/tenants, and non-profit organizations.

#### **Replacement Neighborhoods Studied**

For detail on the replacement area studied, please refer to Appendix C, Replacement Area Map. Further information on the replacement area chosen is provided in Section 5, Relocation Resources, of this report.

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

The replacement area provides similar accessibility with regard to the same public amenities, utilities, public services, transportation, and public facilities.

While the replacement area is located outside the proposed project area, research indicates that the replacement area is comparable in terms of public facilities, services, and amenities; including and not limited to Civic Centers, Community Centers, Senior Centers, Libraries, Schools, Parks, Police Stations, Fire Stations, Post Offices, Animal Care and Services, Utilities (sewer, water, electric and/or gas services), Storm Drain and Flood Control, Waste Management and Public Transportation.

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

Displacees who have met eligibility requirements are provided relocation assistance payments and advisory assistance in accordance with the URA and the proposed project's Relocation Assistance Program. Relocation assistance may include replacement housing payments, payments for moving expenses, and non-recurring closing costs associated with purchasing replacement housing.

Under the Relocation Assistance Program, advisory assistance and referrals are provided to comparable replacement sites that are Decent, Safe, and Sanitary (DS&S). Part of the DS&S requirements include providing replacement sites that are functionally equivalent to the displacement dwelling, and within the financial means of the displaced person.

A replacement dwelling rented by a displaced person is considered to be within his/her financial means if, after receiving rental assistance under this part, the person's monthly rent and estimated average monthly utility costs for the replacement dwelling do not exceed the person's base monthly rental for the displacement dwelling.

A displaced residential tenant or owner occupant may be entitled to a replacement housing payment in the form of a rental assistance payment up to \$7,200, or for owner-occupants, a replacement housing payment of up to \$31,000. Additional assistance may be provided under the provisions of the Last Resort Housing Program.

Homeowners may qualify to receive a purchase price differential payment, reimbursement for non-recurring costs incidental to the purchase of a replacement property, and an interest differential if the replacement dwelling loan interest rate is higher than the interest rate for the displacement dwelling, subject to eligibility requirements.





Tenants may qualify for a rental assistance payment if the cost to rent a comparable replacement dwelling is greater than the displacement dwelling rent. Alternatively, an eligible tenant may elect to use the Relocation Assistance Program for down payment assistance to purchase a replacement dwelling and/or to pay non-recurring closing costs associated with the purchase of replacement property.

The average range of lease prices surveyed in the replacement area is estimated from \$795 to \$2,500 for multi-family residential housing units and from \$1,350 to \$3,700 for single-family residential units. It is anticipated that these replacement resources will be affordable and within the financial means of displaced persons, given the relocation assistance in the form of replacement housing payments.

Relocation assistance benefits and services are to be provided equitably to all residential and business displacees without regard to race, color, religion, age, national origins, and disability as specified under Title VI of the Civil Rights Act of 1964. The specific availability with regard to different types of residential, commercial, and industrial properties is discussed in Table 11 through Table 16 in Section 4.1 and in Appendices D through L in this report.

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

Based on a review of local and regional public and private projects, 57 projects in the area would displace other families or create competing housing needs in the area (see Table 7).

Because there may be competing housing needs as a result of concurrent projects, a survey of replacement sites was conducted in neighboring cities, known as the "replacement area." The results of the survey are listed in Section 4.0, Replacement Area Characteristics.

Table 7 Other Development Projects within the Project Vicinity

	Land Development Projects within the Project Vicinity			
No.*	Project	Type/Sponsor/ Location/Status	Summary	
1	Old Town La Verne Specific Plan	<ul><li>Land development project</li><li>City of La Verne</li><li>Located in La Verne</li><li>Adopted in 2013</li></ul>	The plan will establish Old Town La Verne as a distinctive center for La Verne with attractive streets, enjoyable public spaces, historic neighborhoods, lively mixed-used commercial areas, and a variety of housing options.	
2	Pomona Corridors Specific Plan	<ul> <li>Land development project</li> <li>City of Pomona</li> <li>Located in Pomona</li> <li>Adopted in 2013</li> </ul>	The plan was established to orchestrate private and public investment activities along the Garey Avenue, Holt Avenue, Mission Boulevard, and Foothill Boulevard corridors, and to support and promote the type of investment that will enhance the beauty and vitality of Pomona's primary commercial corridors.	





	Land Development Projects within the Project Vicinity			
No.*	Project	Type/Sponsor/ Location/Status	Summary	
3	Downtown Pomona Specific Plan	<ul> <li>Land development project</li> <li>City of Pomona</li> <li>Located in Pomona</li> <li>Final EIR approved in 2005</li> </ul>	The plan is proposed to facilitate and encourage development of higher-intensity residential uses that would provide a greater range of housing opportunities for a wider variety of lifestyles, while supporting and enhancing existing and future businesses and educational institutions in the heart of downtown Pomona.	
4	Park View Specific Plan	<ul> <li>Land development project</li> <li>City of Upland</li> <li>Located in Upland</li> <li>To be implemented between 2013 and 2021</li> </ul>	This Specific Plan area is composed of a residential development with a small commercial-retail component. The Specific Plan proposes 355 multi-family attached and 14 detached residential units. The area is bound by Foothill Boulevard, Monte Vista Avenue, and West Arrow Route, just below Central Avenue.	
5	College Park Specific Plan	<ul> <li>Land development project</li> <li>City of Upland</li> <li>Located in Upland</li> <li>To be implemented between 2013 and 2021</li> </ul>	In 2004, the City of Upland adopted the College Park Specific Plan to encourage mixed-use development in southwest Upland and provide housing opportunities for the Claremont Colleges. The planning area includes 25 acres of residential land that can accommodate approximately 500 housing units. A total of 450 apartment units have been built. An additional 92 small-lot, detached single-family units are planned at a density of 10 units per acre.	
6	North Montclair Downtown Specific Plan	<ul> <li>Land development project</li> <li>City of Montclair</li> <li>Located in Montclair</li> <li>Specific Plan approved in 2006</li> </ul>	This Specific Plan is a master plan for approximately 150 acres of North Montclair as a mixed-use, transit-oriented district. The project will introduce up to 1,850 new residential units and a variety of mixed-use, small office, local-serving retail, and regiona retail uses. The plan is phased through 2020.  In 2014, The Paseos, a 385-unit multi-family residential development at the northeast corner of Monte Vista Avenue and Moreno Street, was completed within the Specific Plan area.	
7	Holt Boulevard Specific Plan	<ul> <li>Land development project</li> <li>City of Montclair</li> <li>Located in Montclair</li> <li>Updated in 2013</li> </ul>	The plan guides land use development and manages future growth along Holt Boulevard in Montclair.	





#### Land Development Projects within the Project Vicinity Type/Sponsor/ No.\* **Project** Summary Location/Status 8 Meredith The Meredith International Centre Specific Land development project International Plan Amendment Project proposes a mix of City of Ontario Centre Specific industrial, commercial, and residential land Located in Ontario Plan uses on approximately 257 acres located in · Initial Study prepared in the southeast portion of Ontario within San 2014 Bernardino County. The site is generally located north of Interstate 10 (I-10), south of 4th Street, between Vineyard Avenue and Archibald Avenue. The project area is located in between the Southern Pacific Trail and west Arrow Route. Construction activities were initiated in late 2015. 9 Ontario Festival The Ontario Festival Specific Plan is a Land development project Specific Plan comprehensive plan for the development of City of Ontario a planned residential site that could Located in Ontario accommodate up to 472 dwelling units on Approved in 2012 approximately 37.6 acres. This project will be located along Inland Empire Boulevard between Archibald Avenue and Turner Avenue, just below Guasti Regional Park. 10 Wagner Land development project The Specific Plan addresses the **Properties** development of 11 parcels, totaling 54.57 City of Ontario Specific Plan acres of eastern Ontario. The plan will guide Located in Ontario creation of a commercial center with Approved in 2010 commercial and residential uses. 11 Ontario Center The Ontario Center site consists of Land development project Specific Plan approximately 88 acres of vacant land · City of Ontario located at the northerly boundary of the Located in Ontario eastern portion of Ontario, south of Amended in 2006 4th Street, between Haven Avenue and Milliken Avenue, and less than 0.25 mile north of I-10. The Ontario Center will accommodate up to 2,840,000 square feet of development, including urban commercial, urban residential, garden commercial, and open space elements. The Exchange is an approximately 12 The Exchange Land development project Specific Plan 23.60-acre commercial development City of Ontario designed as a destination for customers · Located in Ontario traveling along I-15, 4th Street, and Inland Approved in 2003 Empire Boulevard.





	Land Development Projects within the Project Vicinity			
No.*	Project	Type/Sponsor/ Location/Status	Summary	
13	Tuscana Village Specific Plan	<ul> <li>Land development project</li> <li>City of Ontario</li> <li>Located in Ontario</li> <li>Last amended in 2008</li> </ul>	The Tuscana Village Specific Plan encompasses approximately 20 acres 0.25 mile south of the State Route (SR) 60/Milliken Avenue interchange. The plan would construct a pedestrian-oriented urban village, mixed-use development that would provide up to 200 residential uses and 210,830 square feet of commercial uses.	
14	Rich-Haven Specific Plan	<ul><li>Land development project</li><li>City of Ontario</li><li>Located in Ontario</li><li>Approved in 2007</li></ul>	The plan defines uses for 510.6 gross acres for development of a maximum of 4,256 dwelling units and a minimum of 889,200 square feet of regional commercial/office uses. The project site is bound by Riverside Drive, Haven Avenue, Edison Avenue, and Milliken Avenue.	
15	West Haven Specific Plan	<ul> <li>Land development project</li> <li>City of Ontario</li> <li>Located in Ontario</li> <li>Last amended in 2008</li> </ul>	The West Haven Specific Plan is a comprehensive plan for development of a mixed-used community with planned residential sites that will accommodate 753 dwelling units, a neighborhood center, school, and parks. It is bound by Haven Avenue, Riverside Drive, and Schaefer Avenue.	
16	The Avenue Specific Plan	<ul> <li>Land development project</li> <li>City of Ontario</li> <li>Located in Ontario</li> <li>Last amended in 2010</li> </ul>	The Avenue Specific Plan will develop approximately 569 gross acres of agricultural operations to include a maximum of 2,606 residential units and 250,000 square feet of retail land use. The plan is bound by Schaeffer Avenue, Carpenter Avenue, Edison Avenue, and Haven Avenue.	
17	Parkside Specific Plan	<ul> <li>Land development project</li> <li>City of Ontario</li> <li>Located in Ontario</li> <li>Approved in 2006</li> </ul>	Parkside is proposed as a new 250.89- gross-acre planned community that will include up to 1,947 residential units and a 58.47-acre "Great Park." The site is located between Cucamonga Creek and Archibald Avenue.	
18	Grand Park Specific Plan	<ul> <li>Land development project</li> <li>City of Ontario</li> <li>Located in Ontario</li> <li>Approved in 2014</li> </ul>	The plan will develop 320.2 gross acres of undeveloped agricultural land to include up to 1,327 residential dwelling units, a high school, an elementary school, and a public community park. The plan area is located east of Archibald Avenue, west of Haven Avenue, south of Edison Avenue, and north of Eucalyptus Avenue.	





Land Development Projects within the Project Vicinity			
No.*	Project	Type/Sponsor/ Location/Status	Summary
19	Industrial Area Specific Plan Sub-Area 18 Plan (Empire Lakes Specific Plan)	<ul> <li>Land development project</li> <li>SC Rancho Development/ City of Rancho Cucamonga</li> <li>Located in Rancho Cucamonga</li> <li>Final EIR to amend the Empire Lakes Specific Plan released in 2016</li> <li>City of Rancho Cucamonga has adopted the Specific Plan</li> <li>Construction expected to be initiated in 2017 and completed by 2024</li> </ul>	The Empire Lakes Specific Plan would develop the privately owned Empire Lakes Golf Course (160 acres) into a mixed-use, TOD site. The project would include a combination of residential, commercial, recreational, and office uses in an urban setting near transit services, including the Rancho Cucamonga Metrolink Station, and local regional activity centers. The project site is located north of 4th Street, west of Milliken Avenue, east of Cleveland Avenue, and south of 8th Street and the railroad.
20	Foothill Boulevard Visual Improvement Plan	<ul> <li>Land development project</li> <li>City of Rancho Cucamonga</li> <li>Located in Rancho Cucamonga</li> <li>Adopted in 2002</li> </ul>	The purpose of the plan is to develop a specification plan that will set forth design concepts for the streetscape improvements within the public ROW and entry areas along the entire length of Foothill Boulevard/Route 66 in Rancho Cucamonga.
21	Victoria Arbors Master Plan	<ul> <li>Land development plan</li> <li>City of Rancho Cucamonga</li> <li>Located in Rancho Cucamonga</li> <li>Amended in 2003</li> </ul>	The master plan provides the framework on which the development of a viable, mixed-use village with a series of residential neighborhoods and mixed-use areas interconnected to each other and to a central school/park by a system of paseos and linear parks will develop.
22	Southwest Industrial Park (SWIP)	<ul> <li>Land development project</li> <li>City of Fontana</li> <li>Located in Fontana</li> <li>Amended in 2009</li> </ul>	The SWIP Specific Plan is expected to promote economic development and provide opportunities for existing property owners and new businesses. A total of 1,101 acres has been included in the plan since its adoption in 1977. The project area spans both sides of I-10 and is roughly between Etiwanda Avenue and Citrus Avenue.
23	West End Specific Plan	<ul> <li>Land development plan</li> <li>City of Fontana</li> <li>Located in Fontana</li> <li>Amended in 2003</li> </ul>	The West End Specific Plan is approximately 1,296 acres bound by East Avenue, the Southern Pacific Rail ROW, Cherry Avenue, Hemlock Avenue, and Foothill Boulevard. It is envisioned to be a mixed-use community, including business, commercial, office, public, and residential spaces.





Land Development Projects within the Project Vicinity			
No.*	Project	Type/Sponsor/ Location/Status	Summary
24	Westgate Specific Plan	<ul> <li>Land development project</li> <li>City of Fontana</li> <li>Located in Fontana</li> <li>Final EIR released in September 2015</li> </ul>	The Westgate Specific Plan encompasses 964 acres in northwestern Fontana and will include a maximum of 6,410 residential units and a variety of other uses to create a village-oriented mixed-use development. The project is bound by I-15, Baseline Avenue, and Lytle Creek Road.
25	Ventana at Duncan Canyon Specific Plan	<ul><li>Land development project</li><li>City of Fontana</li><li>Located in Fontana</li><li>Approved in 2007</li></ul>	The Ventana at Duncan Canyon Specific Plan project area is a 105-acre master-planned, mixed-use community that is adjacent to I-15 on Duncan Canyon Road. It will support a maximum of 842 residential units, more than 100,000 square feet of retail space, and more than 350,000 square feet of office space.
26	Arboretum Specific Plan	<ul> <li>Land development project</li> <li>City of Fontana</li> <li>Located in Fontana</li> <li>Awaiting construction</li> </ul>	The Arboretum Specific Plan is located on the northern portion of Fontana and will create a 531.3-gross-acre master-planned community with up to 3,526 residential units. The project is generally bound by Citrus Avenue, Sierra Avenue, Grapeland Street, Duncan Canyon Road, Casa Grande Avenue, and Cypress Avenue.
27	Summit at Rosena Specific Plan	<ul><li>Land development project</li><li>City of Fontana</li><li>Located in Fontana</li><li>Approved in 2006</li></ul>	The Summit at Rosena is located in the northern portion of Fontana and is at the intersection of Sierra Avenue and Summit Avenue. The 179.8-acre community will support a maximum of 856 dwelling units, mixed-use activity center, elementary school, and open space areas.
28	Fontana Promenade Specific Plan	<ul><li>Land development project</li><li>City of Fontana</li><li>Located in Fontana</li><li>Approved in 2007</li></ul>	The 125-gross-acre property just south of the Sierra Avenue and I-210 interchange is a master-planned mixed-use community that will offer a variety of retail, office, and residential types and densities.
29	Downtown Fontana Transit- Oriented Development Study	<ul> <li>Land development project</li> <li>City of Fontana</li> <li>Located in Fontana</li> <li>Completed in 2010</li> </ul>	The City of Fontana evaluated TOD opportunities near the adjacent Metrolink station. The study researched comparable transit stations across the country to help understand the critical factors to achieve a truly transit-oriented, transit-serving Downtown, identified the market potential that will result in the Downtown serving as a destination for residents, and identified residential prototypes and suitable locations that will help create an urban, transit-oriented place.





Land Development Projects within the Project Vicinity			
No.*	Project	Type/Sponsor/ Location/Status	Summary
30	Sierra Avenue Valley Boulevard Land Use Study	<ul> <li>Land development project</li> <li>City of Fontana</li> <li>Located in Fontana</li> <li>Completed in 2013</li> </ul>	The purpose of the study was to create a vision for TOD around Kaiser Permanente Hospital in Fontana. The intersection of Sierra Avenue and Valley Boulevard is a unique and diverse area of Fontana. The area is home to Fontana's largest employer (Kaiser Permanente Hospital), sees some of its largest volumes of traffic, and contains large concentrations of shopping as well as residential areas. The study recommends investment in multimodal transportation to influence transportation behavior and catalyze market changes. Recommendation for dedicated side-running transit lanes on Sierra Avenue, with a station in front of Kaiser Permanente on Sierra Avenue south of Marygold Avenue.
31	Valley Trails Specific Plan	<ul><li>Land development project</li><li>City of Fontana</li><li>Located in Fontana</li><li>Approved in 2007</li></ul>	Valley Trails is envisioned as a 290.8-acre master-planned community containing a maximum of 1,154 residential units, a school, and recreational facilities. The property is located adjacent to established residential neighborhoods in southeastern Fontana.
32	The Renaissance Specific Plan	<ul> <li>Land development project</li> <li>City of Rialto</li> <li>Located in Rialto</li> <li>Adopted in 2010</li> </ul>	The Renaissance Specific Plan is designed as a master-planned community on 1,439 acres that will contain up to 16.2 million square feet of business and commercial use, 1,667 residential units, a school, a community park, and multiple neighborhood parks all located in close proximity. The project site is generally bound by Casmalia Street, Baseline Road, Ayala Drive, and Tamarind Avenue.
33	Lytle Creek Ranch Specific Plan	<ul> <li>Land development project</li> <li>City of Rialto</li> <li>Located in San Bernardino County</li> <li>Draft EIR released in 2010</li> </ul>	The project would annex approximately 2,447 acres of County of San Bernardino land to establish new land-use policies authorizing the development of up to 8,407 dwelling units and 849,420 gross square feet of general and specialty commercial, office, business, light industrial, and other similar uses.





Land Development Projects within the Project Vicinity			
No.*	Project	Type/Sponsor/ Location/Status	Summary
34	Pepper Avenue Specific Plan	<ul> <li>Land development project</li> <li>City of Rialto</li> <li>Located in Rialto</li> <li>Draft Initial Study released in 2016</li> </ul>	The Pepper Avenue Specific Plan would develop 101.7 acres of mostly vacant land to include a mix of retail, office, and up to 275 multi-family residential land uses. The project site is located east of Eucalyptus Avenue, south of SR-210, west of Meridian Avenue, and north of Walnut Avenue.
35	Foothill Boulevard Specific Plan	<ul><li>Land development project</li><li>City of Rialto</li><li>Located in Rialto</li><li>Adopted in 2010</li></ul>	Foothill Boulevard stretches for 4 miles through Rialto. The focus of this plan is changing from regional and highway commercial uses to more locally serving community, commercial, and residential uses.
36	Integrated Transit and Land Use Planning for the Foothill Boulevard/ 5 <sup>th</sup> Street/ Baseline Road Corridor	<ul> <li>Land development project</li> <li>SANBAG and SCAG</li> <li>Located in Rialto</li> <li>Completed in 2013</li> </ul>	The purpose of the study was to evaluate options for alignments, operating scenarios, and land use scenarios for BRT service along Foothill Boulevard.
37	San Bernardino County Flood Control District's Master Stormwater System Maintenance Program (MSWMP)	<ul> <li>Flood control facility maintenance</li> <li>San Bernardino County Flood Control District</li> <li>Located within the San Bernardino County Flood Control District jurisdiction (the project is located in multiple locations along the project corridor and is not shown in Figure 2-14)</li> <li>Initial Study prepared in June 2014</li> </ul>	The project proposes to implement a comprehensive program to prepare and implement a Maintenance Plan for maintenance of flood facilities throughout San Bernardino County. Types of routine O&M activities include, but are not limited to, removal of excess sediment, debris, and vegetation; stockpiling excess material and debris following removal; maintaining sufficient flow paths; grooming/repairing earthen and improved channel slopes and bottoms; and maintaining culverts and bridges to ensure proper drainage and structural integrity.





