Centennial Corridor Project

State Route 99 to Interstate 5

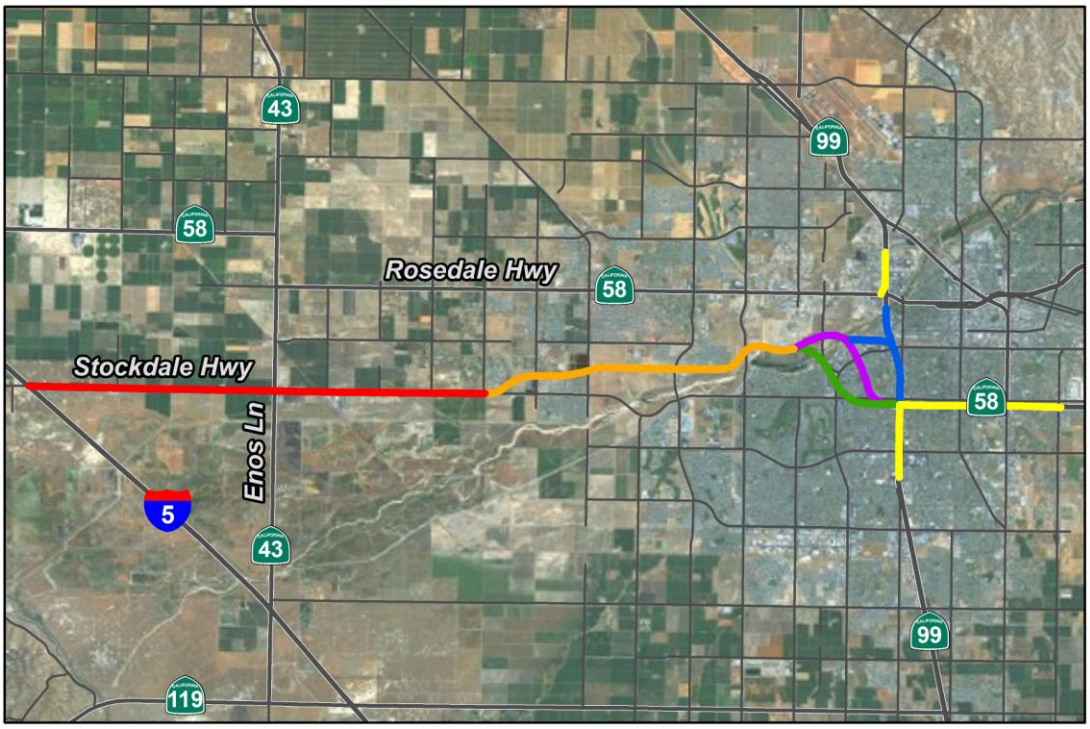
KERN COUNTY, CALIFORNIA

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

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

Project ID# 06-0000-0484

Community Impact Assessment Study



May 2015

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Community Impact Assessment Study

Centennial Corridor from State Route 99 to Interstate 5

City of Bakersfield and Kern County, CA

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

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

Project ID# 06-0000-0484

May 2015

STATE OF CALIFORNIA

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Preface

This Community Impact Assessment Study has been revised and updated following the circulation of the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) for the Centennial Corridor Project (May 2014) to address changes in, or pertaining to, any of the following: comments received; design refinements; regulatory setting; affected environment; environmental consequences; avoidance, minimization and mitigation measures.

After the public review period of the DEIR/EIS, all comments received regarding the DEIR/EIS were evaluated, and Caltrans has selected Alternative B as the preferred alternative. A number of public comments on the DEIR/EIS requested that design modifications be incorporated into the proposed project. The following refinements provide benefits or otherwise improve the project and they do not result in additional or new impacts not previously described and analyzed in the DEIR/EIS.

- Kaiser Realignment: During the public circulation period of the draft environmental document, Caltrans and the City of Bakersfield received a letter on behalf of Kaiser Foundation Health Plan, Inc. (Kaiser), dated July 7, 2014, describing various concerns in regard to the proposed Centennial Corridor Project and direct impacts to Kaiser's Stockdale Medical Office. Due to these concerns, preliminary design plans for Alternative B (Preferred Alternative) were modified to avoid direct impacts to the Kaiser Health Care Center. These revisions would increase significantly the distances between the Kaiser facility and the project improvements, creating an 80-foot buffer between the medical facility's parking lot and the proposed alignment. No obstructions associated with the Centennial Corridor Project will block Kaiser Health Care Center driveways, and no modifications would be made to change the configuration of the existing driveway. In addition, the modified design will not require property or temporary construction easements on Kaiser's property.

- Carrier Canal Crossing: To address concerns regarding bicycle and pedestrian connectivity, preliminary design plans for the preferred Alternative B were revised to include a multi-use pathway that will run parallel to the project alignment connecting bicyclists and pedestrians from California Avenue to Commerce Drive . The decision to incorporate a multi-use pathway to accommodate a bicycle and pedestrian connection was made in response to

public comments requesting a bicycle connection spanning over the Carrier Canal. As part of this change, an approximately 100-foot-long-bridge over the Carrier Canal would be constructed to accommodate bicycles and pedestrians. The bridge would be of sufficient width to accommodate two-way travel. The proposed modification is located within the study area analyzed in the draft environmental document and supporting technical studies. This multi-use pathway and bridge structure will provide direct connectivity to the Kern River Parkway Bike Trail for its users.

Maps showing the project modifications as described above can be found in Appendix G of this document.

Summary

This Community Impact Assessment (CIA) assesses potential changes in land use, growth, community cohesion, social, economic, and environmental justice impacts that could result from the implementation of the proposed Centennial Corridor Improvement Project within the City of Bakersfield, California, as part of the Thomas Roads Improvement Program (TRIP). The analysis within the report focuses mostly on Segment 1 alternatives which begin near the intersection of State Route (SR) 58 (Rosedale Highway) and Cottonwood Road and continues westerly to connect to the Westside Parkway.

The CIA technical report has been prepared in accordance with the California Department of Transportation's (Caltrans or Department) *Standard Environmental Reference Volume 4 Community Impact Assessment*, October 2011 guidelines and the Caltrans Central Region Annotated Outline for preparation of Community Impact Assessment, dated May 2012. In addition, the Project Development Team (PDT) (i.e., City of Bakersfield, Kern County, and the California Department of Transportation (Caltrans) through its meetings and scoping meetings understood that a substantial interest in the proposed project from the community standpoint exists, and as such, an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) is being prepared for the proposed project under the National Environmental Policy Act and California Environmental Quality Act. This CIA technical report has been prepared as part of the background studies required for preparation of the EIS/EIR.

Land Use

Construction of Segment 1 of the Centennial Corridor project would introduce a regional transportation corridor into new areas, which would result in the conversion *of existing land uses to transportation-related uses. In this area, project compatibility* with existing land uses is low because the new facility would traverse areas where there is a variety of existing residential, commercial, industrial, and recreational land uses. All three build alternatives have been aligned to avoid existing built land uses to the extent practicable while adhering to the design and operational criteria to maintain a safe roadway. During final design, efforts will be undertaken to further minimize construction and operation impacts to existing and planned land uses.

Regional Plans, including the Kern Council of Government Regional Transportation Plan, include the proposed Centennial Corridor project. The project is designated as a major highway improvement in the constrained program of projects and is slated for

environmental review and design from 2012 through 2015. Additionally, the project is generally consistent with the overall goals and policies of both Kern County and the City of Bakersfield. Any inconsistencies would require close coordination between Caltrans and local agencies to update existing land use plans.

Impacts to the Kern River Parkway would occur under any of the build alternatives. Alternative A would necessitate permanent acquisition of approximately 7 acres, but none would be required with Alternative B (Preferred Alternative) or Alternative C. All build alternatives would temporarily use additional acres during bridge construction over the Kern River. This could lead to short-term disruption of activities in the immediate vicinity of the project. Approximately 3.3 acres of Saunders Park would be impacted by implementation of Alternative C. The project, however, would provide replacement parkland and recreation improvements for Saunders Park before there would be any displacement of park uses.

Growth

Given the shortage of major developable vacant lands adjacent to Segment 1 of the Centennial Corridor, none of the build alternatives would provide a significant advantage to affect development decisions in the area. The Centennial Corridor project is not expected to substantially influence the overall amount or type of growth. The pattern and rate of population and housing growth would be expected to remain consistent with population anticipated by existing General Plans for the area. The potential for growth in the Bakersfield area is consistent with local land use plans and current trends, the project would not influence growth and no growth-related impacts are expected. Current growth trends and potential future growth is considered in local land use plans, and the project would not influence growth that is not currently planned for. The project would not result in direct adverse growth-related impacts.

Implementation of the project has the potential to result in indirect effects on growth. While the project would not result in new access to previously inaccessible areas, it would increase accessibility through the project area by improving circulation along the corridor. This improved connectivity is not anticipated to influence travel behavior and trip patterns in a measurable way. Too, the amount of land available for development within the study area is limited and given the shortage of major developable vacant lands, none of the build alternatives would provide a significant advantage to affect development decisions in the area. The project would not have a significant influence on economic development or population growth, and there

would be no growth related impacts attributable to the project; therefore, no indirect adverse effects associated with growth would be anticipated with implementation of any of the build alternatives.

Community Character

The community impacts associated with implementation of any one of the three Centennial Corridor build alternatives would have important social and economic consequences on neighborhoods within the City of Bakersfield.

Although minimization measures have been incorporated during the early planning phase of the project, including elevating and/or depressing the proposed highway at different locations, adverse impacts to neighborhoods would still occur under any of the three build alternatives. Specifically, Alternatives A, B, and C would each result in adverse effects to established neighborhoods and residential areas, though in varying degrees. Constructing any of the build alternatives would result in both residential and nonresidential displacements. Alternative A would displace the largest number of residential units among the three build alternatives, with a total of 356, comprised of 140 single-family residences, 74 duplex/triplex units (the largest amount among the three build alternatives) and 142 apartment units (also the largest among the three alternatives). Alternative B (Preferred Alternative) would displace a total of 310 residential units, with the largest number of single-family residences (200) among the three build alternatives. Alternative B would also displace 16 duplex/triplex units and 94 apartment units. Alternative C would displace the fewest number of residential units among the three build alternatives, with 133. Of these, 88 would be single-family residences, 16 would be duplex/triplex units, and 29 would be apartment units.

Based on the residential units subject to acquisition, Alternative A is estimated to displace approximately 1,104 people, Alternative B (Preferred Alternative) would displace approximately 961 people, and Alternative C would displace approximately 413 people. These displacements would reduce the cohesiveness of the affected neighborhoods through which the build alternatives traverse by removing residents who may have formed long-term relationships with others in the neighborhood.

Of the 120,725 existing housing units in Bakersfield, the number to be removed from the inventory ranges from 0.29 percent with implementation of Alternative A to less than 0.11 percent with implementation of Alternative C.

All three build alternatives would result in displacement of a fairly comparable number of nonresidential properties and associated businesses, with Alternative B (Preferred Alternative) displacing the fewest with 121, Alternative C displacing the most with 198, and Alternative A displacing 127 non-residential properties. Commercial business displacements constitute the largest category of displaced businesses, again with fairly comparable numbers across the three build alternatives. This category would include professional offices, retail merchants, hotels and motels, medical offices and dental clinics, restaurants, fast-food outlets, gas stations, auto body and auto repair businesses, used-car dealerships, a private pre-school through first grade facility, and an animal hospital. Only Alternatives B and C would displace industrial/ manufacturing businesses, with 15 and 13 such operations, respectively.

Other impacts would be in the form of increased noise, visual intrusion created by placement of an elevated facility, and/or soundwalls, and effects on community cohesion, in varying degrees, depending on the alternative. Neighborhood street networks would be altered with construction of any of the build alternatives, and several cul-de-sac streets may be created, especially with implementation of Alternatives A and B.

The fiscal impact analysis shows that each of the three build alternatives would lead to removal of properties from the tax roll and result in property tax revenue losses representing between 1 and 2 percent of the City's tax base; therefore, there would not be a significant adverse effect on property tax revenue.

Under any of the build alternatives, job losses may occur and come from retail, restaurants, hotels, service stations, and other business operations that would be displaced. Employment losses would range from an estimated low of 141 jobs in a best case scenario to about 5,000 jobs lost in a worst-case scenario, depending on the size of the firms, difficulty in relocating, and which build alternative is implemented. However, analysis conducted as part of the Final Relocation Impact Report (February 2015) indicates that the local real estate market can likely absorb most of the business operations, so no job losses would result in these cases. Some of these losses would be absorbed with the jobs expected to be created as a result of construction spending on the project, which would result in direct and indirect economic boosts to the City of Bakersfield and Kern County region.

An analysis of the study area populations for each of the build alternatives indicates none would be considered environmental justice communities based on racial and

income statistical data available from the U.S. Census Bureau. The data indicate each of these population areas had a greater percentage of Whites than the average population for the City of Bakersfield and Kern County. The same study areas also had households with median incomes above the Department of Health and Human Services (HHS) 2010 poverty guidelines. Within these project alternative study areas are four individual Census block groups with minority populations that comprise greater than 10 percent of the City and County averages, with one tract having a median income below the HHS poverty guidelines. Although populations within individual block groups of the study areas meet the definition of an environmental justice community, based on the analysis of 2010 Census data by study area, neither of the three build alternatives would cause disproportionately high and adverse effects on any minority populations or low-income populations as per Executive Order 12898 regarding environmental justice.

During the construction phase, residents may be disrupted and inconvenienced by detours, local road closures, dust, noise, and heavy construction equipment traffic on existing city streets. These issues would be addressed in advance by development and implementation of a Traffic Management Plan prior to initiation of construction.

When the roadway is opened for use, positive impacts would result for many residents. Travel time, gas consumption, accidents, and inconvenience to users generally decrease. The roadway increases access to jobs, schools, stores, recreation, and other community services and amenities. These effects can be reflected in increased land values; however, there may be negative impacts for some residents living near the roadway. These include increased noise, air pollution emissions, and aesthetic impacts. Some of these impacts can be mitigated.

Traffic and Transportation/Pedestrian and Bicycle Facilities

Access, Circulation, and Parking

Overall, the project is intended to benefit cross-town, east-west access by resolving current access limitations that create barriers to travel (e.g., Kern River), require motorists to transition from freeway to surface street conditions, and entail indirect routing. Thus cross-town and east-west regional automobile and bus travel access would improve under the build alternatives. Congestion on several local roads would decrease with the project because fewer motorists would attempt to bypass freeway congestion by using local roads. At the same time however, under each build alternative a number of local streets are proposed to be shortened, modified, or removed, and certain highway interchanges would be eliminated or modified

(including ramp closures). Such highway and surface street circulation changes may result in increased traffic on collector and arterial streets. This diverted traffic would not be substantial, nor result in significant traffic impacts or significantly affect transit service. Nearby alternative access roads have been identified for each street modification involving through traffic elimination. No existing transit routes operate on the streets proposed for permanent closure or modification; therefore, there would be no direct effects to transit service due to road modifications or closures. In summary, operation of the build alternatives would not result in substantial, adverse effects on transit and automobile circulation and accessibility.

Public Involvement

Community outreach and participation have been integrated into the project development process from the outset, including public scoping, alternatives development, and extensive public and agency stakeholder involvement. Special outreach efforts included a pre-postage paid Neighborhood Survey sent to approximately 16,000 residents of Bakersfield, living near one of the build alternatives, with about 920 returned, and a Web site inviting comments in English and Spanish. Translation services were available at public meetings of which approximately a dozen were held. Efforts have been made to avoid or minimize adverse effects to minority or low-income populations, as well as address community concerns, by refining project alternatives. In addition, two community meetings with a right-of-way focus have been conducted, one on December 6, 2012, and one on June 11, 2014, for purposes of keeping the affected property owners informed about the relocation assistance process, their rights and benefits, as well as to provide the opportunity for the displacees to express their concerns about any relocation issues.

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Chapter 1 Introduction

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by the California Department of Transportation (Caltrans) under its assumption of responsibility pursuant to 23 United States Code (U.S.C.) 327.

Both the National Environmental Policy Act and the California Environmental Quality Act require consideration of social and economic impacts of projects in the preparation of environmental documents.

This Community Impact Assessment addresses the possible impacts associated with the proposed establishment of a new alignment for State Route (SR) 58 to provide a continuous route along SR 58 from Interstate 5 (I-5) via Westside Parkway to Cottonwood Road on existing SR 58, east of SR 99, a distance of approximately 20 miles. The project, known as the Centennial Corridor, is located in the City of Bakersfield and Kern County, California (Figure 1-1). The project is being developed in three segments, which are discussed in Section 1.3. Unless otherwise indicated, most of the analysis in this report focuses on Segment 1, which is prepared at a level of detail that would allow construction of the freeway. Segment 2 has been previously addressed in the approved *Westside Parkway Environmental Assessment/Final Environmental Impact Report* (2007). Segment 3 was evaluated in the approved *Route 58 Route Adoption Project, A Tier I Environmental Impact Statement/Environmental Impact Report* (Caltrans 2001). Segment 3 will remain at the Tier I, route-adoption level of analysis until such time as funding sufficient for construction is secured, and at that time a project-level environmental document will be prepared.

The purpose of this Community Impact Assessment is to provide information regarding the anticipated social, economic, and land use effects of the project so that the consequences on the human environment are weighed with other factors and that the final transportation decisions are made in the overall best public interest. The report is intended to describe the relevant existing conditions and the potential social, economic, and land use impacts of the project and what measures may be taken, if warranted, to reduce, minimize, or avoid such impacts.

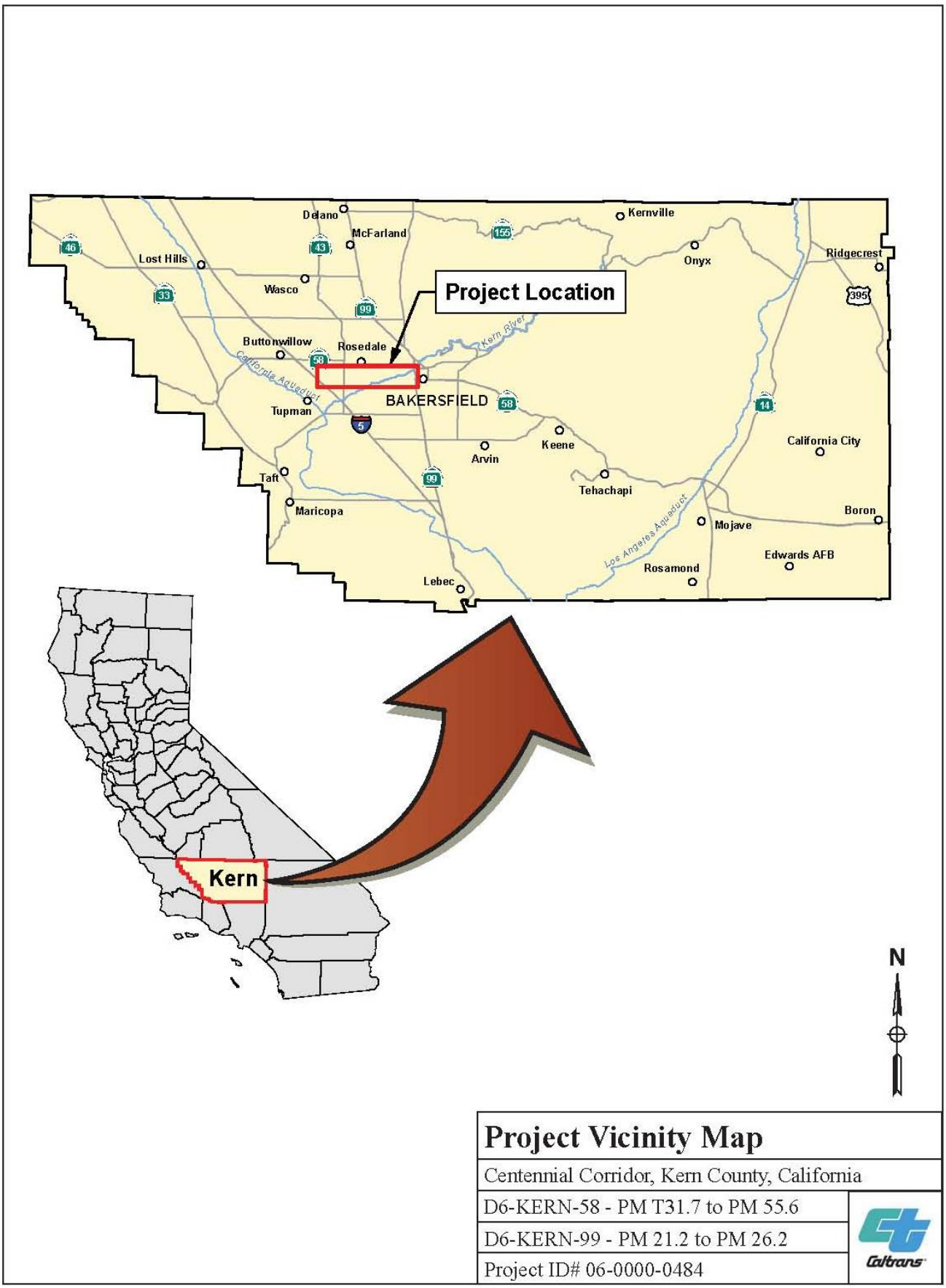


Figure 1-1 Project Vicinity Map

The report focuses on important topics identified through the scoping (i.e., preliminary environmental analysis) process. Any indirect or cumulative impacts are discussed in the general impact sections of Chapters 2 through 5. Areas of assessment and their effects include consistency with local and regional land use plans; growth; changes in population and employment; community cohesion and interaction; barrier effects; emergency response; access changes – bicycle, pedestrian, transit, and vehicular; community facility and service impacts; displacements; economic and fiscal impacts, and environmental justice. In many cases, details on specific impacts, such as noise, traffic access, cultural resources, visual, and relocations, are included in other technical reports prepared for this project.

Social, economic, and land use considerations are legally required and supported by major Federal regulations, statutes, policies, technical advisories, and Executive Orders, including:

- National Environmental Policy Act of 1969
- 23 U.S.C. 109(h) "Consideration of Economic, Social and Environmental Effects," (1970)
- Federal Highway Administration Technical Advisory 6640.8A (1987), Guidance for Preparing and Processing Environmental and Section 4(f) Documents
- Title VI of the Civil Rights Act of 1964, and related statutes
- Executive Order 12898 on Environmental Justice (February 11, 1994)
- United States Department of Transportation Order on Environmental Justice, 1997, and as updated on May 2, 2012.
- 42 U.S.C. 4601 *et seq.* "Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs," as amended, 1987

The California Environmental Quality Act also requires the consideration of social and economic impacts of projects that may have a physical change in the environment.

In addition to field reviews conducted in the potentially affected neighborhoods in, or adjacent to, the project area, this Community Impact Assessment is based on a review and analysis of demographic forecasts, U.S. Census data, regional economic publications, local and regional community plans and documents, aerial photographs, minutes from public involvement sessions attended by interested parties, survey questionnaires returned from residents and business owners living in the project area,

notes from voluntary interviews with planning staff, and numerous other sources of information, including resources available online through the Internet. The City of Bakersfield Community Development Department staff also provided useful information and insights.

1.1 Community Profile

Located approximately 110 miles north of Los Angeles, and about the same number of miles south of Fresno, Bakersfield serves as the seat of Kern County, the third largest of California's 58 counties. Though the City of Bakersfield observes 1898 as its official year of incorporation as a city, the town's origins trace back several years earlier. Colonel Thomas Baker, who served in the California legislature and was co-founder of Visalia, in 1863 moved to the area that would later become downtown Bakersfield. Baker invited those traveling through the area to water and graze their cattle and sheep stock in the golden alfalfa fields of his 600-acre property. Baker surveyed the area for a town site, and it was suggested by early settlers that the new town be called "Bakersfield" because it had already become known to sojourners as Baker's field.

Bakersfield's economic foundation during its first few decades was largely created by the establishment of large cattle ranching and agricultural operations. After the discovery of oil in Kern County in 1910, petroleum production and its related industries launched a local boom. These remain the economic pillars; Kern County ranks in the top ten of all counties in the United States in terms of agriculture-related production, and it produces three-quarters of the state's oil production. The Southern Pacific Railroad also played a key role in the area's growth and development, as it did through much of California's Central Valley.

As the result of a 7.3-magnitude (Richter scale) earthquake that shook the city in July 1952, and coupled with a 6.5-magnitude aftershock, a sizable number of the city's older buildings were destroyed or substantially damaged. The devastating effects to the commercial business district required launching a major rebuilding program. So much of the old downtown had been damaged and replaced with newly built structures that by 1959 the Greater Bakersfield Chamber of Commerce was using the slogan of "America's Newest City" to woo visitors to their revived town.

Bakersfield had already by this time begun to experience a significant transformation that was to be repeated in towns and cities across America – the economic engine that made up the central business district began to essentially shift to the city's suburban

edge on former farm and ranch lands as an ever-expanding postwar population sought their fulfillment of the American dream. Concomitant with the changes in land use, the major north-south state highway was shifted to bypass the downtown. In Bakersfield's case, Highway 99 was rerouted to the west from its earlier location (today's Union Avenue) in the early 1960s and was upgraded to freeway standards in the process. Traditional retail merchandise stores in downtown Bakersfield, including J.C. Penney, Kress, Woolworth's, Lerner's, and Pioneer Merchant, either moved to be closer to the new tract house developments or closed their doors completely. One of these new magnets was the Valley Plaza Mall, which in 1967 opened a few miles south of downtown on Ming Avenue at Wible Road, near SR 99. It was not just stores that left the central business district. Chevron and Arco used to have offices in downtown Bakersfield before they relocated outside of downtown.

This is not to suggest that the central downtown core bordering Truxtun Avenue was ever completely abandoned; many of the government agencies anchored the downtown until it too experienced a general renaissance that continues to this day. Most of the city's larger office buildings are located in downtown, immediately south or north of Truxtun Avenue, including the 10-story Bank of America building perched on the corner of Truxtun and Chester avenues. A commercial district enveloping two prominent historic landmarks – the Bakersfield Fox Theater and the Padre Hotel, both situated on H Street near 19th Street – now serves to weave Bakersfield's rich past into the contemporary fabric.

The incorporated municipality covers approximately 142 square miles, with the greater Bakersfield metropolitan area encompassing approximately 224 square miles. Though an enormous city in a spatial sense, most residents of Bakersfield would likely characterize their home city differently and think of it in terms of a collection of neighborhoods and districts. The various neighborhoods provide an identifiable unit of the city at a scale where most residents form their first level of attachment to the city. Theirs is largely a community of homes and small businesses. They may think of the many broad streets shaded by leafy trees or one of the more than 50 parks that are sprinkled within the established neighborhoods, not to mention one of the community's greatest regional assets, the Kern River Parkway Park. For its residents, Bakersfield offers recreational assets, affordable housing, educational facilities with a good reputation, and an overall comfortable quality of life and easy lifestyle.

When public comments were solicited for the Metropolitan Bakersfield General Plan 2009 Update, many respondents expressed that Bakersfield possesses a "small town

feel," and almost 90 percent of the citizens responding to a telephone survey said they felt it was a "desirable place to live."[1] The people responding to the survey viewed the following as among Metropolitan Bakersfield's greatest strengths:

- Shopping is available and nearby
- Education is varied, and schools are positioned well within the community
- There is a diverse opportunity for cultural and faith-based activity
- The proximity to agriculture provides fresh foods and economic opportunity
- Centrally located between the mountains, the coast, and northern and southern California
- Parks, open space, and recreation are readily available, with a key focus on the Kern River Parkway and trail system

Compared to many California cities, and certainly more typical of those located within the Central Valley, Bakersfield has traditionally been one of the more car-oriented cities. This is due in part to land use patterns that saw the spread of low-density development and is reflected in the city's physical layout, which features a system of freeways and highways, wide city streets, and plentiful surface parking.

Residents and visitors may enjoy many of the amenities that have sprung up in recent years in the vicinity of downtown, including the Ice Sports Center, the McMurtrey Aquatic Center, and the 16-screen Maya Cinemas complex. Several communitywide cultural events are held in Bakersfield each year, which include the Greek Festival, Scottish games, and March Meet (drag racing), along with the Bakersfield Jazz Festival and other scheduled events, many of them held at the Rabobank Arena Theater and Convention Center.