Transportation Projects within the Project Vicinity			
No.*	Project	Type/Sponsor/ Location/Status	Summary
1	Pomona Americans with Disabilities Act Improvements – Major Street Rehabilitation	<ul> <li>Transportation project</li> <li>City of Pomona</li> <li>Located in Pomona (the project has work locations throughout Pomona and is not shown in Figure 2-14)</li> <li>Plans signed February 2016</li> </ul>	The City of Pomona's Major Street Rehabilitation project provides rehabilitation of 3.57 lane miles of the City's arterial streets, including parts of Garey Avenue, Indian Hill Boulevard, County Road, San Antonio Avenue, and La Verne Avenue. The project includes removal and replacement of trees; removal and replacement of damaged sidewalk, curbs and gutters; ADA access ramps; removal and relocation of fencing; and construction of new wider sidewalk within existing street ROW as possible without obtaining additional easements.
2	Pomona Americans with Disabilities Act Curb Ramps and Sidewalk Compliance Program	<ul> <li>Transportation project</li> <li>City of Pomona</li> <li>Located in Pomona (the program has work locations throughout Pomona and is not shown in Figure 2-14)</li> <li>Bids were due October 2016</li> </ul>	The ADA Curb Ramps and Sidewalks Compliance Program is a citywide program to implement ADA improvements, such as curb ramps and detectable warning surfaces.
3	Pomona Americans with Disabilities Act Transition Plan	<ul> <li>Transportation project</li> <li>City of Pomona</li> <li>Located in Pomona (the plan has projects that are located throughout Pomona and is not shown in Figure 2-14)</li> <li>Plan approval signed October 2015</li> </ul>	The Pomona ADA Transition Plan outlines City ADA codes and standards, and goals and objectives in making pedestrian facilities within public ROW ADA compliant. The plan includes an inventory of existing public ROW facilities, funding sources, and programs.
4	Los Angeles- San Bernardino Inter-County Transit and Rail Study	Transportation project SCAG Located in Claremont, La Verne, Montclair, Ontario, Pomona, Rancho Cucamonga, and Upland (the project is located throughout Los Angeles and San Bernardino counties and is not shown in Figure 2-14) Currently underway	The study's objectives are to understand the market for transit and rail travel in the corridor, including travel to and from Ontario International Airport; estimate potential benefits and costs associated with different transit and rail improvement options for the corridor; and recommend a path forward for cost-effective transit and rail improvements, with a focus on coordinating plans for the Metro Gold Line, Metrolink, and access to Ontario International Airport.





Transportation Projects within the Project Vicinity			
No.*	Project	Type/Sponsor/ Location/Status	Summary
5	Improvement to Transit Access for Cyclists and Pedestrians	<ul> <li>Transportation project</li> <li>SANBAG and SCAG</li> <li>Located in Montclair, Upland, Rancho Cucamonga, Fontana, Rialto, San Bernardino, and Loma Linda</li> <li>Plan completed in 2013</li> <li>Currently working on implementing the plan</li> <li>Construction expected to start in September 2017</li> </ul>	The plan includes sidewalk improvements around/near six Metrolink stations on the San Bernardino Line and four future E Street sbX BRT stations in the cities of San Bernardino and Loma Linda. The project is designed to improve access to and from stations for local residents and commuters, thereby reducing parking demand and increasing transit ridership.
6	I-10 Corridor Project	<ul> <li>Transportation project</li> <li>SANBAG and California Department of Transportation (Caltrans)</li> <li>Located in Pomona, Claremont, Montclair, Upland, Ontario, Fontana, Bloomington, Rialto, Colton, San Bernardino, Loma Linda, Redlands, and Yucaipa</li> <li>Environmental approval phase completed in 2017</li> </ul>	The I-10 Corridor Project is proposed to improve safety and relieve traffic congestion on I-10, 0.4 mile west of White Avenue in Pomona at Post Mile (PM) 44.9 to just east/west of Live Oak Canyon Road in Yucaipa at PM 37.0.
7	I-10/Grove Avenue Interchange Project	<ul> <li>Transportation project</li> <li>City of Ontario</li> <li>Located in Ontario</li> <li>Environmental approval phase expected to be completed in 2018.</li> </ul>	The I-10/Grove Avenue Interchange Project proposes to improve on the operational deficiencies of the existing interchange and relieve traffic congestion to accommodate anticipated increases in automobile and truck traffic in the study area. The project would construct a new interchange at Grove Avenue, close the existing I-10/4 <sup>th</sup> street interchange, and include improvements along Grove Avenue and 4 <sup>th</sup> Street near the interchange.
8	Grove Avenue Corridor Project	<ul> <li>Transportation project</li> <li>City of Ontario</li> <li>Located in Ontario</li> <li>Currently in preliminary and environmental document phase</li> </ul>	The Grove Avenue Corridor Project proposes to widen Grove Avenue between 4th Street and Holt Boulevard in Ontario. The project would accommodate recent and projected growth in passenger and goods/trucks movement associated with Ontario International Airport and changes in land use since Grove Avenue was originally constructed.







Transportation Projects within the Project Vicinity			
No.*	Project	Type/Sponsor/ Location/Status	Summary
9	Holt Boulevard Mobility and Streetscape Strategic Plan	<ul> <li>Transportation project</li> <li>City of Ontario and Caltrans</li> <li>Located in Ontario</li> <li>Plan completed in 2013</li> </ul>	The plan establishes segment-appropriate strategies to improve safety, aesthetics, amenities, and mobility options along the Holt Boulevard corridor, connecting downtown with the Hospitality District and the future multimodal transit center.
10	Metro Gold Line Foothill Extension Construction Activity: Ontario Airport Extension	<ul> <li>Transportation project</li> <li>LA Metro</li> <li>Located in Montclair, Upland, and Ontario</li> <li>Completion anticipated in 2026</li> </ul>	The project would extend the Gold Line approximately 8 miles – from the TransCenter in Montclair, located just east of Monte Vista Avenue and north of Arrow Highway, to Ontario – and terminate the line at Ontario International Airport. Although not formally part of the Foothill Extension Project, the Construction Authority completed a study to understand the feasibility of extending the line from Montclair to the airport in 2008. The Initial Study concluded that extending the line was feasible and provided many potential route options.
11	Ontario Airport Rail Access Study	<ul><li>Transportation project</li><li>SANBAG</li><li>Located in Ontario</li><li>Completed in 2015</li></ul>	The study evaluated options for transit to Ontario International Airport, including shuttle bus from nearby Metrolink stations, such as Rancho Cucamonga Metrolink Station.
12	ARRIVE Corridor Study	<ul><li>Transportation project</li><li>SCAG/SANBAG</li><li>Located in Ontario</li><li>Completed in 2015</li></ul>	The study evaluated alternatives for passenger rail service within 0.5 mile of Ontario International Airport and San Bernardino Airport.
13	I-15 Corridor Improvement Project	<ul> <li>Transportation project</li> <li>Riverside County Transportation Commission (RCTC) and Caltrans</li> <li>Located in Jurupa Valley, Eastvale, Norco, Corona, and Riverside</li> <li>Construction to begin in 2018</li> </ul>	The project proposes to improve a 14.6-mile-long segment of the I-15 corridor. The proposed project would include the addition of one to two tolled Express Lanes in each direction from Cajalco Road where it crosses I-15 in Corona to just south of the I-15 and SR-60 interchange at Riverside Drive.





	Transportation Projects within the Project Vicinity			
No.*	Project	Type/Sponsor/ Location/Status	Summary	
14	SANBAG Metrolink Station Accessibility Improvement Project – Rancho Cucamonga Metrolink Station	<ul> <li>Transportation project</li> <li>SANBAG</li> <li>Located in Rancho Cucamonga</li> <li>Recommended for approval in January 2016</li> </ul>	The Active Transportation Program (ATP) was created to encourage increased use of active modes of transportation, such as biking and walking. The project will benefit the communities by providing safe pedestrian/bicycle access, wayfinding signage to direct users to the transit centers, sidewalk improvements, high-visibility crosswalks, bicycle parking, and improvements to key corridors of the regional bicycle network designed to directly connect to Metrolink stations in six cities. This project at the Rancho Cucamonga Metrolink Station includes constructing bike lanes, providing bike lockers, and providing pedestrian/bike access to Milliken Avenue.	
15	Customer-Based Ridesharing and Transit Interconnectivity Study	<ul> <li>Transportation project</li> <li>SANBAG</li> <li>Located throughout San Bernardino County</li> <li>Study in progress</li> </ul>	This project is studying how to improve shared and active transportation in San Bernardino County. The study examines transit interconnectivity, service gaps and inefficiencies, and costs and funding opportunities. The project is also studying the transit connection between the Rancho Cucamonga Metrolink Station and Ontario International Airport.	
16	Foothill Boulevard BRT Study	<ul> <li>Transportation project</li> <li>City of Rancho Cucamonga</li> <li>Located in Rancho Cucamonga</li> <li>Completed in 2013</li> </ul>	This study evaluated feasibility and phasing options for BRT service along Foothill Boulevard in Rancho Cucamonga and identified opportunities for station area development. The outcome of discussions with Rancho Cucamonga board members resulted in an agreement that they want median-running dedicated BRT on at least part of the corridor. Recommendation to deviate the planned BRT route at Victoria Gardens.	







	Transportation Projects within the Project Vicinity				
No.*	Project	Type/Sponsor/ Location/Status	Summary		
17	West Valley Connector Corridor – Safe Routes to Transit Project	<ul> <li>Transportation project</li> <li>City of Pomona</li> <li>Located in the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana</li> <li>Categorical Exemption/ Categorical Exclusion (CE/CE) completed and approved in May 2016</li> <li>Revalidation of the CE/CE currently in progress</li> <li>Construction anticipated summer 2017</li> </ul>	The project proposes sidewalk and curb ramp improvements, installation of bicycle racks, and restriping of pedestrian crosswalks within 0.5 mile of proposed Omnitrans BRT stations in the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. Revalidation of the CE/CE currently in progress to clear additional pedestrian and bicycle improvements at specific locations along Foothill Boulevard, between East Avenue and Sierra Avenue, in the cities of Rancho Cucamonga and Fontana.		
18	Safe Routes to School Project – Fontana Avenue and Arrow Boulevard	<ul> <li>Transportation project</li> <li>City of Fontana</li> <li>Located in Fontana</li> <li>Preliminary Environmental Study signed August 2016</li> <li>Expected start date September 2016</li> </ul>	The City of Fontana's Safe Routes to School Project consists of installing sidewalk and bicycle infrastructure. This project is for the installation of 2.2 miles of sidewalk and bicycle infrastructure, where none currently exist, located on Arrow Boulevard and Fontana Avenue. The project includes construction of 5-foot-wide sidewalks, Class II bicycle lanes, curb and gutter, reconstructing ADA-compliant driveways, installing 25 ADA curb ramps, and providing signage and pavement striping.		
19	Fontana Grade Crossings Pedestrian Improvement Project	<ul> <li>Transportation project</li> <li>SANBAG</li> <li>Located in Fontana</li> <li>As of August 2016, the project was 90% designed and on target to be finalized by the end of August 2017</li> </ul>	The project was initiated by SANBAG and Fontana in February 2015 to construct grade crossing safety enhancements for pedestrians at the existing Sierra Avenue and Juniper Avenue Metrolink at-grade crossings in Fontana.		





	Transportation Projects within the Project Vicinity						
No.*	Project	Type/Sponsor/ Location/Status	Summary				
20	SANBAG Metrolink Station Accessibility Improvement Project – Fontana Metrolink Station	<ul> <li>Transportation project</li> <li>SANBAG</li> <li>Located in Fontana</li> <li>Recommended for approval in January 2016</li> </ul>	The ATP was created to encourage increased use of active modes of transportation, such as biking and walking. The project will benefit the communities by providing safe pedestrian/bicycle access, wayfinding signage to direct users to the transit centers, sidewalk improvements, high-visibility crosswalks, bicycle parking, and improvements to key corridors of the regional bicycle network designed to directly connect to Metrolink stations in six cities. This project at the Fontana Metrolink Station includes buffered bike lanes, installing short- and long-term bike parking, wayfinding signage, and complete streets.				
21	SR-210 Foothill Freeway Planned Construction Activity	<ul> <li>Transportation project</li> <li>SANBAG and Caltrans</li> <li>Located in La Verne,         Claremont, Upland, Rancho         Cucamonga, Fontana,         Rialto, and San Bernardino</li> <li>Future planned project;         timeline is uncertain</li> </ul>	<ul> <li>Future work on SR-210 would include:</li> <li>Freeway landscaping planned for the fina 8 miles of SR-210 ending at the I-10 interchange. Landscaping construction contract awarded to Kasa Construction in June 2013.</li> <li>Seismic retrofit of the Union Pacific Railroad (UPRR) bridge in San Bernardino.</li> <li>Construction of a new diamond interchange at Pepper Avenue in Rialto. Expected to be completed by mid-2016.</li> <li>SR-210 to Interstate 215 (I-215) highspeed connector.</li> </ul>				

# 4. Is the Relocation Assistance Program adequate to successfully relocate displacees? ☑ Yes ☐ No

The Relocation Assistance Program is adequate to successfully relocate displacees, and there are no significant relocation problems associated with the proposed project that need to be addressed.

Non-residential displacees may make claims to displacement impacts that are non- compensable under the Relocation Assistance Program, such as loss of profits, loss of visibility, loss of clientele, loss of trained employees, and other non-compensable losses. Timely relocation assistance and referrals to suitable replacement sites will play a critical role in mitigating the potential for any such losses. Due to the scope of non-residential displacements, claims for non-compensable impacts are anticipated.





# 5. Are there special/significant relocation problems associated with the West Valley Connector Project? □Yes ☑ No

Although relocations will occur as a result of the proposed project, there is no shortage of housing or non-residential resources in the replacement area. Therefore, no special or significant relocation problems are anticipated with this project.

# 6. Will the Last Resort Housing Program be utilized to relocate residential households being displaced? ☑ Yes ☐ No

The Relocation Assistance Program provides that no residential occupant will be displaced without being provided functionally equivalent replacement housing that is within his/her financial means. In the next few months, rates are unlikely to drop considerably more than they already have, but the rising trend in real estate prices from May 2015 through June 2015 may not resume due to renewed global uncertainty. Given the current housing market, to provide comparable housing to displaces within their financial means, relocation payments exceeding the statutory limits of \$7,200 (for renters) and \$31,000 (for owners) are anticipated.

Such payments are made available under the provisions of the Last Resort Housing Program. Relocation payments under the provisions of the Last Resort Housing Program may be less anticipated for owner-occupants than for tenant-occupants.

# 7. Will construction of replacement housing under the Last Resort Housing Program be used? □Yes ☑ No

The construction of replacement housing is not warranted for the proposed project, because sufficient resources exist to relocate residential displacees into comparable replacement housing within the replacement area, nor is it anticipated based on the total volume of available properties that an insufficiency shall ever occur. In addition, SBCTA will comply with all applicable policies and procedures regarding relocation. Please refer to Section 4.0, Replacement Area Characteristics for a detailed discussion of residential replacement resources.

The construction of replacement housing is considered when either: 1) there is an insufficient supply of adequate, decent, safe, sanitary, comparable, and functionally equivalent replacement housing available, or 2) it is expeditious from a program management perspective to do so. At this time, neither of these options is a concern, and therefore the construction of replacement housing is not anticipated.

## 8. Will a field office be required for the West Valley Connector Project? ☑ Yes □ No

A field office is required due to the number and size of the relocations, and the office should be located within five miles of the project site.





#### 3.0 DISPLACEMENT AREA CHARACTERISTICS

#### 3.1 Summary of Residential Displacements

To review, 14 residential units would be displaced by Alternative B as shown on Table 3. Based on an analysis of the displacement and replacement data, adequate relocation resources exist within the replacement area of the cities of Ontario, Upland, Rancho Cucamonga, Claremont, San Dimas, La Verne, Pomona, Chino, East Vale, Jurupa Valley, Fontana, Mira Loma, and Montclair.

The replacement area surrounding the project site, assumed to be the primary relocation areas, shares many comparable amenities and characteristics to the displacement areas identified as part of this project. While the replacement area is located outside the proposed project area, research indicates that the replacement area is comparable in terms of amenities, utilities, public services, transportation, and public facilities.

The relocation resources are affordable and within the financial means of displacees given the use of replacement housing and rental assistance payments. Displacees are provided relocation assistance payments, including moving payments, and advisory assistance in accordance with the URA and the proposed project's Relocation Assistance Program. Additional assistance may be provided under the provisions of the Last Resort Housing Program.

Timely relocation assistance and referrals to suitable replacement sites will play a critical role in mitigating the potential for any losses claimed by businesses that are not compensated by the Relocation Assistance Program. Proper relocation planning can be accomplished through advanced relocation planning efforts and in the implementation of mitigation strategies throughout the relocation process.

#### 3.2 Description of Business and Non-Profit Displacement Area

#### 1. Number of Businesses Directly Impacted by the Project

Business displacements are noted in the following tables and analyzed from various perspectives. Table 8 provides the types of businesses displaced by Alternative B. Note the absence of manufacturing and government sectors among the two build alternatives and that the number of business impacts is the same under both the Milliken and Haven Branches within Alternative B; Alternative A avoids impacting the properties as it would not include any dedicated bus-only lanes. The existence of these uses would be identified during field surveys and occupant interviews as part of the relocation assistance planning after approval of the environmental document.

Table 8 Number of Businesses Directly Impacted by the Project

Type of Business	Alternative A	Alternative B
Construction	0	0
Manufacturing	0	0
Retail	0	34
Government	0	0
Non-profit	0	0
Service	0	28
Total	0	62

<sup>\*</sup>Source data based on information gathered from websites: NiteOwl.com, RealQuest.com, Google Earth, Loopnet.com, DnB.com, Manta.com and Google.com.





#### 2. Age of Business

Table 9 provides information on the length of business occupancies. While secondary sources were used to gather this preliminary data, information on the age of business occupancies would be verified during interviews with displacees, if conducted, to provide greater understanding of the stability of businesses in the displacement area. Research indicates that an even distribution of displaced businesses in the categories of 1-3 years, 4-7 years, 8-15 years, and over 15 years would occur under the two build alternatives.

Table 9 Age of Displaced Businesses Directly Impacted by the Project

Age of Displaced Business	Alternative B
1–3 Years	1
4–7 Years	7
8–15 Years	10
Over 15 Years	15
Unknown	29

<sup>\*</sup>Source data based on information gathered websites: NiteOwl.com, RealQuest.com, Google Earth, Loopnet.com, DnB.com, Manta.com and Google.com.

#### 3. Estimated Number of Employees

Table 10 provides the number of potential business employees affected by displaced businesses among the two build alternatives. The majority of impacts would occur to small employers – those businesses with a staff of up to 20 employees. The majority of affected businesses are in the retail and service sectors. No businesses with 100 employees or more would be affected.

Table 10 Estimated Number of Employees Impacted by the Project

Estimated Number of Employees	Alternative B
1–20	62
21–100	0
101–500	0
Over 500	0

<sup>\*</sup>Source data based on information gathered websites: NiteOwl.com, RealQuest.com, Google Earth, Loopnet.com, DnB.com, Manta.com and Google.com.

# 4. The Number of Businesses Affected by the Project That Are Assumed To Be Minority Owned

While the number of affected businesses that are minority owned is unknown at this time, based on U.S. Census data, a large portion of the businesses affected are anticipated to be minority-owned. According to 2010 U.S. Census data, there are a total of 12,837 firms in the city of Ontario, 83.5 percent of which are minority-owned.

#### 5. Number of the Different Types of Facilities

Table 11 provides the types of business facilities displaced by alternative. Small shop-center business operations will be the most impacted under the two build alternatives. Single structure and strip commercial facilities will also be impacted. Regional Centers, Mixed Residential areas, Industrial Parks, and Low Rent areas will not be impacted.





**Table 11 Number of Different Business Facility Types** 

Type of Business Facility	Alternative B
Strip Commercial	7
Small Shop-Center	34
Regional Center	1
Single Structure 10	
Mixed Use	10
Industrial Park	0
Low Rent Area 0	
Total Businesses	62

<sup>\*</sup>Source data based on information gathered from websites: NiteOwl.com, RealQuest.com, Google Earth, Loopnet.com, DnB.com, Manta.com and Google.com.

### 3.3 Agricultural Impact

Based on preliminary research, there are no impacts associated with agriculture under either build alternative.





#### 4.0 REPLACEMENT AREA CHARACTERISTICS

#### 4.1 Replacement Area

The replacement area is located within a 15-mile radius of the dedicated lanes segment located with Alternative B along Holt Boulevard in the City of Ontario, CA between Benson Avenue and Vine Avenue and between Euclid Avenue and Vineyard Avenue.

A replacement housing research survey was performed during the month of October 2016 to determine the market availability of "for sale" and "for rent" properties in the replacement area. Standard property-listing websites (Zillow.com, loopnet.com, crmls.org, westsiderentals.com, craigslist.org, and GoSection8.com) were used to identify replacement sites. The quantities below reflect the types of properties available at the time of the search. These numbers represent the potential quantities of available replacement sites. They do not ensure future availability at the time of actual displacement.

#### 1. Housing Stock (as of October 2016)

- a. Number of single-family residences (lease and purchase): 125
- b. Number of multi-family units (studio to 5 bedrooms): 78
- c. Number of mobile homes (sale): N/A
- d. Number of condominiums (sale): N/A
- e. Number of Section 8 Units: 36
- f. Total housing units (a + b + c + d + e): 239

Research indicates that an adequate supply of housing resources will be available to the displacees within the replacement area. Additional information regarding replacement characteristics is discussed in Chapter 6.0, Relocation Problems and Programs. Also, a Replacement Area Map is shown in Appendix C.

#### 2. Mobile Homes

Based on preliminary research, there are no impacts associated with mobile homes under either build alternative.

#### 3. Multi-Family Rental Housing

The replacement housing survey for multi-family rental housing identified 55 available one-, two-, three-, four-, and five-bedroom units located in the replacement area. The availability and cost of multi- family rental housing in the replacement area are summarized in Table 12. Listing details, including the locations of available units are shown in Appendix D.

Table 12 Availability and Cost of Multi-Family Rental Housing

	Number of Bedrooms			
	One	Two	Three	Four
Number Found	14	16	13	12
Rent Range	\$795-\$1,400	\$900-\$1,800	\$1,425-\$1,875	\$1,500-\$2,500
Median Rent	\$1,100	\$1,273	\$1,700	\$2,300

<sup>\*</sup>Source data for based on information obtained from: crmls.org, westsiderentals.com, rent.com, apartmenthunterz.com, realtor.com and Zillow.com.





#### 4. Single-Family Rental Housing

The replacement housing survey identified 60 available two-, three-, four-, and five-bedroom single-family rental units located in the replacement area. The availability and cost of single-family rental housing are summarized in Table 13. Listing details, including the locations of the available units are shown in Appendix E.

Table 13 Availability and Cost of Single- Family Rental Housing

	Number of Bedrooms			
	Two	Three	Four	Five or More
Number Found	10	15	10	25
Rent Range	\$1,350-\$1,850	\$1,725-\$2,600	\$2,150-\$3,000	\$2,595-\$3,700
Median Rent	\$1,748	\$2,000	\$2,273	\$2,800

<sup>\*</sup>Source data for based on information obtained from: crmls.org, westsiderentals.com, rent.com, apartmenthunterz.com, realtor.com and Zillow.com.

#### 5. Section 8 Rental Housing

As some displaced tenants may be receiving subsidized housing vouchers, a survey of available Section 8 rental housing was conducted. If interviews are conducted with residential displacees, more information regarding the number of impacted Section 8 residents will be known. The interviews are typically conducted as part of the FRIR.

A summary of available Section 8 units is shown in Table 14. Based on the survey conducted, there are 36 available Section 8 housing units in the replacement area. A detailed list of available Section 8 units is provided in Appendix F.

Table 14 Availability and Cost of Section 8 Rental Housing

	Number of Bedrooms			
	Two	Three	Four	Five or More
Number Found	14	16	5	1
Rent Range	\$570-\$1,695	\$1,045-\$2,425	\$2,200-\$2,900	\$2,000
Median Rent	\$1,127	\$1,775	\$2,255	\$2,000

<sup>\*</sup>Source data for based on information obtained from: gosection8.com, socialserve.com and craigslist.org.

#### 6. Single-Family Homes for Sale

The replacement housing survey identified 65 available detached single-family homes for sale in the replacement area. Survey details are shown in Table 15. A list of single-family homes for sale, including homes ranging from two to seven bedrooms, is shown in Appendix G.

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

		Number of Bedrooms			
	Two	Three	Four	Five or More	
Number Found	12	26	11	16	
Price Range	\$199,900-	\$309,000-	\$349,999-	\$420,000-	
	\$335,000	\$405,000	\$520,000	\$798,000	
Median Price	\$299,900	\$362,500	\$380,000	\$586,450	

<sup>\*</sup>Source data for based on information obtained from: loopnet.com, crmls.org, realtor.com, and Zillow.com.





#### 7. Residential Income Properties for Sale

As residential income properties (owner-occupied or non-owner occupied) will likely be affected by the proposed project, a survey of available residential income properties for sale was conducted. A total of 23 duplex, triplex, fourplex, 6 units and 8 unit properties were identified in the replacement area. Table 16 provides the availability and cost of residential income properties for sale. Appendix H provides a detailed list of residential income properties for sale.

Table 16 Availability and Cost of Residential Income Properties for Sale

	Number of Units			
	Two	Three	Four	Five or More
Number Found	11	3	6	3
Price Range	\$350,000-	\$389,000-	\$450,000-	\$837,000-
	\$550,000	\$499,900	\$688,000	\$1,450,000
Median Price	\$425,000	\$450,000	\$524,000	\$950,000

<sup>\*</sup>Source data for based on information obtained from: loopnet.com, crmls.org, realtor.com, and Zillow.com.

#### 8. Condominiums for Sale

Based on preliminary research, there are no impacts associated with condominiums under either alternative.

#### 9. Vacancy rate expressed as a percent

Single-Family Residences: 100% for rent

Multi-Family Units: 100% for rent

Source data based on information obtained from: Zillow.com, ApartmentHunterz.com, MLS.com, Trulia.com in October 2016.

#### 10. Housing Characteristics (Average Age, Condition, Type)

The types of housing impacted by the proposed project include single-family residences, multi-family units, and duplex/triplexes. The average age of housing impacted by the proposed project is 45 to 50 years. The general condition of housing impacted by the project is average with some deferred maintenance.

#### 11. Average prices of typical single-family houses

As detailed in Table 15, Availability and Cost of Detached Single-Family Homes for Sale, the average prices of typical single-family homes in the replacement area is \$186,900 to \$365,000 for two-bedroom houses; \$250,000 to \$999,900 for three-bedroom houses; \$280,000 to \$475,000 for four-bedroom houses; and \$294,900 to \$1,695,000 for 5+ bedroom houses. Available homes in the replacement area are anticipated to meet DS&S requirements. DS&S inspections would take place prior to occupancies.

### 4.2 Business and Non-Profit Replacement

#### Number of Business Sites That Will Be Available for Rent or Purchase

A survey of the availability of commercial sites by use type was performed. Table 17 details the availability of commercial units for lease and purchase in the replacement area. Detailed lists of available commercial sites for lease and purchase are shown in Appendix K.





Table 17 Availability of Commercial / Industrial Lease and For Purchase Properties

Use	Number of Business Sites
Construction	N/A
Manufacturing	98
Retail	175
Government	N/A
Non-profit	N/A
Service	24
Farmland	N/A
Total	297

Source data for based on information obtained from LoopNet.com, and Craigslist.com.

# 2. Discuss Difficulties Businesses May Encounter in Finding Replacement Property:

Displaced businesses most often have specific replacement site requirements depending upon the type of use and local, state, or federal laws governing the use. A business's use (restaurant, retail, industrial) would trigger various replacement site requirements imposed by city planning departments and the requirements of other city services such as the fire department. Businesses may experience difficulties securing suitable replacement sites due to such factors as zoning requirements, land use ordinances, variances, and/or conditional use permits.

Build Alternative B affects different types of businesses that would require a range of replacement site requirements. Research indicates that most of the affected businesses would be classified as small businesses<sup>2</sup> in terms of the number of employees and retail-oriented uses. These businesses would most likely require cost-effective replacement sites with proximity to established customer bases.

The key element of successful business relocations is the claimant interview. During the interview, relocation agents have the opportunity to learn a great deal about the claimants' potential special needs and or requirements for relocation.

The business operations, replacement site requirements, concerns, and anticipated move challenges would necessitate early planning with regard to relocation. Careful listening, effective communication techniques, and thorough follow-up with the claimant and associated professionals including, but not limited to, general contractors, real estate brokers, architects, space planners, and moving companies, all of whom would assist with the relocation process.

#### 3. Lease Rates or Purchase Price

Businesses often experience difficulties in securing suitable replacement sites due to lease rates or purchase prices. The average age of businesses affected by the proposed project ranges from one to three years, which means that they are likely start-up businesses and have probably not become too dependent on the lease terms as opposed to an older, more established organization that has been in business for several years. Lease rates and purchase prices are subject to uncontrollable

The U.S. SBA has established two widely used size standards to qualify as a small business based on the industry and industry groups. For example, for most manufacturing industries, the standard is less than 500 employees, and for most merchant industries, the standard is less than 100 employees. Additionally, \$7.5 million in average annual receipts is the limit for approximately one-third of retail trade businesses. Grocery stores, department stores and other retailers generally have a higher size standard, ranging from \$11 million to \$38.5 million in average annual receipts. A full guide to the size standards, as well as the methodology can be found on the SBA's website: www.sba.gov.







market factors, and it is not uncommon for businesses to indicate that there are limited or no options for replacement sites due to inflated market prices, or concerns about overhead costs, particularly for struggling businesses. Businesses may require the assistance of local brokers who can provide assistance in negotiating favorable lease terms. If the terms are not favorable, or if a business cannot continue due to said difficulties, claims for non-compensable losses, such as loss of goodwill, might result.

#### 4. Financial Capacity of Business to Accomplish Move

One of the first questions a business owner will ask is, "What assistance is available to help accomplish the move?" That is a good indication of the need for early planning and close coordination with move contractors, and providing assistance in obtaining the services of the contractors to help a business accomplish a move. The majority of businesses affected by the proposed project are classified as small businesses. Small businesses may not have the financial capacity to accomplish a move. This is one of the issues discussed during the relocation interview with the business owner.

Early identification of a business's capacity to accomplish a move is important, because it will impact the planning process for that business. In some cases, an advance relocation payment may be necessary to facilitate a move. A business may not have the financial capacity to conduct modifications and/or replacement site modifications to meet the requirements of planning departments or other requirements. Moving assistance, as well as re-establishment of up to a maximum of \$40,000, can be provided in assisting a business in conducting modifications and becoming re-established at a suitable and comparable replacement site.

#### 5. Special Services That May Be Needed to Assist Businesses

In some cases, businesses may experience problems that require further consideration from a displacing agency. Such consideration may include granting additional time when possible to identify suitable replacement sites, completing modifications at a replacement site, or allowing a business to rent back from the acquiring agency until such time as a property is required.

In other cases, businesses may require referrals to contractors or other professionals to facilitate a move. Assistance may be provided in contacting specialists such as architects or space planners, or consultants who may represent businesses in applying for variances, or in obtaining Conditional Use Permits (CUPs) and licenses that may be required by local, state, and federal agencies.

Moreover, contractors may be able to assist businesses in mitigating concerns such as number of available parking spaces, height clearances, availability and number of dock high or ground-level roll up doors, and capacity of utilities. As some businesses may not have the financial capacity to accomplish a move, advance payments of eligible moving and related expenses may be necessary to facilitate a move.

Applications for variances and requests for rezoning are a daunting and time-consuming process. A lengthy move, especially in the current financial and economic environment, could force an organization out of business. While a business is not likely to receive zoning concessions from city planning review boards, a business may be able to enter into new zones that allow for their particular use.

An extended downtime increases the probability that a business would sustain substantial losses of customers, employees, and income, forcing it to make claims for such things as loss of business goodwill against the displacing agency. Proper planning and the use of re-establishment and moving payments may decrease the likelihood of such events.

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Moving small businesses can affect their bottom line sooner and cause a greater detrimental effect on the small business than on a larger business. It is important to provide a small business with timely, viable replacement site referrals, and provide competent relocation assistance in planning and executing its move carefully and efficiently.

There are a variety of other considerations depending upon the type of business that may be impacted by the proposed project. It will be important to work with the appropriate services to assess the complexity of the move, identify steps necessary to mitigate negative effects of the move, and locate such planners, designers, movers, and general contractors to provide mitigation services that are reasonable and deemed necessary.

In some cases, a business may require construction of a replacement site; such capital improvements are not permitted under the Relocation Assistance Program. Some assistance may be provided for such improvement costs in the event that there are no replacement site options, although this report has identified sufficient replacement site resources among the various kinds of use types.

A business owner may require information regarding loans to help fund their business or modifications at the replacement location. Referrals to lenders or government agencies such as the Small Business Administration may be necessary to assist a move. Such advisory assistance is provided under the Relocation Assistance Program.

#### 6. Discuss Issues the Employees May Have If the Business Relocates as Planned

Even if a business is relocated as planned, its employees may still encounter challenges commuting to a replacement location. Some employees rely on public transportation to commute to and from the workplace, and may need to adjust their personal or family schedules and routines depending upon bus routes and schedules.

Due to the challenges that people may face with unemployment and increased fuel and living costs, a major job relocation could prove challenging for some employees. Some businesses may decide to relocate 20 miles away to support business operations. While this option may need to considered, employees may experience greater financial strain as a result.

If there is a change in business operations, employees may need to be trained in other areas or may not have the ability to perform new work functions, forcing them to seek employment elsewhere. Alternative solutions and meetings with property and/or business owners may need to be considered to preserve the business operation onsite if possible.

Solutions to these challenges include early noticing and access during construction, if possible, to affected businesses, and incorporating advanced move planning strategies as part of the proposed project and municipality of Ontario. To the best extent possible through availability of resource and ownership cooperation, there will be additional efforts to relocate businesses within the same municipality. The purpose of the proposed project is to improve transit efficiency in the San Bernardino Valley from the City of Pomona to the City of Fontana, addressing the travel demands of the people and improve rapid transit along the project corridor by lowering costs per rider, enhance lifeline mobility and accessibility, improve transit operations, increase ridership, support economic growth and redevelopment. Additional relocation efforts will be considered for businesses that are relocated outside of the general municipality to still maintain locations accessible to the proposed transit system or other similar means of transportation. The proposed project will serve as another form of transportation the employees can utilize to minimize these challenges. Upon implementation of field surveys and interviews prior to relocation assistance determination, these issues will be identified and addressed as appropriate. Attempts to find suitable local replacement locations within acceptable means of the agency will be thoroughly reviewed.





## 7. Discuss Issues the Employees May Have If the Business Cannot Relocate as Planned

If a business is interrupted during project construction, its employees may experience temporary layoffs or decide to seek employment in a different industry or with a competitor. If the business cannot relocate and must close down as a result of not being able to identify and secure a suitable replacement site, its employees would experience job losses and may need to be trained in another industry.

#### 4.3 Residential Replacement

#### 1. Section 8

No confirmed Section 8 housing residents have been identified in the displacement area. The occupancy of Section 8 housing residences is anticipated to be identified during field surveys and occupant interviews. Due to the scope of displacements, Section 8 housing impacts are anticipated.

#### 2. Replacement Neighborhood Is Homogeneous to Displacement Area

The replacement neighborhood is similar to the displacement area in terms of condition, demographics, services, facilities, access, and amenities.

#### 3. General Condition of Displacement Neighborhood

The displacement area encompasses part of the city of Ontario on the north and south sides of Holt Boulevard along Holt Boulevard between Benson Avenue and Vine Avenue and between Euclid Avenue and Vineyard Avenue. The condition of the displacement neighborhood is average.

#### 4. Condition of Units Being Displaced

The subject area predominantly consists of commercial and industrial land use with small portions of mixed use, multi-family and single family residential land uses throughout the limits of the dedicated lanes segment. The condition of the displaced units is average.

#### 5. Compared to Condition of Units in Replacement Area

The replacement area provides similar accessibility with regard to the same public amenities, utilities, public services, transportation, and public facilities. The condition of the units in the replacement area is average.

#### 6. Maximum Number of Mobile Homes Directly Affected by Project

None

## 7. Maximum Number of Mobile Homes Directly Affected by Project – Within a Mobile Home Park

None

8. Maximum Number of Mobile Homes Directly Affected by Project – Not in a Mobile Home Park?

None





#### 4.4 Comparative Data

Table 18 below provides a summary of comparative data for the project area and the replacement area. Similarities exist between these areas, including housing vacancy factors and owner/tenant occupancy ratios. Research indicates that replacement housing resources for affected tenants and owners are available in the immediate project and replacement areas. In addition, both build alternatives would result in the same impacts to displacees.

Although resources are available in the replacement area for displacees to relocate to, the cost to live in a replacement area city may cost significantly more due to the fact that the median housing value in the replacement area is approximately \$100,000 higher than in the displacement area. The Last Resort Housing Program would be able to assist with rental and or purchase prices for the proposed project displacees. This would assist displacees with being able to afford to live in the replacement area whereas they may not be able to afford it without the Last Resort Housing Program. Further details about the Relocation Assistance Program can be found in Section 4.1.

**Table 18 Comparative Data for Project and Replacement Areas** 

T	•
Туре	
Total Housing Units displaced by Project	14
Percent Owner Occupied	0%
Percent Renter Occupied	100%
Total Housing Units Vacant	0
Estimated number of affected occupants	36.82
Vacancy Rate	0
Persons Per Household (Average)	2.63
Median Housing Value (Displacement)	\$304,153
Туре	Replacement Area
Total Housing Units available in the Replacement Area,	203
including SFRs for sale and rent, MFRs for rent, Condos for	
sale	
Housing Units For Sale	88
Housing Units For Rent	115
Median Housing Value (Replacement)	\$335,000

<sup>\*</sup>Source data for based on preliminary information obtained from the U.S. Census, Zillow.com, ApartmentHunterz.com, MLS.com, Trulia.com. The Median Housing Value for the replacement area is based on the housing units for sale found in the cities of Ontario, Upland, Montclair, and Rancho Cucamonga. Vacancy Rate is based on U.S. Census data obtained for the city of Ontario.





#### 5.0 RELOCATION RESOURCES

#### 5.1 Adequacy of Relocation Resources

Research indicates that adequate resources, including such factors as availability, funding, staffing, and time, exist for all residential and non-residential displacees. In particular, the availability of replacement site resources is critical to the relocation process from planning to implementation. Displaced residential households must be provided assistance in relocating to comparable replacement housing, and displaced non-residential occupants must be provided assistance in relocating to suitable replacement sites.