The area surrounding Bakersfield has been considered one of California's fastest growing areas, with the population more than tripling over the past 30 years. In recent years, about 80 percent of the new housing has been constructed on the west side of town; the new development has been essentially split between north of the Kern River and the general southwest Bakersfield area. Bakersfield has grown from a population of approximately 175,000 in 1990 to 367,315 by 2014[2]. The growth of Bakersfield was fueled in part because of the affordable housing market. Bakersfield has consistently had a relatively lower cost of housing compared with neighboring counties, particularly Los Angeles, where the median sales price for single-family

[1] Metropolitan Bakersfield, General Plan Update. Public Outreach Issues Report, December 2008.
[2] California Department of Finance, April 2014.

residences and condominiums is more than twice that of Bakersfield. Additionally, there are numerous commercial and industrial parks and executive suites within Bakersfield, offering more attractive leasing rates than found in other California locales.

The region's pace of growth and development has slowed in more recent years due to the national economic recession and high number of house foreclosures. Over the long term, however, economic and business forecasts continue to project long-term growth for Bakersfield, and about 1.4 million residents are expected to live in Kern County by the year 2035.

As is true of most of California's largest cities, Bakersfield is ethnically and racially diverse. According to 2010 U.S. Census data, Bakersfield is comprised of approximately 38 percent white and 62 percent minority populations. People of Hispanic or Latino origin account for approximately 46 percent of the city's residents.[3] Residents of Bakersfield have a median household income of approximately $53,997.

The study area is traversed in a north/south direction by SR 99, New Stine Road, Real Road, and Oak Street, as well as many other local streets. Land use in the easternmost portion of the study area and along existing SR 58 is predominantly commercial and industrial, bordering residential neighborhoods, including Oleander-Sunset. A large portion of the study area located west of SR 99 is dominated by residential neighborhoods and commercial land use. Commercial development is located along California Avenue and Brundage Lane/Stockdale Highway, which run in an east-west orientation, parallel to SR 58. Residential neighborhoods are situated north and south of Stockdale Highway. The Westpark neighborhood is the largest named residential neighborhood in the western portion of the study area, though there are many housing developments comprising the Quailwood and Park Stockdale neighborhoods.

1.2 Project Background

Caltrans proposes to establish a new alignment for SR 58, which would provide a continuous route along SR 58 from Cottonwood Road on existing SR 58, east of SR 99 (post mile R55.6), to Interstate 5 (I-5) (post mile T31.7). Improvements to SR 99 (post miles 21.2 to 26.2) and Westside Parkway would also be made to accommodate the connection with SR 58. The proposed continuous route has been divided into three distinct segments, as shown in Figure 1-2.

[3] Hispanics may identify themselves to be of any race.

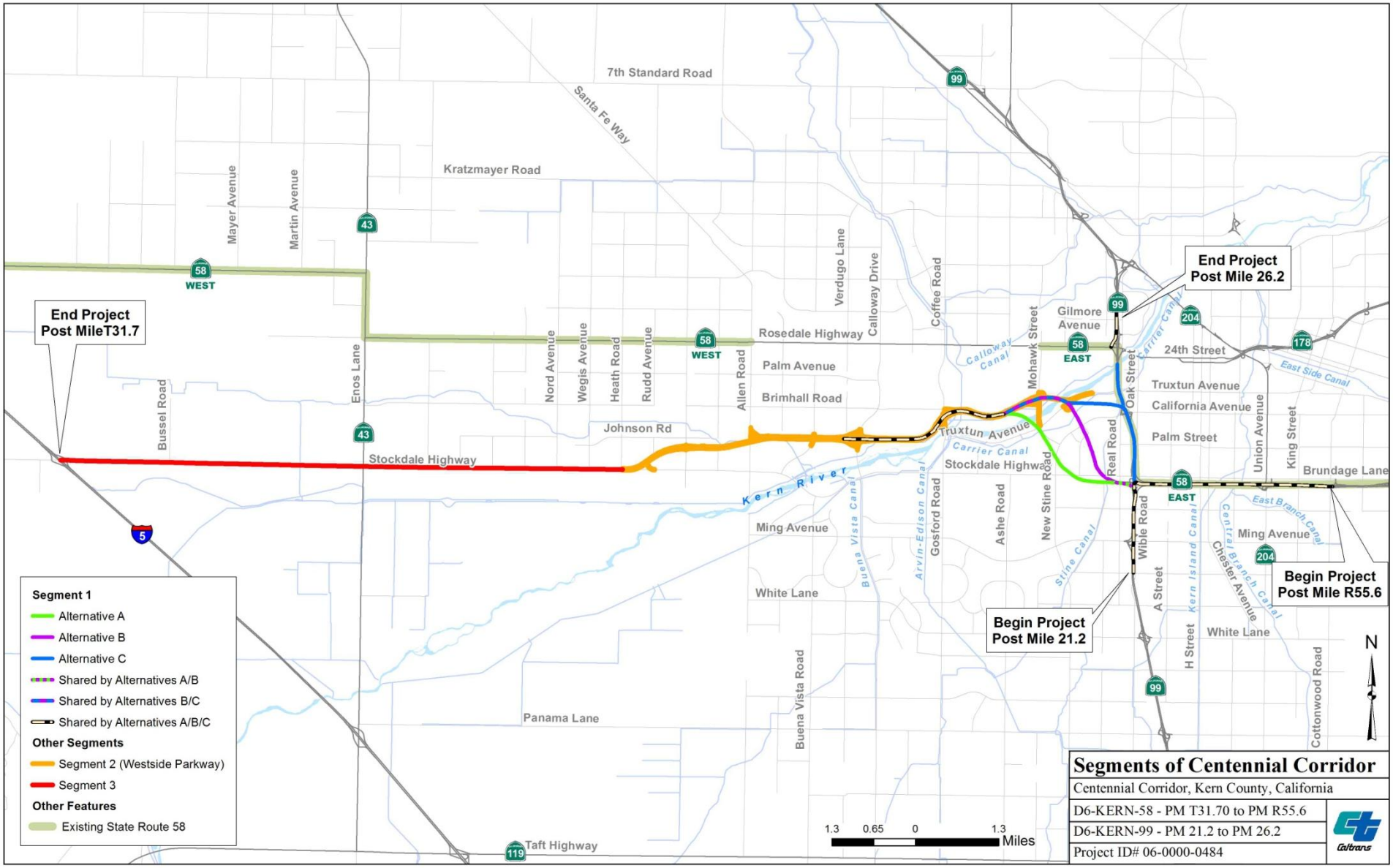


Figure 1-2 Project Location Map – Segments of the Centennial Corridor

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

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

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

1.3 Purpose and Need

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

SR 58 is a critical link in the state transportation network and is used by interstate travelers, commuters, and a large number of trucks. SR 58 lacks continuity in central Bakersfield, which results in severe traffic congestion and reduced levels of service on adjoining highways and local streets. This route is offset by approximately 1-mile at SR 43 (known locally as Enos Lane) and by approximately 2 miles at SR 99. The merging of two major State Routes (58 and 99) into one alignment between the eastern and western legs of SR 58 degrades the traffic level of service on this segment

of freeway. In addition, SR 99's close spacing for its two interchanges with SR 58 (east and west), in addition to an interchange at California Avenue, results in vehicles dangerously changing lanes, which add to the congestion.

1.4 Project Description

The project alternatives for Segment 1 include three build alternatives and a No-Build Alternative.

No-Build Alternative

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

Build Alternatives

As shown in Figure 1-3, the three build alternatives (Alternatives A, B, and C) within Segment 1 propose new alignments that would extend from Cottonwood Road on the existing SR 58 (East) and connect I-5 via the Westside Parkway. Alternatives A and B would be west of SR 99, and Alternative C would parallel SR 99 to the west. Under Alternative A, the eastern end of the Westside Parkway mainline would be realigned to conform to the Alternative A alignment, and ramp connections would be provided to the Mohawk Street interchange. Under Alternatives B and C, the alignments would connect to the Westside Parkway by extending the mainline lanes built as part of the Westside Parkway project. Detailed descriptions of the alternatives are provided on the following subsections:

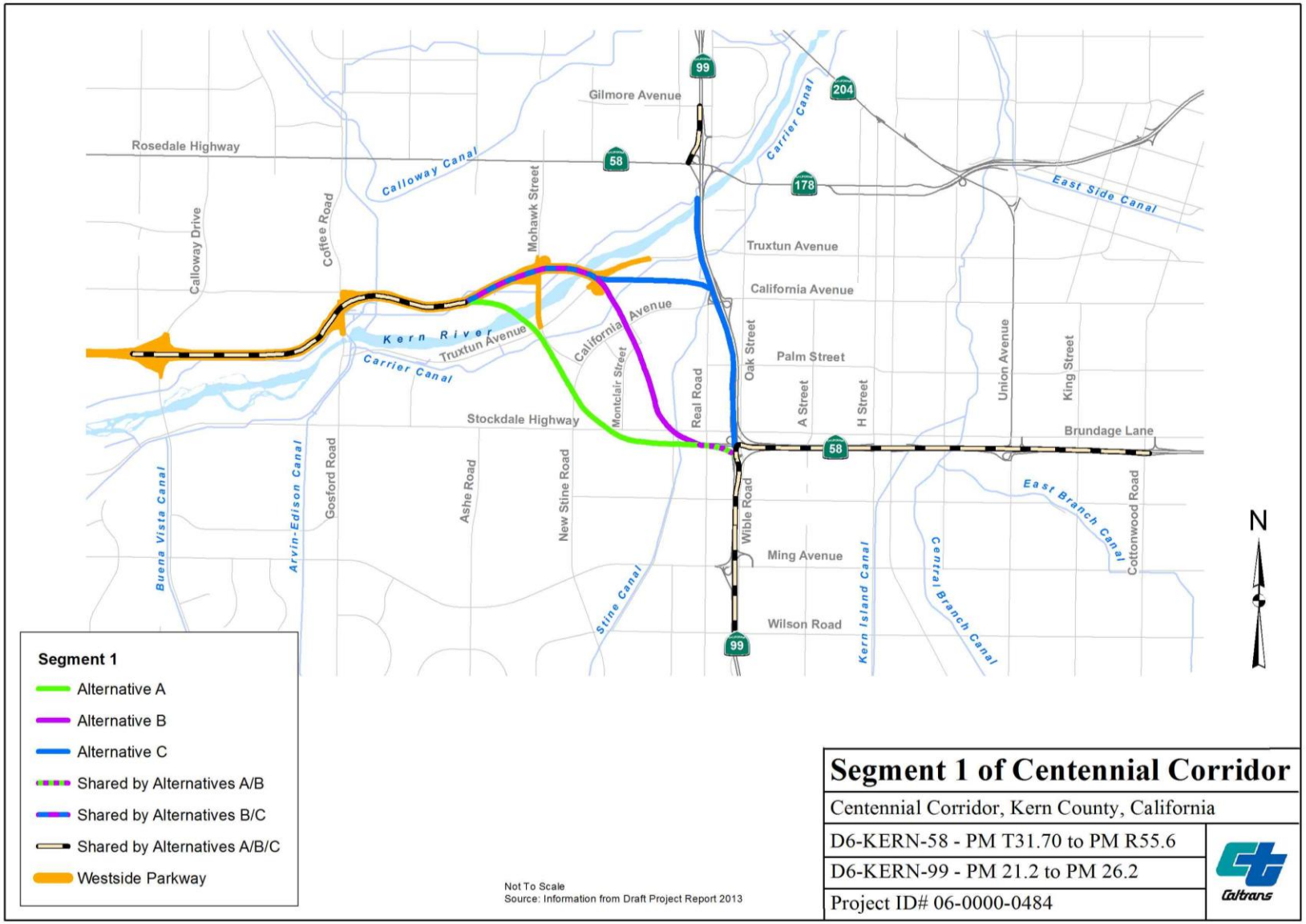


Figure 1-3 Alternatives for Segment 1 of Centennial Corridor

1.4.1 Common Design Features of the Build Alternatives

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

Segment 1

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

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

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

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

Segment 2

The Westside Parkway would be incorporated into the State Highway System with each of the Build Alternatives. Improvements to connect Centennial Corridor to the Westside Parkway would extend from where each build alternative connects at the

eastern end of the Westside Parkway towards the west, ending at the Calloway Drive interchange. The proposed improvements would widen the Westside Parkway by constructing one additional lane in the median to provide auxiliary lanes. In the westbound direction, the median widening would extend from east of the Friant-Kern Canal through the Calloway Drive interchange. The limits of the added lane in the eastbound direction would differ between each alternative, as described in Section 1.4.2, Unique Design Features of the Build Alternatives, below. With each build alternative, modifications to the westbound diamond off-ramp to Calloway Drive and the eastbound loop on-ramp from Coffee Drive would be required.

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

Segment 3

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

1.4.2 Unique Design Features of the Build Alternatives

Alternative A

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

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

southbound SR 99 to eastbound SR 58 connector and northbound SR 99 to eastbound SR 58 would be preserved with some changes.

The limits of widening on SR 99 would extend to the Wilson Road overcrossing. On northbound SR 99, a three-lane exit would be provided just north of Wilson Road to carry the northbound SR 99 to westbound SR 58 traffic on two lanes and the Ming Avenue on- and off-ramp traffic on the third lane. All ramps in this area would have to be realigned to provide for the additional lanes. The Wible Road on- and off-ramps just south of the existing SR 58/SR 99 interchange, which is in conflict with the Caltrans standards of interchange spacing, would have to be removed to accommodate this design. The Stockdale Highway off-ramp on the southbound SR 99 to eastbound SR 58 connector would be removed as well. Under this concept, SR 58 would also lose its link with Real Road. Also, Alternative A would provide an auxiliary lane on southbound SR 99 from south of Gilmore Avenue to the Rosedale Highway off-ramp.

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

Other features with this alternative include 1) the construction of 19A; 2) the construction of a park and ride facility off Mohawk Street, between California Avenue and Truxtun Avenue, to replace the facility that would be displaced by the project; 3) 7 infiltration basins, which would be placed throughout the study area to retain stormwater runoff for water quality improvement purposes; and 4) 35 retaining walls, ranging from 3 feet to 65 feet high would be built at various locations along Alternative A to reduce right-of-way impacts.

Alternative B (Preferred Alternative)

Alternative B would run westerly from the existing SR 58/SR 99 interchange for about 1,000 feet south of Stockdale Highway, where it would turn northwesterly and span Stockdale Highway/Stine Road, California Avenue, Commerce Drive, Truxtun Avenue, and the Kern River before joining the east end of Westside Parkway between the Mohawk Street and Coffee Road interchanges. This alignment would depress SR 58 between California Avenue and Ford Avenue. Overcrossings are proposed at Marella Way and La Mirada Drive, and an undercrossing at Ford Avenue would help local traffic circulation within the general area. In addition, a new bridge would be constructed over the Carrier Canal for purposes of enhancing bicycle and pedestrian connectivity.

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

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

Other features with this preferred alternative include 1) the construction of 25 soundwalls; 2) the construction of a park and ride facility north of California Avenue, next to the Centennial Corridor, to replace the facility that would be displaced by the project; 3) 8 infiltration basins that would be placed throughout the study area to retain stormwater runoff for water quality improvement purposes; and 4) 35 retaining walls, ranging from 3 feet to 65 feet high would be built at various locations along Alternative B to reduce right-of-way impacts.

Alternative C

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

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

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

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

Other features with this alternative include (1) the construction of 17 soundwalls; (2) construction of a park and ride facility Real Road and Chester Lane to replace the facility that would be displaced by the project; (3) 11 infiltration basins that would be placed throughout the study area to retain stormwater runoff for water quality improvement purposes; and (4) 35 retaining walls, ranging from 3 feet to 65 feet high would be built at various locations along Alternative C to reduce right-of-way impacts.

1.5 Study Area Definition

The study area boundaries vary somewhat, depending on the statistical areas used to report the social and economic data utilized in this report. The study area for Segment 1 generally extends to Gilmore Avenue on the north, Cottonwood Avenue on the east, Wilson Road to the south, and Coffee Road to the west (Figure 1-3). The study area generally follows the boundaries of the U.S. Census Block Groups traversed by and adjacent to the three build alternatives, as depicted in Figures 1-4A through 1-4C.

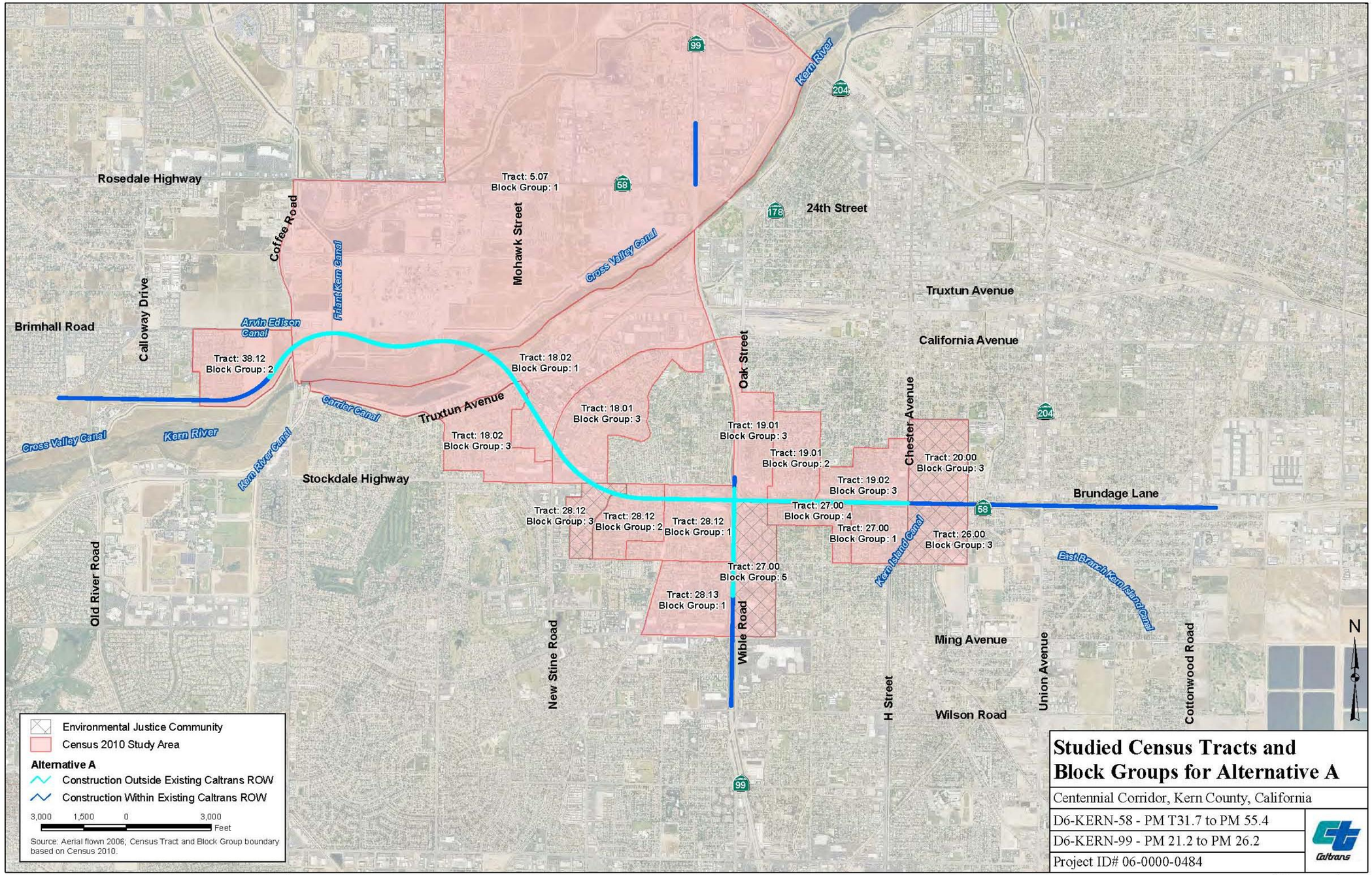


Figure 1-4A Studied Census Tracks and Block Groups for Alternative A

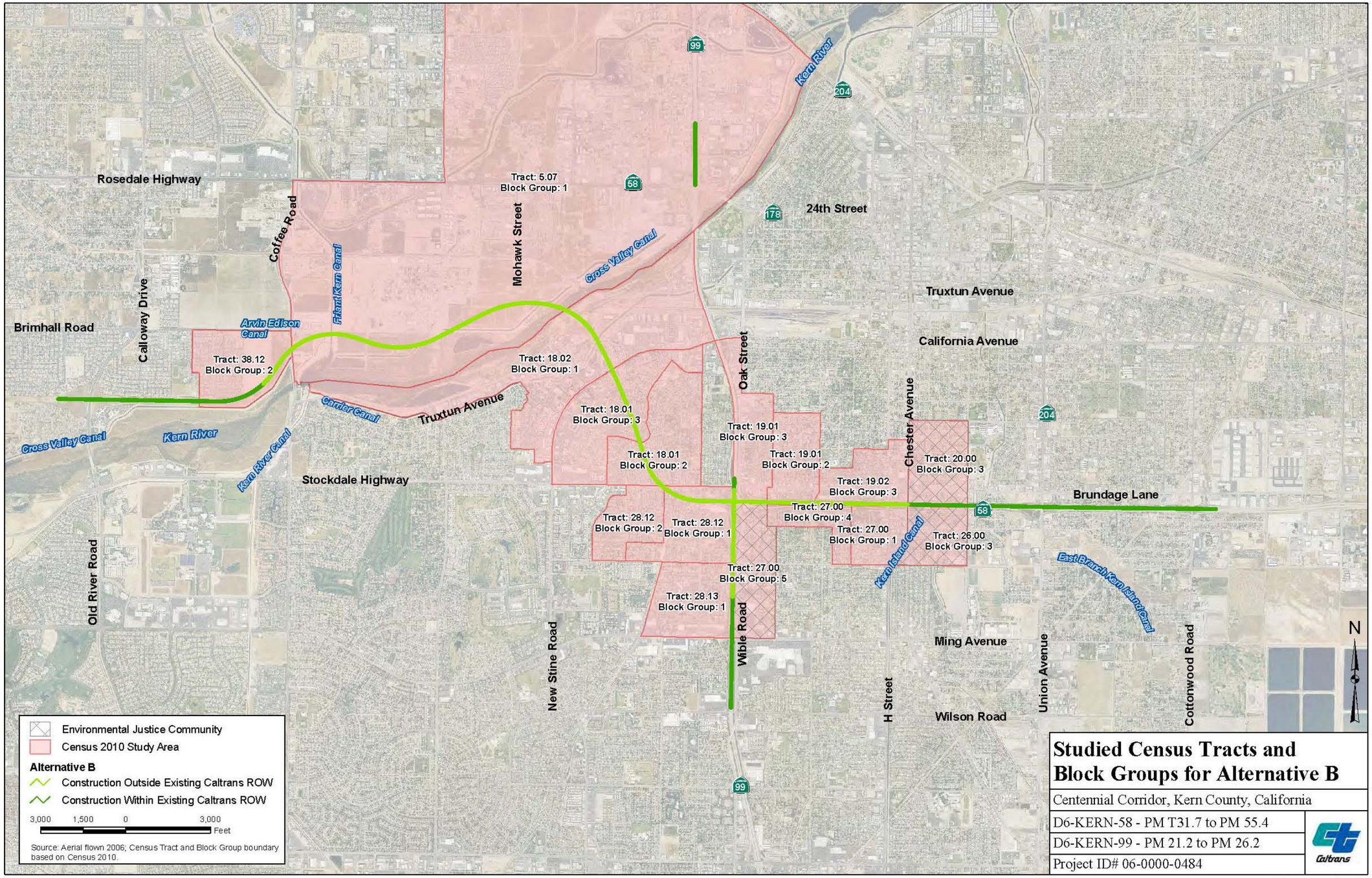


Figure 1-4B Studied Census Tracks and Block Groups for Alternative B

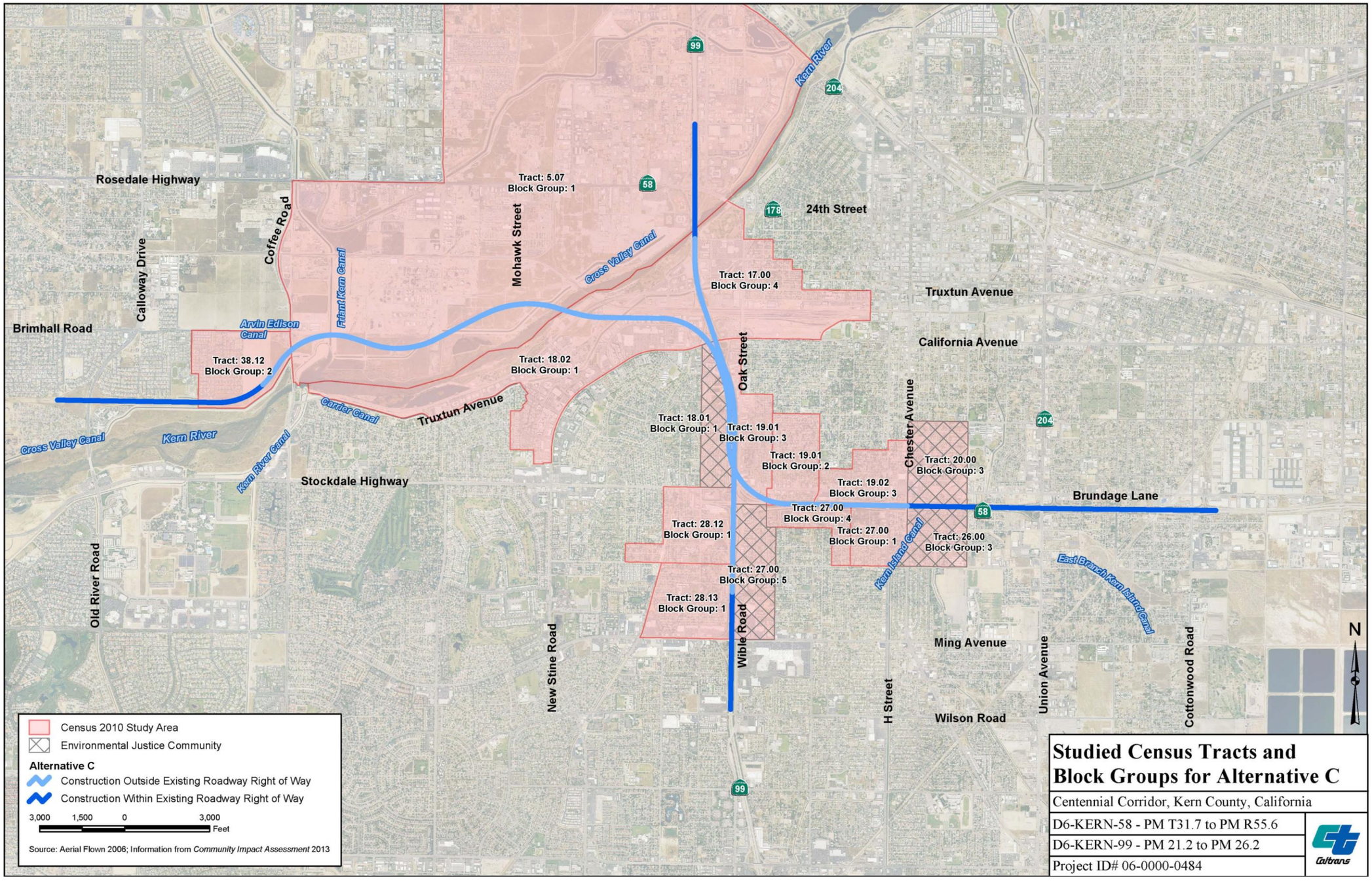


Figure 1-4C Studied Census Tracks and Block Groups for Alternative C

Demographic data (e.g., race, age) and socioeconomic data (e.g., income, poverty levels) are aggregated at the block group level, which is the smallest geographic unit released by Census Bureau. However, Census 2010 income data for the project area are not currently available at the block group level, but they are available at the census tract level. Therefore, income data for the affected project area are provided at the census tract level.

Table 1.1 summarizes the census tracts and block groups analyzed in this Community Impact Assessment by alternative (Figures 1-4A through 1-4C). The census tracts and block groups under study for each alternative are determined based on the area in which the potential property acquisitions would occur (refer to Figures 4-5A through 4-5C in Chapter 4). Note that although the project limits extend east to Cottonwood Road, the census tracts east of Tract 20.00, Block Group 3 and Tract 26.00, Block Group 3, are not analyzed because the construction in this area would occur within Caltrans right-of-way. Note also that while information related to potential property acquisitions required for any minor right-of-way needs at the extreme west end of the Centennial Corridor project area, near Enos Lane, in Segment 3, are accounted for in this Community Impact Assessment, because the census tract in this rural location is vast and covers an extremely large geographical area due to a dispersed population, meaningful data specific to that location cannot be derived from their presentation and analysis.