The methods of relocating various types of residential and non-residential occupants, whether tenantor owner-occupied, are similar in that all occupancy types are subject to the same relocation standards as provided by the URA. While the URA sets uniform standards for federally funded programs and projects that require the acquisition of real property or displace persons from their homes, businesses, or farms, various forms of advisory assistance are provided based on occupancy type, residential or commercial, tenant or owner occupied, and individual needs and preferences.

The advisory assistance program for individuals and businesses addresses the needs and preferences of displacees regarding the details of a move, explaining displacee rights and assistance, and providing information regarding monetary benefits for which displaced individuals and businesses are eligible. Additionally, advisory assistance includes providing information on available replacement sites, including purchase and rental costs, and coordinating with landlords, property managers, and other real estate professionals in securing replacement properties.

Part of the advisory assistance program involves personal interviews. Personal interviews are instrumental in identifying residential household characteristics such as number of occupants, length of occupancy, any special needs or accommodations, language needs, and space requirements. In addition, personal interviews with non-residential displacees are instrumental in identifying such issues as the need for special permits, zoning requirements, replacement site requirements, and other move requirements depending upon the business use.

Information gathered from personal interviews is used in determining relocation needs and preferences, and in determining the scope of assistance provided. In the event it becomes necessary to make an offer to acquire property, known as Initiation of Negotiations (ION), occupants of property are provided a Notice of Eligibility (NOE) for Relocation Assistance. The NOE establishes relocation assistance eligibility and provides specific information on relocation assistance entitlements. Non-residential displacees are provided NOEs at the time of ION.

For residential displacees, based on information provided in occupant interviews and on individual needs and preferences, a Replacement Housing Valuation is performed to assess the scope of assistance necessary to obtain comparable replacement housing. This information is provided in the form of an NOE. The NOE would include referrals to available comparable replacement sites. Ongoing advisory services would be provided to residential displacees until comparable replacement housing is secured. Advisory services are provided to non-residential displacees until established at a suitable replacement site.

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





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

#### 5.2 Replacement Area Chosen

Replacement areas are generally defined as the immediate local vicinities where residential and business displacees are likely to secure replacement sites. Generally, if the replacement resources of the immediate area permit, residential displacees prefer to remain within proximity to local schools and established familial and cultural settings, while businesses prefer to relocate as close as possible to existing customer bases or service areas.

The replacement area selected and used as a basis for relocation resources includes the cities of Ontario, Upland, Rancho Cucamonga, Claremont, San Dimas, La Verne, Pomona, Chino, Eastvale, Jurupa Valley, Fontana, Mira Loma, and Montclair as shown in Appendix C, Replacement Area Map.

The most important criterion for defining the replacement area is homogeneity of type (single-family and/or multi-family) and price range of the housing. Other important factors to consider are the characteristics of the resident population of an area including tenure, location, income level, age of structure, employment type, and availability of transportation. Analysis of these replacement areas indicates homogeneity of type and housing market prices, as provided in Appendix G.

#### 5.3 Market Availability

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

Research indicates that home prices have steadily increased since 2012. When housing prices go up, home affordability goes down. Significantly fewer homes in the Inland Empire area are affordable for median income families this year than at any time in the past five years. Market affordability, not availability, would be the primary issue.

Market availability should be expected throughout the relocation process; the relocation program will have an impact on the supply of available housing, requiring the implementation of a phased or segmented approach to relocating affected tenants and owners.





#### 6.0 RELOCATION PROBLEMS AND PROGRAMS

#### **6.1 Relocation Problems and Special Problems**

#### 6.1.1 Elderly Households

Due to the scope of residential displacements, it is anticipated that elderly households (households with persons over 65 years of age) would be affected by the proposed project. Information obtained during personal interviews would identify individual special needs, and address such factors as medical conditions, access to local public transportation, and proximity to health care providers or public services.

Certain health conditions may require modification to replacement housing to comply with the Americans with Disabilities Act (ADA) of 1990. Partnering with local non-profit and governmental agencies such as specialized moving companies, relocation planners, senior housing agencies, and social services organizations can assist the move process.

Often it is necessary to obtain assistance from extended family and/or social services during the relocation process. Communication with family members can provide a better understanding of the displacee's particular needs and preferences. The cost of housing may be a burden for elderly occupants who may be on fixed incomes. A commitment to increased relocation advisory assistance services and relocation timelines should be anticipated.

#### 6.1.2 Families Living Below the Federal Poverty Level

According to the U.S. Department of Health and Human Services (HHS), the federal poverty threshold for an average family size of four is \$24,300 (HHS, 2016). Using data provided by the U.S. Census 2010-2014 American Community Survey 5-Year Estimates, approximately 17 percent of families within the project study area are living below the federal poverty level (Parsons, 2016a). Low income households typically require additional relocation assistance payments under the provisions of Last Resort Housing, and assistance in locating replacement housing due to financial constraints.

This concern must be addressed by exploring low-income housing options, by thoughtful approaches to complicated credit issues, and by performing due diligence throughout the interview process to ensure displacees' financial situations are well understood. An advanced replacement housing payment policy may need to be adopted to encourage potential landlords to consider accepting displacees despite poor credit or to mitigate challenging qualification requirement.

#### 6.1.3 Last Resort Housing Construction

Last Resort Housing guidelines are instituted at the federal and state levels to ensure that displaces who are suffering a hardship or unusual circumstances can successfully relocate from a public project. One of the means by which this goal is accomplished is when an Agency constructs DS&S replacement housing where an insufficiency of such housing exists.

The Agency may also do this as a cost mitigation measure to offset an unusually high relocation expenditure situation. As shown in replacement housing sections of this report, an abundant inventory of replacement dwellings in the replacement area provides reasonable assurance that all residential displacees of the proposed project can be absorbed into the replacement area.

#### 6.1.4 Marginal Business

Displacement data indicates that the majority of impacted businesses are small businesses with 20 or fewer employees. These smaller businesses often have fewer financial and human resources with





which to facilitate relocation, which may result in additional downtime and disruption of business operations. This may be reduced by providing displacees with referrals to alternative financial resources beyond relocation benefits and advance payments.

#### 6.1.5 Lack of Availability

While replacement data indicate an ample availability of residential and commercial properties, the proposed project would create a competitive environment for replacement housing once the relocation process is under way. The replacement sites identified in this report show the large supply of residential and commercial availability in the replacement area. Refer to Appendix C, Replacement Area Map for a depiction of the replacement site area. The replacement housing research provided in this report indicates that 239 replacement housing units of various types are available. Due to the fact that 239 replacement housing units of various types are available, this, in combination with the Relocation Assistance Program, should mitigate the competitive environmental for displacees to find suitable replacement housing.

For commercial displacees, the impact of the national economic climate has created a great surplus of available business sites in all sectors of the commercial market, including retail, office, and industrial products. Sources indicate that local businesses are going to great lengths to re-establish existing operations at new sites because of increased lease incentives offered by landlords suffering from high vacancy rates.

#### 6.1.6 Minorities

Using data provided by the U.S. Census 2010-2014 American Community Survey 5-Year Estimates, approximately 83.3 percent of the project study area are minority populations (Parsons, 2016a). The Environmental Protection Agency (EPA) defines a minority as all but Non-Hispanic White Alone individuals (EPA, 2016). As such, the city's role in providing high-quality translation services in the relocation program for property owner and tenant interactions will be a necessity.

Additionally, translation of all relevant project documents within these programs will be required as part of the early stages of project implementation. This will likely require the services of a full-time translation consultant throughout the relocation phase of the proposed project. Appropriate training of relocation agents in relevant cultural factors will assist displacees in understanding the relocation assistance and benefits.

#### 6.1.7 Overcrowded Residences

It is probable that overcrowded residences would be affected within the displacement area. Overcrowded households have special replacement housing needs. Specifically, the relocation agent must be careful to ensure that referrals to replacement dwellings have an adequate number of bedrooms per applicable occupancy codes.

Overcrowded households may require larger replacement housing payments due to upgrades in the number of bedrooms to meet DS&S standards. Replacement dwellings are considered DS&S when they provide adequate space to accommodate all occupants. Appropriate budget considerations must be given to this issue to provide DS&S, comparable, and functionally equivalent replacement dwellings to displaced overcrowded households.

#### 6.1.8 Handicapped Households

Handicapped individuals may be affected by the proposed project, but until claimant interviews are conducted, the number of handicapped individuals in the proposed project area is unknown. Working in compliance with the ADA is essential in providing and/or constructing appropriate living facilities

#### **Draft Relocation Impact Report**





that can accommodate functions of access/egress into and within the home, in addition to providing functional restrooms, and other necessary modifications.

Households with disabilities may need to be provided replacement housing options with proximity to public transportation, medical, and shopping facilities, and may require extensive planning and longer lead times to transition into replacement housing, and the project schedule should reflect this. The necessary accommodations may be covered under the provisions of the Last Resort Housing Program.

#### 6.1.9 Minority Businesses

Based on 2010 U.S. Census data, the proposed project would potentially displace minority-owned businesses. Minority-owned businesses may experience relocation challenges due a potential need to be located within proximity to specific customer bases.

Advanced relocation payment policies may need to be implemented to facilitate the relocation of businesses that may require timely moves due to any such replacement site considerations. To assist the relocations of minority-owned businesses, it would be essential to have a substantial understanding of the unique commercial market factors in the area.

#### 6.1.10 Other Relocation Factors

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

Certain population groups such as senior citizens, low-income households, and non-English-speaking residents often have strong community ties and are dependent on primary social relationships and important support networks that can be severed upon relocation. To prepare for this, advanced relocation planning prior to meeting with potential displacees can be of great assistance.

As an example, coordinating with multiple local assisted living facilities and investigating the financial components of these programs can provide more detailed relocation options for displacees that may not have this information readily available.

Additionally, coordination with the local Section 8 Housing Authority representatives and researching the availability of vouchers for displacees may provide viable replacement options for displacees facing immediate financial hardship. Finally, creating a separate, dedicated team for the implementation of the Relocation Assistance Program can allow for a more focused approach to address the relocation needs of the proposed project.

### 6.2 Housing Impact

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

Based on information provided in Table 18, Comparative Data for Project and Replacement Areas, the total housing stock within the proposed project area would not be adversely affected as a result of the proposed project. There is comparable housing availability in the identified replacement area.

#### 6.3 Conclusion

This DRIR has taken the first step in identifying the displacement impacts of the proposed West Valley Connector Project throughout the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and

#### **Draft Relocation Impact Report**





Fontana. The displacement area encompasses part of the city of Ontario on the north and south sides of Holt Boulevard along Holt Boulevard between Benson Avenue and Vine Avenue and between Euclid Avenue and Vineyard Avenue. The proposed project does include challenges to residential and non-residential displacees.

The special needs of the displacee population, including low-income households, elderly households, disabled households, and businesses, may present challenges that would require careful planning and mitigation. The Relocation Assistance Program provides the necessary assistance to mitigate the relocation problems associated with the proposed project.

The project alignment runs primarily along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. The project alignment consists of two phases: Phase I/Milliken Alignment and Phase II/Haven Alignment. Alternative A includes a rapid line with no dedicated busonly lanes. Alternative B includes a full BRT with 3.5 miles of dedicated bus-only lanes in Ontario (includes two mixed-flow lanes and one transit lane in each direction). No displacements are anticipated with Alternative A, and it is anticipated 14 residential sector / 62 non-residential displacements are anticipated for Alternative B.

Research indicates that ample replacement resources exist in the replacement area of the cities of Ontario, Upland, Rancho Cucamonga, Claremont, San Dimas, La Verne, Pomona, Chino, East Vale, Jurupa Valley, Fontana, Mira Loma, and Montclair for all potential relocation displacements, including residential owners/tenants, non-residential owners/tenants, and non-profit organizations. Based on an analysis of the displacement and replacement data provided in Section 2, Displacement Area Characteristics and Section 3, Replacement Area Characteristics, adequate relocation resources exist within the replacement area.

As households are anticipated to experience challenges qualifying for replacement housing, advance replacement housing payments may be necessary to assist displacees in the qualification process. Assistance under the provisions of Last Resort Housing is anticipated to play a key role in providing displacees with comparable replacement housing.

The implementation of the strategies outlined in this DRIR would be critical in the successful relocation of residents and businesses displaced by the proposed project.





#### 7.0 REFERENCES AND PREPARERS

#### 7.1 References

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United States Small Business Association website: http://www.sba.gov, accessed September 2016 and October 2016.

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Zillow website: http://www.zillow.com/blog/mortgage-rate-outlook-q3-179559/, accessed September 2016 and October 2016.

#### 7.2 Persons Contacted

No persons were contacted in the preparation of this DRIR.

#### 7.3 Preparers

#### Overland, Pacific & Cutler, Inc.

Joshua Cosper, P.E., P.L.S., Project Manager, 5 years' experience in right of way acquisition and relocation for residential and commercial projects. 10 years' experience practicing civil engineering and land surveying services.

Contribution: Author.

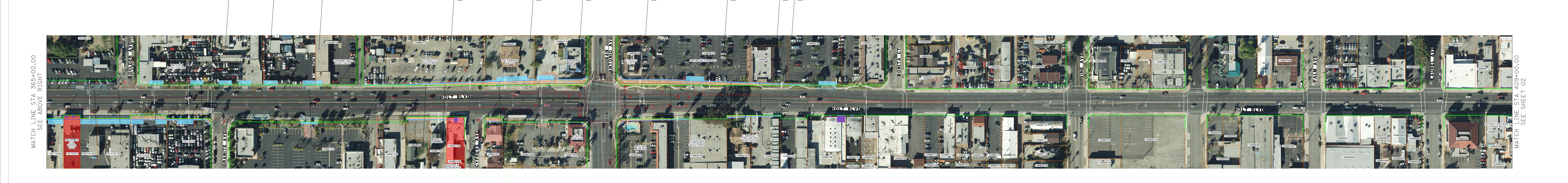
Maile Kop, Right of Way Engineering Analyst, 5 years' experience in right of way acquisition and relocation for residential and commercial projects; cost estimation and design coordination. Contribution: Co-author.





## **APPENDIX A - RIGHT OF WAY AND IMPACT EXHIBIT**





# **LEGEND**

**EXISTING RIGHT OF WAY** PROPOSED RIGHT OF WAY PROPERTY LINE PROPOSED RIGHT OF WAY ACQUISITION

PROPOSED FULL RIGHT OF WAY ACQUISITION PROPOSED TEMPORARY CONSTRUCTION EASEMENT (TCE)

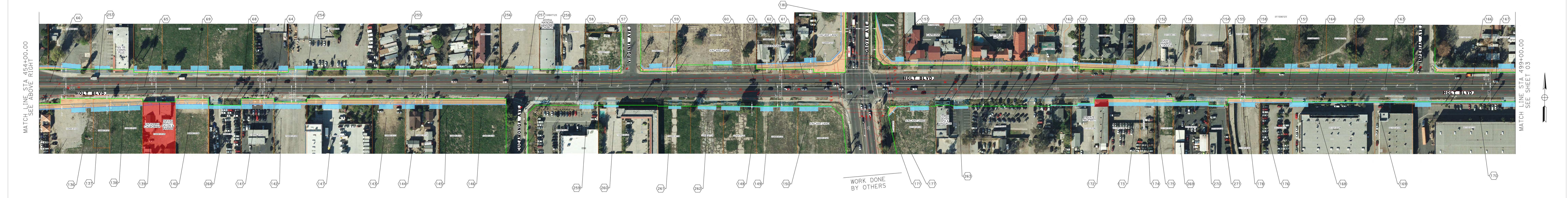
**NEPA RESOURCE CEQA RESOURCE** 



WEST VALLEY CONNECTOR CORRIDOR HOLT BLVD-ONTARIO SECTION RIGHT-OF-WAY REQUIREMENTS MAP AND PARKING IMPACT EXHIBIT SHEET 1 OF 3

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# **LEGEND**

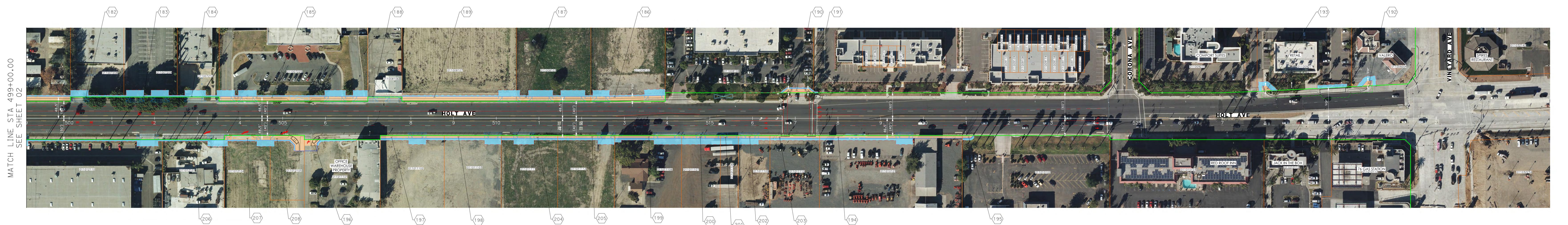
PROPOSED RIGHT OF WAY
PROPERTY LINE
LOCAL BUS STOP
PROPOSED RIGHT OF WAY ACQUISITION

PROPOSED FULL RIGHT OF WAY ACQUISITION
PROPOSED TEMPORARY CONSTRUCTION EASEMENT (TCE
NEPA RESOURCE
CEQA RESOURCE

# PARSONS

WEST VALLEY CONNECTOR CORRIDOR
HOLT BLVD-ONTARIO SECTION
RIGHT-OF-WAY REQUIREMENTS MAP
AND PARKING IMPACT EXHIBIT
SHEET 2 OF 3