Table 1.1 Census Tracts and Block Groups Under Study by Alternative

Alternative A	Alternative B	Alternative C
• Census Tract 18.01, Block Group 3	• Census Tract 18.01, Block Groups 2,3	• Census Tract 17.00, Block Group 4
• Census Tract 18.02, Block Groups 1, 3	• Census Tract 18.02, Block Group 1	• Census Tract 18.01, Block Group 1
• Census Tract 19.01, Block Groups 2, 3	• Census Tract 19.01, Block Groups 2, 3	• Census Tract 18.02, Block Group 1
• Census Tract 19.02, Block Group 3	• Census Tract 19.02, Block Group 3	• Census Tract 19.01, Block Groups 2, 3
• Census Tract 20.00, Block Group 3	• Census Tract 20.00, Block Group 3	• Census Tract 19.02, Block Group 3
• Census Tract 26.00, Block Group 3	• Census Tract 26.00, Block Group 3	• Census Tract 20.00, Block Group 3
• Census Tract 27.00, Block Groups 1, 4, 5	• Census Tract 27.00, Block Groups 1, 4, 5	• Census Tract 26.00, Block Group 3
• Census Tract 28.12, Block Groups 1, 2, 3	• Census Tract 28.12, Block Groups 1, 2	• Census Tract 27.00, Block Groups 1, 4, 5
• Census Tract 28.13, Block Group 1	• Census Tract 28.13, Block Group 1	• Census Tract 28.12, Block Group 1
• Census Tract 38.12, Block Group 2	• Census Tract 38.12, Block Group 2	• Census Tract 28.13, Block Group 1

Alternative A	Alternative B	Alternative C
• Census Tract 5.07, Block Group 1	• Census Tract 5.07, Block Group 1	• Census Tract 38.12, Block Group 2 • Census Tract 5.07, Block Group 1

Source: Information compiled by Parsons, May 2012.

In addition, for purposes of the impact analysis, any community facilities located within 0.5-mile radius of the project footprint are included in the community impact analysis. In certain other cases, the socioeconomic data are extrapolated at a larger scale because of the way the information is aggregated; this includes information from an entire census tract, the City of Bakersfield as a whole, the Bakersfield metropolitan area, Kern County and the State of California.

1.6 Other Development Projects

Several other projects are being planned or developed within the project area, which are noteworthy to be considered as part of cumulative impact analysis. Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time.

Table 1.2 summarizes the reasonably foreseeable projects considered in the cumulative impact analysis of this project. The list of reasonably foreseeable projects is based on known projects identified on the cumulative projects map maintained by the City of Bakersfield. Long-term growth projections are also considered because they help to identify future actions that could contribute to potential cumulative impacts; the project design year (2038) is used as the planning horizon for considering future projects and actions.

Table 1.2 Other Development Projects within Project Vicinity

Project Name	Description	Status
Bakersfield Commons	A 255-acre project located east and west of Coffee Road between Brimhall Road and SR 58. Allows 1,400,000 square feet of retail commercial, 600,000 square feet of office commercial, 345 multi-family homes, and 80 single-family homes.	Approved in August 2010, but no current construction.
Stockdale Ranch	Located on the south side Stockdale Highway near Heath Road. Allows 3,583 residential units and 941,700 square feet of commercial/business park uses on a 564-acre site.	Approved in June 2010, but no current construction. Two tentative subdivision maps have been submitted to the City.
Saco Ranch Commercial Center	Located southeast and southwest of the Coffee Road/7th Standard Road intersection. Allows 1,459,500 square feet of retail commercial, 332,000 square feet of office uses, and 1,376,496 square feet of industrial uses.	Approved in August 2010, but no current construction.
Crossroads Plaza Commercial Center	Located on the west side of Gosford Road, between Panama Lane and Harris Road. Allows retail development (138,621 square feet) and a community retail center (605,008 square feet).	Approved December 2010. No current construction.
South Mill Creek Retail, Entertainment, and Housing Project	A commercial village of 5.5 acres proposed west of Mill Creek Linear Park in downtown Bakersfield. Creek View Villas (36 condos) and City Place (70-unit apartment), with Mill Creek Courtyard Apartments planned.	14 units of the Creekview Villas have been placed on the market for sale.
Maya Cinemas; Additional Commercial Businesses	16-screen movie theater; 25,000 square feet of retail and commercial space planned in downtown Bakersfield.	Theater complete; remaining commercial enterprises not yet developed.
San Joaquin Community Hospital Avenue	Community hospital to be located at 2620 Chester Avenue, downtown Bakersfield.	The medical office building at 2620 Chester Avenue has been built and is occupied. 60,000-square-foot medical facilityat 2700 Chester Avenue is currently under construction.

Source: Information supplied by the City of Bakersfield Planning Department, compiled by BonTerra Consulting and Parsons, 2015.

Chapter 2 Land Use

2.1 Existing and Future Land Use

An examination of land use patterns within a given area can effectively convey the general form of its structure, including where its residents live, work, and recreate. The Land Use Element is a required section of a municipality's General Plan that governs zoning and planning for the given area and forms the basis for land use decisions.

The Land Use Element serves as the City's blueprint for future development, as well as identifying specific planning areas or places of unique interest, such as commercial centers, neighborhoods, and redevelopment areas within the city. Existing and projected future land uses in the affected area and surrounding region can be used to analyze potential land use changes or conflicts associated with the proposed transportation project. Specific topics regarding land use include existing land use patterns, development trends, and adopted planning goals and policies.

The 20-mile Centennial Corridor, which extends from east of SR 99 to I-5, consists of three segments: Segment 1: the eastern segment from existing SR 58 East at Cottonwood Road and extending to Mohawk Street; Segment 2: Westside Parkway, extending from Mohawk Street to Heath Road; and Segment 3: the western segment from Heath Road to I-5.

Segment 1 is located between the Kern River and downtown Bakersfield. Existing land use shown in Figure 2-1 is based on parcel-level data from the Kern County Assessor. Generalized land uses from these data include residential, commercial, industrial, recreation, resource/utility, agriculture, undeveloped/vacant, open space and public facilities, as defined in Table 2.1.

Future land use designations surrounding the alternatives for Segment 1 were taken from the Metropolitan Bakersfield General Plan (2002) and the Kern County General Plan (2007). The future land use designations generally follow the current development patterns in the area, as shown in Figure 2-2. The future land use designations west of the Kern River are primarily industrial.

Table 2.1 Land Use Categories within the Metropolitan Bakersfield General Plan

Land Use	Definition	Typical Examples
Residential	Occupied primarily by dwellings.	Single-family homes
		Multi-family homes
Commercial	Businesses engaged in commerce or service facilities.	Shops and retail facilities
		Business and professional offices
		Mixed use
Industrial	Locations where products are manufactured or produced.	Light manufacturing, warehouses, distribution
		Storage and use of heavy equipment
		Large-scale manufacturing facilities
Recreation	Designed for leisure and non-work activities.	Parks
		Greenbelts
		Natural environmental resources
Public Facilities	Facilities owned by public entities that serve the community.	Governmental buildings
		Hospitals
		Public utilities
		Cemeteries
		Sewage treatment plants
		Waste disposal sites
		Libraries
		Community centers
		Public schools
Agriculture	Land used for cultivation, raising crops, and raising livestock.	Farms and vineyards
		Woodlands
		Wineries
		Ranches
Resource/ Utility	Productive petroleum fields and mineral deposits.	Oil and gas wells
		Gravel pits
Undeveloped/ vacant/open space	A landscape without structures.	Soccer/baseball/football fields
		City and County parks
		Floodplains

Source: Metropolitan Bakersfield General Plan 2002.

Kern County and Bakersfield have been divided into several zoning districts to promote compatible land use patterns through site development regulations and zoning designations that control how the land may be used. Zoning classifications include residential, commercial, manufacturing, agricultural, open space, flood plain, and planned development (Figure 2-3).

Residential neighborhoods are comprised of mostly detached single-family units built mostly from the 1950s through the 1970s, although more recently constructed single-family residences are located closer to California State University-Bakersfield and south of Ming Avenue.

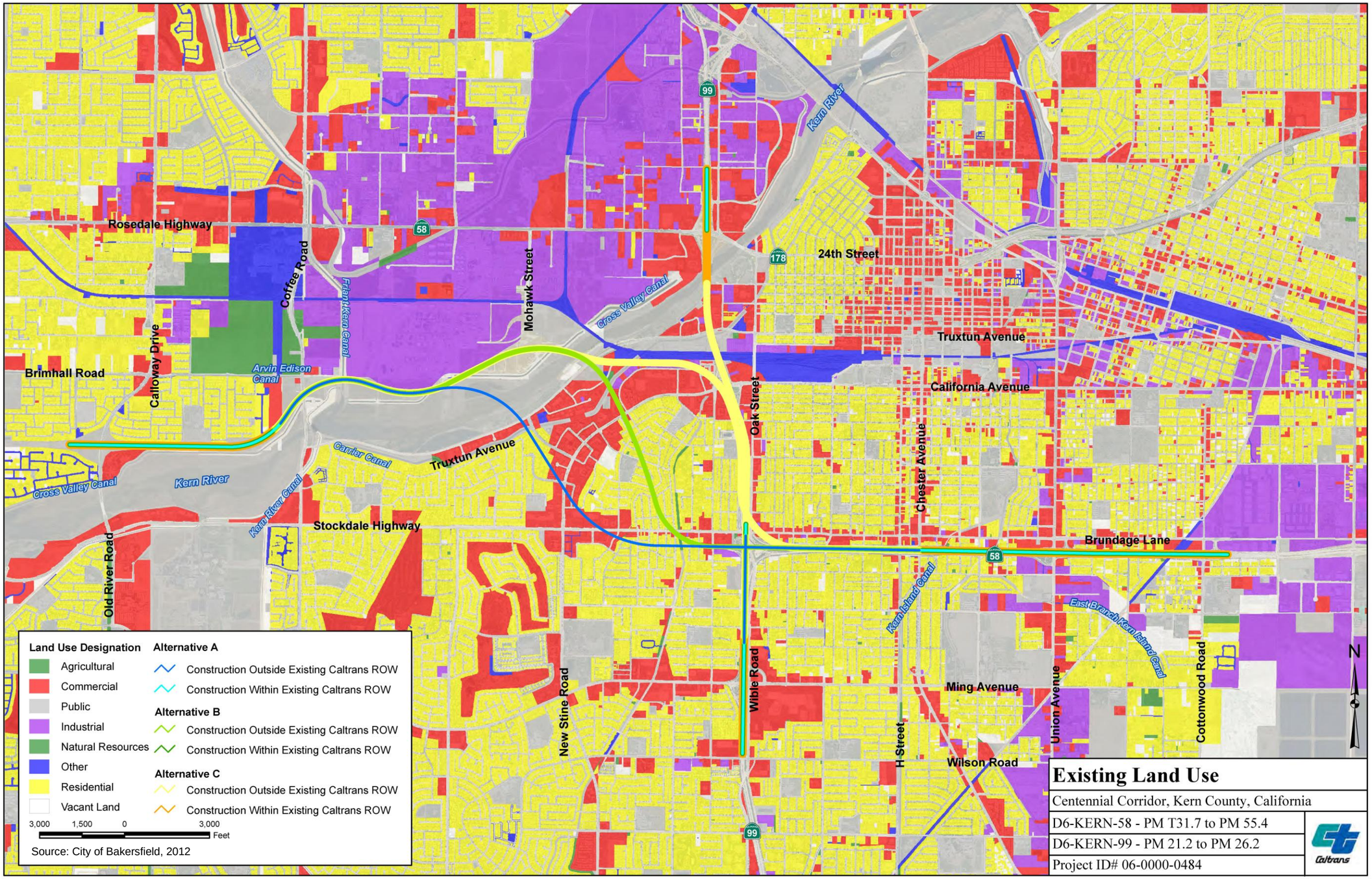


Figure 2-1 Existing Land Use

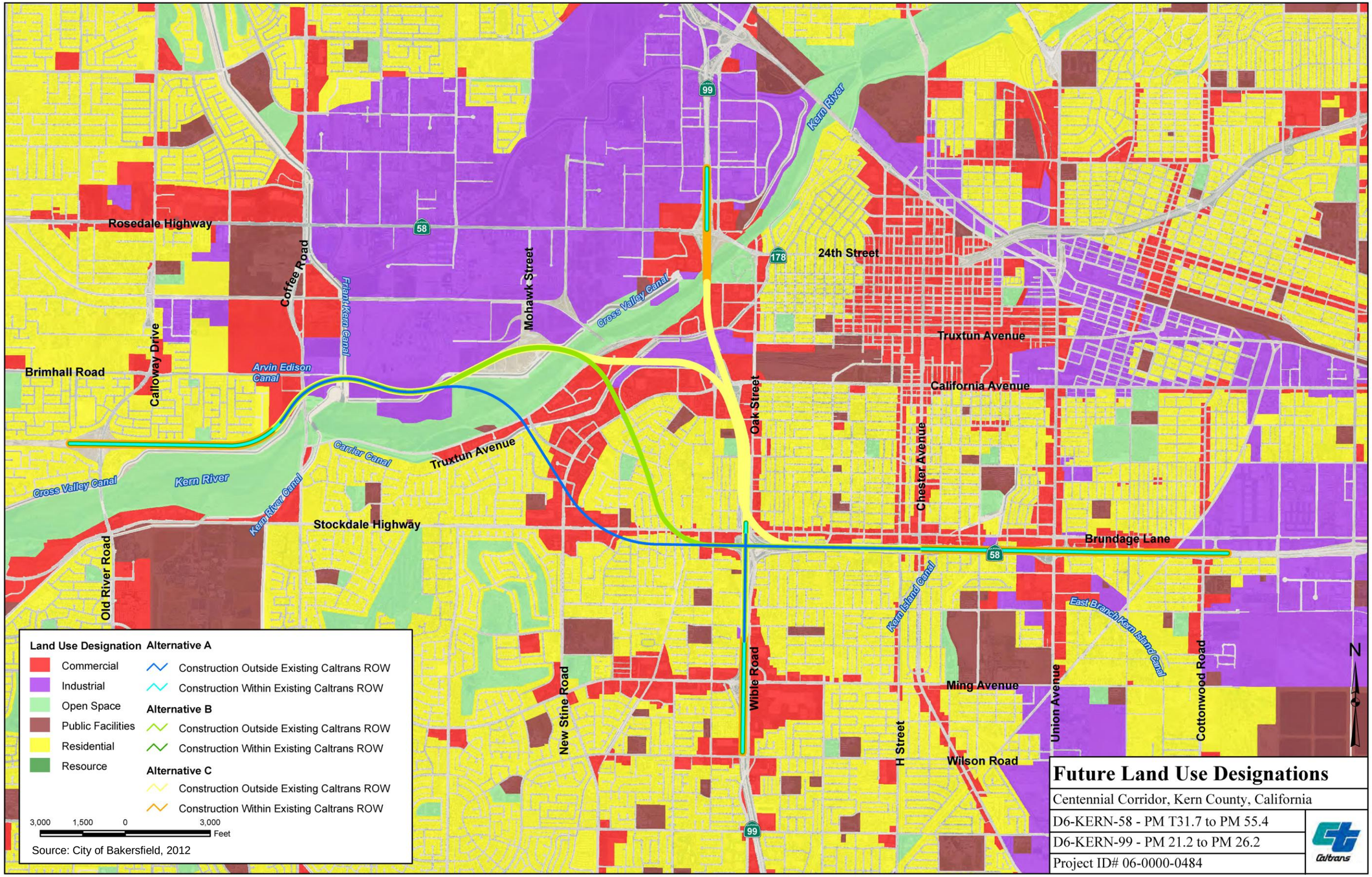


Figure 2-2 Future Land Use Designations

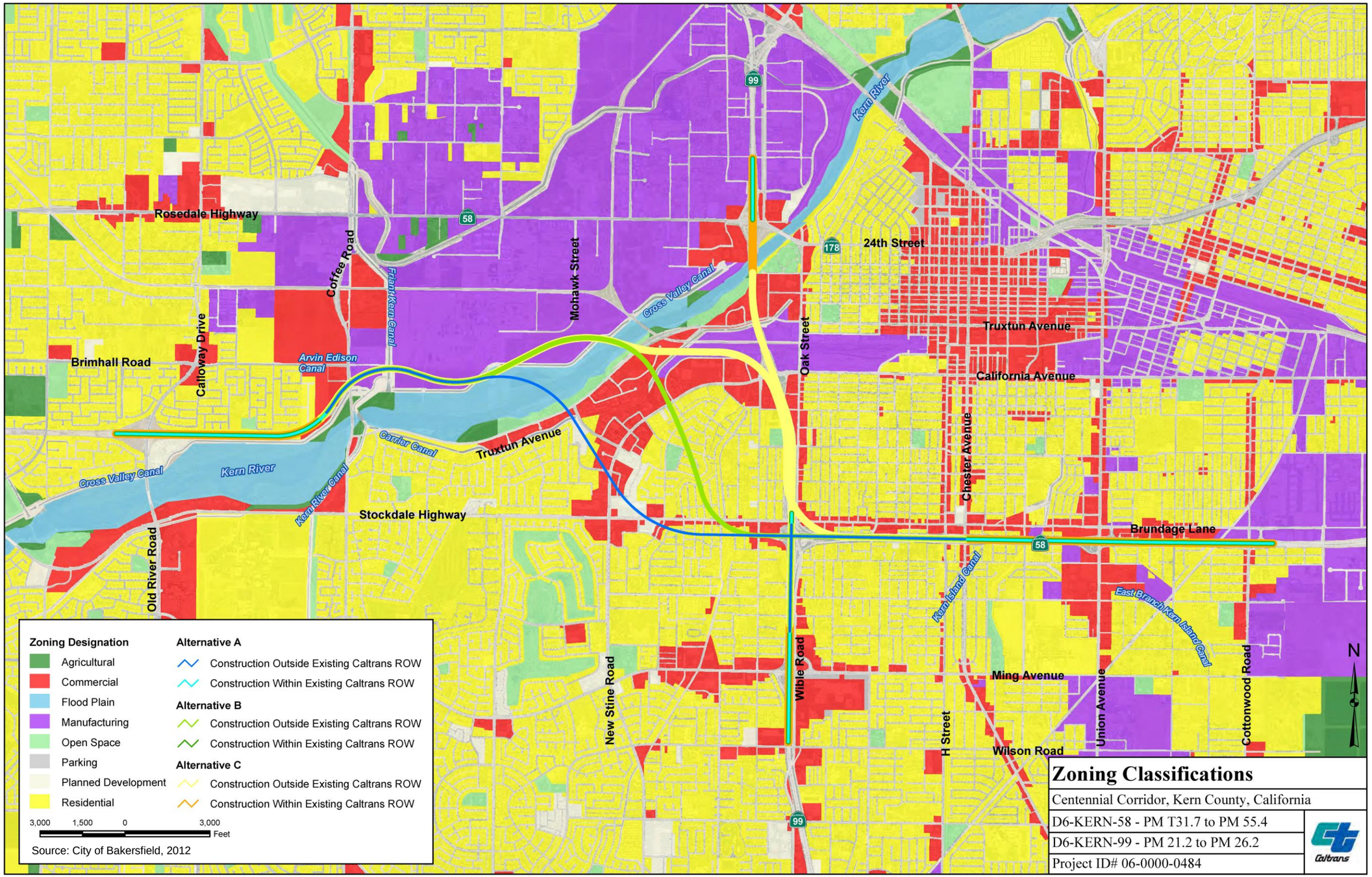


Figure 2-3 Zoning Classifications

Recent development trends in Bakersfield have been primarily focused on residential projects. Between 2000 and 2011, there were 28,410 residential building permits issued by the City of Bakersfield Building Division. About 98 percent of these permits were for single-family residences. It is anticipated that new development will primarily occur in the southwest, northwest, and northeast periphery of Bakersfield; however, there are development constraints in the northeast due to topography, seismic zone locations, inadequate accessibility, and petroleum production. Within the immediate study area surroundings, development trends are limited to infill residential and commercial developments and light industrial developments on the north side of the Kern River.

2.1.1 Affected Environment

The varied existing land uses within the Centennial Corridor study area include low-density residential, commercial, industrial, utilities, and recreational. The project area contains several well-established residential neighborhoods and commercial lands primarily situated along Stockdale Highway, California Avenue, and adjacent to SR 99. Stockdale Highway serves many of the local-serving retail shops and commercial enterprises, interspersed with small offices providing various community services. Health-related offices, houses of worship, educational facilities, and neighborhood-serving businesses and services are intermingled in residential areas. Distinct neighborhoods in the study area include Westpark, Oleander-Sunset, and Quailwood-Park Stockdale (discussed in Section 4.1.1). Multi-family residences, including condominium and apartment complexes, are located throughout the study area.

Industrial land uses are primarily located on the north side of the Kern River. Recreational land uses are spread throughout the study area in the form of neighborhood parks, as discussed in Section 2.3. Additionally, land bordering both the north and south sides of the Kern River is designated as the Kern River Parkway. The proposed uses of the Kern River Parkway include primary river channel, natural open space, landscaped areas, existing and proposed recreation areas, access points, parking areas, bridge crossings, and other similar designations. Utilities and transportation facilities are located throughout the study area. There is little remaining open space/vacant land located within the study area. Public facilities are largely concentrated within downtown Bakersfield. Kern County Government is the largest employer within Bakersfield.

Recently completed or planned larger developments within the study area or downtown Bakersfield are identified in Table 2.2. This table does not include transportation projects.

Table 2.2 Recent and Planned Local Development Projects

Name	Proposed Uses	Status
Bakersfield Commons	A 255-acre project east and west of Coffee Road between Brimhall Road and Rosedale Highway. Allows 1,400,000 square feet of retail commercial, 600,000 square feet of office commercial, 345 multi-family homes, and 80 single-family homes.	Approved in August 2010, but no current construction.
Stockdale Ranch	On the south side of Stockdale Highway near Heath Road. Allows 3,583 residential units and 941,700 square feet of commercial/ business park uses on a 564-acre site.	Approved in June 2010, but no current construction. Two tentative subdivision maps have been submitted to the City.
Saco Ranch Commercial Center	Southeast and southwest of the Coffee Road/7th Standard Road intersection. Allows 1,459,500 square feet of retail commercial, 332,000 square feet of office uses, and 1,376,496 square feet of industrial uses. The center is a 327-acre project.	Approved in August 2010, but no current construction.
Crossroads Plaza Commercial Center	On the west side of Gosford Road between Panama Lane and Harris Road. Allows retail development (138,621 square feet) and a community retail center (605,008 square feet). The Crossroads Plaza project is a 69.84-acre project.	Approved December 2010. No current construction.
South Mill Creek Retail, Entertainment, and Housing Project	A commercial village of 5.5 acres proposed west of Mill Creek Linear Park in downtown Bakersfield. Creek View Villas (36 condos) and City Place (70-unit apartment), with Mill Creek Courtyard Apartments planned.	14 units of the Creekview Villas have been placed on the market for sale.
Maya Cinemas; Additional Commercial Businesses	16-Screen Movie Theater; 25,000 square feet of retail and commercial space planned in downtown Bakersfield.	Theater complete; remaining commercial enterprises not yet developed.
San Joaquin Community Hospital	Community Hospital to be located at 2620 Chester Avenue, downtown.	The medical office building at 2620 Chester Avenue has been built and is occupied. 60,100-square-foot medical facility at 2700 Chester Avenue is currently under construction.
Source: Information compiled by BonTerra Consulting, 2011 and Parsons 2012.		

2.1.2 Environmental Consequences

Build Alternatives

Construction of Segment 1 of the Centennial Corridor project would introduce a new regional transportation corridor into existing areas, which would result in the direct conversion of some existing land uses to transportation uses (i.e., freeway). In this area, project compatibility with existing land uses is low because the new facility would traverse areas where there is a variety of existing residential, commercial, industrial, and recreational land uses. Based on the growth impact analysis (see Chapter 3, Growth), none of the build alternatives would markedly affect development decisions in the area.

Implementation of the project would result in a conversion of existing land uses to a transportation use. Consistency of this conversion with established plans and policies is examined in Section 2.2 that follows. Indirect impacts (e.g., changes in regional development and growth-related changes) to land use patterns are not anticipated with implementation of the build alternatives. The area subject to right-of-way acquisition is urbanized, containing few vacant parcels. It is possible that the presence of a new major transportation corridor could result in localized changes in adjacent land parcels. However, the right-of-way acquisition process would take into account this potential, and the post-project land use pattern is expected to foster continuing stability to those land uses through such methods as avoiding unusable small remnant parcels and providing adequate buffer space for sensitive land uses. Given these considerations, implementation of any build alternative would not result in indirect adverse effects on land use.

Alternative A

Implementation of Alternative A would directly affect public and privately owned properties. Right-of-way and construction easements required to construct the project would necessitate partial and full acquisitions of a large number of parcels. A total of 404 parcels (approximately 288 acres of land) would be affected under this alternative. These acquisitions would also directly affect access to existing homes and businesses, as discussed in Section 4.4, Relocations.

Alternative B (Preferred Alternative)

Alternative B would potentially affect a total of 423 parcels (about 292 acres of land).

Alternative C

Alternative C would potentially affect a total of 340 parcels (about 324 acres of land).

No-Build Alternative

The No-Build Alternative would not lead to any physical improvements that would convert existing land uses to transportation uses. The effects of other transportation improvement projects that are being planned within the project area would be analyzed in separate environmental documents.

2.1.3 Avoidance, Minimization, and Mitigation Measures

There are no available reasonable mitigation measures which would reduce impacts on land use. The project design of the Centennial Corridor will, however, be carried out to minimize right-of-way impacts to the extent feasible, being mindful the need for the project to be consistent with current and future planned local land uses as identified through the local government planning process.

2.2 Consistency with State, Regional, and Local Plans

2.2.1 Affected Environment

The Metropolitan Bakersfield General Plan and associated Specific Plans and Master Plans and Kern County General Plan guide development within the project study area. The following discussion describes the adopted plans within the project study area and goals, policies, or objectives that are applicable to this project.

The relevant plans include the Kern Council of Governments Regional Transportation Plan, the Kern County General Plan, the Metropolitan Bakersfield General Plan, the Metropolitan Bakersfield Habitat Conservation Plan, and the Kern County Bicycle Facilities Plan.

Kern Council of Governments Regional Transportation Plan (2014)

The Kern Council of Governments is an association of city and county governments created to address regional transportation issues. It is the designated Metropolitan Planning Organization and Regional Transportation Planning Agency for Kern County. The Regional Transportation Plan is a long-term (26-year) plan that focuses on all travel modes and contains a list of projects intended to carry out the objectives of the Plan. On June 19, 2014, the Kern Council of Governments adopted the 2014 Regional Transportation Plan, which contains programs and projects for congestion management, transit, airports, bicycle and pedestrians, roadway, and freight movement. A state law (Senate Bill 375) requires the Regional Transportation Plan to include a Sustainable Communities Strategy, which must identify how the region will meet greenhouse gas emissions reductions targets. In addition, the new law also provides for closer integration of the Regional Transportation Plan and Sustainable

Communities Strategy with efforts to link affordable housing with transportation planning.

At the core of the 2014 Regional Transportation Plan are seven goals: mobility (most important), accessibility, reliability, efficiency, livability, sustainability, and equity.

The Regional Transportation Plan identifies the Centennial Corridor project as part of the Bakersfield Beltway System, which is included in the list of financially constrained major highway improvements for the period 2014-2020.

Kern County General Plan (2004, update 2009)

The Kern County General Plan was prepared to guide future development in Kern County. The plan, was originally adopted on June 15, 2004. The plan has since been updated several times with the most recent update being adopted on September 22, 2009. The plan includes seven required elements, including land use, circulation, housing, conservation, open space, noise, and safety. The land use, conservation, open space, and circulation elements of the plan include issues affecting the plan consistency analysis for the Centennial Corridor project. The study area of the land use, conservation, and open space elements of the plan includes the unincorporated areas of Kern County. The circulation element of the plan includes locally desired transportation improvements. According to the circulation element of the plan, Kern County and the City of Bakersfield have jointly adopted the circulation element of the 2002 Metropolitan Bakersfield General Plan.

The Kern River Plan element is an integral part of both the Metropolitan 2010 Bakersfield General Plan and the Kern County General Plan that was jointly adopted in 1985 and updated in 2007. It provides overall planning guidance for the Kern River, functioning primarily as a floodway and secondarily for other purposes (including recreation). The Kern River Plan Element formed the basis for the later development of the Kern River Parkway (June 1988). The Plan extended from the mouth of the Kern River, approximately 5.5 miles east of Ming Lake, and to the crossing of Interstate 5 and Kern River, for a total estimated length of 35 miles, covering the area of 41,250 acres. Kern County Bicycle Facilities Plan (2001)

Adopted in October 2001, the Kern County Bicycle Facilities Plan is intended to guide development of bicycle transportation facilities in an orderly and timely fashion within the region. It is incorporated by reference as part of the 2011 Kern County Regional Transportation Plan. The plan discusses issues that affect the plan consistency analysis of the Centennial Corridor project because the project would pass over a

portion of the hiking and biking trail running adjacent to the Kern River Parkway. The plan does not include any specific improvements other than an extension of a bicycle path to Lake Ming, which is located outside the project study area. The Kern County Bicycle Master Plan and Complete Streets Recommendations was adopted by the Kern Council of Governments in October 2012 and was incorporated as part of the 2014 Regional Transportation Plan. It does not have any specific application to the Centennial Corridor Project; the Bakersfield Bicycle Transportation Plan approved in 2013 addresses specific bicycle projects within the City's jurisdiction.

Metropolitan Bakersfield Habitat Conservation Plan (1994)

The City of Bakersfield and Kern County, in cooperation with the resource agencies, developed the Metropolitan Bakersfield Habitat Conservation Plan to mitigate the cumulative loss of native vegetation that has occurred or could occur in the planning area. The purpose of the Metropolitan Bakersfield Habitat Conservation Plan is to provide long-term protection of natural vegetation communities and wildlife diversity while allowing compatible land uses and appropriate development and growth. Under the plan, proposed projects within the planning area pay mitigation fees to fund the purchase and maintenance of habitat land to compensate for the effects of urban development on endangered species habitat. A total of 11 plant and 7 wildlife species are included in the plan.

Metropolitan Bakersfield 2010 General Plan (2002)

Adopted in 2002 and last updated in 2007 (with no change to the Land Use Element), the Metropolitan Bakersfield General Plan was developed as a joint effort between the City of Bakersfield and the County of Kern. The planning document is used as the primary tool through which the City makes decisions affecting growth and allocation of resources, with the goal of ensuring that individual decisions conform to long-range land use plans for the City. Between 2007 and 2010, a series of Town Hall meetings and Joint City/County Planning Commission workshops were held to discuss issues related to updating the Metropolitan General Plan but as of April 1, 2015, no local governmental approval action has occurred. The plan consists of 10 elements, which include land use, circulation, housing, conservation, open space, parks, noise, safety, public services and facilities, and a tenth focusing specifically on the Kern River. The land use, conservation, open space, and circulation elements discuss issues affecting the plan's consistency analysis. The study area of the Land Use Element includes the incorporated areas of the City of Bakersfield.

The Circulation Element of the plan includes local transportation improvements; it states that areas surrounding SR 58, SR 99, California Avenue, and Stockdale Highway are operating nearly at capacity for traffic and causing congestion issues and delays. Since adoption of the plan in 2002, Bakersfield has continued to grow, which has put more vehicles on the local roads. To reduce the amount of congestion within the city, both an east/west expressway and north/south expressway are recommended, but these recommendations are only conceptually discussed.

The plan references three planned freeways to reduce the amount of congestion within the city, including the Crosstown Freeway that extends from SR 178 to SR 99 south of Bakersfield; Westside Parkway, which extends from the proposed Crosstown Freeway across the Kern River; and the West Beltway, which would link SR 99 with I-5.

2.2.2 Environmental Consequences

This section evaluates the consistency of build alternatives and the No-Build Alternative of the project with the adopted goals, policies, or objectives of relevant local and regional planning documents described above.

Kern Council of Governments Regional Transportation Plan

According to the 2014 Regional Transportation Plan (Kern COG, 2014), which includes updates from the Thomas Roads Improvement Program, the Centennial Corridor project is judged to be consistent with the plan (Table 2.3). The project is designated as a major highway improvement in the constrained program of projects and is slated for environmental review, design and construction through 2020; the exhibit map showing Metropolitan Bakersfield projects depicts the Centennial Corridor Segment 1 with each of the possible three Build Alternatives: A, B, and C. The plan should be updated to reflect the Build Alternative selected after the California Environmental Quality Act process for the project is completed.

The Kern Council of Government's 2014 Regional Transportation Plan also identifies the long term benefits to air quality for the period 2021-2040 with the addition of the Centennial Corridor to the regional roadway network by providing free-flow traffic and reducing stop and go truck travel on local arterials, and further air quality benefits with the consideration of the Centennial Corridor accommodating High Occupancy Vehicle lane additions, as well as ramps and metering improvements.

Table 2.3 Consistency of Centennial Corridor Project with Kern Council of Governments Regional Transportation Plan

Policy/Objective/Goal	Project Consistent with Plan, Goal, Objective, or Policy				Consistency Analysis
	A	B	C	No Build	
Transportation Planning Policies					
Policy: Coordinate planning efforts to ensure efficient, economical, and environmentally sound movement of goods.	Yes	Yes	Yes	No	The project alternatives would improve east-west connectivity through Bakersfield and would facilitate improved access and movement of goods. The No-Build Alternative would not do so.
Policy: Maintain existing roadway infrastructure and provide for its efficient use.	Yes	Yes	Yes	No	The project alternatives would construct a new facility that would increase accessibility and promote efficient usage of existing roadway facilities. The No-Build Alternative would result in declining accessibility.
Policy: Work with Caltrans, Kern Council of Governments member agencies and other interested parties to prepare environmental studies and design engineering plans.	Yes	Yes	Yes	N/A	The decision-making process is following California Environmental Quality Act and National Environmental Policy Act procedures that include such agency coordination. All freeway design plans would be prepared in coordination with the city of Bakersfield and Caltrans. The No-Build Alternative is included in the roster of alternatives examined.
Policy: Avoid, minimize, and/or mitigate disproportionately high and adverse human health or environmental effects, including social and economic impacts, on traditionally disadvantaged communities, especially racial minority and low-income communities.	Yes	Yes	Yes	Yes	The project alternatives would follow California Environmental Quality Act and National Environmental Policy Act procedures to avoid, minimize, or mitigate any human health or environmental impacts of the project on traditionally disadvantaged communities. The No-Build Alternative is being considered equally.
Policy: Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.	Yes	Yes	Yes	Yes	The transportation decision making process would follow applicable state and federal public participation procedures, including neighborhood meetings, surveys, and resident interviews. All alternatives are under equal scrutiny.

Source: Parsons, 2015.

Kern County General Plan ((2004, update 2009))

The Centennial Corridor is not depicted on the Circulation Element's Major Roads and Highways Map. However, if a build alternative is selected, the route would be added to the State Highway System. If a build alternative is not selected, the portion of Segment 3 to Segment 2, north on Mohawk Avenue to the existing State Route 58, would still be added to the State Highway System. Since the Circulation Element map reflects the State Highway System, this inconsistency would be corrected. From a policy perspective the project is consistent with the goals of the Circulation and Land Use Elements of the Kern County General Plan. The Circulation Element acknowledges that, "The County is uniquely dependent on State Highway construction and retrofits to satisfy inter-city road travel." Consistency with applicable policies of the Kern County General Plan is shown in Table 2.4.

Table 2.4 Consistency of Centennial Corridor Project with Kern County General Plan

Policy/Objective/Goal	Project Consistent with Plan, Goal, Objective, or Policy				Consistency Analysis
	A	B	C	No Build	
Circulation Element					
Goal: To make certain that transportation facilities needed to support development are available. To ensure that these facilities occur in a timely manner so as to avoid traffic degradation.	Yes	Yes	Yes	No	The project alternatives would provide increased accessibility through Bakersfield and would also support planned development as allowed by the city. The project would also occur in a timely manner because funding is already secured. The No-Build Alternative would not produce needed facilities.
Goal: Kern County intends to provide plans for circulation infrastructure in support of the Land Use, Open Space, and Conservation Element.	Yes	Yes	Yes	No	The project alternatives would improve east-west connectivity and circulation on local streets and also would support other elements of the Plan to improve infrastructure throughout the project area. The project alternatives would not conflict with other Elements of the Plan and would minimize impacts or conflicts. The No-Build Alternative would not improve circulation infrastructure beyond minor local improvements.

Table 2.4 Consistency of Centennial Corridor Project with Kern County General Plan

Policy/Objective/Goal	Project Consistent with Plan, Goal, Objective, or Policy				Consistency Analysis
	A	B	C	No Build	
Goal: To plan for transportation modes available to all segments of the population, including people with restricted mobility.	Yes	Yes	Yes	No	The project alternatives would improve connectivity and accessibility through new highway facilities and would be designed to not preclude the future introduction of other transportation modes. The No-Build Alternative would not improve connectivity and would only be able to address other modes operating on the local street system.
Goal: Maintain a minimum Level of Service D for all roads throughout the County.	Yes*	Yes*	Yes*	No	The project alternatives would improve local east-west circulation and improve Level of Service on major roads in the City of Bakersfield. (**Some roads would have future service above level D. The project is considered generally consistent with the goal, as it provides for major improvements, overall.)* The No-Build Alternative would result in continuing deteriorating levels of service on local roads in the area.
Goal: Coordinate with Caltrans regarding various transportation developments within the County.	Yes	Yes	Yes	Yes	The project is being developed in partnership between Caltrans and the City of Bakersfield. The No-Build Alternative is one option being considered.
Land Use Element					
Policy: Coordination and cooperation would be promoted among the County, the incorporated cities, military bases, and the various special districts where their planning decisions and actions affect more than a single jurisdiction.	Yes	Yes	Yes	Yes	The decision-making process for the project would follow the procedures, which require coordination with all affected agencies including the County, the city of Bakersfield, and other agencies. The No-Build Alternative is a possible choice in that process.
Goal: Conserve prime agriculture lands from premature conversion.	Yes	Yes	Yes	Yes	Segment 1 of the Centennial Corridor would be located in an urbanized area and would not convert agriculture uses to developed uses.

Source: Parsons, 2012.

Kern County Bicycle Facilities Plan (2001)

The Kern County Bicycle Facilities Plan does not include any desired roadway improvements; however, the plan does include a relevant goal, objective, and policy. As identified in Table 2.5, the project is not entirely consistent with the relevant goal, objective, and policy included in the 2001 Kern County Bicycle Facilities Plan.

Table 2.5 Consistency of Centennial Corridor Project with Kern County Bicycle Facilities Plan

Policy/Objective/Goal	Project Consistent with Plan, Goal, Objective, or Policy				Consistency Analysis
	A	B	C	No Build	
Goal: Support and encourage increased levels of bicycling and walking.	No	No	No	No	None of the alternatives would directly encourage increased use of non-motorized modes; however, existing routes and paths would be maintained.
Objective: Plan and provide a continuous and easily accessible bike path system within the region.	No	No	No	No	All alternatives being considered would maintain the existing hiking and biking trail along the Kern River Parkway; existing bike routes would be maintained.
Policy: All developments and land use plans should be evaluated in terms of effects on the transportation system, including the bicycle system.	Yes	Yes	Yes	Yes	All alternatives would maintain existing bicycles routes and facilities.

Source: Parsons 2012.

Metropolitan Bakersfield Habitat Conservation Plan (1994)

Because Caltrans is not a signatory to the Metropolitan Bakersfield Habitat Conservation Plan, Section 7 consultation pursuant to the Federal Endangered Species Act is being carried out between Caltrans and the U.S. Fish and Wildlife Service to obtain concurrence on special-status species impact determinations and avoidance, minimization, and mitigation measures proposed to offset impacts. Table 2.6 describes the goals of the Metropolitan Bakersfield Habitat Conservation Plan and the project's consistency with the plan. A Biological Assessment was submitted to the U.S. Fish and Wildlife Service for purposes of Section 7 formal consultation, A Biological Opinion from the Service for impacts on the San Joaquin kit fox was issued on December 20, 2013, and an amendment to incorporate soundwall design was issued on February 24, 2015.

Table 2.6 Consistency of Centennial Corridor with Metropolitan Bakersfield Habitat Conservation Plan

Policy/Objective/Goal	Project Consistent with Plan, Goal, Objective, or Policy				Consistency Analysis
	A	B	C	No Build	
Goal: Acquire, preserve, and enhance native habitats which support endangered and sensitive species, while allowing urban development to proceed as set forth in the City General Plan.	Yes	Yes	Yes	Yes	As part of the agency consultation, the Metropolitan Bakersfield Habitat Conservation Plan Trust Administrator agreed to allow the use of the Metropolitan Bakersfield Habitat Conservation Plan for compensatory mitigation required by the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife for Centennial Corridor.

Source: Parsons 2012.

Metropolitan Bakersfield General Plan (2002)

As identified in Table 2.7, each of the three build alternatives has some components that are both consistent and inconsistent with some goals and policies. From the standpoint of safety and efficiency, Alternatives A, B (Preferred Alternative), and C would all be consistent; however, because each of the alternatives would also encroach on residential neighborhoods, they would be inconsistent with several of the goals and policies, primarily as they relate to noise impacts to sensitive land uses (e.g., residential areas), quality of life, and compatibility with existing land uses. As regard to the Kern River Plan element, the project design is undertaken so as to be consistent with the relevant policies addressing the issues and goals presented in the adopted Kern River Element.

Table 2.7 Consistency of Centennial Corridor Project with Metropolitan Bakersfield General Plan

Policy/Objective/ Goal	Project Consistent with Plan, Goal, Objective, or Policy				Consistency Analysis
	A	B	C	No Build	
Circulation Element					
Goal: Provide a safe and efficient street system that links all parts of the area for movement of people and goods.	Yes	Yes	Yes	No	The project alternatives would improve local east-west circulation and increase interregional trade. The project would provide interregional and regional connectivity for east-west traffic traveling within metropolitan Bakersfield and Kern County and reduce regional commute time through a major corridor. The No-Build Alternative would not provide such improvements.
Goal: Provide for safe and efficient motorized, nonmotorized, and pedestrian traffic movement.	Yes	Yes	Yes	No	The project alternatives would improve operations and would improve safety for all modes of traffic. Sidewalks and crosswalks would be provided at all intersections to facilitate the movement of nonmotorized and pedestrian traffic. Existing non-motorized routes would be maintained. In some locations, pedestrian circulation could become more circuitous, but safe routes would be provided by each alternative. The No-Build Alternative would not provide improvements for motorized traffic other than on local streets.
Goal: Minimize the impact of truck traffic on circulation and on noise-sensitive land uses.	No	No	No	No	The project alternatives would provide additional capacity and a continuous route along SR 58 to I-5 to accommodate truck traffic passing through the city, which would channelize truck traffic to a new route. Noise increases would occur, requiring abatement. The No-Build Alternative would not provide an opportunity for addressing truck movement.
Goal: Provide a street system that creates a positive image of Bakersfield and contributes to residents' quality of life.	Yes	Yes	Yes	No	The project alternatives would improve connectivity and provide additional capacity to roadways in Bakersfield. Some existing east-west streets and roads that are now overburdened would become less so with the project. The No-Build Alternative would not provide these benefits.
Goal: Provide a system of freeways which maintains adequate travel times in and around the metropolitan area.	Yes	Yes	Yes	No	The project alternatives would improve local east-west circulation and reduce regional and commercial commute time by helping to separate local and regional traffic, but the No-Build Alternative would not do so.

Table 2.7 Consistency of Centennial Corridor Project with Metropolitan Bakersfield General Plan

Policy/Objective/ Goal	Project Consistent with Plan, Goal, Objective, or Policy				Consistency Analysis
	A	B	C	No Build	
Goal: Provide a local street network that contributes to the quality and safety of residential neighborhoods and commercial districts.	Yes	Yes	Yes	No	Segment 1 of the Centennial Corridor project would increase regional mobility and reduce traffic on the local street system, which would improve operations and safety in residential neighborhoods and commercial districts. Depending on the alternative, some road closures would be required; however, the local street network would benefit through increased connectivity throughout the region. The No-Build Alternative would continue degradation of the local street system.
Goal: Develop and maintain a circulation system that supports the land use plan shown in the general plan.	Yes	Yes	Yes	No	The project would improve local east-west circulation for the overall Bakersfield area but would require conversion of existing land uses to transportation use. Overall, the project would accommodate goals and policies of the Plan by creating a circulation system that allows for orderly development over time with acceptable circulation patterns and travel times. The No-Build Alternative would not provide support to the general plan.
Goal: Provide a continuous easily-accessible bikeway system within the metro areas.	Yes	Yes	Yes	Yes	The project would not disrupt accessibility to the existing bikeway system within the metro areas. Alternative A would result in closures of streets that would eliminate existing local access used by bicyclists and would increase neighborhood travel distances. Alternative B (Preferred Alternative) would affect a planned Class 3 bike route designated on the Bikeway Master Plan. The route map would need to be modified on the City of Bakersfield Bikeway Master Plan. Alternative C and the No Build Alternative would not directly affect the pedestrian and bicycle networks.
Land Use Element					
Goal: Accommodate new development which captures the economic demands generated by the marketplace and establishes Bakersfield's role as the capital of the southern San Joaquin Valley.	Yes	Yes	Yes	No	The project would improve local east-west circulation and reduce congestion to accommodate existing and planned land uses in accordance with adopted growth projections and land use plans. The No-Build Alternative would not address economic conditions.

Table 2.7 Consistency of Centennial Corridor Project with Metropolitan Bakersfield General Plan

Policy/Objective/ Goal	Project Consistent with Plan, Goal, Objective, or Policy				Consistency Analysis
	A	B	C	No Build	
Goal: Accommodate new development which is compatible with and complements existing land uses.	Yes	Yes	Yes	Yes	The Centennial Corridor study area is fairly built out; new developments and in-fill projects are directed by the adopted General Plan. Availablity of the continuing east-west Centennial Corridor would not be a main factor leading to new development, but would provide support to the planned developments that are directed by the General Plan. Without the project, the planned developments would still occur, but would be constrained by the lack of continuing east-west freeway. Alternatives A, B, and C would each encroach on residential, commercial, and light and heavy-industrial areas; while freeways are not generally considered compatible use within residential areas, they are considered beneficial to commercial and industrial areas because they facilitate access to areas and can result in greater commerce. The No-Build Alternative would have no effect.
Policy: Retain existing residential neighborhoods as designated on the Land Use Plan and allow for the infill of residential land uses which are compatible with the scale and character of the surrounding neighborhood.	No	No	No	Yes	Alternatives A, B, and C would each require new right-of-way that would impact the character of residential neighborhoods by displacing residents. The No-Build Alternative would have no effect on neighborhoods.
Kern River Plan Element					
Goal: To provide present and future generations of residents in the Bakersfield metropolitan area and surrounding regions means of access to the Kern River for public use and enjoyment and provide for preservation of native plants, wildlife, and cultural resources of the River area while, at the same time, providing for protection of private property rights.	No	Yes	Yes	Yes	The build alternative would require a crossing over the Kern River. Alternative A would require the removal of the Kern River Park. Alternatives B and C would use former private industrial property purchased by the City for the Westside Parkway.

Source: Parsons, 2012.

2.2.3 Avoidance, Minimization, and Mitigation Measures

The project has been designed to minimize inconsistencies with State, regional, and local plans and programs to the extent feasible. During final design, efforts will continue to be undertaken to further minimize construction and operation impacts to existing and planned land uses. If alternative B (Preferred Alternative) is selected, the Class 3 bike route map will be modified to reflect the then current bicycle route (see Mitigation T-3 in Chapter 5 of this report). If the project would result in noise impacts on adjacent land uses, the impacts would be abated through soundwalls, when feasible and reasonable. Property acquisitions would be provided fair and just compensation under the Uniform Relocation Act of 1987, as amended. See Section 4.4, Relocations and Appendix C, Summary of Relocation Benefits. Remaining land parcels would be organized to restore functional areas and neighborhoods. No other avoidance, minimization, and mitigation measures are proposed related to land use and planning.

2.3 Parks and Recreation

2.3.1 Affected Environment

The project area for parks and recreational facilities includes those resources within a one-half mile radius of the project. Figure 2-4 shows the location of park facilities within the project area.

Beach Park

The 31.5-acre Beach Park is located at 3400 21st Street, in the area bound by the Kern River on the west, 24th Street on the north, Oak Street on the east, and 21st Street on the south. Beach Park is owned by the City of Bakersfield and is administered by the Recreation and Parks Department.

Beach Park can be accessed by vehicles, pedestrians, and bicycles. Facilities at the park include a multi-purpose field; a lighted rugby field; a lighted soccer field; an equipment building/room; a maintenance yard/building; two picnic shelters; a reservable group picnic shelter; two restroom buildings; a bike path; 18 non-lighted and 6 lighted horseshoe pits; and a skate park.

Belle Terrace Park

The 19.8-acre park is located between Madison Street and Cottonwood Road at 1000 East Belle Terrace. The park is bordered by residential property to the north and agricultural land to the east, south, and west. Belle Terrace Park is located in the city

of Bakersfield, but is owned and administered by Kern County. Facilities at the park include a restroom building and two softball fields with bleachers and dugouts.

Centennial Park

Centennial Park is located in Bakersfield just north of Stockdale Highway at 400 Montclair Street. This 9.76-acre park is bordered by residential land uses on all sides. The park is owned by the City of Bakersfield and administered by the Recreation and Parks Department.

Centennial Park is a neighborhood park and is mostly used by nearby residents. Centennial Park can be accessed by vehicles, pedestrians, and bicyclists. Park facilities include two multi-purpose fields; two lighted full basketball courts; two lighted tennis courts; two tetherball courts; two hardcourt lighted volleyball courts; one equipment building/room; three reservable group picnic shelters; one restroom building; and two horseshoe pits.

Kern River Parkway

The Kern River Parkway is located within the city of Bakersfield and Kern County. Within Bakersfield, the Kern River Parkway consists of about 1,400 acres and extends along the Kern River from Manor Street on the east and the Stockdale Highway Bridge on the west. Existing and proposed recreation areas account for 220 acres. The primary river channel, habitat areas (including areas for educational studies), and recharge basins account for 1105 acres. Parking uses 8 acres, rest areas 2 acres, and landscaped areas 65 acres. About 255 acres are privately owned, about 950 acres are owned by the City of Bakersfield, and 195 acres are owned by other public agencies or utility companies. The width of the parkway varies, but it generally ranges from 300 to 2,200 feet, with most of it contained within the primary and secondary floodway (areas reserved for flood control and water conservation) of the Kern River.

Flood control is the major priority of the parkway because the river runs through a large metropolitan area where protection from flooding is critical. Within Bakersfield, the Kern River Parkway is a multi-use area and contains various park facilities and several trails, including a paved bike trail, an equestrian trail, and the Hoey Jogging Trail (see Figure 2-5 for details), which is undeveloped and designed to be similar to the trails Native Americans might have used. The 24-acre Par Course Park area is located along the river. Amenities include three sand volleyball courts, Frisbee golf course, multi-use trail used by bicyclists, pedestrians, joggers, and skaters, and the

Hoey Trail, and three off-site surface parking areas (96 spaces). An equestrian trail is on the north side of the river about 1,000 feet from the parkway. No motorized vehicles are allowed on the trails.

Jastro Park

Jastro Park is about 9.24 acres and is located between Truxtun Avenue and 18th Street, just east of Oak Street at 2900 Truxtun Avenue. The park is bordered by residential homes on all sides. Jastro Park is owned by the City of Bakersfield and is administered by the Recreation and Parks Department.

Facilities at this park include a lighted full basketball court; a lighted handball wall/court; six lighted tennis courts; a volleyball sand/grass court; an amphitheater/stage; two maintenance buildings/yards; a reservable group picnic shelter; a restroom building; two lighted horseshoe pits; and a swimming pool.

Saunders Park

The 11.3-acre Saunders Park is located just west of SR 99, at 3300 Palm Street. The park is bordered by a retention basin to the north, SR 99 to the east, and residential homes to the south and west. Saunders Park is owned by the City of Bakersfield and is administered by the Recreation and Parks Department.

Saunders Park is a neighborhood park and is most heavily used by nearby residents. The park can be accessed by vehicles, pedestrians, and bicyclists. Park facilities include two lighted full basketball courts; one equipment building/room; one picnic shelter for families; one restroom building; a roller hockey facility; four horseshoe pits; a splash/water play area; and an undeveloped area along the northern portion of the park.

Wayside Park

Wayside Park is about 14.3 acres and is located on the corner of Ming Ave and El Toro Drive at 1200 Ming Avenue. The park is bordered by residential homes to the north and west, the Kern County Fairgrounds to the east, and undeveloped land to the south. The park is owned by the City of Bakersfield and administered by the Recreation and Parks Department.

Wayside Park can be accessed by vehicles, pedestrians, and bicyclists. Park facilities include a lighted softball field, a lighted full basketball court, a hardcourt volleyball court, two picnic shelters, a restroom building, a splash/water play area, and a passive recreation area.

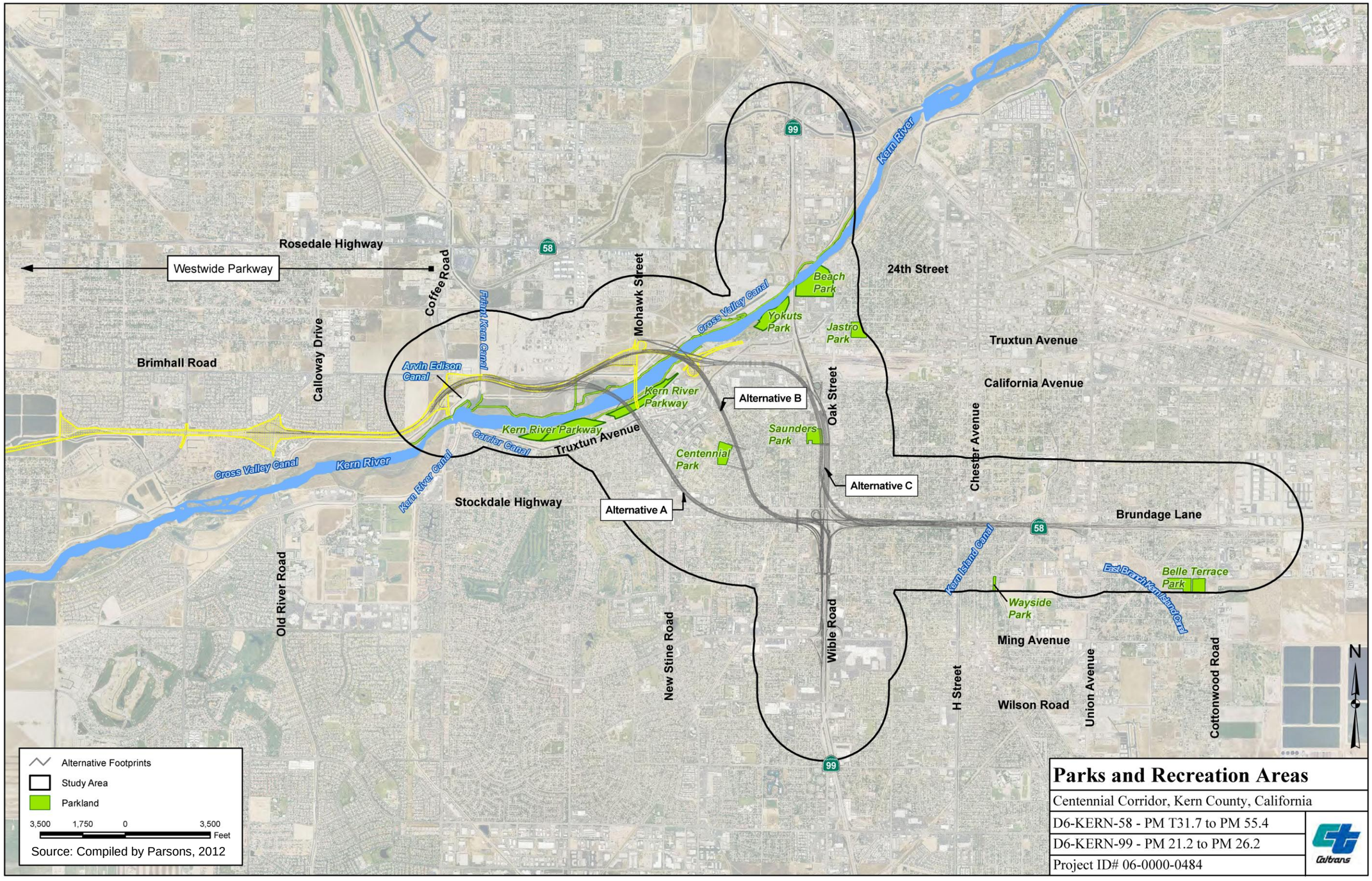


Figure 2-4 Parks and Recreation Areas

Yokuts Park

The 18.3-acre Yokuts Park is located just off Empire Drive, north of the Truxtun Avenue extension at 4200 Empire Drive. The park is bordered by the Kern River to the north and west, an industrial park to the south, and SR 99 to the east. Yokuts Park is owned by the City of Bakersfield and administered by the Recreation and Parks Department.