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No.	Full or Partial Acquisition	Assessor's Parcel Number APN	Property Address	Impacted Parking Spots	Original Lot Size (Sq Ft)	Proposed Take (Sq Ft)	Remnant (Sq Ft)	TCE (Sq Ft)	Cultural Resources
1	Partial	101050207	1020 W HOLT BLVD		18317	113	18204	788	
2	Partial	101050208	1050 W HOLT BLVD		49157	118	49040	1795	
3	Partial	101052206	1134 W HOLT BLVD		29102	244	28859	1716	
4	Partial	101052210	1102 W HOLT BLVD	4	15446	2052	13395	1860	
5	Partial	101052211	1108 W HOLT BLVD	6	11378	993	10385	1045	
6	Partial	101052212	1124 W HOLT BLVD	2	11365	614	10751	976	
7	Partial	101052213	1150 W HOLT BLVD		15468	492	14976	662	
8	Partial	101054305	1248 W HOLT BLVD	1	32805	732	32073	1289	
9	Partial	101054307	1260 W HOLT BLVD		19071	775	18295	688	
10	Partial	101054310	1328 W HOLT BLVD		12693	362	12332	723	
11	Partial	101054311			11940	340	11600	283	
12	Partial	101054312	1340 W HOLT BLVD		11944	340	11604	196	
13	Partial	101054313	1350 W HOLT BLVD		15355	39	15316	566	
14	Partial	101054314	1360 W HOLT BLVD	3	19175	370	18805	1085	
15	Partial	101054332	1364 W HOLT BLVD	8	18003	666	17337	1011	
16	TCE	101055204		4	13386		13386	383	
17	TCE	101055205		1	13386		13386	601	
18	Partial	101055215	1542 W HOLT BLVD	3	12245	166	12079	135	
19	TCE	101055233		1	20007		20007	309	
20	TCE	101055234		6	19679		19679	693	
21	Partial	101113103	1141 W HOLT BLVD		28658	1080	27578	1459	
22	Partial	101113104	1125 W HOLT BLVD		13621	87	13534	902	
23	Partial	101113119	1113 W HOLT BLVD	4	47424	3010	44414	3785	
24	Partial	101113206	1065 W HOLT BLVD		22037	113	21758	1965	
25	Partial	101113207	1051 W HOLT BLVD		30331	1032	29298	1063	
26	Partial	101113208	1033 W HOLT BLVD		19227	270	18957	710	
27	Partial	101113209			13295	166	13129	549	
28	Partial	101113210	1021 W HOLT BLVD	4	22050	274	21776	1180	
29	Partial	101113211	1013 W HOLT BLVD	2	12136	152	11983	910	
30	Partial	101113212	1005 W HOLT BLVD		14627	183	14444	1098	
31	Partial	101114106	967 W HOLT BLVD	5	27534	344	27190	1642	
32	Partial	101114107	961 W HOLT BLVD		24128	274	23853	1363	NEPA
33	Full	101114111	925 W HOLT BLVD		8002	8002	0	0	
34	Partial	101114113	909 W HOLT BLVD	1	19114	274	18840	1498	
35	Partial	101114116	849 W HOLT BLVD	11	42924	440	42484	1011	
36	Partial	101114130		1	36447	131	36316	775	
37	Partial	101114132	863 W HOLT BLVD	6	40624	1337	39287	1224	
38	Partial	101114135	943 W HOLT BLVD		55583	322	55260	1437	
39	Partial	101114136	931 W HOLT BLVD	1	26698	301	26397	928	
40	Partial	104859128	646 E HOLT BLVD	1	15960	1803	14157	344	
41	Partial	104859129	646 HOLT BLVD	16	139074	3367	135707	1525	
42	Partial	104859130	624 E HOLT BLVD		14575	523	14052	366	
43	Partial	104859132	606 HOLT BLVD		84959	57	84903	950	
44	Partial	104860413	706 W HOLT BLVD		23710	2300	21410	1115	
45	Partial	104860414	724 W HOLT BLVD	3	22377	1838	20539	1686	
46	Partial	104860415	740 W HOLT AVE	12	54881	1189	53692	1080	
47	Partial	104901103	755 W HOLT AVE		21096	527	20569	209	
48	Partial	104901104	745 W HOLT BLVD	4	15677	388	15290	157	
49	Full	104901105	739 W HOLT BLVD 741 W HOLT BLVD		6987	6987	0	0	

No.	Full or Partial Acquisition	Assessor's Parcel Number APN	Property Address	Impacted Parking Spots	Original Lot Size (Sq Ft)	Proposed Take (Sq Ft)	Remnant (Sq Ft)	TCE (Sq Ft)	Cultural Resources
51	Partial	104901201	729 W HOLT BLVD		8080	710	7370	187	
52	Partial	104901224	701 W HOLT BLVD		12863	113	12750	231	
53	Partial	104902103	627 W HOLT BLVD		19676	357	19319	218	
54	Partial	104902104	625 W HOLT BLVD		24333	161	24171	270	
55	Partial	104902128	645 W HOLT AVE		44788	122	44666	192	
56	Partial	104902129	661 W HOLT BLVD		37758	963	36795	296	
57	Partial	104847114	1117 E HOLT BLVD		13181	828	12354	1037	
58	Partial	104847115	1111 E HOLT BLVD		22320	392	21928	562	
59	Partial	104847201	1125 E HOLT BLVD		13029	1085	11944	828	
60	Partial	104847211	1131 E HOLT BLVD		146274	17	146257	893	
61	Partial	104847217	1179 E HOLT BLVD		18665	1124	17542	531	
62	Partial	104847218	1175 E HOLT BLVD		9117	1028	8089	179	
63	Partial	104847221	1133 E HOLT BLVD		10293	889	9405	174	
64	Partial	104848103	1015 E HOLT BLVD		33681	592	33088	693	
65	Partial	104848106			27438	479	26959	867	
66	Partial	104848108	905 E HOLT BLVD		68577	418	68158	1015	
67	Partial	104848127	907 E HOLT BLVD		39474	802	38673	301	
68	Partial	104848128	957 E HOLT BLVD		51418	762	50656	950	
69	Partial	104848129	957 E HOLT BLVD		51209	758	50451	1516	
70	Partial	104851210	757 E HOLT BLVD		19197	157	19040	762	
71	Partial	104851211	765 E HOLT BLVD		19066	157	18909	762	
72	Partial	104851215	703 E 110E1 BEVB		27425	148	27277	984	
			ZEE E HOLT BLVD						
73	Partial	104851216	755 E HOLT BLVD		10637	340	10298	1045	
74	Partial	104851217	745 E HOLT BLVD		11103	518	10585	444	
75	Partial	104851218	741 E HOLT BLVD		8986	592	8394	488	
76	Partial	104851219			7131	100	7031	767	
77	Full	104851220			7688	7688	0	0	
78	Partial	104851221			7492	701	6791	749	
79	Full	104851222		-	7070	7070	0	0	
80	Partial	104852208	527 E HOLT BLVD	6	7065	187	6878	701	
81	Full	104852209	523 E HOLT BLVD A 523 E HOLT BLVD B 523 E HOLT BLVD C		7466	7466	0	0	
82	Full	104852210	517 E HOLT BLVD		6713	6700	13	0	
83	Partial	104852211	505 E HOLT BLVD		17990	30	17960	453	
84	Partial	104852315	111 N MONTEREY AVE		15333	392	14941	1045	
85	Partial	104852316	545 E HOLT BLVD		10197	266	9932	222	CEQA
86	Partial	104852414	111 N MIRAMONTE AVE		5602	9	5593	26	
87	Partial	104852417	601 E HOLT BLVD		11953	409	11543	653	
88	Partial	104852516	661 E HOLT BLVD		11221	1311	9910	784	
89	Partial	104852517	659 E HOLT BLVD		5467	444	5022	671	
90	Partial	104852518		1	5471	375	5097	340	
91	Full	104852519			5475	5475	0	0	CEQA
92	Partial	104852520	635 E HOLT BLVD	7	11073	457	10616	1390	
93	Full	104906301	204 E HOLT BLVD		9121	9121	0	0	CEQA
94	Full	104906302	214 E HOLT BLVD		13691	13691	0	0	CEQA
95	Full	104906303	220 E HOLT BLVD		1551	1551	0	0	CEQA
96	Full	104906304	222 E HOLT BLVD UNIT A 222 E HOLT BLVD UNIT B		3036	3036	0	0	
			226 E HOLT BLVD						
97	Full	104906305	228 E HOLT BLVD 230 E HOLT BLVD		4569	4569	0	0	
98	Partial	104906511	326 E HOLT BLVD		80869	858	80011	645	
99	Full	104906602	444 E HOLT BLVD		30989	30989	0	0	CEQA
100	Full	104909101	500 E HOLT BLVD 504 E HOLT BLVD 506 E HOLT BLVD 510 E HOLT BLVD		15777	15777	0	0	

No.	Full or Partial Acquisition	Assessor's Parcel Number APN	Property Address	Impacted Parking Spots	Original Lot Size (Sq Ft)	Proposed Take (Sq Ft)	Remnant (Sq Ft)	TCE (Sq Ft)	Cultural Resourc
101	Partial	104909102	512 E HOLT BLVD	7	7806	1224	6582	636	
102	Partial	104909103	522 E HOLT BLVD	10	15625	2143	13482	993	
103	Full	104909104	526 E HOLT BLVD UNIT A 527 E HOLT BLVD UNIT B		7784	7775	9	0	
104	Partial	104909201	528 E HOLT BLVD UNIT C		5898	697	5201	200	
105	Partial	104909202			46452	5062	41391	2182	
106	Partial	104909213	610 E HOLT BLVD		15372	2666	12706	732	
107	Full	104909301	616 E HOLT BLVD		5131	5131	0	0	CEQA
108	Full	104909302	624 E HOLT BLVD		5123	5123	0	0	
109	Full	104909303	630 E HOLT BLVD		3960	3960	0	0	
110	Full	104909304			1163	1163	0	0	
111	Full	104909306	636 E HOLT BLVD		3881	3881	0	0	
112	Full	104909307			1241	1241	0	0	
113	Full	104909309	640 E HOLT BLVD		5123	5123	0	0	
114	Partial	104909310	646 E HOLT BLVD	7	5136	1490	3646	152	
115	Full	104909401	652 E HOLT AVE		3720	3720	0	0	
116	Full	104909402	654 E HOLT BLVD		1141	1141	0	0	
117	Full	104909404	664 E HOLT BLVD 666 E HOLT BLVD		5833	5833	0	0	
118	Full	104909414	660 E HOLT BLVD		4069	4069	0	0	
119	Partial	104910104	720 E HOLT BLVD	8	77471	4256	73216	1586	
120	Full	104910105	728 E HOLT BLVD 730 E HOLT BLVD #1 730 E HOLT BLVD #3 730 E HOLT BLVD #4 730 E HOLT BLVD #5 732 1/2 E HOLT BLVD		7410	7410	0	0	
121	Full	104910106	736 E HOLT BLVD 740 E HOLT BLVD		7653	7653	0	0	
122	Full	104910107	744 E HOLT BLVD 745 E HOLT BLVD		7989	7989	0	0	
123	Partial	104910108	742 E HOLT BLVD 748 E HOLT BLVD		7989	1276	6713	449	CEQA
124	Full	104910109	754 E HOLT BLVD		8041	8041	0	0	CEQA
125	Partial	104910110	756 E HOLT BLVD	4	8041	1285	6756	161	
126	Full	104910111	766 E HOLT BLVD		16688	16688	0	0	
127	Full	104910112	802 E HOLT BLVD		8037	8037	0	0	
128	Full	104910113	810 E HOLT BLVD		7697	7697	0	0	
129	Full	104910114	814 E HOLT BLVD		8189	8189	0	0	
130	Partial	104910115		8	8189	1568	6621	479	
131	Partial	104910116	824 E HOLT BLVD	2	7575	1137	6438	684	
132	Full	104910118	828 E HOLT BLVD		7209	7209	0	0	
133	Partial	104910138	700 E HOLT BLVD	3	11504	2174	9331	1220	
134	Partial	104910139	844 E HOLT BLVD		63245	2570	60675	1106	
135	Partial	104910140	900 E HOLT BLVD	11	13917	1764	12153	335	
136	Partial	104913102	900 E HOLT BLVD		36037	3306	32731	1028	
137	Partial	104913103	914 E HOLT BLVD		7518	1246	6273	749	
138	Partial	104913104	918 E HOLT BLVD		47973	2208	45764	1424	
139	Full	104913105	930 E HOLT BLVD 932 E HOLT BLVD UNIT A 932 E HOLT BLVD UNIT B 932 E HOLT BLVD UNIT C 932 E HOLT BLVD UNIT D 932 E HOLT BLVD UNIT E 932 E HOLT BLVD UNIT F		46657	46657	0	0	
140	Partial	104913106	936 E HOLT BLVD		47393	1686	45708	1503	
141	Partial	104913108	958 E HOLT BLVD	4	26371	1686	24685	1119	
142	Partial	104913109			26875	684	26191	1294	
143	Partial	104913113			27378	1686	25693	967	
144	Partial	104913114			46775	697	45045	1011	
	Partial	104913115			46487	5062	44758	431	
145						The state of the s		I .	1
145	Partial	104913116	1050 E HOLT BLVD		45773	1708	44065	305	

No.	Full or Partial Acquisition	Assessor's Parcel Number APN	Property Address	Impacted Parking Spots	Original Lot Size (Sq Ft)	Proposed Take (Sq Ft)	Remnant (Sq Ft)	TCE (Sq Ft)	Cultural Resource
149	Partial	104914123	1176 E HOLT BLVD		50495	126	50368	1337	
150	Partial	104914124	1194 E HOLT BLVD		58336	100	58235	1006	
151	Partial	011006101	1373 E HOLT BLVD		18988	1311	17677	841	
152	Partial	011006104	1323 E HOLT BLVD		42637	671	41966	906	
153	Partial	011006110	1207 E HOLT BLVD		48900	3110	45790	902	
154	Partial	011006115	1335 E HOLT BLVD		50669	1729	48940	1059	
155	Partial	011006117			44292	793	43499	545	
156	Partial	011006118	1329 E HOLT BLVD		47493	566	46927	0	
157	Partial	011006121	1217 E HOLT BLVD	11	51797	1899	49898	0	
158	Partial	011006123	1348 E NOCTA ST		94490	35	94456	78	
159	Partial	011006124	1315 E HOLT BLVD		97853	2378	95475	1019	
160	Partial	011006125	1241 E HOLT BLVD		51893	2165	49728	0	
161	Partial	011006130			34526	388	34138	466	
162	Partial	011006131			21841	1237	20604	1002	
163	Partial	011007102			90012	2052	87961	1080	
164	Partial	011007106	1381 E HOLT BLVD		79218	945	78273	858	
165	Partial	011007107	1387 E HOLT BLVD		23988	1028	22960	1102	
166	Partial	011007210	1405 E HOLT BLVD		64151	2030	62121	536	
167	Partial	011007211	1405 E HOLT BLVD		64207	1973	62234	1111	
168	Partial	011012108	1366 E HOLT BLVD		80425	248	80177	1324	
169	Partial	011012109	1390 E HOLT BLVD		36333	113	36220	344	
170	Partial	011012110	1400 E HOLT BLVD		194221	632	193589	3676	
171	Partial	011013101	1100 111011 5115		1437	348	1089	83	
172	Partial	011013106	1300 E HOLT BLVD		39012	39	38973	78	
173	Partial	011013107	1300 E HOLF BLVD		33480	1072	32409	1141	
173	Partial	011013107	1322 E HOLT BLVD		15276	492	14784	527	
	Partial	011013109	1328 E HOLT BLVD		19702		19066	693	
175						636			
176	Partial	011013113	1362 E HOLT BLVD		32069	1102	30967	423	
177	Partial	011013119			37710	44	37666	919	
178	Partial	011013122			28379	1072	27308	819	
179	Partial	104847215			29900	9971	19929	671	
180	Partial	104847216	1191 E HOLT BLVD		36342	7205	29137	1311	
181	Partial	011006122			112071	209	111862	0	
182	Partial	011007208	1511 E HOLT BLVD		29834	166	29669	884	
183	Partial	011007209	1511 E HOLT BLVD		29839	166	29673	1381	
184	Partial	011007216	1533 E HOLT BLVD		23427	131	23296	963	
185	Partial	011007225			206723	3947	202776	3040	
186	Partial	011008102			109131	2113	107018	1594	
187	Partial	011008103	1625 E HOLT BLVD		109131	1973	107158	2012	
188	Partial	011008106	1619 E HOLT BLVD		19868	105	19763	0	
189	Partial	011008107			194718	3040	191677	1333	
190	Partial	011008108	1627 E HOLT BLVD		117107	623	116484	301	
191	Partial	011009145			291865	4	291861	35	
192	Partial	011009204	101 N VINEYARD AVE		22316	200	22115	579	
193	Partial	011009217	111 N VINEYARD AVE 1845 E HOLT BLVD		72419	218	72201	1093	
194	Partial	011010101	1744 E HOLT BLVD		87765	2174	85591	1490	
195	Partial	011010102	1776 E HOLT BLVD		87634	152	87482	144	
196	Partial	011011101			51017	457	50560	414	
197	Partial	011011102	1624 E HOLT BLVD		43887	984	42902	1172	
198	Partial	011011103			38411	862	37549	1059	

204	Partial	011011111			37684	862	36821	1150	
205	Partial	011011112	1660 E HOLT BLVD		37527	867	36660	1067	
206	Partial	011012103	1512 E HOLT BLVD		42989	144	42846	915	
207	Partial	011012104	120 S WALKER ST		44287	1176	43111	797	
208	Partial	011012105	1486 E HOLT BLVD		12131	1507	10624	344	
209	Partial	104852317	541 E HOLT BLVD		7196	35	7161	122	NEPA
210	TCE	101055214						231	
211	TCE	101055213						231	
212	TCE	101055212						231	
213	TCE	101055211						200	
214	TCE	101055238		3				732	
215	TCE	101055237		2				741	
216	TCE	101055207						74	
217	TCE	101055206		4				440	
218	TCE	101054304						950	
219	TCE	101054303						409	
220	TCE	101054302		2				314	
221	TCE	101054301		1				1507	CEQA
222	TCE	101052217		4				1259	
223	TCE	101050209		4				684	
224	TCE	101050206		4				854	
225	TCE	101111110						1255	
226	TCE	101111120						584	
227	TCE	101111121						719	
228	TCE	101111104						379	
229	TCE	101111105						353	
230	TCE	101111118		3				915	
231	TCE	101112124		2				1019	
232	TCE	101112102		4				902	
233	TCE	101112117		2				971	
234	TCE	101112118		1				209	
235	TCE	101112126		2				1263	
236	TCE	101112113		1				1194	
237	TCE	101112105						941	NEPA
238	TCE	101112121						919	
239	TCE	101112122						549	
240	TCE	101113117						152	
241	TCE	101113102						335	
242	TCE	101049103		8				2304	
243	TCE	101049102		2				1106	
244	TCE	101049116						423	
245	TCE	104901101						392	
246	TCE	104901202						322	
247	TCE	104852416		3				867	
248	TCE	104852415		1				87	
249	TCE	104851228						466	
250	TCE	104851212		6				335	
251	TCE	104851213		1				1059	CEQA
252	TCE	104851214						200	
253	TCE	104848107		3				815	
254	TCE	104848102		4				1220	
255	TCE	104848101						989	
256	TCE	104847124						462	
257	TCE	104847122						579	
258	TCE	104847123						218	
259	TCE	104914128						523	
260	TCE	104914125						314	
261	TCE	104914118						353	
	TCE	104914119						614	
262	<del>-</del>			4				592	
262	TCE	011013120		1 .	1		T. Control of the Con		I
	TCE	011013120 <b>Total</b>		280		477444		182926	

NOTE: TEMPORARY CONSTRUCTION EASEMENT (TCE) ESTIMATED MINIMUM 3'BEHIND SIDEWALK AND 15'BEHIND DRIVEWAY

NEPA Refers to historic properties that are either listed or eligible to be listed on the National Register of Historic Places (NRHP). Two NRHP eligible properties might potentially be impacted.

2. CEQA Refers to historical resources that are locally designated by the City of Ontario as historically significant at the local level. Nine CEQA-only properties might potentially be impacted.

# **LEGEND**

**EXISTING RIGHT OF WAY** PROPOSED RIGHT OF WAY PROPERTY LINE **LOCAL BUS STOP** PROPOSED RIGHT OF WAY ACQUISITION

**NEPA RESOURCE CEQA RESOURCE** 

PROPOSED FULL RIGHT OF WAY ACQUISITION PROPOSED TEMPORARY CONSTRUCTION EASEMENT PARSONS

WEST VALLEY CONNECTOR CORRIDOR HOLT BLVD-ONTARIO SECTION RIGHT-OF-WAY REQUIREMENTS MAP AND PARKING IMPACT EXHIBIT SHEET 3 OF 3





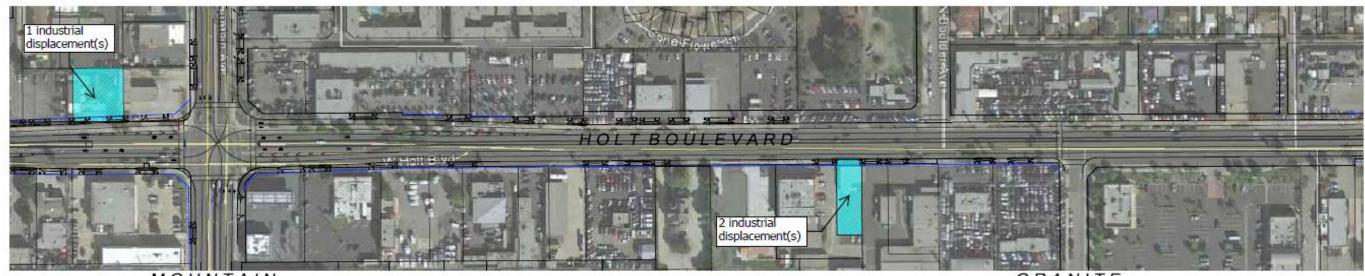
## **APPENDIX B - DISPLACEMENT AREA MAP**





### WEST VALLEY CONNECTOR CORRIDOR PROJECT

OCCUPANT DISPLACEMENT MAP



MOUNTAIN AVENUE

GRANITE AVENUE



SHEET 1 OF 3

O V E R L A N D P A C I F I C & C U T L E R, I N C.

OVERLAND, PACIFIC, AND CUTLER, INC. 2280 MARKET STREET, SUITE 200 RIVERSIDE, CA 92501 PH: (951) 683-2353 FAX: (951) 683-3901 WWW.OPCSERVICES.COM PLAN VIEW

N.T.S.

SINGLE—FAMILY RESIDENCE

MIXED USE

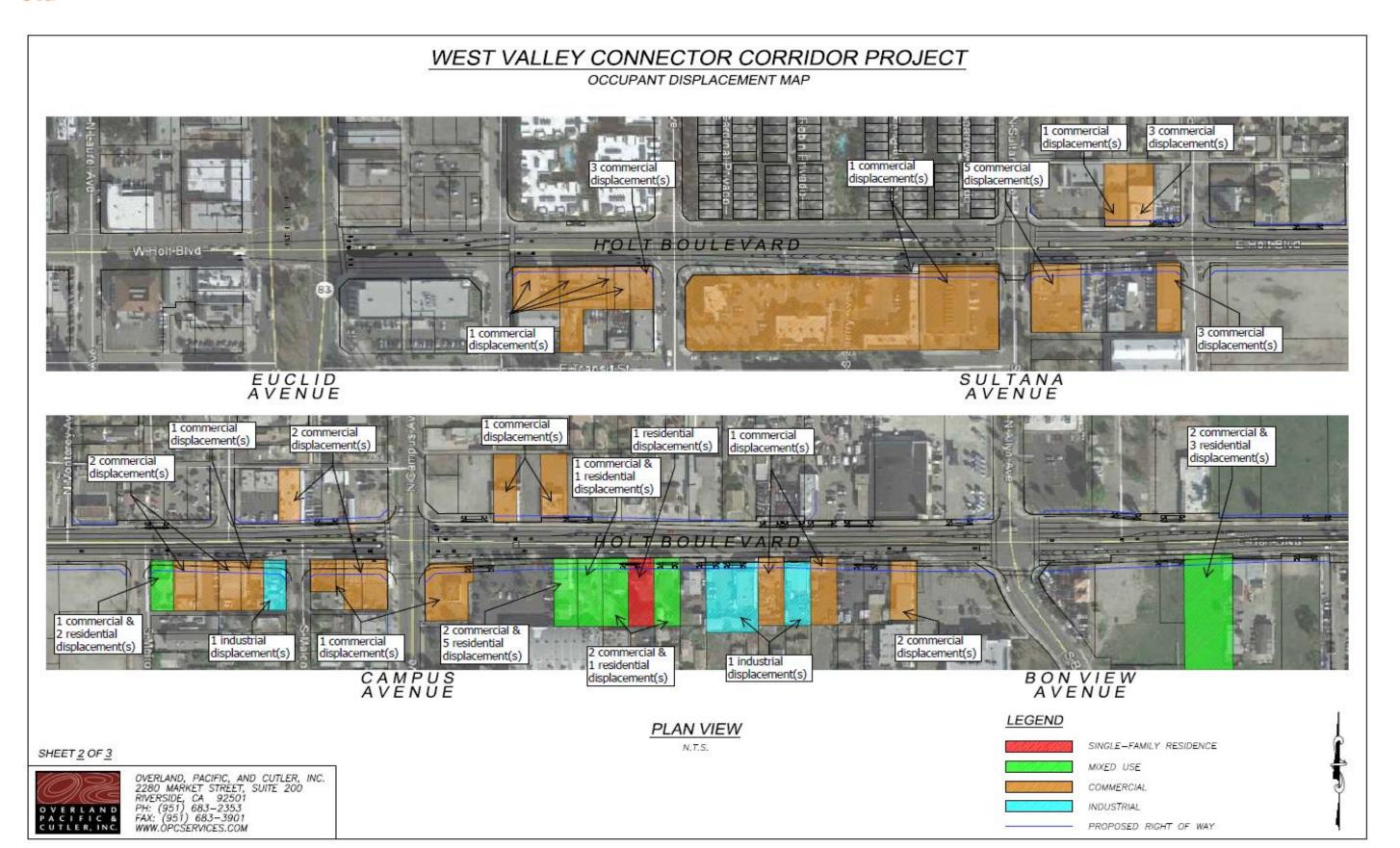
COMMERCIAL

INDUSTRIAL

PROPOSED RIGHT OF WAY











## WEST VALLEY CONNECTOR CORRIDOR PROJECT

OCCUPANT DISPLACEMENT MAP

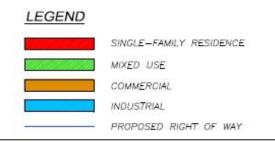


GROVE A V E N U E

SHEET 3 OF 3



OVERLAND, PACIFIC, AND CUTLER, INC. 2280 MARKET STREET, SUITE 200 RIVERSIDE, CA 92501 PH: (951) 683-2353 FAX: (951) 683-3901 WWW.OPCSERVICES.COM PLAN VIEW

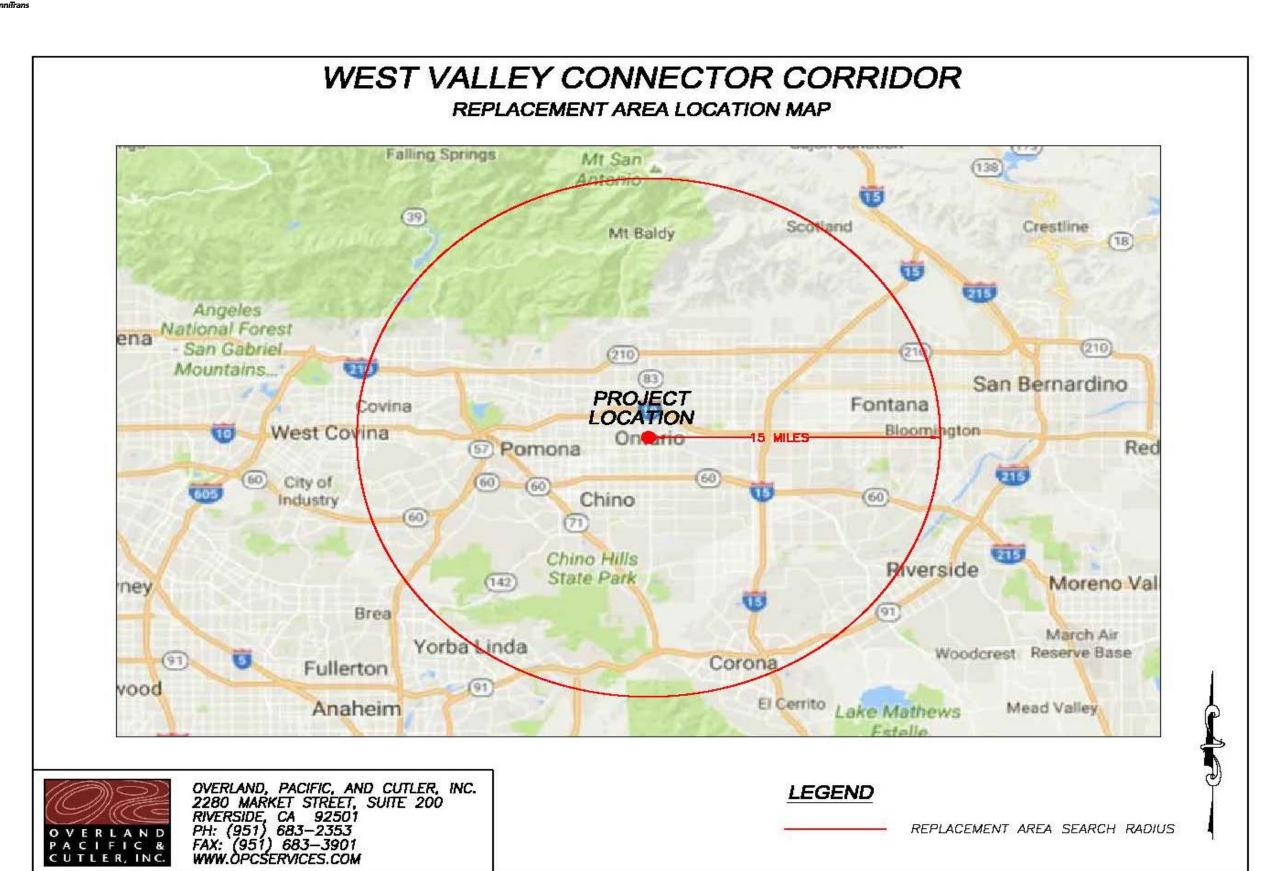






## **APPENDIX C - REPLACEMENT AREA MAP**









## **APPENDIX D - MULTI-FAMILY RENTALS**

	Available Mu	lti Family Rental Units –	October 2016			
No	Address	City	Units / Type	Beds	Baths	Rent
1	316 N Beverly Ct	Ontario	Duplex	1	1	\$795
2	215 E F St	Ontario	Apartment	1	1	\$850
3	10622 Lemon Ave	Rancho Cucamonga	Backhouse	2	1	\$900
4	1248 W Stoneridge Ct	Ontario	Apartment	1	1	\$900
5	301 E Cedar St	Ontario	Apartment	1	1	\$925
6	408 W G St	Ontario	Apartment	1	1	\$960
7	1900 S Campus Ave, #06C	Ontario	Apartment	1	1	\$1,020
8	301 E Cedar St	Ontario	Apartment	2	1	\$1,025
9	1639 E Kingsley Ave	Pomona	Apartment	2	1.5	\$1,095
10	729 E F St #733	Ontario	Triplex	1	1	\$1,100
11	729 E F St, #733	Ontario	Apartment	1	1	\$1,100
12	572 San Francisco Ave	Pomona	Apartment	2	1	\$1,100
13	408 W G St	Ontario	Apartment	2	1	\$1,105
14	3364 Honeybrook Way	Ontario	Apartment	1	1	\$1,125
15	654 N Loranne Ave	Pomona	Duplex	1	1	\$1,150
16	154 N Palmetto Ave	Ontario	Apartment	2	2	\$1,220
17	640-652 W Vesta St	Chino	Apartment	2	1	\$1,250
18	911 N Vineyard Ave #D	Ontario	Apartment	2	1	\$1,250
19	102 N Lemon Ave, #321	Ontario	Condo	1	1	\$1,281
20	1056 Euclid Ave	Ontario	Apartment	1	1	\$1,295
21	1116 E 6th St	Ontario	Apartment	2	1	\$1,295
22	1720 E D St	Ontario	Apartment	1	1	\$1,300
23	3364 Honeybrook Way	Ontario	Apartment	2	1	\$1,300
24	1245 N El Dorado Ave Apt C	Ontario	Triplex	2	1.5	\$1,350
25	8151 Grove Ave	Rancho Cucamonga	Duplex	1	1	\$1,400
26	1427 W Mission Blvd	Chino	Apartment	2	2	\$1,400
27	1216 S Euclid Ave	Ontario	Apartment	3	2	\$1,425
28	1488 Cordova St	Pomona	4-Plex	2	2	\$1,450
29	154 N Palmetto Ave	Ontario	Apartment	3	2	\$1,450
30	888 N Palm Ave	Upland	Apartment	3	1.5	\$1,475
31	1704 E G St	Ontario	Townhouse	2	1.5	\$1,495
32	1358 W Orange Grove	Pomona	Condo	2	2	\$1,495
33	1116 E 6th St	Ontario	Apartment	3	1	\$1,495
34	914 N Redding Way	Ontario	Apartment	4	3	\$1,500
35	1309 W Mission Blvd, #65	Ontario	Apartment	3	2	\$1,550
36	176 S 2nd Av # D	Upland	4-Plex	3	1.5	\$1,600
37	1116 E 6th St	Ontario	Apartment	4	1	\$1,600





#### **Draft Relocation Impact Report**

	Available Multi Family Rental Units – October 2016										
No	Address	City	Units / Type	Beds	Baths	Rent					
38	154 N Palmetto Ave	Ontario	Apartment	4	2	\$1,600					
39	10725 50th St #1	Jurupa Valley	Triplex	3	2	\$1,700					
40	2100 S Cypress Ave	Ontario	Apartment	3	2	\$1,725					
41	8493 Etiwanda Ave	Rancho Cucamonga	Apartment	3	2	\$1,750					
42	1961 Cloverdale Dr	Pomona	Duplex	2	1	\$1,800					
43	2138 Cypress Ave	Ontario	Apartment	3	2	\$1,800					
44	1352 W 5th St	Ontario	Apartment	3	2	\$1,836					
45	996 N Turner Ave, #116	Ontario	Condo	3	2	\$1,850					
46	1121 E Grand Ave A	Pomona	Apartment	3	2	\$1,875					
47	923 Hallwood Ave	Pomona	Apartment	4	2	\$1,950					
48	914 N Redding Way	Upland	Condo	4	3	\$2,200					
49	1462 Cottonwood St	Upland	Apartment	4	2	\$2,300					
50	8618 Cava	Rancho Cucamonga	Apartment	4	2	\$2,300					
51	11591 Claridge Dr	Rancho Cucamonga	Apartment	4	3	\$2,350					
52	676 Central Ave	Upland	Condo	4	3	\$2,450					
53	140 Via Rua Flores	Ontario	Apartment	4	2	\$2,495					
54	5082 Heritage Paseo	Ontario	Apartment	4	3	\$2,500					
55	9670 Harvest Vis Dr	Rancho Cucamonga	Apartment	4	3	\$2,500					





## **APPENDIX E – SINGLE FAMILY RENTALS**

	Available Sin	gle Family Rental Units – O	ctober 20	016	
No	Address	City	Beds	Baths	Rent
1	747 E 6th St	Pomona	2	1	\$1,350
2	731 E F St	Ontario	2	1	\$1,550
3	13048 Cardiff Pl	Rancho Cucamonga	2	2	\$1,575
4	202 East Miramar Ave	Claremont	2	2	\$1,695
5	779 Reservoir St	Pomona	2	1	\$1,700
6	323 W I St	Ontario	3	2	\$1,725
7	303 East Miramar Ave	Claremont	2	2	\$1,795
8	603 N Holmes Ave	Ontario	2	1	\$1,800
9	375 W Artesia St	Pomona	2	1	\$1,800
10	2932 S Spyglass Ct	Ontario	3	2	\$1,850
11	1540 Euclid Ave	Ontario	2	2	\$1,850
12	3207 Crystal Lake Ct	Ontario	2	2	\$1,850
13	2138 S Cypress Ave	Ontario	3	2	\$1,900
14	361 S Campus Ave	Upland	3	1	\$1,950
15	2126 E Caroline Dr	Ontario	3	2	\$1,950
16	8328 Edwin St	Rancho Cucamonga	3	2	\$1,980
17	13065 11th St	Chino	3	2	\$1,995
18	968 W 5th St	Ontario	3	2	\$2,000
19	1150 W Yale St	Ontario	3	2	\$2,000
20	351 W 7th St	Upland	3	1	\$2,050
21	10558 Belgian Pl	Montclair	4	2	\$2,150
22	2852 McCloud River Ln	Ontario	4	3	\$2,185
23	554 E St	Ontario	4	2	\$2,200
24	1425 Orange Tree Ln	Upland	3	3	\$2,200
25	1240 N Sultana Ave	Ontario	4	2	\$2,225
26	12560 Verdugo Pl	Ontario	4	2	\$2,250
27	2134 S Helen Ave	Ontario	4	2	\$2,295
28	991 Sycamore	Upland	3	2	\$2,298
29	1462 Cottonwood St	Upland	4	2	\$2,300
30	2637 S Cucamonga Ave	Ontario	4	2	\$2,300
31	6864 Lacey Ct	Chino	4	2	\$2,395
32	13562 Goldmedal Ave	Chino	3	2	\$2,450
33	5011 Birch	Montclair	3	2	\$2,500
34	6379 Fern Ct	Eastvale	5	3	\$2,595
35	1222 N Euclid Ave	Ontario	3	2	\$2,600-\$2,250
36	230 W Via Rua Flores	Ontario	5	3	\$2,600
37	220 W Via Rua Flores	Ontario	5	3	\$2,600
38	7097 Logsdon Dr	Eastvale	5	2	\$2,600





#### **Draft Relocation Impact Report**

	Available Single Family Rental Units – October 2016									
No	Address	City	Beds	Baths	Rent					
39	13364 Linnea St	Eastvale	5	3	\$2,600					
40	5779 Caliterra Ct	Eastvale	5	3	\$2,650					
41	13789 Woodhill Ln	Chino Hills	5	3	\$2,700					
42	4359 Saint Andrews Dr	Chino Hills	5	3	\$2,700					
43	7162 Breno Pl	Rancho Cucamonga	5	3	\$2,700					
44	6947 Song Sparrow Rd	Eastvale	5	3	\$2,700					
45	739 N Via Barolo	Ontario	5	4	\$2,700					
46	6633 Joy Ct	Chino	5	3	\$2,795					
47	6907 Highland Dr	Eastvale	5	3	\$2,800					
48	6871 Wild Lupine Rd	Eastvale	5	4	\$2,800					
49	1576 Cloverdale Ave	Upland	5	3	\$2,850					
50	4548 Carmen St	Chino	5	3	\$2,850					
51	2904 E Via Terrano	Ontario	5	2	\$2,900					
52	6591 Palmer St	Chino	5	3	\$2,950					
53	6754 Homan St	Chino	4	3	\$3,000					
54	13984 Kassell Rd	Eastvale	6	3	\$3,000					
55	5042 Stone Ridge Dr	Chino Hills	5	3	\$3,000					
56	14211 Willamette Ave	Chino	5	3	\$3,000					
57	2330 Skyline Wy	Upland	5	3	\$3,100					
58	7918 Garden Parks St	Chino	5	5	\$3,250					
59	13584 Monte Royale Dr	Chino Hills	5	3	\$3,350					
60	427 E Maple St	Ontario	7	3	\$3,700-\$3,500					





## **APPENDIX F - SECTION 8 RENTALS**

	Available Se	ction 8 Rental Ur	nits – October 2016			
No	Address	City	Property Type	Beds	Baths	Rent
1	10319 Mills Ave	Montclair	Apartment	2	1	\$570
2	10410 Pradera Ave	Montclair	Apartment	2	1	\$584
3	2500 Damien Ave	La Verne	Apartment	2	1	\$1,000
4	11401 Central Ave	Chino	Apartment	2	1	\$1,000
5	3250 Panorama Rd	Riverside	Apartment	3	2	\$1,045
6	1319-1351 Palomares St	La Verne	Apartment	3	2	\$1,079
7	121 W Phillips Bvd	Pomona	Apartment	2	1	\$1,079
8	1731 W Holt Ave	Pomona	Apartment	2	1	\$1,094
9	1064 Waters Ave 4	Pomona	Apartment	2	1	\$1,100
10	9656 Exeter Ave	Montclair	Apartment	2	2	\$1,153
11	1452 3rd St	La Verne	Apartment	2	1	\$1,195
12	1731 W Holt Ave	Pomona	Townhouse	3	2	\$1,247
13	605 N Grove Ave 545	Ontario	Apartment	3	2	\$1,300
14	2261 Valley Blvd	Pomona	Apartment	2	1	\$1,300
15	1360 Randy St A	Upland	4 Plex	2	2	\$1,385
16	Reed St & Sierra St	Fontana	Apartment	3	2	\$1,475
17	1675 E G St	Ontario	Apartment	2	2	\$1,499
18	11362 Cumberland Lane	Pomona	House	3	2	\$1,600
19	1408 Elwood	Pomona	House	3	1	\$1,600
20	1675 E G St	Ontario	Townhouse	2	2	\$1,649
21	5640 Riverside Dr	Chino	Townhouse	2	3	\$1,695
22	17093 Merrill Ave	Fontana	Duplex	3	2	\$1,700
23	Towne Ave & Arrow Hwy	Pomona	House	3	3	\$1,850
24	7150 Santa Barbara Ct	Fontana	House	3	3	\$2,000
25	15655 Snowdan Rd	Fontana	House	3	3	\$2,000
26	15736 Dove Lane	Fontana	House	4 to 5	3	\$2,000
27	1239 Hillside Dr	Pomona	House	3	2	\$2,110
28	965 Somerset	Pomona	House	4	2	\$2,200
29	1985 E Harvard Privado	Ontario	Townhouse	4	3	\$2,200
30	604 Helensburg St	Glendora	House	3	2	\$2,250
31	2501 Barjud Ave	Pomona	House	4	2	\$2,255
32	8482 Blue Spruce St	Chino	House	3	3	\$2,300
33	16467 El Revino Dr	Fontana	House	3	2	\$2,300
34	5999 Cold Creek Ct	Fontana	House	3	3	\$2,425
35	4775 Logana Plz	Yorba Linda	Townhouse	4	3	\$2,599
36	1474 Lassiter Dr	Walnut	House	4	2	\$2,900