Yokuts Park can be accessed by vehicles, pedestrians, and bicycles and includes the following facilities: a lighted soccer field, an equipment building/room, four reservable group picnic shelters, a restroom building, a bike path, and sandlot playground areas. Yokuts Park is a neighborhood park mostly used by nearby residents.

2.3.2 Environmental Consequences

Build Alternatives

Project design has been undertaken to avoid impacts to parkland as much as possible. Based on the preliminary engineering design, Alternatives A and C would each result in varying amounts of permanent impacts to Kern River Parkway and Saunders Park, respectively. Table 2.8 summarizes these impacts and the sections that follow describe them in more detail. The construction of Alternative B would require acquisition of land adjacent to but not from Centennial Park which would eliminate several east/west roadway access points; however, area residents would continue to have many access options to the park via the remaining roadways (e.g., Marella Way, Montclair Street). Other park and recreational facilities within the study area would not be affected by any of the proposed build alternatives.

Table 2.8 Summary of Park Use by Alternative

Site	Alternative A	Alternative B (Preferred Alternative)	Alternative C
Kern River Parkway	Permanent impacts up to 6.28 acres	Not affected	Not affected
Saunders Park	Not affected	Not affected	Permanent impacts up to 3.27 acres

Source: Parsons, 2012.

Kern River Parkway

Alternative A crosses the equestrian trail on the north side of the Kern River. Alternative A would acquire an estimated combined 6.28 permanent acres on the north and south sides of the Kern River Parkway corridor (see Figure 2-5). On the south side, the land subject to permanent acquisition is in use for park purposes and

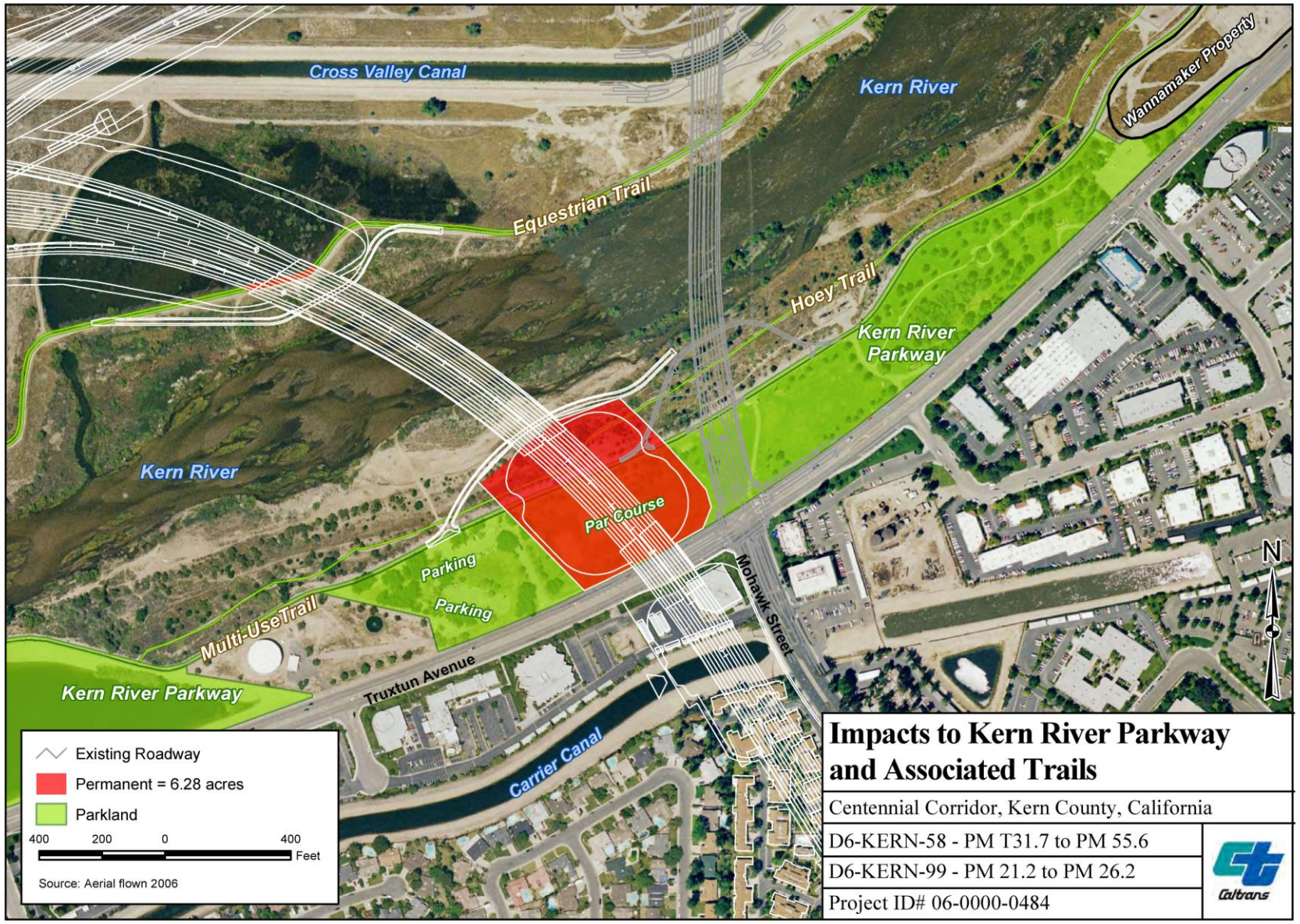


Figure 2-5 Impacts to Kern River Parkway and Associated Trails

would have the following impacts: removal of three sand volleyball courts, removal of most of a Frisbee golf course, realignment of a multi-use trail and the Hoey Trail on the south side of the Kern River. On the north side of the Kern River, a portion of the equestrian trail would be relocated at the Kern River Parkway. Mature trees and other vegetation would also be removed within the project footprint.

Alternatives B and C cross the multi-use trail along the south side of the Kern River and would not require a permanent acquisition of the Kern River Parkway.

Saunders Park

Saunders Park would not be affected by either Alternatives A or B. Alternative C would require the permanent acquisition of 1.95 acres of the developed portion and 1.32 acres of the undeveloped portion of Saunders Park, causing the loss of basketball courts, an enclosed roller hockey arena, a retention basin, the splash/water play area, two parking areas, and an equipment storage room (see Figure 2-6). The new elevated freeway would be running alongside the eastern boundary of the park, supported on a retained structure reaching about 30 feet above grade, atop of which would be a sound wall of another 12 feet in height. Overall, a vertical wall would define the eastern boundary of the park. Both landscaping and surface texturing would soften the appearance of the new structure. Prior to mitigation, the usefulness of the park would be substantially diminished.

No-Build Alternative

Because there would be no construction and operation of the Centennial Corridor with this alternative, no impacts to parkland would occur.

2.3.3 Avoidance, Minimization, and Mitigation Measures

Alternatives A and C would affect existing parkland, as described above. Parklands are protected under Section 4(f) of the Department of Transportation Act of 1966 and a Section 4(f) Evaluation has been prepared to document the disposition of the impacts. The following mitigation measures have been identified to address the impacts on Saunders Park and the Kern River Parkway.

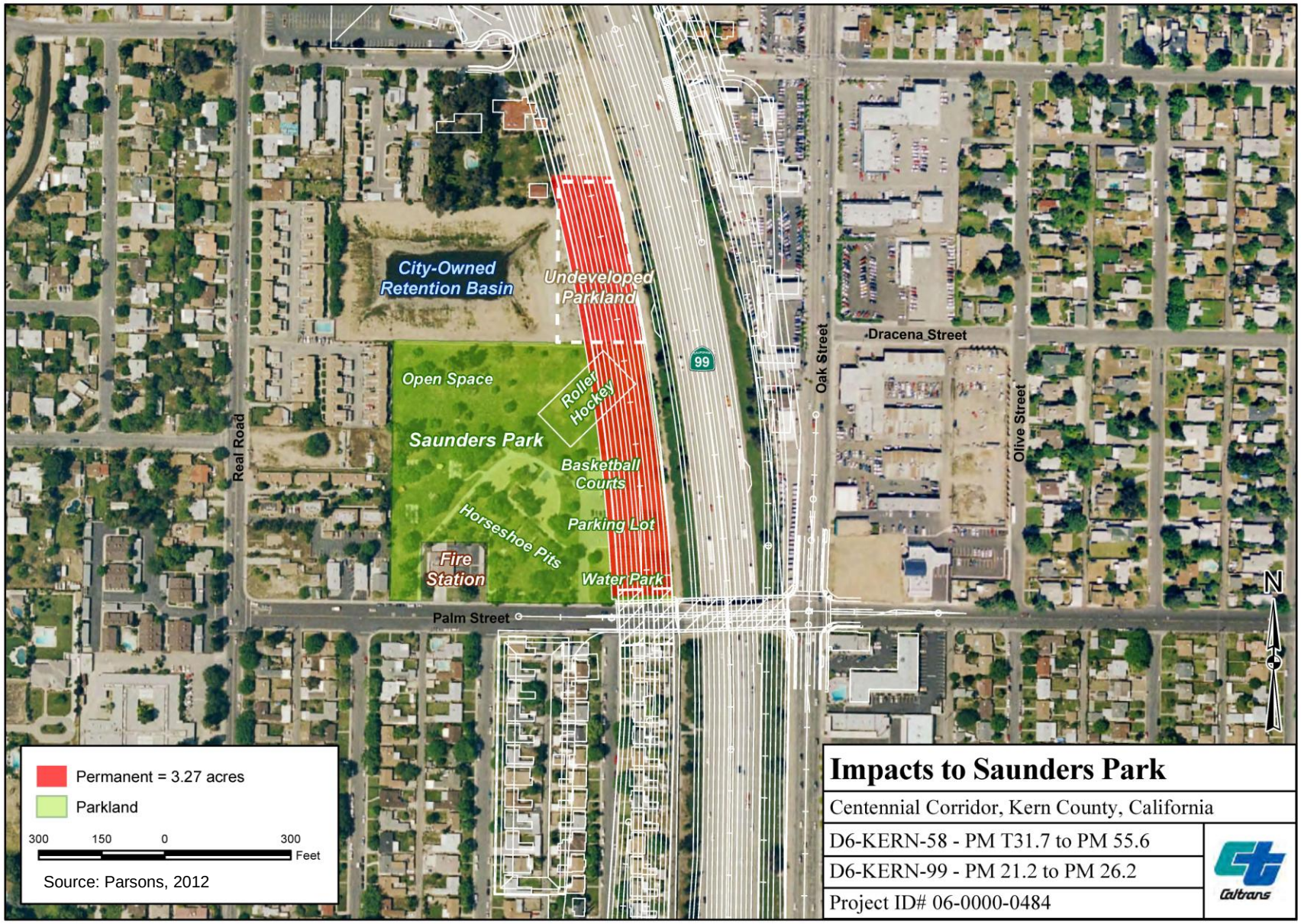


Figure 2-6 Impacts to Saunders Park

Kern River Parkway: The following measure would be applicable to Alternative A.

PR-1 Caltrans, in coordination with the City of Bakersfield, shall implement the following:

- Prior to construction, reconstruct the multi-use trail and equestrian trail that would be affected by construction activities. Locate the new realigned trails at underpasses beneath the overhead structures. Access to the pedestrian, bicycle, and equestrian trails shall be maintained to the extent practicable during the construction period. Signs shall be furnished for all paths and for any paths temporarily closed for public safety and security.
- Prior to construction, replace the volleyball courts and other park uses potentially displaced by the project construction at a new location within the Kern River Parkway, to be identified by the City of Bakersfield.
- After construction, replant native vegetation that would be cleared during construction of the project using similar plant materials approved by the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife. All mature trees will be replaced at a 3:1 ratio.

Saunders Park: The following measure would be applicable to the impacts associated with Alternative C.

PR-2: Caltrans, in coordination with the City of Bakersfield, shall implement the following:

- Assemble and consolidate excess land in the vicinity of the park to redefine a new park boundary that is estimated to comprise an estimated 12.95 acres, a net increase of 1.65 acres. Caltrans and the City of Bakersfield Parks and Recreation Department will cooperatively develop a concept layout for the new Saunders Park footprint that will provide the following relocated facilities: basketball courts, roller hockey facility, splash/water play area, and parking areas. Security lighting will be incorporated.

Chapter 3 Growth

Growth-related impacts are defined as the relationship between a proposed transportation project and growth within the affected project area. It is often defined as the measurable increase in population, housing, and/or employment that can be reasonably attributable to implementation of a given project. The classic example would be construction of a new transportation facility in a completely undeveloped area, linking that area to an existing concentration of jobs or housing.

The growth-related impacts assessment process examines the relationship of the project to economic and population growth or to construction of additional housing in the project area. It focuses on the potential for a project to facilitate or accelerate development beyond that already planned, or to shift growth from elsewhere in the region. In the present analysis, the project's influence on area growth due to potential savings in travel time is considered, along with other relevant factors, including such influences as the relative cost and availability of housing, presence of amenities, local and regional growth management policies, and development constraints.

3.1 Regulatory Setting

The Council on Environmental Quality regulations, which established the steps necessary to comply with the National Environmental Policy Act of 1969, requires evaluation of the potential environmental consequences of all proposed Federal activities and programs. This provision includes a requirement to examine indirect consequences that may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The Council on Environmental Quality regulations, 40 Code of Federal Regulations 1508.8, refers to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act also requires the analysis of a project's potential to induce growth. California Environmental Quality Act Guidelines, Section 15126.2(d), require that environmental documents "…discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…"

3.2 Affected Environment

This section uses information from the 2011 Regional Transportation Plan (Kern Council of Governments, 2010), the Growth Inducement Analysis Report (Parsons, 2009), the Draft Centennial Corridor Traffic Study Report (Parsons, 2012), the Final Regional Growth Forecast Report (Kern Council of Governments, 2009) and County Population Estimates (California Department of Finance, 2012).

Recent Population and Development Patterns in the Project Area

According to the Kern Council of Governments, approximately one in every 50 people in California now lives in Kern County. The region grew by almost 215,000 persons from 2000 to 2014. By 2014, Kern County's population reached 873,000 persons. It had the 4th highest percentage growth of the state's 58 counties in the 2013-2014 period (California Department of Finance, 2014).

The California Department of Finance has estimated that population in the Kern County region increased at a rate over 2 percent between July 2000 and July 2011, nearly double the rate for California as a whole. The metropolitan Bakersfield area has also seen marked population growth over the last 30 years. Between 1980 and 2010, population grew from 228,000 to 533,461 persons, which represents an annual growth of approximately 2.8 percent (Kern Council of Governments, 2011).

Table 3.1 lists historical and projected population and households for Bakersfield and Kern County. Figure 3-1 illustrates the distribution of household growth within metropolitan Bakersfield between the years 2006 and 2035, based on the currently adopted Metropolitan Bakersfield General Plan land use map. Growth in residential developments has followed the overall pattern of population growth in metropolitan Bakersfield, with older developments generally located east of SR 99 and newer developments west of SR 99. In metropolitan Bakersfield, approximately 80 percent of new housing has been built on the west side. More dense development is observed closer to central Bakersfield.

According to the Housing Element of the Metropolitan Bakersfield General Plan, housing construction in the city has been fairly effective in meeting Regional Housing Needs Assessment goals. It is the goal of the City to identify and implement programs to balance employment growth with available and affordable housing for employees benefitting from newly-created job opportunities. The City routinely consults with large employers, the Chamber of Commerce, and major commercial and industrial developers to develop policies that respond to housing needs and encourages infill

Table 3.1 Kern County and City of Bakersfield Growth Trends

Year	Census				Forecast			Average Annual Growth			
								1980–2010 Historic		2011–2035 Forecast	
	1980	1990	2000	2010	2020	2030	2035	Rate (%)	Increase	Rate (%)	Increase
Kern County											
Population	403,089	543,477	661,653	845,600	1,010,800	1,208,200	1,321,000	2.4	14,750	1.8	19,016
Households	139,881	181,480	208,655	271,327	319,200	381,600	417,200	2.2	4,382	1.7	5,835
Metro Bakersfield											
Population	228,000	329,100	409,800	533,461	640,536	764,941	848,487	2.8	10,182	1.8	12,601
Households	89,500	120,000	134,100	172,970	203,753	244,722	269,840	2.2	2,782	1.8	3,875
Bakersfield											
Population	105,611	174,820	246,899	341,700	437,800	541,600	609,600	3.8	7,870	2.3	10,716
Households	39,602	62,516	83,445	111,900	141,300	172,600	192,900	3.4	2,410	2.2	3,240

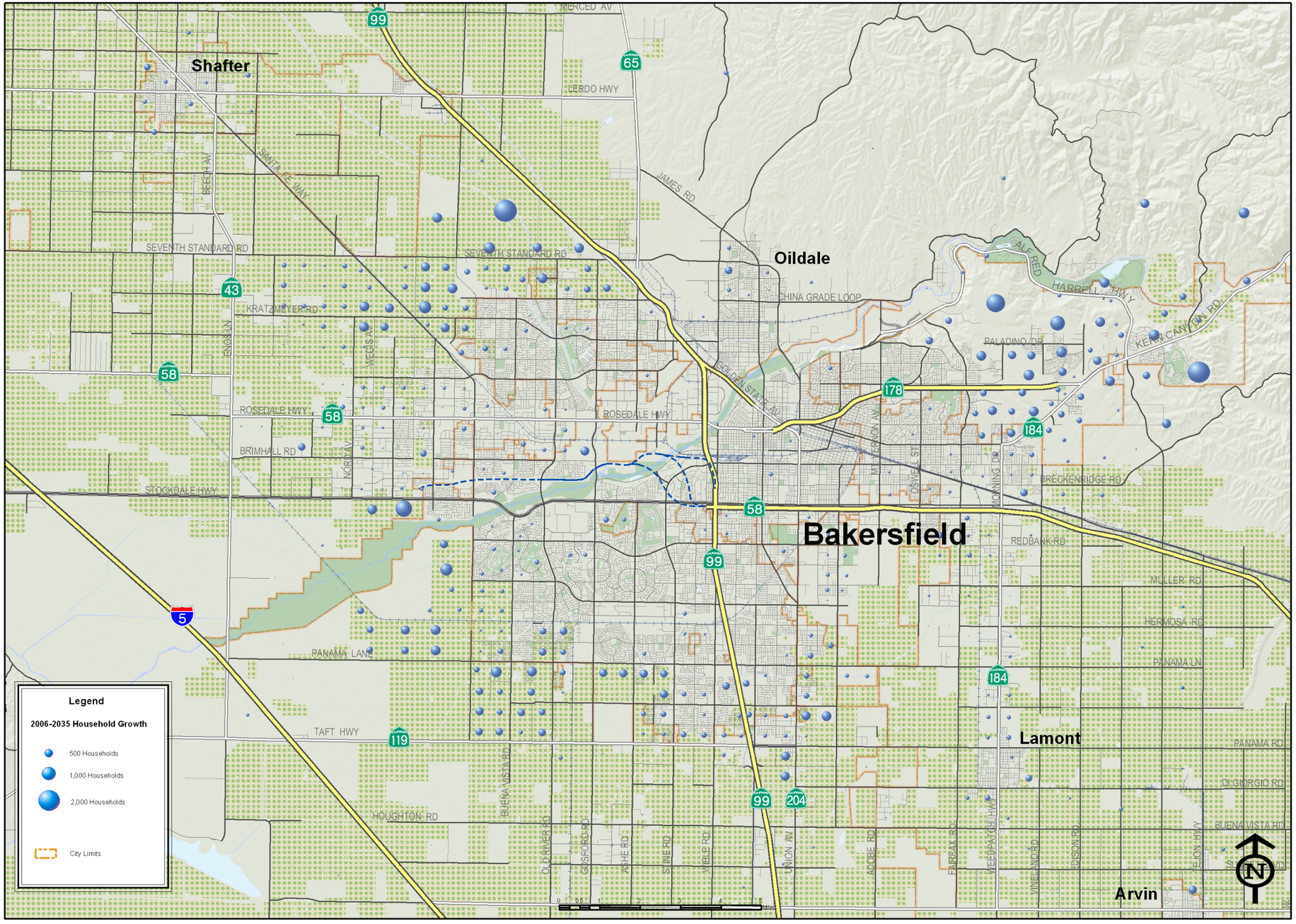
Source: Kern Council of Governments, 2011 Final Regional Transportation Plan. No significant change to the data have occurred since this information was first compiled.

development so that housing is close to job centers. One example is Park Cottages, located in the Old Downtown area of Bakersfield, which is in close proximity to many goods and services, schools, and job opportunities. Additionally, a variety of housing types for people reflecting a range of socioeconomic backgrounds have been accommodated through the City's housing programs. By coupling the adopted General Plan with consistent zoning, the City is providing for housing growth far beyond the current Regional Housing Needs Assessment period. Thus, entitled and pending entitlements along the fringes of metropolitan Bakersfield may not be fully developed within the 2035 planning horizon.

Future Growth Potential in the Project Area

By 2035, the population of metropolitan Bakersfield is expected to reach 848,487 persons, which would be about 60 percent of the expected population for all of Kern County. As new housing stock expands to accommodate expected population growth over the next 20 to 30 years, increased demand for access between developing areas and downtown Bakersfield would also be expected. As can be seen from the Figure 3-1, growth within metropolitan Bakersfield is anticipated to be most pronounced in the northwest area, west of SR 99, in the northeast area, east of SR 178, and in the southwest.

The pace of growth within the project area has been particularly slowed in recent years due to the on-going weak construction market. However, as identified in Table 1.2 in Chapter 1, four major private development projects on the west side of the Bakersfield area have been approved but are not currently under construction, including Bakersfield Commons, Stockdale Ranch, Saco Ranch Commercial Center, and Crossroads Plaza Commercial Center. In addition there are several road and highway improvement projects associated with the Thomas Roads Improvement Program and the Regional Traffic Impact Fee Program that would both accommodate growth and help support employment during upcoming years within the metropolitan Bakersfield area.



Source: Metropolitan Bakersfield General Plan, updated 2007

Figure 3-1 Metropolitan Bakersfield Dwelling Unit Growth from 2006 to 2035

The Kern County General Plan discourages scattered urban density development, especially when it is not supported with adequate infrastructure. The Plan guides new development toward existing infrastructure and encourages both mixed-use and in-fill developments. The Plan also contains policies designed to balance the need for new residential development with the county's actual anticipated growth, as well as promoting a variety of housing types, the efficient use of the land, and making sufficient housing available for each socio-economic level.

The Metropolitan Bakersfield General Plan focuses new development into distinct centers, separated by low land use densities and located to minimize environmental harm. It promotes phased and orderly new development that is coordinated with the allocation of infrastructure and public service improvements, and it establishes goals to ensure adequate sewer service, water service, and public utilities to serve the needs of existing and planned development. The primary goal of the City is to accommodate new development to meet regional economic demands and continue to maintain its role as the economic anchor of Kern County. The General Plan also emphasizes the need to promote new mixed-use development that is compatible with existing land uses to meet the residential, social, and employment needs of its population.

Although general plans promote guided development throughout the City of Bakersfield, it is also important for existing transportation infrastructure to be improved in conjunction with other public infrastructure developments. Metropolitan Bakersfield has experienced marked increases in population over the last few decades, and transportation infrastructure is only beginning to meet the growing demand. Forecasted increases in the population of Kern County and the city of Bakersfield would further deteriorate conditions on existing roadways without such improvements.

3.3 Environmental Consequences

3.3.1 First-Cut Screening Analysis

The Caltrans Standard Environmental Reference (SER) provides guidance for conducting growth-related, indirect impact analyses. A first-cut screening process is used by Caltrans to determine whether a potential for growth-related impacts is an issue that needs to be evaluated in the environmental document for a particular project. According to this guidance, the need for a growth-related study is based on the extent to which travel times, or accessibility, would be changed as a result of a project. Section 5.2 discusses the impacts on traffic circulation as a result of the

proposed Segment 1 construction. Based on the first-cut screening analysis, though Segment 1 in itself would not have a noticeable impact on accessibility, as part of the larger Centennial Corridor project, and as part of the extensive multi-project Thomas Roads Improvement Program (TRIP)[4], the project could affect accessibility in the region and warrants a growth-related impact analysis.

3.3.2 Macro-Scale Growth Inducement Analysis for TRIP

A macro-scale *Growth Inducement Analysis* for TRIP (Parsons, 2009) was conducted to consider the influence of the entire program of proposed TRIP projects, including the Centennial Corridor. A total of 12 identified TRIP projects were included in the analysis. These included several key interchange improvements, the North Westside and West Beltway projects, improvements to Rosedale Highway, SR 178 and 24th Street, the Hageman Flyover, the Westside Parkway, and the Centennial Corridor project. Most of these projects are located to the west of the Centennial Corridor project. The construction time frames projected at that time the analysis was performed ranged from 2009 through 2017.

The growth analysis methodology used a gravity model to quantify the attractions between residential and employment areas. It considered the effects of improved accessibility and reduced travel times on the trip making between area origins (i.e., residences) and attractions/destinations (i.e., jobs), referred to as origin/destination pairs, henceforth. The analysis then placed those findings in the context of known growth trends so as to evaluate whether such trends would likely be influenced or accelerated. The results of the data analysis were reviewed by a panel of land use experts, representing both local government and private sector points of view.

The analysis concluded that TRIP projects as a group (including the Centennial Corridor) would have the effect of moderately influencing growth pressures in the northwest and west Bakersfield metropolitan areas, and marginally in the west central and northeast areas. The TRIP projects were not anticipated to influence the overall amount, type, location or timing of regional growth. The rate of growth has been, and will continue to be, influenced by relatively inexpensive land costs, growing labor demand, increasing demand for affordable housing, and developer activity responding to the marketplace.

[4] The Thomas Roads Improvement Program (TRIP) is a collection of roadway improvement projects in Bakersfield. It is a cooperative effort between the City of Bakersfield, County of Kern, Caltrans and the Kern Council of Governments.

As described in the *Growth Inducement Analysis* for TRIP (Parsons, 2009), the reduction in travel times resulting from implementation of the entire system of TRIP projects is estimated to be an average of 8 minutes between metropolitan Bakersfield origin/destination pairs, with time savings of up to 25 minutes for some trips in the area. The expected time savings of the collected TRIP projects is also estimated to be about 8 minutes for trips between Bakersfield and Los Angeles, or about 6 percent of the typical travel time for such trips. This could potentially make the Bakersfield area marginally more attractive as a housing location for employees working in Los Angeles County; however, travel time savings due to completion of the entire package of TRIP projects is not expected to be the primary factor influencing housing choices in the region, for the reasons stated above. It should be noted that the estimated travel time savings associated with the Centennial Corridor project itself was estimated to be only 2 to 3 minutes, primarily associated with east-west bound trips. Thus, both Segment 1 and the entire Centennial Corridor project's influence on growth associated with regional housing demand is judged to be minimal.

3.3.3 Growth-Related Project Impacts

Growth-related impacts associated with the project implementation are described below.

Build Alternatives

Given the amount of growth in Bakersfield that has occurred without the project, the proposed Centennial Corridor is being planned to accommodate growth that has already occurred, with limited capacity to induce further growth. Future development and investment in Bakersfield is expected to occur mainly in response to underlying economic conditions, including supply and demand for housing, goods and services, and only marginally due to improved travel time and accessibility. Other factors that would influence future development along the Centennial Corridor and at the western and eastern sections of the metropolitan Bakersfield area include existing infrastructure, land prices, and physical constraints.