## **APPENDIX G - SINGLE FAMILY DWELLINGS FOR SALE**

	Available Single Family Dwellings for Sale – October 2016							
No	Address	City	Beds	Baths	Sale Price			
1	939 E D St	Ontario	2	1	\$199,900			
2	563 N Caswell Ave	Pomona	2	1	\$200,000			
3	350 S Reservoir St	Pomona	2	1	\$225,000			
4	270 Acacia St	Pomona	2	1	\$259,000			
5	532 E F St	Ontario	2	1	\$279,900			
6	1711 S Monterey Ave	Ontario	2	1	\$289,900			
7	544 W Flora St	Ontario	3	1	\$309,000			
8	3665 San Lorenzo River Rd	Ontario	2	2	\$309,900			
9	960 N La Paloma Ave	Ontario	3	1	\$310,000			
10	731 E Willow St	Ontario	2	1	\$310,000			
11	1205 E 4th St	Ontario	3	2	\$315,000			
12	823 N La Palma Ave	Ontario	3	1	\$318,900			
13	537 E Nocta St	Ontario	3	1	\$319,999			
14	1343 N Council Ave	Ontario	2	1	\$320,000			
15	1241 N Council Ave	Ontario	3	2	\$325,000			
16	1156 E I St	Ontario	2	1	\$325,000			
17	754 E Harvard Pl	Ontario	2	1	\$325,000			
18	644 E Nocta St	Ontario	3	1	\$329,000			
19	709 Deodar St	Ontario	3	1	\$335,000			
20	512 S San Antonio Av	Ontario	3	1	\$335,000			
21	4067 E Hamilton Paseo	Ontario	2	3	\$335,000			
22	742 N Del Norte Ave	Ontario	4	2	\$349,999			
23	745 E Rosewood Ct	Ontario	3	3	\$355,000			
24	930 E H St	Ontario	3	1	\$355,000			
25	311 W G St	Ontario	3	1	\$355,000			
26	1012 E 4th St	Ontario	4	2	\$359,900			
27	747 E Nocta St	Ontario	4	1	\$359,999			
28	950 E G St	Ontario	3	1	\$360,000			
29	401 W J St	Ontario	3	1	\$365,000			
30	751 Florence Ave	Ontario	3	1	\$365,000			
31	511 E El Morado Ct	Ontario	3	2	\$369,000			
32	526 S Laurel Ave	Ontario	3	1	\$370,000			
33	140 Virginia Ave A	Ontario	4	2	\$370,000			
34	921 E Yale St	Ontario	3	2	\$374,900			
35	553 E Yale St	Ontario	3	1	\$375,000			
36	1435 W Fawn St	Ontario	4	2	\$375,000			
37	821 W Flora St	Ontario	3	1	\$380,000			





	Available Single Family Dwellings for Sale – October 2016							
No	Address	City	Beds	Baths	Sale Price			
38	710 W Flora St	Ontario	4	2	\$380,000			
39	538 Plaza Serena	Ontario	3	1	\$388,800			
40	319 E Sunkist St	Ontario	3	2	\$389,999			
41	501 Plaza Serena	Ontario	4	1	\$399,000			
42	230 E Rosewood Ct	Ontario	3	1	\$399,900			
43	955 N Cucamonga Ave	Ontario	3	2	\$399,990			
44	318 E 4th St	Ontario	3	1	\$400,000			
45	808 Woodlawn St	Ontario	3	1	\$405,000			
46	1550 S Pleasant Ave	Ontario	4	2	\$408,888			
47	2120 S Pine Ct	Ontario	4	2	\$417,000			
48	5606 Cambridge St	Montclair	5	2	\$420,000			
49	1151 Jacaranda St	Ontario	6	3	\$445,000			
50	416 W Francis St	Ontario	5	4	\$449,900			
51	1153 E 6th St	Ontario	5	2	\$459,900			
52	655 W Cedar St	Ontario	5	2	\$479,900			
53	3193 Centurion Pl	Ontario	4	3	\$515,000			
54	557 W D St	Ontario	4	2	\$520,000			
55	11133 Ada Ave	Montclair	5	3	\$530,000			
56	215 W Via Rua Flores	Ontario	5	3	\$545,990			
57	9456 Glenaire Ct	Rancho Cucamonga	5	3	\$585,000			
58	9356 Biscayne Dr	Rancho Cucamonga	5	4	\$587,900			
59	124 E Merion St	Ontario	6	3	\$588,000			
60	734 N Via Barolo	Ontario	5	3	\$589,990-\$579,000			
61	6196 Garfield St	Chino	5	4	\$635,000			
62	427 E Maple St	Ontario	7	3	\$677,500			
63	1336 W Philadelphia	Ontario	5	3	\$679,950-\$649,999			
64	980 E 6th St	Ontario	7	4	\$709,900			
65	1848 S Oaks Ave	Ontario	5	3	\$798,000			





## **APPENDIX H - RESIDENTIAL INCOME PROPERTIES FOR SALE**

	Available Mult	i Family Dwelling	gs for Sa	le – October	2016	
No	Address	City	Units	Beds	Baths	Sale Price
1	107 S Malcolm Ave	Ontario	2	2	1	\$350,000
2	6834 Magnolia Ave	Riverside	2	2	1	\$369,000
3	755 W Holt Blv	Ontario	2	1 - 2bed 1 - 1bed	1	\$375,000
4	279 Spruce Ave	Rialto	3	1 - 3bed 2 - 2bed	1	\$389,000
5	301 E Maple St	Ontario	2	2	1	\$414,900
6	5142 Troth St	Jurupa Valley	2	1 - 3bed 1 - 1bed	1	\$424,900
7	224 E F St	Ontario	2	1 - 3bed 1 - 1bed	1	\$425,000
8	5906 Grand Avenue	Riverside	2	1 - 2bed 1 - 1bed	1 - 2bath 1 - 1bath	\$439,000
9	382 N Palm Ave	Upland	2	2	1	\$450,000
10	1182 E Pasadena St	Pomona	3	Not Listed	Not Listed	\$450,000
11	433 W Ramona Drive	Rialto	4	2 - 2bed 2 - 1bed	1	\$450,000
12	3463 Brockton Ave	Riverside	4	Not Listed	Not Listed	\$459,900
13	163 W. Cascade Dr	Rialto	4	1 - 3bed 3 - 2bed	1 - 2bath 3 - 1bath	\$499,000
14	8136 Maple Ave	Fontana	3	1 - 4bed 1 - 3bed 1 - 1bed	1 - 2bath 2 - 1bath	\$499,900
15	604 E Arrow	Upland	2	Not Listed	Not Listed	\$519,900
16	652 W California St	Ontario	2	2	1	\$530,000
17	1042 N. Verde Ave	Rialto	4	1 - 3bed 3 - 2bed	1 - 2bath 3 - 1bath	\$549,000
18	5910,5926 Arlington Ave	Riverside	2	Not Listed	Not Listed	\$550,000
19	1094 N Vista	Rialto	4	1 - 3bed 3 - 2bed	1 - 2bath 3 - 1bath	\$625,000
20	405 West D Street	Ontario	4	2	1	\$688,000
21	284 N. Garnet Way	Upland	5	4 - 2beds 1 - 3bed	1	\$837,000
22	9107 Sierra Avenue	Fontana	6	Not Listed	Not Listed	\$950,000
23	741-753 San Francisco Ave	Pomona	8	1 - 3bed 5 - 2bed 1 - 1bed	Not Listed	\$1,450,000





## **APPENDIX I – COMMERCIAL UNITS FOR LEASE**

	Available	Commercial Prop	erties for Lease – October	2016	
No	Address	City	Туре	Sq. Ft.	Price
1	10250 Country Club Dr	Jurupa Valley	Retail - Restaurant	2,450	Negotiabl e
2	10722 Arrow Route	Rancho Cucamonga	Industrial - Office Showroom	1,105	Negotiabl e
3	1212-1232 East 6th St	Ontario	Retail - Neighborhood Center	900	Negotiabl e
4	12365 Foothill Blvd	Rancho Cucamonga	Retail - Power Center	1,145- 5,906	Negotiabl e
5	12564 Central Ave #A	Chino	Retail - Neighborhood Center	1,350- 2,700	Negotiabl e
6	1323-1375 East 4th St	Ontario	Retail - Neighborhood Center	1,920- 3,950	Negotiabl e
7	1338 S Garey	Pomona	Retail - Restaurant	4,800	Negotiabl e
8	13801 Roswell Ave Suite H & I	Chino	Industrial - Office Showroom	2,235- 4,272	Negotiabl e
9	1517 N Baker Ave	Ontario	Retail - Strip Center	3,100	Negotiabl e
10	171 E Holt Ave	Pomona	Retail - Free Standing Building	1,172	Negotiabl e
11	1848 South Euclid Ave	Ontario	Retail - Neighborhood Center	1,000- 11,570	Negotiabl e
12	203 N Euclid Ave	Ontario	Retail - Street Retail	7,500	Negotiabl e
13	2234-2254 S Euclid Ave	Ontario	Retail - Community Center	1,400- 2,600	Negotiabl e
14	2250 Archibald Ave	Ontario	Retail	1,345	Negotiabl e
15	246 S Towne Ave	Pomona	Retail - Restaurant	1,500	Negotiabl e
16	261 South Thomas	Pomona	Retail - Restaurant	3,900	Negotiabl e
17	3801-4097 Grand Ave	Chino	Retail - Neighborhood Center	1,890- 10,400	Negotiabl e
18	4620 Galena St	Riverside	Retail - Strip Center	800	Negotiabl e
19	5280 Holt Blvd	Montclair	Retail - Strip Center	5,293	Negotiabl e
20	5301-5325 Holt Blvd	Montclair	Retail - Strip Center	1,500- 3,000	Negotiabl e





	Available Commercial Properties for Lease – October 2016						
No	Address	City	Туре	Sq. Ft.	Price		
21	5438 Holt Blvd	Montclair	Retail - Vehicle Related	2,000	Negotiabl e		
22	5491 Philadelphia St	Chino	Retail - Free Standing Building	1,500- 4,649	Negotiabl e		
23	5513 Philadelphia St	Chino	Retail	1,000	Negotiabl e		
24	5525 Philadelphia St	Chino	Retail	1,214- 2,576	Negotiabl e		
25	8029 Archibald Ave	Rancho Cucamonga	Retail - Neighborhood Center	2,360	Negotiabl e		
26	9080-9090 Miliken Ave	Rancho Cucamonga	Retail - Neighborhood Center	2,284	Negotiabl e		
27	980 Ontario Mills Dr	Ontario	Retail	3,797	Negotiabl e		
28	Bellegrave & Etiwanda	Jurupa Valley	Retail - Neighborhood Center	800-3,500	Negotiabl e		
29	2230-2268 S Mountain Ave	Chino	Retail - Community Center	1,200- 6,000	\$1.25-15		
30	710-790 N Archibald Ave	Ontario	Retail - Neighborhood Center	740-5,680	\$1.35-15		
31	10582 Foothill Blvd	Rancho Cucamonga	Retail - Strip Center	2,579- 14,000	\$1.50-18		
32	711 Foothill Ave	Upland	Retail - Neighborhood Center	975-1,600	\$1.50-18		
33	702 W Arrow Hwy	San Dimas	Retail - Strip Center	2,075	\$1.50		
34	6170 Hammer Ave	Eastvale	Retail - Community Center	1,260	\$2.50		
35	1945 E Riverside Dr	Ontario	Retail	1,200- 13,000	\$6-15		
36	1055-1065 Holt	Pomona	Office Building - Retail Pad	3,469	\$9.00		
37	5461 E Holt Blvd	Montclair	Retail - Neighborhood Center	1,160- 5,429	\$9.00		
38	695 West Holt Ave	Pomona	Retail - Strip Center	400-800	\$9.00		
39	5118 Holt Blvd	Montclair	Retail - Street Retail	5,000	\$9.60		
40	12400 Central Ave	Chino	Retail - Neighborhood Center	660-20,150	\$9.60- 13.20		
41	4697-4747 Brooks St	Montclair	Industrial - Retail Center	444-2,000	\$10.08- 10.20		
42	4651 Holt Blvd	Montclair	Retail - Strip center	1,942- 4,437	\$10.20-12		
43	11075 S Central Ave	Ontario	Retail - Vehicle Related	2,064	\$10.20		





	Available	Commercial Prop	erties for Lease – October	2016	
No	Address	City	Туре	Sq. Ft.	Price
44	280 Benson Ave	Upland	Industrial - Office Showroom	1,096	\$10.68
45	9047 Arrow Rte	Rancho Cucamonga	Office Building	937-4,080	\$11.40- 18.60
46	1535 N Baker Ave	Ontario	Retail - Free Standing Building	1,400- 3,000	\$11.88- 19.08
47	9542 Foothill Blvd	Rancho Cucamonga	Retail - Strip Center	1,470	\$11.88
48	12220 E 4th St	Rancho Cucamonga	Industrial - Office Showroom	2,400	\$12.00
49	126 N Euclid Ave	Ontario	Retail - Restaurant	4,500	\$12.00
50	229 E Foothill Blvd	Upland	Retail - Free Standing Building	12,363	\$12.00
51	2929 S Vineyard Ave	Ontario	Retail	5,000	\$12.00
52	3103 Garey Ave	Pomona	Retail - Community Center	1,200- 4,800	\$12.00
53	7130 East Riverside Dr	Ontario	Retail - Free Standing Building	14,120	\$12.00
54	8870 Archibald Ave	Rancho Cucamonga	Retail - Community Center	1,200	\$12.00
55	9509 Central Ave	Montclair	Retail - Strip Center	1,303	\$12.00
56	1118-1128 W Mission Blvd	Ontario	Retail - Neighborhood Center	700-840	\$12-14.40
57	2880 N Garey Ave	Pomona	Retail - Strip Center	1,692- 2,596	\$12-16.20
58	1640 4th Street	Ontario	Retail - Strip Center	1,040- 25,892	\$12-18
59	2204 South Garey Ave	Pomona	Retail - Free Standing Building	4,250	\$12.60
60	280 W 2nd St	Pomona	Retail - Street Retail	2,000	\$12.90
61	644 E Francis St	Ontario	Retail - Neighborhood Center	1,920- 6,844	\$13.20- \$15
62	1135 W 4th St	Ontario	Office Building - Retail Pad	1,374- 2,788	\$13.20- 15.60
63	1636 W Mission Blvd	Pomona	Retail - Free Standing Building	1,500	13.20- 16.80
64	5444-5555 Philadelphia St	Chino	Retail - Free Standing Building	1,000- 18,369	\$13.80-21
65	941 W. Mission Blvd	Ontario	Retail - Community Center	1,440- 2,880	\$14.40
66	9682 Central Ave	Montclair	Retail - Strip Center	488-950	\$14.40- 15.60





Available Commercial Properties for Lease – October 2016						
No	Address	City	Туре	Sq. Ft.	Price	
C7	2505-2529 S Euclid	Ontorio	Retail - Neighborhood	1,057-	\$14.88-	
67	Ave	Ontario	Center	3,150	15.48	
68	100 E Alvarado St	Pomona	Retail - Restaurant	5,100	\$15.00	
69	102 W Holt Blvd	Ontario	Retail - Restaurant	2,000	\$15.00	
70	233 E Foothill Blvd	Pomona	Retail - Free Standing Building	17,956	\$15.00	
71	3196 N Garey Ave	Pomona	Retail - Neighborhood Center	13,200- 13,700	\$15.00	
72	3686 Riverside Dr	Chino	Retail	1,680	\$15.00	
73	4234 Holt Bl	Montclair	Retail - Strip center	2,900	\$15.00	
74	7220 Archibald Ave	Rancho Cucamonga	Retail - Neighborhood Center	1,340- 4,013	\$15.00	
75	79 Grove Ave	Upland	Retail - Strip Center	1,000	\$15.00	
76	8401 Haven Ave	Rancho Cucamonga	Retail - Strip Center	1,371- 2,506	\$15.00	
77	9125 Archibald	Rancho Cucamonga	Office	1,073- 1,605	\$15.00	
78	9885 Central Ave	Montclair	Retail - Strip Center	1,032	\$15.00	
79	656-728 Fairplex Dr	Pomona	Retail - Strip Center	1,015- 17,376	\$15-18	
80	8635 Baseline Rd	Rancho Cucamonga	Retail - Strip Center	1,200	\$15-18	
81	9950 Foothill Blvd	Rancho Cucamonga	Retail - Neighborhood Center	2,040- 8,800	\$15-18	
82	800 S Mountain Ave	Ontario	Retail - Neighborhood Center	810-3,600	\$15-21	
83	11849 Foothill Blvd	Rancho Cucamonga	Retail - Strip Center	1,501- 5,658	\$15-27	
84	8916 Foothill Blvd	Rancho Cucamonga	Retail - Community Center	871-2,352	\$15-30	
85	7041 Schaefer Ave	Chino	Retail - Neighborhood Center	1,200- 13,300	\$15-39	
86	1129 W 4th St	Ontario	Office Building	2,218	\$15.60	
87	300 N Euclid Ave	Upland	Office - Retail	2,600	\$16.20	
88	4421-4481 Ontario Mills Plaza	Ontario	Retail - Neighborhood Center	1,200- 9,398	\$16.20	
89	9538 East Foothill Blvd	Rancho Cucamonga	Retail - Strip Center	3,060	\$16.20	
90	9713-9775 Baseline Rd	Rancho Cucamonga	Retail - Strip Center	1,200- 9,716	\$16.20- 25.80	
91	9455 Foothill Blvd	Rancho Cucamonga	Retail - Street Retail	3,500- 7,262	\$16.68- 17.88	
92	1100 W Holt	Ontario	Retail - Vehicle Related	3,000	\$16.77	