Although the proposed Centennial Corridor project would be one that predominantly accommodates growth that has previously occurred rather than to introduce new growth, it would change accessibility and mobility within the metropolitan Bakersfield area, and as part of the larger multi-project TRIP program, would potentially contribute to improved accessibility to and from the Los Angeles metropolitan area. The project would have the effect of providing a better connection

from urbanized areas of Bakersfield near downtown to the suburban fringe and areas beyond by means of constructing a major new multi-lane, limited access highway.

For the reasons stated above, the first-cut screening analysis indicates that future growth potentially associated with the project should be examined to determine factors influencing growth that could be affected by the project and the degree to which those effects may occur. The increased accessibility created by the Centennial Corridor project may, or may not, affect the location, rate, type, or amount of growth in the project vicinity due to other limits on growth, including land use controls shaped by local and regional plans and policies, and a desire to approve projects which are compatible with the surrounding land uses.

At a regional scale the project would be part of a system designed to provide a continuous east-west state route between SR 58 East and I-5, thereby promoting economic growth and interregional/intraregional commerce by improving linkages between existing segments of the State Highway System through Bakersfield. This would occur most effectively if all three roadway segments are completed, but would nevertheless occur with completion of Segments 1 and 2, because an interim designation of SR 58 along Stockdale Highway (in Segment 3) would maintain that connectivity. Project construction, however, would not be expected to cause a substantial increase in interstate truck traffic in the project area as the demand for such traffic already exists. Additionally, any expanded business enterprise possibly due to the more efficient movement of goods would not occur solely or even chiefly as a result of improved travel time or access through Bakersfield, because supply, demand, and other economic factors outside of transportation improvements would have a greater influence on business expansion.

The proposed build alternatives, implementing a controlled-access highway, would improve interregional and regional access to and from the City of Bakersfield; however, in certain instances some property parcels abutting local streets would have reduced access due to the project (e.g., closing the Real Road exit from southbound SR 99 or Wible Road exit from northbound SR 99). All three build alternatives would have similar effects in this regard. Recently built and approved residential and nonresidential developments located in the western section of Bakersfield are expected to have improved access to the downtown area. Alternatively, older developments located in the eastern section of Bakersfield would also have better access to the western section of Bakersfield.

Growth pressures could potentially be influenced in the western section of Bakersfield with improved access to downtown Bakersfield due to construction of any of the build alternatives. The project could facilitate growth, which has historically been occurring in the western section of Bakersfield even without the project, by reducing commute times to the downtown area. While the rate of growth has slowed in recent years, it is not expected to return mainly as a result of the project. Rather, the project would accommodate the circulation demands that have been created by past and ongoing developments in the outlying areas of west Bakersfield. This would also have the potential to indirectly influence development in the downtown area. Bakersfield is positioned to be the economic center of the San Joaquin Valley because of its proximity to I-5 and SR 99, the two major corridors for goods movement, as well as its location between Los Angeles and the Bay Area. The California Department of Finance projects a 25 percent increase in employment in metropolitan Bakersfield by 2035. By improving access to the downtown, new development and redevelopment of the downtown area may result.

Additionally, improved access throughout Bakersfield would benefit agricultural-oriented businesses located west and east of Bakersfield, as travel time and associated costs to and from agricultural businesses and distribution facilities in the downtown area of Bakersfield and along SR 99 and SR 58 would be reduced.

By reducing traffic bottlenecks and stop-and-go vehicular traffic on the existing SR 58, the build alternatives would facilitate the flow of traffic resulting in an overall time savings for the traveler. However, while the transportation improvements would reduce the time-cost of travel, those savings are minimal. As discussed in Section 3.3.2, the data indicates an anticipated time savings of eight minutes for trips between the geographic points of Bakersfield and Los Angeles. While the project would have the effect of providing a better connection from urbanized areas of Bakersfield near downtown to the suburban fringe and areas beyond by means of a major new multi-lane, limited access highway, the time savings associated with that improved accessibility is largely inconsequential in terms of influencing interregional locational decisions for residences and businesses.

Apart from the commercial development opportunities associated with land immediately adjacent to new freeway interchanges, the Caltrans *Guidance for Preparers of Growth-related, Indirect Impact Analyses* indicates unless transportation projects open up new land areas that had not been previously accessible, on a regional basis, the impacts to convert land uses are generally minor. The proposed Centennial

Corridor project is a transportation facility in an area that has been served by roads and highways for multiple decades. The build alternatives would not facilitate new development by opening up access to previously undeveloped areas. Too, the pace and amount of development in Bakersfield is projected to occur with or without the Centennial Corridor project. The absence of the Centennial Corridor has not been a major constraint to development in Bakersfield, or its immediate outlying areas.

In summary, none of the build alternatives are expected to substantially influence the overall amount or type of regional growth or influence the redistribution of economic development and population. The pattern and rate of population and housing growth would be expected to remain consistent with population anticipated in existing planning documents for the area. Growth in metropolitan Bakersfield is expected to follow the trend of the Central Valley's population growth, which is fueled by high birthrates and the in-migration of people from other parts of California. The potential for growth in the Bakersfield area is consistent with local land use plans and current trends, the project would not substantively influence growth, and no growth-related impacts are expected. Current growth trends and potential future growth are considered in local land use plans, and the project would not influence growth that is not currently planned. The project would not result in direct adverse growth-related impacts.

No-Build Alternative

The No-Build Alternative would not lead to any physical improvements that may induce growth or development in the project area or in other areas of Bakersfield. The existing local roadway and regional highway system would operate at its current level of efficiency, and congested conditions would remain and become exacerbated over time as projects in the western section of Bakersfield, such as those listed in Table 3.1 are constructed. Continued congestion could hinder implementation of existing land use and transportation plans that rely on improved access within the SR 58 corridor. Because the No-Build Alternative would not change accessibility in the project area, no growth-related impacts are expected. In addition, no indirect impacts on resources would occur under this alternative. Development patterns are expected to reflect past trends and be in accordance with the Metropolitan Bakersfield Land Use Plan.

3.3.4 Indirect Impacts

Indirect or secondary growth-related impacts in the region include additional demands for housing, employment, and goods and services associated with a population increase caused by or attracted to new development.

Build Alternatives

Under the three build alternatives, no new housing units or commercial and industrial uses are proposed as part of the project implementation. The build alternatives would only create temporary construction jobs and would not lead to any permanent increase in the employment base within the project area; therefore, no permanent demand for housing, goods and services, or employment would be generated by the build alternatives. The three build alternatives would not provide new access to currently undeveloped areas within the project area. The proposed alternatives would construct new freeway/roadway facilities along Segment 1 of the Centennial Corridor, connecting to the under-construction Segment 2 Westside Parkway, but these would be implemented within the developed area of Bakersfield, and there would be no new on-ramps or off-ramps that would provide freeway access to undeveloped areas.

No-Build Alternative

Because there would be no construction and operation of the Centennial Corridor with this alternative, no indirect impacts would occur.

3.3.5 Cumulative Impacts

Build Alternatives

The macro-scale *Growth Inducement Analysis* for TRIP (Parsons, 2009) documents the results of a growth-related impact analysis of a sample of residential areas in the Bakersfield area. The analysis estimated that the TRIP projects would collectively create substantial time savings for commute trips from these zones to jobs in the core or across town. Time savings in 2035 are estimated to vary from less than 1 minute to approximately 27 minutes for individual TRIP projects. The average time savings for metropolitan Bakersfield trip origin/destination pairs is projected to be 8 minutes. This represents a 22 percent time savings for commute trips in metropolitan Bakersfield, which are estimated to average 36 minutes in 2035 for the origin/destination pairs analyzed.

Based only on changes in access to jobs, this growth analysis estimated that the overall TRIP projects would cumulatively increase growth pressures moderately in northwest Bakersfield and only slightly in west central Bakersfield. Other sections of the metropolitan Bakersfield area are projected to experience a relative decrease in growth pressures. Given the existing level of growth due to in-migration and projected traffic congestion even after construction of the proposed TRIP projects, moderate increases in relative growth pressures on northwest Bakersfield due to improved accessibility to jobs are unlikely to have an important effect on actual residential growth.

Local land use plans, the planned provision of supporting infrastructure such as water and sewer facilities, and demands for affordable housing for migration into Bakersfield are more likely to influence the overall amount, timing, and distribution of growth in the project area than the proposed TRIP projects.

No-Build Alternative

Because there would be no construction and operation of the Centennial Corridor with this alternative, no cumulative impacts would occur.

3.3.6 Impacts to Resources of Concern

Build Alternatives

Implementation of the build alternatives could affect some parkland and biological resources within the study area. A separate Section 4(f) evaluation has been prepared to discuss impacts to existing parks in further detail (Section 4(f) Analysis, Parsons 2012). Sensitive habitats located within the project have also been subjected to further analysis under the Metropolitan Bakersfield Habitat Conservation Plan; no substantial effects associated with the Segment 1 project have been identified in this regard. Measures provided as part of the biological assessment prepared for this project would ensure that no substantial impacts to Swainson's hawk and San Joaquin kit fox or their habitats would occur. Other long-term impacts to other resources influenced by the project are not anticipated.

No-Build Alternative

Because there would be no construction and operation of the Centennial Corridor, no impacts to any resources of concern would occur.

3.4 Avoidance, Minimization, and/or Mitigation Measures

The growth-related impacts of the build alternatives would be minimal, and no avoidance, minimization, and/or mitigation measures are proposed.

Chapter 4 Community Character

Social and economic data from the U.S. Census, California Department of Finance, Kern Council of Governments, and the City of Bakersfield, among other resources, were combined to provide an overview of the characteristics of Kern County, the City of Bakersfield, and the immediate Centennial Corridor project area neighborhoods. Demographic characteristics, such as age, race, and median income, are quantitative in nature, and the most common demographic characteristics used to depict location and appear below in charts and tables. Communities are divided into census tracts, which are small, relatively permanent statistical subdivisions of a county, and further subdivided into census tract block groups and census blocks. The data for each block group or block were compared to county and city data to develop a snapshot of the affected community. Census tracts and block groups selected for each alternative analysis were presented earlier in Table 1.1 and Figure 1-4 in Chapter 1. Because of the timing of data released by the U.S. Census Bureau from the 2010 Census, some of which will post-date the preparation of this technical study, certain data are not yet available.[5]

As part of the community impact assessment process, to gauge local residents' sense of the project, Caltrans developed a neighborhood survey. These survey forms were mailed in 2009 to addresses located within 1,000 feet of each of the build alternatives for Segment 1. The survey form that was used is included in Appendix A. Other qualitative information to help complete the neighborhood profile was gathered through a series of community meetings and workshops, and by conducting one-on-one interviews with individuals interested in providing more details about their particular neighborhood or their thoughts on how the project might affect their neighborhood (see Chapter 6 for more detail on the public involvement efforts).

In addition to the informational sources described above, the following technical reports prepared for this project have been reviewed and referenced in this Community Impact Assessment as part of the analysis: *Final Relocation Impact Report* (February 2015); *Visual Impact Assessment* (March 2013); *Air Quality Study Report* (November 2013); and *Noise Study Report* (January 2013).

[5] Some of the Census products scheduled for release later include 2010 SF 3 data on disabilities and length of residency.

4.1 Population and Housing

This section discusses impacts to neighborhoods/communities and housing as a result of the project implementation.

4.1.1 Affected Environment

Regional Population Characteristics

California, which is now home to more than 37 million residents, has grown in population since 1990 at a rate of 1.1 percent per year. The population growth of Kern County outpaced that of California by nearly double that in the same time span. Bakersfield's population has grown rapidly in recent decades, more than doubling since 1990. Census figures show Bakersfield reached an estimated population of 354,500 in 2012, reflecting a growth rate of more than 40 percent since 2000, while during the same period California's population grew slightly more than 10 percent. Kern County accounts for just over 2 percent of the total statewide population, with Bakersfield now accounting for over 40 percent of Kern County's population. Historical population data are provided in Table 4.1.

Table 4.1 Population Trends, 1990-2012

Geography	1990	1995	2000	2005	2012	CAGR 1990-2012 (%)	Numeric Growth 1990-2012
City of Bakersfield	175,000	215,500	245,700	296,100	354,500	3.3	179,500
Kern County	545,000	615,600	661,700	753,700	850,000	2.0	305,000
State of California	29,758,200	31,617,800	33,721,600	36,676,900	37,678,600	1.1	7,920,400
Percent of Kern County in Bakersfield	32.1	34.5	37.1	39.3	41.7	--	--
Percent of State in Kern County	1.8	1.9	2.0	2.1	2.3	--	--

CAGR = Compound Annual Growth Rate

Note: All data represent population estimates from January 1, except for 1990, which is showing data from April 1.

Source: California Department of Finance, May 2012, Accessed June 2012. No significant change to the data have occurred since this information was first compiled.

Population projections are shown in Table 4.2. Between 2012 and 2035, Kern County's population is expected to continue to increase at a rate of 2.2 percent annually, while the State's population will increase at a slower pace of slightly less than 1 percent per year. By 2035, the county is expected to contain approximately 1.4 million residents, which will account for 3.0 percent of the statewide total. As

shown from these data, Kern County is a growing region within California and is expected to continue its growth in the long term.

Table 4.2 Projected Population, 2012-2035

Geography	2012	2020	2030	2035	CAGR 2012-2035 (%)	Numeric Growth 2012-2035
Kern County	850,000	1,041,500	1,276,200	1,399,800	2.2	549,800
State of California	37,678,600	40,817,900	44,574,000	46,330,200	0.9	8,651,600
Percent of State in Kern County	2.3	2.6	2.9	3.0	--	--
CAGR = Compound Annual Growth Rate Note: All data represent population estimates from January 1.						

Source: California Department of Finance, May 2012, Accessed June 2012. No significant change to the data have occurred since this information was first compiled.

In Kern County, the percentage of the population that is white and non-Hispanic is projected to drop from 50 percent in 2000 to 31 percent in 2050, as presented in Table 4.3. The largest gains among different racial and ethnic groups will be the Hispanic population, which is projected to increase from 38 to 58 percent of the total population between 2000 and 2050. The percentage of the Asian population is expected to remain lower in Kern County relative to California as a whole.

Age distribution provides insight into the available workforce and is an indicator of future workforce and population trends. Kern County's age breakdown is similar to that of the California population and is shown in Table 4.4. In both 2000 and 2010, when compared with the state, Kern County's population was generally younger. During both census dates, Kern County had a higher percentage of young children under the age of 5 and persons aged 5 to 19 years old. In 2000, the county had lower percentages in the following age groups: 20 to 44 years, 45 to 64 years, and 65 years and older. The same was true in 2010, except the county had a slightly higher percentage of persons aged 20 to 44 years.

Table 4.3 Racial Composition, 2000-2050

	2000		2010		2020		2030		2040		2050	
	Population	Percent	Population	Percent	Population	Percent	Population	Percent	Population	Percent	Population	Percent
Kern County												
White	332,431	50.0	377,280	44.1	424,169	39.1	477,348	35.3	557,689	32.7	649,336	30.8
Hispanic	255,578	38.4	377,280	44.1	535,612	49.3	719,004	53.2	956,455	56.0	1,224,553	58.1
Asian	22,184	3.3	32,619	3.8	42,178	3.9	53,871	4.0	69,149	4.1	85,239	4.0
Pacific Islander	759	0.1	871	0.1	1,019	0.1	1,131	0.1	1,246	0.1	1,311	0.1
Black	38,401	5.8	48,703	5.7	62,233	5.7	77,216	5.7	94,959	5.6	114,193	5.4
American Indian	6,074	0.9	7,162	0.8	8,069	0.7	8,966	0.7	10,214	0.6	11,412	0.5
Multi-Race	10,092	1.5	11,481	1.3	12,833	1.2	15,091	1.1	17,527	1.0	19,980	0.9
TOTAL	665,519	100.0	855,396	100.0	1,086,113	100.0	1,352,627	100.0	1,707,239	100.0	2,106,024	100.0
State of California												
White	16,134,334	47.3	16,438,784	42.0	16,508,783	37.4	16,377,652	33.3	16,033,854	29.5	15,712,119	26.4
Hispanic	11,057,467	32.4	14,512,817	37.1	18,261,267	41.4	22,335,895	45.4	26,551,422	48.9	31,028,375	52.1
Asian	3,761,994	11.0	4,684,005	12.0	5,527,783	12.5	6,334,719	12.9	7,132,504	13.1	7,889,183	13.3
Pacific Islander	110,355	0.3	149,878	0.4	196,576	0.4	246,363	0.5	294,678	0.5	343,169	0.6
Black	2,218,281	6.5	2,287,190	5.8	2,390,459	5.4	2,475,477	5.0	2,573,246	4.7	2,682,828	4.5
American Indian	185,996	0.5	240,721	0.6	299,599	0.7	350,649	0.7	395,591	0.7	437,454	0.7
Multi-Race	637,010	1.9	822,281	2.1	951,456	2.2	1,120,136	2.3	1,284,820	2.4	1,414,748	2.4
TOTAL	34,105,437	100.0	39,135,676	100.0	44,135,923	100.0	49,240,891	100.0	54,266,115	100.0	59,507,876	100.0

Source: California Department of Finance; Accessed January, 2012. No significant change to the data have occurred since this information was first compiled.

Table 4.4 Age Composition, 2000-2010

	2000		2010	
	Population	Percent	Population	Percent
Kern County				
Under 5 years	55,739	8.4	80,908	9.3
5 to 19 years	177,790	26.7	210,170	24.1
20 to 44 years	244,491	36.7	317,180	36.4
45 to 64 years	125,198	18.8	188,230	21.6
65 and older	62,301	9.4	75,240	8.6
TOTAL	665,519	100.0	871,728	100.0
State of California				
Under 5 years	2,494,696	7.3	2,771,815	7.1
5 to 19 years	7,807,133	22.9	8,481,744	21.7
20 to 44 years	13,136,615	38.5	13,562,485	34.7
45 to 64 years	7,045,395	20.7	9,907,502	25.3
65 and older	3,621,598	10.6	4,412,130	11.3
TOTAL	34,105,437	100.0	39,135,676	100.0

Source: California Department of Finance, 2011, Accessed January 2012. No significant change to the data have occurred since this information was first compiled.

Neighborhoods/Communities

Though the City of Bakersfield Planning Department does not formally delineate neighborhood boundaries, some neighborhoods are locally identified by subdivision names. Of the eight neighborhoods shown in Figure 4-1, five are within the influence of the Centennial Corridor project, including Quailwood– Park Stockdale, Westpark, Oleander-Sunset, Southwest Bakersfield, and Southeast Bakersfield.

Quailwood-Park Stockdale

For this report analysis, the Quailwood and Park Stockdale neighborhoods have been combined because they exhibit similar characteristics and they grew from master-plan communities from the Tenneco Company. While a limited amount of the housing in the area dates to the 1940s, the housing stock within this larger community neighborhood was primarily constructed starting in the 1960s and continued through the 1980s. Eighty-five (85) percent of the housing is single-family, and the remaining 15 percent is multi-family. The Quailwood and Park Stockdale neighborhoods are bound roughly by Ming Avenue to the south, California Avenue to the East, the Kern River to the north, and Coffee Road/Gosford Road to the west. Park Stockdale contains a mix of housing primarily targeted to middle- and upper-income households, including custom-built homes on 1-acre parcels, as well as retail and professional offices. The area is also home to the famous Stockdale Country Club. Individual residential neighborhoods here include Amberton, Westwood, Stockdale Estates, Saddleback Estates, Old Stockdale, Los Portales, Quailwood, and Park Stockdale.

This area has four major commercial streets – California Avenue/New Stine Road, Truxtun Avenue, Ming Avenue, and Stockdale Highway. Notable landmarks include Truxtun Lake, the Kern River Parkway, and the Stockdale Tower. Many office buildings, a small financial district, and regional offices for several oil and energy companies line California Avenue. In addition, California State University, Bakersfield is located nearby (but west of the study area) and a number of educational institutions are located on or near California Avenue, including Santa Barbara Business College, High Desert Medical College, and Point Loma Nazarene University.

The 12-story Stockdale Tower, built in 1982, houses several financial institutions, as well as other tenants, and remains the tallest building in Kern County. According to respondents to the neighborhood survey conducted for the Centennial Corridor project in 2009, the Park Stockdale neighborhood is active, and the neighborhood association organizes baseball and tennis programs for the youth of the vicinity. They also manage group facilities that exist exclusively for the use of neighborhood residents and their guests. These facilities include a private park and playground (Harrington Park), swimming pool, tennis courts, basketball courts, baseball diamond, and a meeting/recreation hall that includes a pool table room and kitchen. These neighborhood facilities are located on Rio Bravo Drive in the center of the neighborhood and approximately 700 feet from Alternative A right-of-way at its closest location.

Westpark

Westpark is located west of SR 99, north of Stockdale Highway, and south and east of California Avenue, which bends through the project area. The 427-acre area was annexed to the City in the late 1960s. Residents of the area generally consider the neighborhood to be bound by California Avenue on the north and west, Stockdale Highway on the south, and Real Road on the east. The first houses built in what is now considered Westpark, located in the eastern portion of the neighborhood, including Joseph Drive and streets to the south and east of it date back to the late 1940s and mid-1950s, but the majority of houses considered to be part of Westpark were constructed as part of a tract development whose plan was first announced in 1969, with homes constructed throughout the 1970s. As part of its master-plan development, the Stockdale Development Corporation deeded 9 acres in the heart of the future Westpark neighborhood to the City for the purpose of establishing a park. Centennial Park, as it came to be named, includes tennis and basketball courts, picnic tables, a pavilion, and a dog park. Harris Elementary School is located on the

northeast boundary of the neighborhood; most neighborhood children walk to school. During one-on-one interviews conducted with neighborhood

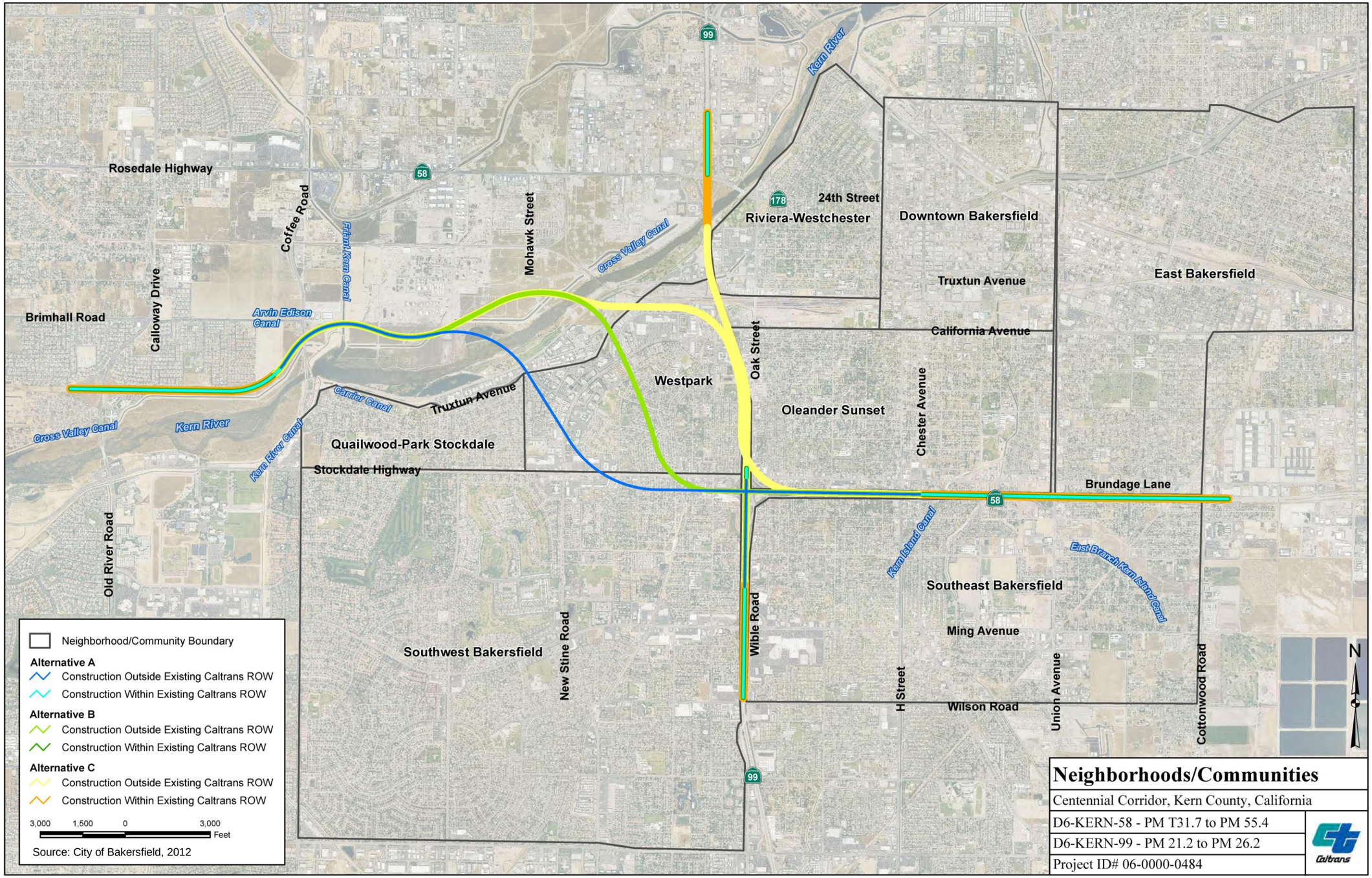


Figure 4-1 Neighborhoods/Communities

residents in 2009, Centennial Park and Harris Elementary School were often identified as focal points for neighborhood activity. The neighborhood has an active homeowner's organization. Westpark is somewhat unique among Bakersfield neighborhoods in that many essential community services are within walking distance of most houses (see further discussion below under the heading of Community Cohesion). During one-on-one interviews, many Westpark respondents expressed that they take advantage of the proximity to nearby community amenities and neighborhood-based small businesses, allowing them to walk or drive a very short distance to local restaurants, houses of worship, grocery markets, and retail centers. Recreational walking, including walking dogs, is also commonly observed within the neighborhood. When citing attributes of their neighborhood, residents of Westpark most often mentioned good quality of life, the affordability of houses, a sense of safety and stability, neighborhood walkability, and access and convenience to other parts of the city. The general attractiveness of the area with its large trees and the sense of community are identified as being distinctive qualities that distinguish their neighborhood from others in Bakersfield.

Oleander-Sunset

The Oleander-Sunset neighborhood is generally considered to be bound by California Avenue to the north, Oak Street to the west, Brundage Lane to the south, and Chester Avenue to the east. The primary streets in the neighborhood are Chester Avenue, H Street, Palm Street, Fourth Street, and Brundage Lane.

The Oleander-Sunset Park Association was formed in 1992 and is considered Bakersfield's first such homeowners association. At the time, many residents joined together to try to reverse an upward trend in crime and drug activity. The renewed community spirit revolved around the growing understanding and appreciation of the neighborhood's rich history, including residences that date back to the late 19th and early 20th century. The Sunset Park subsection of the community is generally located in the northwest corner of the larger Oleander-Sunset neighborhood; its first houses were built in the middle 1920s.

The housing stock of the neighborhood spans the years 1900 and 1960, with 82 percent of the housing designated as single-family and 18 percent as multi-family units. Residents of the Oleander-Sunset neighborhood generally extol the benefits of the neighborhood's centralized location, shopping and dining opportunities, and easy access to other local amenities. Some of the nearby recreational areas include Saunders Park, Lowell Park, Wayside Park, and Beal Park. The southwest corner of

this Oleander-Sunset neighborhood, encompassing for example, Olive and Cypress Streets, can be characterized by the presence of single family tract houses built in 1950. A large number of the commercial land uses on Brundage Lane, east of Oak Street, are automotive-related (tire sales; engine repair, brake service, and so forth).

Southwest Bakersfield

Southwest Bakersfield is the most populated section of the metropolitan area. Some of the major streets include Stockdale Highway, Ming Avenue, Wilson Road, New Stine Road and Ashe Road; land uses devoted to serving the community's commercial needs are located on these streets particularly. The western expanse of the Southwest area was in part influenced by the development of California State University, Bakersfield, which opened in 1970. Much of this area is devoted to single family residences in the form of master-planned neighborhoods developed by the Tenneco Company in the 1980s. Among named housing communities are Haggin Oaks, Campus Park, Silvercreek, Laurelglen, Seven Oaks, The Oaks, Stone Creek, Cobblestone, Westwood Estates, and the gated areas of Grand Island. Patriots Park, the Sundale Country Club, and the Rosewood Retirement Community are also prominent features in this area. The areas located farther east, in the northeast section of the Southwest Bakersfield area shown on Figure 4-1, in vicinity of Belle Terrace and Real Road, south of Stockdale Highway, are also residential in nature, and mostly encompass post-World War II suburban tract housing dating from the early to middle 1950s. Many of the houses in this area are located on smaller parcels than the more recent houses located west of New Stine Road. Because they have been here longer, the residential streets here typically have more mature trees and landscaping; there is also a higher concentration of apartment houses in this section. A variety of commercial services are provided by businesses on nearby Stockdale Highway.