	Available Commercial Properties for Lease – October 2016						
No	Address	City	Туре	Sq. Ft.	Price		
93	11940 Foothill Blvd	Rancho Cucamonga	Retail - Neighborhood Center	3,586	\$16.80		
94	624 W Holt Blvd	Ontario	Retail - Free Standing Building	3,965	\$16.80		
95	10570 Foothill Blvd	Rancho Cucamonga	Retail - Free Standing Building	1,052	\$17.40		
96	12345 Mountain Ave	Chino	Retail - Neighborhood Center	1,070	\$17.40		
97	4726D Riverside Dr	Chino	Retail - Neighborhood Center	1,175- 2,350	\$17.40		
98	1505 N Baker Ave	Ontario	Retail - Strip Center	900-1,400	\$17.88		
99	10120 Ben Nevis Blvd	Riverside	Retail - Strip Center	1,000- 4,000	\$18.00		
100	12447 Central Ave	Chino	Retail - Neighborhood Center	1,780	\$18.00		
101	2225 S Mountain	Ontario	Retail - Strip Center	1,500	\$18.00		
102	2403 Vineyard Ave	Ontario	Retail - Neighborhood Center	1,500- 11,828	\$18.00		
103	715 E Holt Ave	Pomona	Retail - Free Standing Building	800-2,000	\$18.00		
104	761 N Archibald Ave	Ontario	Retail - Free Standing Building	1,200- 3,016	\$18.00		
105	7263-8812 Baseline Ave	Rancho Cucamonga	Retail - Strip Center	720-15,000	\$18-27		
106	8007 Archibald Ave	Rancho Cucamonga	Retail	859	\$18.48		
107	525 13th Ave	Upland	Retail - Medical Office	1,300	\$18.60		
108	1942 South Garey Ave	Pomona	Retail - Free Standing Building	2,000- 6,500	\$19.80		
109	13700 Roswell Ave	Chino	Retail - Strip Center	557-1,500	\$20.40-24		
110	628 W Holt Blvd	Ontario	Retail - Street Retail	1,875	\$21.00		
111	715 Euclid Ave	Ontario	Retail - Strip Center	832-1,400	\$22.20		
112	4601 Holt Blvd	Montclair	Retail - Free Standing Building	1,500- 3,000	\$24.00		
113	4480 Holt Blvd	Montclair	Retail - Neighborhood Center	1,053- 10,920	\$24-45		
114	815 West Holt Blvd	Ontario	Retail - Neighborhood Center	1,400	\$25.20		
115	10340 Central Ave	Montclair	Retail - Strip Center	1,400	\$25.71		
116	790 N Ferrari Ln	Ontario	Retail - Free Standing Building	6,000	\$27.00		
117	12136 Central Ave	Chino	Retail - Community Center	1,200	\$30.00		





	Available Commercial Properties for Lease – October 2016									
No	Address	City	Туре	Sq. Ft.	Price					
118	1520 N Mountain	Ontario	Retail - Neighborhood Center	1,097	\$30.00					
119	2455 South Vineyard Ave	Ontario	Retail - Vehicle Related	1,500	\$32.00					
120	12488 Central Ave	Chino	Retail	3,979	\$33.00					
121	7055 Shaefer Ave	Chino	Retail - Neighborhood Center	967-1,144	\$33.00					
122	12071 Central Ave	Chino	Retail - Neighborhood Center	1,000- 2,612	\$35.40					





## **APPENDIX J - COMMERCIAL UNITS FOR SALE**

	Available	Commercial Prope	rties for Sale – October 201	6	
No	Address	City	Туре	Sq. Ft.	Price
1	5014 Etiwanda Ave	Jurupa Valley	Retail	500	\$165,000
2	224 E 2nd St	Pomona	Retail - Free Standing Building	1,600	\$275,000
3	427 N Euclid Ave	Ontario	Retail - Strip Center	1,200	\$279,000
4	1224 S Garey Ave	Pomona	Retail - Free Standing Building	2,100	\$350,000
5	640 F Street	Upland	Retail	1,040	\$425,000
6	14293 Foothill Bl	Fontana	Retail - Free Standing Building	1,000	\$450,000
7	504 Sierra Ct	Ontario	Retail - Street Retail	2,856	\$465,000
8	1002 E Mission Bl	Pomona	Retail	2,353	\$475,000
9	215 W Holt Blvd	Ontario	Retail - Restaurant	2,940	\$475,000
10	9806 Mission Bl	Jurupa Valley	Retail	2,000	\$495,000
11	1393 W Mission Blvd	Ontario	Retail - Free Standing Building	1,728	\$525,000
12	929 W Mission Bl	Pomona	Retail - Street Retail	1,820	\$540,000
13	14708 Arrow Blbd	Fontana	Retail	1,742	\$550,000
14	201 Hot Blvd	Ontario	Retail - Vehicle Related	1,655	\$550,000
15	251 N 2nd Ave	Upland	Retail - Mixed Use	2,945	\$569,000
16	107 N Euclid Av	Ontario	Retail	3,472	\$650,000
17	1600 W 9th	Upland	Retail - Free Standing Building	1,088	\$650,000
18	5252 Francis	Chino	Retail	1,432	\$655,500
19	1442 W Holt Blvd	Ontario	Retail - Free Standing Building	2,814	\$669,000
20	12838 Foothill Blvd	Rancho Cucamonga	Retail	2,546	\$675,000
21	240 Oak Av	Pomona	Retail - Free Standing Building	4,980	\$699,900
22	2445 N Garey Ave	Pomona	Retail - Strip Center	2,430	\$700,000
23	9692 Jurupa Rd	Riverisde	Retail - Vehicle Related	6,646	\$739,000
24	10946 Kadota Ave	Pomona	Retail - Vehicle Related	7,579	\$800,000
25	123 W D St	Ontario	Retail - Free Standing Building	6,111	\$825,000
26	280 N Main St	Pomona	Retail / Industrial	5,211	\$860,000
27	739 West Holt Blvd	Ontario	Retail - Strip Center	4,500	\$889,000
28	1135 N White Ave	Pomona	Retail - Mixed Use	4,968	\$935,000
29	1614 W Mission Bl	Pomona	Retail - Street Retail	4,000	\$988,000





	Available Commercial Properties for Sale – October 2016								
No	Address	City	Type	Sq. Ft.	Price				
30	10295 North Hills Ave	Montclair	Retail - Free Standing Building	1,250	\$995,000				
31	115 S Palm Ave	Ontario	Retail - Vehicle Related	12,905	\$998,000				
32	14546 Foothill Bl	Fontana	Retail - Auto Service	2,150	\$998,900				
33	14564 Foothill Blvd	Fontana	Retail - Free Standing Building	3,300	\$998,900				
34	1476 W Holt Ave	Pomona	Retail	6,163	\$999,900				
35	221 W Holt Ave	Pomona	Retail - Restaurant	5,500	\$1,000,000				
36	Haven ave & 4th St	Rancho Cucamonga	Retail	7,500	\$1,045,000				
37	10340-10360 Central Ave	Montclair	Retail - Strip Center	6,184	1,250,000				
38	280 W 3rd St	Pomona	Retail - Restaurant	7,168	\$1,280,000				
39	416 East Holt Ave	Pomona	Retail - Free Standing Building	6,136	\$1,395,000				
40	375 E Mission Blvd	Pomona	Retail - Restaurant	2,200	\$1,400,000				
41	733 N Mountain Ave	Upland	Retail - Restaurant	2,642	\$1,462,500				
42	1470 W Holt Ave	Pomona	Industrial - Office Showroom	9,571	\$1,480,000				
43	501 W 2nd St	Pomona	Retail	7,800	\$1,499,000				
44	1055 E Holt	Pomona	Retail - Street Retail	10,875	\$1,500,000				
45	14770 Foothill Blvd	Fontana	Retail - Vehicle Related	5,000	\$1,500,000				
46	441 N Garey Ave	Pomona	Retail - Street Retail	9,050	\$1,500,000				
47	1424-1426 Holt Blvd	Ontario	Industrial - Flex Space	13,400	\$1,550,000				
48	1424-1426 Holt Blvd	Ontario	Industrial - Flex Space	13,400	\$1,550,000				
49	12562 Central Ave	Chino	Retail - Neighborhood Center	6,328	\$1,750,000				
50	4234 Holt Blvd	Montclair	Retail - Strip Center	9,352	\$1,750,000				
51	606 - 644 E Francis St	Ontario	Retail	10,600	\$1,750,000				
52	8008 Archibald Ave	Rancho Cucamonga	Retail - Free Standing Building	1,217	\$1,750,000				
53	1605 W Holt Ave	Pomona	Retail - Neighborhood Center	9,630	\$1,900,000				
54	8660 Central Ave	Montclair	Retail - Strip Center	8,747	\$2,085,000				
55	Mountain	Ontario	Retail - Restaurant	3,715	\$2,250,000				
56	4774 Riverside Dr	Chino	Retail	7,987	\$2,338,000				
57	4155 Inland Empire Blvd	Ontario	Retail	8,036	\$2,700,000				
58	750 N Ferrari Lane	Ontario	Retail	6,000	\$2,700,000				
59	668 W Holt Blvd	Ontario	Retail - Free Standing Building	2,305	\$2,742,900				
60	10690 Foothill Blvd	Rancho Cucamonga	Retail - Free Standing Building	10,000	\$2,975,000				





	Available Commercial Properties for Sale – October 2016									
No	Address	City	Туре	Sq. Ft.	Price					
61	141 W Foothill Blvd	Pomona	Retail - Vehicle Related	12,040	\$3,000,000					
62	905 W Foothill Blvd	Claremont	Retail - Strip Center	9,226	\$3,400,000					
63	2407 Valley Blvd	Pomona	Retail - Strip Center	11,691	\$3,700,000					
64	4551 East Mills Circle	Ontario	Retail - Restaurant	7,988	\$4,228,570					
65	678 West Arrow Hwy	San Dimas	Retail - Free Standing Building	6,416	\$4,365,000					
66	606 West Holt Blvd	Ontario	Retail - Neighborhood Center	21,964	\$4,995,000					
67	3040 Chino Blvd	Chino Hills	Retail - Retail Pad	11,300	\$5,000,000					
68	7041 Schaefer Ave	Chino	Retail - Retail Pad	8,812	\$5,820,000					





# **APPENDIX K - INDUSTRIAL UNITS FOR LEASE**

	Available Industrial Properties for Lease – October 2016				
No	Address	City	Туре	Sq. Ft.	Price
1	10722 Arrow Route	Rancho Cucamonga	Industrial - Office Showroom	1,105	Negotiable
2	13801 Roswell Ave Suite H & I	Chino	Industrial - Office Showroom	2,235- 4,272	Negotiable
3	4100 Jurupa St	Ontario	Industrial - Flex Space	4,015- 4,812	Negotiable
4	501 W 2nd St	Pomona	Industrial - Warehouse	7,800	Negotiable
5	5438 Holt Blvd	Montclair	Retail - Vehicle Related	2,000	Negotiable
6	10427 San Sevaine Way	Mira Loma	Industrial - Manufacturing	2,744- 3,617	\$0.69
7	1500 Miliken Ave	Ontario	Industrial - Warehouse	7,224	\$0.78
8	1401 E Cedar St	Ontario	Industrial - Warehouse	7,000	\$6.60
9	1517-1557 E Grand Av	Pomona	Industrial - Warehouse	1,308- 1,440	\$7.20
10	1550 S Miliken Ave	Ontario	Industrial - Warehouse	7,022	\$7.20
11	2455 E Francis St	Ontario	Industrial - Office	4,952	\$7.20
12	8756 Helms & 9375 Feron	Rancho Cucamonga	Industrial - Warehouse	2,960- 5,920	\$7.44-8.52
13	1901 -1907 Lynx Pl	Ontario	Industrial - Warehouse	6,939	\$8.00
14	270 E Bonita Ave	Pomona	Industrial - Warehouse	4,000	\$8.28
15	3929 E Guasti Rd	Ontario	Industrial - Warehouse	7,118- 15,006	\$8.40
16	3979 E Guasti rRd	Ontario	Industrial - Warehouse	6,620	\$8.40
17	5199 Brooks St	Montclair	Industrial - Warehouse	3,260	\$8.40
18	4025 E Guasti Rd	Ontario	Industrial - Warehouse	1,170- 1,764	\$8.40-9.59
19	1706 S Grove Ave	Ontario	Industrial - Warehouse	5,040	\$8.76
20	1355-1365 Brooks St	Ontario	Industrial - Warehouse	2,400	\$8.88
21	4747 State St	Montclair	Industrial - Warehouse	4,876- 5,045	\$8.88-9.36
22	1490 S Vineyard Ave	Ontario	Industrial - Warehouse	3,120	\$9.00
23	206 N Towne Ave	Pomona	Industrial - Warehouse	7,260	\$9.00
24	2314 S Vineyard Ave	Ontario	Industrial - Warehouse	2,880	\$9.00
25	5158 Brooks St	Montclair	Industrial - Flex Space	5,638	\$9.00
26	5186 Cliffwood Dr	Montclair	Industrial - Warehouse	3,000- 4,000	\$9.00
27	972 W 9th St	Upland	Industrial - Warehouse	7,000	\$9.00
28	1290- 1340 W 9th St	Upland	Industrial - Warehouse	3,852- 11,556	\$9-9.72





	Available Industrial Properties for Lease – October 2016					
No	Address	City	Туре	Sq. Ft.	Price	
29	9500 7th St	Rancho Cucamonga	Industrial - Warehouse	1,560- 6,600	\$9-9.84	
30	2260 Archibald Ave Unit B	Ontario	Industrial - Warehouse	6,184	\$9.36	
31	14562 Central Ave	Chino	Industrial - Flex Space	5,817	\$9.48	
32	9199 Arrow Route	Rancho Cucamonga	Industrial - Warehouse	2,288	\$9.48	
33	633 West State St	Ontario	Industrial - Office/Warehouse	1,200	\$9.50	
34	5118 Holt Blvd	Montclair	Retail - Street Retail	5,000	\$9.60	
35	14144 Central Ave	Chino	Industrial - Warehouse	768-1,440	\$9.60- 10.80	
36	1910 S Archibald Ave	Ontario	Industrial - Warehouse	1,800- 7,156	\$9.60-18	
37	1495 W 9th St	Upland	Industrial - Warehouse	875	\$9.81	
38	1256 W Brooks St	Ontario	Industrial - Flex Space	915	\$9.84	
39	1914 S Bon View Ave	Ontario	Industrial - Warehouse	1,304	\$9.84	
40	9804 Cresent Center Dr	Rancho	Industrial - Flex Space	2,113-	\$9.84-	
40		Cucamonga		3,140	16.20	
41	4697-4747 Brooks St	Montclair	Industrial - Retail Center	444-2,000	\$10.08- 10.20	
42	11075 S Central Ave	Ontario	Retail - Vehicle Related	2,064	\$10.20	
43	306 N Corona Ave	Ontario	Industrial - Warehouse	5,378	\$10.20	
44	2141 E Philadelphia St	Ontario	Industrial - Warehouse	1,716	\$10.21	
45	1027 E Acacia St	Ontario	Industrial - Warehouse	7,071	\$10.44	
46	748 E Bonita Ave	Pomona	Industrial - Warehouse	800	\$10.50	
47	502-534 Mountain Ave	Ontario	Industrial - Warehouse	805	\$10.56	
48	280 Benson Ave	Upland	Industrial - Office Showroom	1,096	\$10.68	
49	5120 Schaefer Ave	Chino	Industrial - Warehouse	1,760	\$10.80	
50	3550 Philadelphia St	Ontario	Industrial - Flex Space	4,456	\$11.40	
51	12220 E 4th St	Rancho Cucamonga	Industrial - Office Showroom	2,400	\$12.00	
52	5541 Arrow Hwy	Montclair	Industrial - Flex Space	1,500- 3,000	\$12-15	
53	1100 W Holt	Ontario	Retail - Vehicle Related	3,000	\$16.77	
54	2225 S Mountain	Ontario	Retail - Strip Center	3,000	\$18.00	





# **APPENDIX L - INDUSTRIAL UNITS FOR SALE**

	Available Industrial Properties for Sale – October 2016					
No	Address	City	Туре	Sq. Ft.	Price	
1	4801 Murrieta St	Chino	Industrial - Warehouse	7,424	Not Disclosed	
2	5010 W Mission Blvd	Montclair	Industrial - Warehouse	8,400	Not Disclosed	
3	8889 Etiwanda Ave	Rancho Cucamonga	Industrial - Warehouse	20,000	Not Disclosed	
4	901 S Sultana Ave	Ontario	Industrial - Warehouse	12,000	Not Disclosed	
5	902 W 9th St	Upland	Industrial - Warehouse	7,920	Not Disclosed	
6	9301 Archibald Ave	Rancho Cucamonga	Industrial - Industrial Condo	1,200	\$278,000	
7	10722 Arrow Route	Rancho Cucamonga	Industrial - Warehouse	1,385	\$345,000	
8	3100 Cedar St	Ontario	Industrial - Industrial Condo	3,219	\$473,193	
9	1393 W Mission Blvd	Ontario	Retail - Free Standing Building	1,728	\$525,000	
10	7000 A-1 Condo Module A	Chino	Industrial - Warehouse	4,194	\$525,000	
11	201 Hot Blvd	Ontario	Retail - Vehicle Related	1,655	\$550,000	
12	4230 Mission Blvd	Montclair	Industrial - Flex Space	2,400	\$580,000	
13	1993 W Holt Ave	Pomona	Industrial - Warehouse	4,286	\$621,470	
14	1031 E 3rd St	Pomona	Industrial - Warehouse	3,700	\$684,500	
15	9692 Jurupa Rd	Riverisde	Retail - Vehicle Related	6,646	\$739,000	
16	10946 Kadota Ave	Pomona	Retail - Vehicle Related	7,579	\$800,000	
17	280 N Main St	Pomona	Retail / Industrial	5,211	\$860,000	
18	524 S Hope St	Ontario	Industrial - Warehouse	7,257	\$878,000	
19	1208 W 9th St	Upland	Industrial - Warehouse	6,000	\$900,000	
20	1174 W 9th St	Upland	Industrial - Warehouse	5,862	\$937,920	
21	5623 Arrow Hwy	Montclair	Industrial - Warehouse	2,349	\$995,000	
22	115 S Palm Ave	Ontario	Retail - Vehicle Related	12,905	\$998,000	
23	1500 S Miliken Ave	Ontario	Industrial - Warehouse	7,224	\$1,011,360	
24	1590 S Miliken Ave	Ontario	Industrial - Warehouse	7,718	\$1,080,520	
25	206 N Towne Ave	Pomona	Industrial - Warehouse	7,260	\$1,081,740	
26	14568 Central Ave	Chino	Industrial - Warehouse	5,818	\$1,125,000	
27	9840 6th St	Rancho Cucamonga	Industrial - Warehouse	7,143	\$1,164,309	
28	189 Stare St	Pomona	Industrial - Flex Space	6,935	\$1,172,015	
29	13865 Magnolia Ave	Chino	Industrial - Warehouse	8,095	\$1,368,055	
30	13945 Magnolia Ave	Chino	Industrial - Warehouse	9,700	\$1,406,000	
31	1761 W Holt Ave	Pomona	Industrial - Warehouse	9,688	\$1,450,000	





Available Industrial Properties for Sale – October 2016					
No	Address	City	Туре	Sq. Ft.	Price
32	1470 W Holt Ave	Pomona	Industrial - Office Showroom	9,571	\$1,480,001
33	13931 Central Ave	Chino	Industrial - Warehouse	8,275	\$1,481,225
34	13381 11th St	Chino	Industrial - Warehouse	5,528	\$1,499,000
35	14770 Foothill Blvd	Fontana	Retail - Vehicle Related	5,000	\$1,500,000
36	5373 Brooks St	Montclair	Industrial - Flex Space	6,630	\$1,500,000
37	1424-1426 Holt Blvd	Ontario	Industrial - Flex Space	13,400	\$1,550,000
38	161 S. Hamilton Blvd	Pomona	Industrial - Flex Space	3,132	\$1,950,000
39	1618 Yeager Ave	La Verne	Industrial - Warehouse	11,383	\$1,992,025
40	13991 Arrow Rt	Fontana	Industrial - Warehouse	16,020	\$2,002,500
41	10805-10835 Fremont	Montclair	Industrial - Flex Space	25,827	\$2,650,000
42	5135 Holt Blvd	Montclair	Industrial - Warehouse	20,000	\$2,700,000
43	14009 Arrow rte	Fontana	Industrial - Warehouse	22,800	\$2,853,000
44	141 W Foothill Blvd	Pomona	Retail - Vehicle Related	12,040	\$3,000,000