Southeast Bakersfield

The southeast side of Bakersfield is a redevelopment area that extends from H Street east to Washington Street and from the SR 58 corridor north to the California Avenue corridor. It comprises 4,619 acres. In interviews conducted in 2009, neighborhood respondents stated they believed redevelopment efforts are stimulating the area and bringing new businesses and residents back to the neighborhood. It was stated by several residents that it was easy to get around the neighborhood and one could comfortably walk to places such as grocery stores, other retail stores, and parks. The neighborhood provides affordable housing according to residents who responded to the survey. Some of the commercial businesses within the area are described as small businesses and minority-owned. Also noted was the fact that some of the businesses

that cater to the neighborhood were the result of the City's redevelopment efforts. Most of the areas immediately adjacent to existing SR 58 are industrial or commercial in nature; residential areas are generally south of the Brundage Lane corridor and SR 58.

Community Cohesion

Community cohesion stems from the social interaction among members of a community. Volume 4 of the Caltrans Standard Environmental Reference on Community Impact Assessment defines community cohesion as the degree to which residents have a "sense of belonging" to their neighborhood; a level of commitment of the residents to the community; or a strong attachment to neighbors, groups, or institutions, usually because of continued association over time. Cohesive communities are indicated by various types of social characteristics, such as long average lengths of residency, home ownership, frequent personal contact, ethnic homogeneity, high levels of community activity, and shared goals. Transportation projects can divide cohesive neighborhoods if they act as a physical barrier or are perceived as a psychological barrier by residents, or if they isolate a portion of a homogeneous neighborhood. While it is easy to define in general terms, evaluating community cohesion through neighborhood characteristics and expressing it in an analytical framework is a more difficult task.

The Centennial Corridor project area can be described as generally containing several moderately cohesive neighborhoods. For example, residents of all the neighborhood districts potentially affected by one or more of the build alternatives are likely to have neighborly exchanges on the street and see each other occasionally at nearby grocery stores, local restaurants, or the bookstore, as well as during school functions and while attending services at local places of worship, to name a few instances. When members of the gated communities within the Park Stockdale condominium communities get to know their neighbors as they participate in group activities, and residents of Oleander-Sunset feel common bonds for protecting the historic character of their neighborhood and involve themselves in Neighborhood Watch programs, they exhibit certain characteristics of people residing in cohesive communities. Therefore, it might be best to view the concept of community cohesion as being on a continuum and not an either/or characteristic.

Westpark neighborhood residents appear to exhibit a strong sense of community cohesiveness. Shopping, local restaurants, the nearby bookstore, preschool and elementary schools, places of worship, and nonemergency and outpatient medical care facilities are all within walking distance of Westpark, and many residents report

that they frequently walk to get to nearby destinations rather than drive. Availability of facilities in a walking distance allows face-to-face contact and contributes to a cohesive community. Centennial Park and Harris Elementary School are anchors in the community, serving to further bind the residents as a cohesive group. Many residents of Westpark have been involved in the Centennial Corridor project over the course of many years, and they have shown a strong commitment to stay involved. When public meetings for the project were held, many of those attending hailed from Westpark. A sizable percentage of the surveys returned to Caltrans in 2009 noted that many of the Westpark residents have adopted an informal system to provide their neighbors assistance. For example, neighbors are available and present to assist in medical emergencies, to keep an eye on the house when someone is gone, or check in on someone during an illness.

The factors used to measure cohesion tend to be subjective and hard to quantify. Measuring the quality of life within a neighborhood is an important aspect in determining the satisfaction of individuals with their community/neighborhood. By its nature, what one defines as quality of life is subjective. As one sociologist has noted, "A number of ingredients may contribute to an individual's positive 'picture' or 'image' of a community – for example, the opportunity for forming primary group relationships, the attachment of citizens to their community, the absence of serious social problems, the presence of opportunities for education and employment, a positive physical and cultural environment." In 2009, as part of the community impact assessment process, to gauge local residents' sense of the Centennial Corridor project, Caltrans developed and mailed a neighborhood survey to approximately 16,000 residents living within 1,000 feet of each of the build alternatives for Segment 1 (see Appendix A for a copy of the survey form). About 920 survey forms were returned, which equates to about a 6 percent response rate. The survey included questions relating to one's perceived quality of life, length of time in the residential unit, and whether it is owned or rented. Table 4.5 demonstrates how survey responders perceive the quality of life within their neighborhood.

Table 4.5 Quality of Life within Centennial Corridor Neighborhoods

Neighborhood	Quality of Life (Percent)					
	Excellent	Good	Fair	Poor	Unknown	No Answer
Westpark	49.7	40.5	7.0	1.9	0.0	0.9
Quailwood - Park Stockdale	37.5	52.5	5.0	2.5	0.0	2.5
Southwest Bakersfield	19.4	56.4	21.0	2.7	0.0	0.5
Southeast Bakersfield	4.0	44.5	33.7	15.8	2.0	0.0
Oleander-Sunset	19.4	55.4	18.3	4.8	0.5	1.6

Source: Neighborhood Surveys, 2009.

As shown in Table 4.5, approximately 90 percent of the residents of Westpark and Quailwood Park – Stockdale rated their quality of life as being either good or excellent, whereas in comparison, approximately 49 percent of residents of the southeast section of Bakersfield rated their quality of life as good or excellent. This closely parallels the comments that were formally received during public meetings, information obtained from the one-on-one interviews, and the handwritten comments expressed on the neighborhood surveys returned.

Westpark, the neighborhood whose residents rated their area highest with regards to quality of life, is a neighborhood in transition. While many long-term residents continue to live within the neighborhood, many residents have expressed during the public outreach process that there has been a recent influx of younger families moving into the neighborhood, while some of the older, more established residents have either died or moved. Approximately 36 percent of those who responded to the Caltrans survey form indicated they have lived in their Westpark residence for a decade or less. Of these, many responded that they were attracted to the neighborhood because it had a good "neighborhood" feel and contained numerous community resource amenities, including good schools and parks, located within walking distance. This is similar to the information reflected in a promotional real estate advertisement in the local newspaper, the *Bakersfield Californian* in 1974 (Figure 4-2).

Housing

Much of a local community's concern with housing revolves around the questions of whether there is enough housing and whether it meets the needs of a variety of income levels, family sizes, and personal needs. Housing characteristics provide insight into the availability and type of replacement housing that might also be affected by a project. As of 2010, there were approximately 120,700 housing units in Bakersfield.[6] Single-family detached houses make up 71 percent of the city's housing units. Approximately 41 percent of Kern County's housing stock is found within Bakersfield (Table 4.6). Of the total number of housing units, 92 percent are occupied

[6] Data on the total housing within Bakersfield are based on estimates from the Final Relocation Impact Report (February 2015), which used data provided by the U.S. Census Bureau rather than the California Department of Finance. The Draft Relocation Impact Report used a replacement area that encompasses a 15-mile radius from the project area. This area includes the regions to the north, south, east, and west of the project area and would account for additional housing that is beyond the City of Bakersfield, but within the replacement area.

within Bakersfield, with a slightly lower occupancy rate for the county at 89 percent (Table 4.7).

Figure 4-2 Promotional Real Estate Advertisement from the Bakersfield Californian (1974)

Table 4.6 Housing Units

Geography	Single-Family Detached	Single-Family Attached	Multi-Family (2 to 4 units)	Multi-Family (5+ units)	Mobile Homes	TOTAL	Percent Single-Family Detached
City of Bakersfield	81,130	3,186	13,611	14,252	2,408	114,587	70.8
Kern County	197,791	7,161	27,922	22,912	22,453	278,239	71.1
Percent of Kern County Units in Bakersfield	41.0	44.5	48.7	62.2	10.7	41.2	--

Source: California Department of Finance, 2011; Accessed January, 2012. No significant change to the data have occurred since this information was first compiled.

Table 4.7 Housing Unit Occupancy

Geographical Area	Occupied	Vacant	Total	Percent Occupied
City of Bakersfield	105,648	8,939	114,587	92.2
Kern County	248,057	30,182	278,239	89.2

Source: California Department of Finance, 2011; Accessed January 2012. No significant change to the data have occurred since this information was first compiled.

The housing stock in Bakersfield grew by approximately 32 percent between 2000 and 2010, which was significantly greater than that of Kern County (22 percent). As with the county, the largest increase in the Bakersfield housing stock occurred with construction of single-family detached residences, which accounted for 89 percent of the housing stock growth. The composition of the city's housing stock is also similar to that of the County, except for a smaller percentage of mobile homes (2 percent in Bakersfield versus approximately 7 percent in Kern County). Housing vacancy rates in the city were 6 percent in 2000 and, according to California Department of Finance estimates, remained stable into 2010. At less than 8 percent, the vacancy rate for Bakersfield in 2010 was lower than the rate of Kern County (10.8 percent). Also, according to the Final Relocation Impact Report (February 2015), using U. S. Census Bureau data from the third quarter of 2014, there is a 4.3 percent vacancy rate for multi-family, apartment, and single-family rental residences in the Bakersfield metropolitan area.

As shown in Table 4.8, approximately 56 percent of Bakersfield's housing units are owner-occupied.

Table 4.8 Housing Unit Tenure

Geographical Area	Owner Occupied	Renter Occupied	Vacant	Total	Percent Owner Occupied
City of Bakersfield	63,815	41,833	8,939	114,587	55.7
Kern County	152,284	95,773	30,182	278,239	54.7

Source: California Department of Finance, 2011; Accessed January 2012. No significant change to the data have occurred since this information was first compiled.

Study Area Population Characteristics

Tables 4.9 and 4.10 provide a comparison of demographic characteristics under each build alternative. Both 2000 and 2010 U.S. Census data was utilized, along with data from the California Department of Finance. See Figure 1-4A through Figure 1-4C, in Chapter 1, for the location of census tracts and blocks for each build alternative.

Table 4.9 provides details on racial and ethnic composition by alternative.

Alternative A passes through 17 census block groups with a total population reported at 13,921, of which approximately 43 percent are White and approximately 57 percent are considered minority (non-white). Alternative A also passes through 11 census tracts; these tracts have an average household size of 2.9 persons and an average median household income of $44,620.

Alternative B (Preferred Alternative) passes through 16 census block groups with a total population reported at 12,460, of which approximately 43 percent are White and approximately 57 percent are considered minority (non-white). Alternative B passes through 11 census tracts. These tracts have an average household size of 2.9 persons and an average median household income of $44,620.

Alternative C passes through 15 census block groups, which together contain a total population of 11,689, of which approximately 44 percent are White and approximately 56 percent of the population is considered minority (non-white). Alternative C passes through 12 census tracts; these tracts have an average household size of 2.8 persons and an average median household income of $45,112.

More detailed data on household size and income are presented in Section 4.5, Environmental Justice, of this report.

Table 4.9 Race and Ethnic Composition of the Population

Geographic Area	Total Population	White	African-American	American Indian/ Alaska Native	Asian	Native Hawaiian/ Other Pacific Islander	Other Race/Two or more races	Total Minority Population	Hispanic or Latino of Any Race
Kern County	839,631	323,794	45,377	5,893	33,100	995	17,439	515,837	413,033
		39%	5%	1%	4%	<1%	2%	61%	49%
City of Bakersfield	347,483	131,311	26,677	2,265	20496	357	8,172	216,172	158,205
		38%	8%	1%	6%	<1%	2%	62%	46%
California	37,253,956	21,453, 394	2,299,072	362,801	4,861,007	144,386	1,054,283	14,013,719	21,453, 394
		58%	6%	1%	13%	<1%	3%	38%	58%
United States	308,745,538	196,817,552	38,929,319	2,932,248	14,674,252	540,013	9,009,073	50,477,594	196,817,552
		64%	13%	<1%	5%	<1%	3%	16%	64%
Alternative A	23,868	10,304	2,126	191	854	18	569	13,564	9,806
		43%	9%	1%	4%	0%	2%	57%	41%
Alternative B (Preferred Alternative)	22,446	9,882	1,853	178	828	17	534	12,564	9,341
		44%	8%	1%	4%	0%	2%	56%	41%
Alternative C	18,815	7,971	1,562	158	708	15	443	10,844	7,958
		42%	8%	1%	4%	0%	2%	58%	42%

Note: Percent age number is rounded to the nearest one.
Source: American FactFinder, U.S. Census Bureau, Data Summary File 1 – Tables QTP4 – 2010 Census Data.

The age profile of the population along each of the build alternatives is displayed in Table 4.10. All of the alternatives have a higher percentage of people age 65 years or older than do Kern County and Bakersfield as a whole. The percentage of individuals 65 and older is nearly the same for each alternative, with Alternative A having a slightly higher percentage (11 percent) than Alternative B and C (each at 10 percent). During interviews conducted as part of the public outreach process many Westpark residents expressed that their neighborhood consists largely of elderly but Census data indicates that pockets of elderly are dispersed throughout Bakersfield.

Table 4.10 Age Profile of Residents by Alternatives

Area/Census Tract	Median Age (Years)	65 Years and Older (Percent)
Kern County	30.7	9
City of Bakersfield	30.0	8
Alternative A		
Census Tract 18.01, Block Group 3	33.6	15
Census Tract 18.02, Block Group 1	29.1	7
Census Tract 18.02, Block Group 3	41.0	19
Census Tract 19.01, Block Group 2	35.6	12
Census Tract 19.01, Block Group 3	30.4	9
Census Tract 19.02, Block Group 3	33.5	8
Census Tract 20, Block Group 3	25.5	7
Census Tract 26, Block Group 3	29.8	10
Census Tract 27, Block Group 1	30.3	10
Census Tract 27, Block Group 4	32.0	7
Census Tract 27, Block Group 5	31.3	8
Census Tract 28.12, Block Group 1	29.2	9
Census Tract 28.12, Block Group 2	31.4	12
Census Tract 28.12, Block Group 3	25.7	4
Census Tract 28.13, Block Group 1	35.5	15
Census Tract 38.12, Block Group 2	29.7	5
Census Tract 5.07, Block Group 1	36.8	13
Average	**31.4**	**10**
Alternative B (Preferred Alternative)		
Census Tract 18.01, Block Group 2	33.6	7
Census Tract 18.01, Block Group 3	33.3	16
Census Tract 18.02, Block Group 1	29.1	7
Census Tract 19.01, Block Group 2	35.6	12
Census Tract 19.01, Block Group 3	30.4	9
Census Tract 19.02, Block Group 3	33.5	8
Census Tract 20, Block Group 3	25.5	7
Census Tract 26, Block Group 3	29.8	10
Census Tract 27, Block Group 1	30.3	10
Census Tract 27, Block Group 4	32.0	7
Census Tract 27, Block Group 5	31.3	8
Census Tract 28.12, Block Group 1	29.2	9
Census Tract 28.12, Block Group 2	31.4	12
Census Tract 28.13, Block Group 1	35.5	15
Census Tract 38.12, Block Group 2	29.7	5
Census Tract 5.07, Block Group 1	36.8	13
Average	**31.7**	**10**
Alternative C		
Census Tract 17, Block Group 4	33.7	11
Census Tract 18.01, Block Group 1	28.1	15
Census Tract 18.02, Block Group 1	29.1	7
Census Tract 19.01, Block Group 2	35.6	12

Area/Census Tract	Median Age (Years)	65 Years and Older (Percent)
Census Tract 19.01, Block Group 3	30.4	9
Census Tract 19.02, Block Group 3	33.5	8
Census Tract 20, Block Group 3	25.5	7
Census Tract 26, Block Group 3	29.8	10
Census Tract 27, Block Group 1	30.3	10
Census Tract 27, Block Group 4	32.0	7
Census Tract 27, Block Group 5	31.3	8
Census Tract 28.12, Block Group 1	29.2	9
Census Tract 28.13, Block Group 1	35.5	15
Census Tract 38.12, Block Group 2	29.7	5
Census Tract 5.07, Block Group 1	36.8	13
Average	**31.4**	**10**

Note: Percent age number is rounded to the nearest one.
Source: American FactFinder, U.S. Census Bureau, 2010 .

4.1.2 Environmental Consequences

Impacts to Neighborhoods/Communities

All of the neighborhoods in the project study area would benefit overall from improved cross-town and east-west regional automobile circulation, and improved bus access as a result of the build alternative implementation; however, construction of the build alternatives would affect existing neighborhoods due to project features that would in some cases shorten, modify, or remove highway interchange features and local collector and arterial streets. Each of the build alternatives would place a new freeway facility within existing neighborhoods, causing numerous residential and business displacements, neighborhood disruption, and environmental resource impacts such as localized air quality, noise, and visual effects.

Potential impacts to neighborhoods and communities under each of the build alternatives are discussed in the following paragraphs.

Alternative A

Alternative A of Segment 1 proposes to complete the link between Westside Parkway on the west to SR 58 near Cottonwood Road on the east, as shown in Figures 1-2 and 1-3 and described in Section 1.4.2 of Chapter 1. Construction of this alignment would pass through the northern portion of the Quailwood-Park Stockdale and Southwest Bakersfield, and a small portion of the Westpark neighborhoods. A total of 356 residential units would be displaced, consisting of 140 single-family residences, 74 duplexes/triplexes, and 142 apartment units. Based on the average household size of 3.1 people citywide, about 1,104 people would be displaced. Some of the residential streets that would experience the greatest number of displacements include the condominiums on Mohawk Street and Lennox Avenue, several apartment houses on Williamson Way, and single-family residences on Brite Street, Frazier Avenue, Laverne Avenue, Curran Street, Jones Street, and Griffiths Street. Many of the single-

family residences on these streets are considered eligible for the National Register of Historic Places as part of the Rancho Vista Historic District. Displacement of these housing units would result in a substantial change in the character of this small section of Bakersfield.

In addition to the residential units, 127 commercial, industrial, and manufacturing businesses would be displaced. Many of the business properties that would be required for Alternative A are concentrated on California Avenue and Stockdale Highway. Specific potential property acquisitions are identified in Appendix B and discussed in Section 4.4.2**.**

As part of the new freeway construction, modifications to several local residential streets would be required. Introduction of the new freeway would require modifying through access on multiple local residential streets, including the following local streets: Frazier Avenue, Westwood Way, McDonald Way, Curran Street, Griffith Street, Jones Street, and Williamson Way, and, in some cases, creating street cul-de-sacs. The following roads are proposed to cross over or under the freeway alignment: Montclair Street, Business Center Drive, Truxtun Avenue, Stockdale Highway, Stine Road, and South Real Road. Though some residential streets may no longer have direct access to some of the nearby streets as currently exists, the accessibility changes and increased neighborhood travel distances anticipated for the residents are not expected to be substantial for drivers. Pedestrians and bicyclists would be restricted by the proposed local road closures and would instead need to use the undercrossings or overcrossings. Such changes would be expected to restrict pedestrian and bicycle travel and result in weakening community cohesion (See Chapter 5 for further detail regarding traffic and transportation.).

Any proposed roadway closures or redesign, such as an overpass or underpass of the freeway, would change the circulation patterns and access of the local residents. For example, residents living south of Stockdale Highway and west of Real Road may perceive that they would be somewhat “boxed in” by the presence of the new freeway. Although project design would be undertaken to minimize changes in the circulation pattern as much as possible, as described in Chapter 5 of this report, the closure of up to seven local streets would inconvenience and diminish the sense of safety for some pedestrians and bicyclists, as well as reduce direct automobile connectivity to the larger streets in the affected neighborhoods. Changes that would restrict pedestrian and bicycle travel would result in a negative effect on community cohesion.

Residents living close to the new freeway would experience a higher exposure to trucks and automobile noise. A Noise Impact Assessment for the project identified 235 affected receivers representing 532 frequent outdoor use are where the noise level would be elevated as a result of freeway traffic. A total of 19 soundwalls was recommended feasible and reasonable, which would abate 200 of these affected receivers, which represent 461 frequent outdoor use areas. More detailed information on noise effects of the project can be found in the *Noise Study Report* (January 2013) prepared for this project.

The air quality analysis prepared for this project indicated that the predicted concentrations of carbon monoxide are estimated to be less than 50 percent of the applicable standards. The project would not contribute to a violation of standards, and project-level carbon monoxide conformity would be satisfied. A hot spot analysis was also performed to predict the level of impacts from particulate matter (PM_{10} and $PM_{2.5}$) as a result of traffic operations. The results show that the project would not contribute to a violation of standards, add to existing violations of standards, or delay timely attainment of the relevant standards. A quantitative analysis of local emissions of mobile source air toxics was conducted. A significant decrease in mobile source air toxics emissions can be expected for the project alternatives from the base year (2008) levels through future year levels. The decrease is prevalent for all of the priority mobile source air toxics. This is directly due to the improved pollution emission performance of a modernizing fleet of all diesel-fueled vehicles, which is a trend that is anticipated to continue throughout the planning horizon year. More detailed information on air quality analysis can be found in the *Air Quality Study Report* (November 2013) prepared for this project.

With the new freeway built in the neighborhood, residents would experience some visual changes from the existing condition. A Visual Impact Assessment conducted to assess impacts to visual and aesthetics at various key viewpoints along each build alternative found that that long-term visual impacts on key viewpoints as a result of Alternative A construction range from moderately low to moderately high. The presence of the elevated structure and soundwalls would, for some, result in obstructed views that would adversely affect the visual character of the suburban neighborhoods. Some residents living in Census Tract 28.12, Block Group 1, south of Stockdale Highway and west of South Real Road, may perceive that, together with existing State Route 99, they would feel more enclosed with the presence of a new aerial freeway structure in the neighborhood, which would change its visual character. The new freeway that would run through the neighborhoods west of State

Route 99 would change the visual character of the area. East of State Route 58/State Route 99 interchange, the alignment for all three build alternatives follows existing State Route 58 east to Cottonwood Avenue. Most of the proposed project design in this segment is located within the existing right-of-way, in a landscape that is already characterized by flat topography, transportation facility infrastructure, and light industrial, commercial, and residential properties located adjacent to the freeway, which would not largely change under any of the build alternatives. More detailed information on visual impact analysis can be found in the *Visual Impact Assessment* (March 2013) prepared for this project.

In summary, adverse effects to the overall character of the small portion of the project area located in Southwest Bakersfield and Quailwood – Park Stockdale neighborhoods are expected as a result of construction of Alternative A. In these areas, the residential tract neighborhood scale would be lost with the introduction of a new freeway.

Alternative B (Preferred Alternative)

The implementation of Alternative B mirrors some of the impacts affecting neighborhoods discussed for Alternative A in the previous section. The distinction between Alternatives A and B is the location of the alignment in the western portion of the project area where it crosses the Kern River and would bisect the industrial warehouse and commercial area on the east side of the river and then into the vicinity of Westpark and the northeastern portion of the Southwest Bakersfield neighborhood. Alternative B is generally located northeast of the Alternative A alignment and would divide the existing Westpark suburban neighborhood.

A segment of the Alternative B alignment would run just northeast of Centennial Park. This alignment avoids direct impacts to the Stockdale Christian School, First Assembly of God Church, and Assembly Manor Retirement Home on California Avenue. Alternative B would be built below grade through much of the Westpark neighborhood. In addition, access across the freeway would be maintained at several key spots (California Street; Stockdale Highway; La Mirada Drive; Marella Way) to help circulation from neighborhood sections which would otherwise be cut off.

Overcrossings at Marella Way and La Mirada Drive and an undercrossing at Ford Avenue are proposed to help traffic circulation. An option that would have removed the La Mirada Drive overcrossing is no longer under consideration for Alternative B. The Marella Way overcrossing provides the most direct neighborhood access to Centennial Park, Stockdale Christian School, and Harris Elementary School and other popular community facilities. Following circulation of the draft environmental

document, and as a result of listening to community stakeholders concerns, Caltrans is considering constructing all the proposed crossings, including maintaining the existing La Mirada Drive overcrossing, partially in response to meeting requirements of the Bakersfield Municipal Fire Code. The final decision regarding the freeway overcrossings and undercrossings will be made during the final design phase of the project.

Introduction of the highway would require modifying through access on multiple local residential streets, including Montclair Street, Woodlake Drive, Kensington Avenue, Hillsborough Drive, Kentfield Drive, Joseph Drive, Dunlap Street, Ford Avenue, and Williamson Way, and, in some cases, creating street cul-de-sacs. The following roads are proposed to cross over or under the freeway alignment: Truxtun Avenue, Commerce Drive, California Avenue, Marella Way, La Mirada Drive, Stockdale Highway, and South Real Road. Though some residential streets may no longer have direct access to Stockdale Highway and California Avenue, the accessibility changes and increased neighborhood travel distances anticipated for the residents are not expected to be substantial for drivers. Pedestrians and bicyclists would be restricted by the proposed local road closures and would instead need to use the undercrossings or overcrossings. Such changes that would restrict pedestrian and bicycle travel would result in a negative effect on community cohesion in the Westpark section of Bakersfield (See Chapter 5 for further detail regarding traffic and transportation.).

To address concerns regarding bicycle and pedestrian connectivity, preliminary design plans call for construction of a new bridge across the Carrier Canal and a new multi-use pathway that will run parallel to the project alignment connecting bicyclists and pedestrians from California Avenue to Commerce Drive. Incorporation of this connection into the project design would enhance local circulation and maintain connectivity for the bike trail/lane network within the City. As a result, significant impacts to local street circulation are not anticipated in this portion of the study area.

In addition, the City and Caltrans have committed to constructing a new dedicated pedestrian sidewalk/bike path for the benefit of residents in homes located on the south side of La Mirada Drive on the west, and south of Joseph Drive on the east to better connect divided areas and shorten the route for pedestrians and bicyclists to access popular community facilities located on either side of the freeway, including Centennial Park, Harris Elementary School, and other neighborhood destinations. This enhancement feature will upgrade bicyclist and pedestrian access via La Mirada

Drive.

The new pedestrian and bicycle trail connector will help correct a planning oversight and a lack of connectivity that has existed since the early 1970s, which at that time allowed for community facilities not be equally accessible[7].

The project would create more circuitous routes for some residents, requiring them to use different streets to access local destinations. Based on current design plans, the new routes that residents would have to use are not anticipated to exceed 1-mile and, in many cases, less than 0.25-mile (roughly a 4-minute walk) in greater distance to a nearby arterial street, such as Stockdale Highway or California Avenue. One-quarter mile is the distance typically perceived as far enough away that most people would not walk. Freeways sometimes act as psychological barriers as much as physical barriers, and placing a new freeway facility within an existing neighborhood would increase the sense of separation between different residential households, depending on the alignment and design features.

The City of Bakersfield conducted a walkability analysis through Walk Score to address nonmotorized circulation through Westpark.[8] For each locational address, the a numerical "Walk Score" is given (from 1 to 100), based on proximity to a number of available neighborhood services and amenities, such as grocery stores, restaurants, banks, medical services, parks, and schools) within 0.25 mile walking distance. The core tenet for users of Walk Score is that walkable neighborhoods with close access to public transit, better commutes, and proximity to the people and popular places are a key to a healthier, and more sustainable lifestyle. While the City of Bakersfield has an average Walk Score of 34, Westpark properties have Walk Scores as high as 69,

[7] This lack of connectivity between the east and west parts of Westpark has historical roots. As part of its master plan development for Westpark, the Stockdale Development Corporation, donated the land to the City for creating Centennial Park, which was then highly touted in real estate ads as a community resource (see Figure 4-2A, for example). The newer portion of the Westpark neighborhood was developed with more of a curvilinear street design, partially in reaction to the traditional postwar housing tract of the 1950s, which was being more widely criticized for its "sameness." The houses in the newer portion of Westpark were designed by a prominent local builder and designer of custom homes, John Deeter, whose name was a selling point in local advertising. Not surprisingly perhaps, the older Westpark neighborhood (e.g., Joseph Drive), though shoulder-to-shoulder with and backing up to La Mirada Drive, was not directly connected with Centennial Park, and instead its streets are oriented more to Stockdale Highway. The evolution of land use within Westpark is visible by comparing historic aerial photographs available online at historicaerials.com.

due to their proximity to community-based resources, such as restaurants, coffee shops, dry cleaners, medical service facilities, as well as public transit along both California Avenue and Stockdale Highway. With the proposed multipurpose trail and overcrossings at Marella Way and La Mirada Drive, the State Route 58 freeway segment is not expected to adversely impact walking distances or Walk Scores for any properties in the neighborhood, and in fact, improve scores near Joseph Drive due to closing the distance gaps on a pedestrian and bicycle scale, and improving connections that never before existed (see Figure 4-3).

[8] Walk Score is a private enterprise endeavor that provides walkability services and apartment search tools through means of a website and mobile applications.

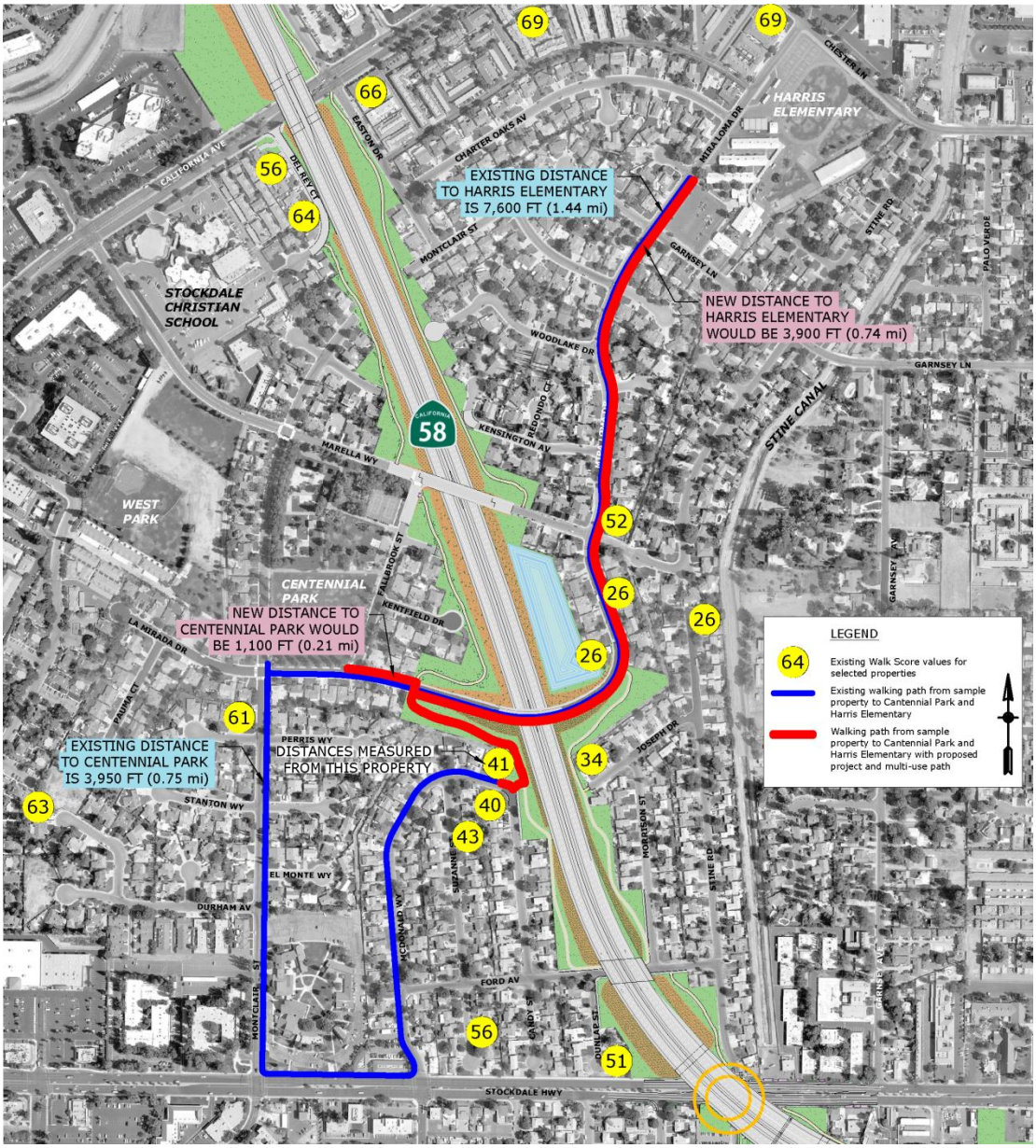


Figure 4-3 Westpark Walk Score Values and Walking Distances[9]

Alternative B (Preferred Alternative) would result in more residential relocations in the Westpark neighborhood and fewer residential relocations in the Southwest Bakersfield neighborhood. A total of 310 residential units and 121 commercial, industrial, and manufacturing businesses would be displaced. The most single-family residential displacements would occur on Dunlap Street, Morrison Street, Del Rey Court, Montclair Street, La Mirada Drive, Kentfield Drive, Marella Way, Kensington

[9] This figure was developed for the City of Bakersfield by the IBI Group as part of a draft Centennial Corridor Community Cohesion Plan.

Avenue, Brite Street, and Garnsey Street. Most business-related properties required for implementation of the project are on California Avenue, Stockdale Highway, and Real Road.

A greater number of single-family houses would be relocated under Alternative B compared to Alternative A; however, a greater number of apartment complexes would be acquired under Alternative A. Commercial relocations for Alternatives A and B are similar in number. Specific proposed property acquisitions are identified in Appendix B and discussed in Section 4.4.2.

Residents living close to the new freeway would experience a higher exposure to trucks and automobile noise, though because transportation designers have proposed depressing a portion of the new freeway below existing grade through a portion of the community, noise effects would be reduced. A Noise Impact Assessment for the project identified 231 affected receivers representing 484 frequent outdoor use areas where the noise level would be elevated as a result of freeway traffic. During circulation of the draft environmental document a soundwall survey was conducted with all property owners of the benefited receptors located within the footprint of Alternative B (Preferred Alternative). All property owners voted for the soundwalls. Based on the studies completed to date and results of the soundwall survey, Caltrans intends to incorporate noise abatement in the form of soundwalls ranging in height from 8 to 16 feet at 25 locations for Alternative B (Preferred Alternative) for a total length of 30,696 feet. Calculations based on preliminary design indicate that the proposed soundwalls would reduce noise levels by at least 5 decibels and would meet the design goal of 7 decibels reduction for at least one receiver per soundwall. More detailed information on noise effects of the project can be found in the *Noise Study Report* prepared for this project.

With Alternative B (Preferred Alternative), air quality impacts would be experienced by those residents living closer to the freeway in a way similar to that described under Alternative A above.

A Visual Impact Assessment conducted for this project found that Alternative B would result in moderately low to moderately high visual impacts for residents in the Westpark neighborhood and a portion of the Southwest Bakersfield area through which the Alternative would pass, resulting in adverse effects to the character of both neighborhoods. The freeway that runs through the neighborhood would change the visual character of the area. Plans to build a portion of the Centennial Corridor below grade and shield the facility with landscaping have been incorporated as project

features to help offset visual impacts and will help the transportation facility be less of a visible visual intrusion in the community. As with Alternative A, some residents living in Census Tract 28.12, Block group 1, south of Stockdale Highway and west of South Real Road, may perceive that, together with existing State Route 99, they would feel more enclosed with the presence of a new aerial freeway structure in the neighborhood, which would change its visual character. More detailed information on visual impacts can be found in the *Visual Impact Assessment* prepared for this project.

Due to the large number of community residents that would be displaced, the Westpark community would undergo substantial change. In addition, by changing through access on certain streets, creating cul-de-sacs, and changing internal circulation, the project would change access within the neighborhood. As discussed in Parks and Recreation section, Alternative B would eliminate several east-west roadways that provide access Centennial Park, which is a key feature in the Westpark neighborhood. However, area residents would continue to have access to the park via the remaining roadways (such as Marella Way and Montclair Street).

Removing residential properties from some streets within Westpark would separate the remaining residences from those that were formerly located near them and with whom its occupants may have previously formed informal relationships and acquaintances, which can change the social dynamics of the neighborhood.

The character of this relatively quiet suburban development, which has existed since the early 1970s as an integrated community system, would be further altered by the introduction of substantial visual and audible impacts. Impacts experienced at the neighborhood level will alter the quality of life of many of the residents who will live adjacent to the new freeway facility, as is always the case with proximity impacts associated with the introduction of transportation systems. Moreover, the bisection of Westpark, a community that appears by most measurements to be cohesive would result in creating challenges to its continued cohesiveness. Access within the neighborhood, characterized presently by the ability to travel by means of a variety of modes, including walking and bicycling, will be altered despite efforts by design engineers to minimize the disruption to establish and familiar local circulation routes and convenient travel routes. The construction of a freeway will create physical barriers in Westpark where none existed before.

Alternative C

The Alternative C alignment differs from the alignments of Alternatives A and B because it would avoid bisecting the Westpark and Southwest Bakersfield neighborhoods.

Of the three alternatives, Alternative C would require the largest number of business acquisitions, but it would have the fewest effects on residential units. A total of 133 residential units would be displaced by Alternative C, consisting of 88 single-family residences, 16 duplexes/triplexes, and 29 apartment units. It is estimated that about 413 people would be displaced. In addition to the residential units, 198 nonresidential units would be displaced by the project. Specific proposed property acquisitions are identified in Appendix B and discussed in Section 4.4.2**.**

Some of the residential streets that would experience the greatest number of displacements would be the condominiums on Brite Street and single-family residences on Oakdale Drive, Wetherley Drive, Roosevelt Street, La Verne Avenue, Chester Avenue, Terry Street, and Haybert Court. Most of the business properties that would be acquired for this build alternative are located on Commerce Drive, Easton Drive, Oak Street, Real Road, and Brundage Lane.

As the new freeway would be aligned adjacent to the existing railroad tracks and existing SR 99 freeway, it would not bisect business parks or divide residential neighborhoods, as is the case for either Alternative A or B; therefore, implementation of Alternative C would not dramatically create a sense of separation of neighborhood areas on the east and west side of SR 99. The existing railroad tracks and SR 99 freeway already act as a barrier and discourage interaction between neighborhoods on opposite sides. Very little pedestrian activity appears to occur between these locations because of the heavy, fast-moving traffic. The one exception is the Palm Street overcrossing over SR 99 from Oak Street, which links the Oleander-Sunset neighborhood to Saunders Park. Rows of houses located south of Saunders Park and adjacent to SR 99, specifically along Oakdale Drive and Wetherley Drive, between Palm Avenue and Verde Street, would be removed by this alternative; however, most of the existing residential tract developments would remain intact. The Alternative C alignment would be less likely to negatively affect community cohesion compared to the other two alignments alternatives; therefore, the overall effects of Alternative C on cohesiveness may be less severe than would be the case with implementation of Alternatives A or B.

Residents living close to the new freeway would experience a higher exposure to trucks and automobile noise. A Noise Study Report prepared for the project identified 189 affected receivers representing 401 frequent outdoor use areas where the noise level would be elevated as a result of freeway traffic. A total of 17 soundwalls was recommended feasible and reasonable, which would abate 148 of these affected receivers, which represent 325 frequent outdoor use areas. More detailed information on noise effects of the project can be found in the *Noise Study Report* prepared for this project.

With Alternative C, air quality impacts would be experienced by residents living closer to the freeway in a similar way as that described under Alternative A and B above.

Adverse community impacts would be realized by residents adjacent to the impacted homes. The residences in the impact area are on higher ground than the existing SR 99, which is below grade; however, the remaining residences would be at a lower elevation and adjacent to the proposed new transportation facility and would experience visual and noise impacts. In those cases where noise needs to be abated, 8- to 16-foot soundwalls are being proposed, and established landscaping and mature trees would be removed. The resulting obstructed views would adversely affect the visual character of neighborhoods. According to the *Visual Impact Assessment* prepared for this project, Alternative C would result in average to moderately high visual impacts for the remaining residents at the western edge of the Westpark and Saunders Park areas.

The project would create more circuitous routes for some residents, requiring them to use different streets. Based on current design plans, the new routes residents may have to use are not expected to exceed 1-mile and, in most cases, probably less than 0.25-mile (roughly a 4-minute walk) in greater distance to a major street, such as Stockdale Highway or California Avenue. One-quarter mile is the distance typically perceived as far enough away that most people would not walk. Freeways sometimes act as psychological barriers as much as physical barriers, and placing a new freeway facility within an existing community could increase the sense of separation between different neighborhoods, depending on the alignment and design features. Removing residential properties from some streets would separate the remaining residences from those that were formerly located across from them and with whom its occupants may have previously formed informal relationships and acquaintances, which can change the social dynamics of a neighborhood.

Under any of the three build alternatives, a new freeway facility would be placed within existing communities; however, Alternative C would displace fewer than half the people (413) than would be the case with the implementation of either Alternative A (1,104) or the Preferred Alternative, Alternative B (961). Alternative C would require right-of-way acquisition of houses from the edge of older residential tract developments and not through their center. Adverse community impacts would, therefore, be realized with any of the build alternatives.

No-Build Alternative

No impacts to neighborhoods/communities would occur with the No-Build Alternative.

Impacts to Housing

Build Alternatives

Housing occupancy status within each census block group covering each build alternative, as compared to the City of Bakersfield and Kern County, is presented in Table 4.11. Alternative A would pass through the most populated and densely developed area; 8,542 out of 9,372 housing units (about 9 percent vacant) within the 17 study block groups were reported as being occupied. Housing units within the block groups passed through by Alternative C also has about a 9 percent vacancy rate. Alternative B (Preferred Alternative) is occupied at the rate of about 92 percent, which approximates the city average, On average, Build Alternatives A and C have a slightly higher percentage of vacant housing units than does the city as a whole.

Table 4.11 Housing Occupancy Status

Area/ Census Tract/Block Group	Total Housing Units	Occupied	Vacant	Percent Vacant
Kern County	284,367	254,610	29,757	11
City of Bakersfield	120,725	111,132	9,593	8
Alternative A				
Census Tract 18.01, Block Group 3	1,006	929	77	8
Census Tract 18.02, Block Group 1	478	458	20	4
Census Tract 18.02, Block Group 3	608	568	40	7
Census Tract 19.01, Block Group 2	401	373	28	7
Census Tract 19.01, Block Group 3	324	284	40	12
Census Tract 19.02, Block Group 3	333	286	47	14
Census Tract 20, Block Group 3	597	526	71	12
Census Tract 26, Block Group 3	380	348	32	8
Census Tract 27, Block Group 1	310	273	37	12
Census Tract 27, Block Group 4	302	263	39	13
Census Tract 27, Block Group 5	329	294	35	11
Census Tract 28.12, Block Group 1	519	456	63	12
Census Tract 28.12, Block Group 2	448	405	43	10
Census Tract 28.12, Block Group 3	819	707	112	14
Census Tract 28.13, Block Group 1	412	380	32	8
Census Tract 38.12, Block Group 2	737	693	44	6

Area/ Census Tract/Block Group	Total Housing Units	Occupied	Vacant	Percent Vacant
Census Tract 5.07, Block Group 1	1,369	1,299	70	5
Grand Total	**9,372**	**8,542**	**830**	**9**
Alternative B (Preferred Alternative)				
Census Tract 18.01, Block Group 2	802	752	50	6
Census Tract 18.01, Block Group 3	1,006	929	77	8
Census Tract 18.02, Block Group 1	478	458	20	4
Census Tract 19.01, Block Group 2	401	373	28	7
Census Tract 19.01, Block Group 3	324	284	40	12
Census Tract 19.02, Block Group 3	333	286	47	14
Census Tract 20, Block Group 3	597	526	71	12
Census Tract 26, Block Group 3	380	348	32	8
Census Tract 27, Block Group 1	310	273	37	12
Census Tract 27, Block Group 4	302	263	39	13
Census Tract 27, Block Group 5	329	294	35	11
Census Tract 28.12, Block Group 1	519	456	63	12
Census Tract 28.12, Block Group 2	448	405	43	10
Census Tract 28.13, Block Group 1	412	380	32	8
Census Tract 38.12, Block Group 2	737	693	44	6
Census Tract 5.07, Block Group 1	1,369	1,299	70	5
Grand Total	**8,747**	**8,019**	**728**	**8**
Alternative C				
Census Tract 17, Block Group 4	315	291	24	8
Census Tract 18.01, Block Group 1	426	390	36	8
Census Tract 18.02, Block Group 1	478	458	20	4
Census Tract 19.01, Block Group 2	401	373	28	7
Census Tract 19.01, Block Group 3	324	284	40	12
Census Tract 19.02, Block Group 3	333	286	47	14
Census Tract 20, Block Group 3	597	526	71	12
Census Tract 26, Block Group 3	380	348	32	8
Census Tract 27, Block Group 1	310	273	37	12
Census Tract 27, Block Group 4	302	263	39	13
Census Tract 27, Block Group 5	329	294	35	11
Census Tract 28.12, Block Group 1	519	456	63	12
Census Tract 28.13, Block Group 1	412	380	32	8
Census Tract 38.12, Block Group 2	737	693	44	6
Census Tract 5.07, Block Group 1	1,369	1,299	70	5
Grand Total	**7,232**	**6,614**	**618**	**9**

Note: Percent age number is rounded to the nearest one.
Source: American FactFinder, U.S. Census Bureau, 2010

Of the 120,725 housing units in Bakersfield identified in the 2010 Census, the number of housing units potentially removed from the inventory by the project ranges from 0.3 percent with implementation of Alternative A to less than 0.1 percent of the total with implementation of Alternative C. The *Final Relocation Impact Report* prepared for this project identified that within a 15-mile radius of the project area there are adequate relocation resources for residential displacements that would occur with implementation of any of the build alternatives. See Section 4.4.2 for more details.

No-Build Alternative

No housing units would be removed under the No-Build Alternative.

Construction Impacts

Build Alternatives

During the construction period for the Centennial Corridor project, local residents would experience detours and delays when traveling. At times, local traffic may have to use alternate routes to avoid construction zones, forcing residents to use more circuitous routes to reach their destination. These impacts would be temporary, only during the construction period.

Although access to some neighborhoods would be disrupted during construction, access would continue to be available to all businesses and residences. In addition, construction activities would affect pedestrians, bicyclists, and bus transit times because of required detours and traffic delays, and increased congestion.

Emergency vehicle access for police and fire protection services would be maintained at all times. Law enforcement, fire, and emergency services could experience slightly increased response times because of construction-related road closures, temporary detours, and increased traffic congestion, including trucks used in construction. It is not expected that temporary road closures would result in more than 1-mile of out-of-direction travel. Coordination of the closures with appropriate emergency services would be addressed in the Transportation Management Plan. Vehicle travel times through construction areas would be somewhat longer due to unfamiliarity of the detour route and motorists slowing to view construction activities; therefore, it is expected that emergency vehicle response times would be slightly delayed from existing conditions, but access routes would remain.

Construction impacts would include temporary increases in noise and dust, visual changes, and traffic congestion related to temporary road closures or detours.

Adverse impacts as a result of local roadway modifications and construction activities may temporarily disrupt circulation patterns in some neighborhoods, depending on the build alternative selected. Although access to some neighborhoods would be disrupted and detoured for short periods of time during construction, access would continue to be available to all businesses and residences. In addition, construction activities would affect pedestrians and bicyclists. Bus transit users who are riding on lines on Stockdale Highway and California Avenue may face temporary delays because of required construction detours, but no line is expected to have to be suspended under any of the alternatives. See Chapter 5 for more specific details.

Under each of the build alternatives, access to some business and community facilities, including local schools such as Munsey Elementary and Harris Elementary, could be temporarily modified during construction and potentially inconvenience those trying to gain access to those facilities. Noise, dust, and glare could affect the use of community facilities, including nearby schools and parks. A Traffic Management Plan to address specific concerns will be prepared after a preferred alignment has been selected.

No-Build Alternative

As there would be no construction of the Centennial Corridor under the No-Build Alternative, no impacts from construction activities would occur.

Cumulative Impacts

Build Alternatives

Of the known past, present, and reasonably foreseeable projects in Bakersfield (refer to Table 1.2), none have resulted in or will result in known major shifts in access and circulation; however, as indicated in the 2014 Kern Council of Government's Regional Transportation Plan, there are other planned public transportation projects with overlapping implementation schedules that could also result in residential and business relocations within the general vicinity of the Centennial Corridor project. See Section 4.4.2 for a discussion of cumulative impacts related to potential relocations.

Environmental studies conducted for the high-speed rail project have determined that the project has the potential to cause beneficial and adverse impacts on social conditions and the quality of life experienced by residents of study area communities and neighborhoods, including Bakersfield.[10] These effects include the potential to divide communities by physically removing homes, businesses, and community facilities. The environmental studies have concluded that the effect would be substantial for the affected neighborhoods of Bakersfield where right-of-way acquisition would disrupt community facilities such as the Mercado Latino Tianguis, Bakersfield High School, Mercy Hospital Medical Complex, and several religious facilities. Taken together with the Centennial Corridor project, this would be judged to have cumulative impacts on community character.

[10] Additional information on property displacements and relocation impacts are provided in the High Speed Rail Authority and Federal Railway Administration, Fresno to Bakersfield Section: Draft Relocation Impact Report (2011).

Construction of new housing stock, including single-family, condominium, and apartment units, is continuing throughout Bakersfield and the surrounding area, and it will likely contribute to changes in community character.

No-Build Alternative

As there would be no construction and operation of the Centennial Corridor with the No-Build Alternative, no cumulative impacts would occur.

4.1.3 Avoidance, Minimization, and Mitigation Measures

Project design would minimize impacts to the neighborhoods as much as feasible and practicable. Mitigation measures presented in the analysis of various recourses such as parks and recreation, visual resources, noise, air quality, traffic and transportation/pedestrian and bicycle facilities have been developed to minimize impacts to the neighborhoods affected by the project construction and operation. The following minimization measure (C-1) and mitigation measures (C-2 to C-5) are provided in addition to measures outlined under respective resources indicated earlier.

C-1 The overall Centennial Corridor aesthetic design theme shall be compatible with surrounding neighborhoods and in keeping with the overall Westside Parkway design theme to the maximum extent practicable, including landscaping, aesthetic soundwall, and bridge treatments.

C-2 To the extent practical, Caltrans shall schedule temporary street closures required during construction to occur during nighttime hours.

C-3 To the extent practical, Caltrans shall avoid blocking or limiting access to businesses during construction during normal business hours. Businesses will be contacted and advised of nearby construction activities before their commencement.

C-4 Caltrans, in coordination with the City of Bakersfield, shall implement all property acquisition and relocation activities in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970 (Public Law 91-646, 84 Stat. 1894). The Uniform Act mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced by the project. The Uniform Act provides uniform and equitable treatment by federal or federally assisted programs of persons displaced from their homes, businesses, or farms, and established uniform and equitable land acquisition policies.

C-5 Caltrans, in coordination with the City of Bakersfield, shall prepare a relocation analysis as part of the *Final Relocation Impact Report* that will enable the relocation activities to be planned so that the problems associated with the displacement of individuals, families, and businesses are recognized in advance of moves, and solutions are developed to minimize the adverse impacts of displacement. The scope of planning will be based on the complexity and nature of the anticipated displacement activity, including the evaluation of program resources available to carry out timely and orderly relocations.

The following measures may be considered by Caltrans and the City of Bakersfield for incorporation into the relocation plan to minimize impacts to displaced businesses and residences.

- Disruption of children's education shall be minimized to the extent feasible. This may include, where possible, scheduling the relocation of families with school-age children during the months of June through August, and identifying, as a priority, replacement housing options within the same Bakersfield public and private school district for those families who wish to keep their children there.
- All relocation assistance materials shall be written in a nontechnical way and be available in Spanish and English. One or more of the relocation specialists shall be fluent in Spanish, have demonstrated training/be certified from the International Right-of-Way Association, and have no fewer than 5 years of experience in explaining to potentially impacted homeowners, tenants, and businesses, the provisions of the Uniform Relocation Act, as amended.
- To the extent applicable, a lease-back of nonresidential properties shall be considered to allow those proprietors who wish to continue to conduct their business at their current location as long as is feasible.
- Last Resort Housing Program payments shall be utilized to relocate residential households being displaced, if necessary, as provided for by the Uniform Relocation Act, as amended.
- One or more specialists on the relocation team with prior experience working with people with special needs, especially the elderly, disabled, and low-income population groups, shall be made available to facilitate the relocation process.

- Supplemental transportation at no cost shall be offered for displaced persons to inspect potential relocation housing should they be unable to use their own transportation.
- At least one "business fair" will be conducted to provide information to those businesses facing displacement. The fair will be an opportunity to bring together at one time and place the information and people resources concerning how to optimize the impending relocations. Among people expected to participate are those working in the commercial leasing sector, representing moving companies, and so forth.
- In advance of potential relocations of minority-owned businesses, outreach to such organizations as the Kern County Black Chamber of Commerce and Kern County Hispanic Chamber of Commerce shall be undertaken to identify resources that may be of particular help to such businesses.
- Close coordination with Kern County Department of Human Services shall be undertaken to prepare a special publication for residents of the Centennial Corridor project area that will identify the variety of social service providers available from Metropolitan Bakersfield and Kern County public and private community-based organizations, including local religious institutions. The information will also include contact numbers and the methods to obtain those services. Hard copies of the publication will be widely distributed in addition to being placed on a Web site for viewing and downloading. The following services should be anticipated: employment opportunities and workforce development; legal services; financial and tax consequences of relocation information; possible homeowner credit repair counseling; first-time buyer counseling; and other services for special needs populations, including disabled, low-income, and senior citizens.

4.2 Economic Conditions

4.2.1 Affected Environment

Regional Economy

Kern County is the second strongest economy in California's Central Valley, according to data from the U.S. Bureau of Economic Analysis; only the Sacramento Valley area surpasses it. Kern County has a diverse economy, with agricultural- and petroleum-related businesses dominating the rural portions of the county, while

building on its base of manufacturing, service, and commercial industries in its more urban areas, especially Bakersfield. The availability of affordable land, a favorable business climate, and relatively lower cost of living in Kern County, compared to neighboring counties, continues to attract new businesses and residents.

Kern County's gross value of agricultural production was nearly $3.6 billion in 2009, ranking in the top four counties in California. Grapes are the area's top agricultural crop, followed by almonds, carrots, citrus, and pistachios. If it were itself a separate state, Kern County would rank fourth in crude oil production, behind Texas, Louisiana, and Alaska. In more recent years, corporations involving food processing and health care have assumed a larger presence within the local economy. Major employers in Bakersfield include Aera Energy, Bakersfield Memorial Hospital, Chevron, Frito Lay, Grimmway Enterprises, Kaiser Permanente, Mercy Hospital, Nestle Ice Cream, Paramount Farms, State Farm Insurance Companies, and Sun Pacific. [11]

While the largest of Bakersfield's businesses are identified above, most of the business establishments within the City are relatively small operations employing a small number of workers each. Of the total number of firms operating within Kern County in 2007 (53,051), slightly more than half (27,628) were located in the City of Bakersfield.[12]

According to the 2010 U.S. Census, of the total local businesses, Bakersfield had a slightly higher rate of ownership of firms by Blacks at 5.5 percent, compared to the California statewide average at 4.0 percent. American Indian-owned firms accounted for 2.5 percent, nearly twice the state average of 1.3 percent. Businesses owned by Hispanic/Latino people accounted for 22.6 percent of the total, compared to the State average of 16.5 percent. The percentage of Asian-owned firms in Bakersfield was not provided by the U.S. Census Bureau. [13] The specific location of these businesses in not identified by the Census Bureau.

Education Attainment

Bakersfield's educational attainment is slightly lower than that of the California population, but it is generally higher than that of Kern County, as shown in Table 4.12. As indicated, nearly 25 percent of Bakersfield's population does not

[11] Greater Bakersfield Chamber of Commerce, Community Profile, 2010.
[12] 2007 U.S. Economic Census. Updated every 5 years, the vast majority of Economic Census data from the 2012 survey is not scheduled for release until 2016 or later.
[13] U.S. Census Bureau, Bakersfield and Kern County QuickFacts, December 23, 2011.

possess a high school diploma compared to approximately 32 percent in Kern County and 23 percent for California. About 53 percent of Bakersfield residents have some college or an Associate Art's degree (community college), a Bachelor's degree, or a Graduate degree, compared to approximately 43 percent for Kern County and 57 percent for California statewide.

Table 4.12 Educational Attainment

	City of Bakersfield		Kern County		State of California	
	Population	Percent	Population	Percent	Population	Percent
No High School Diploma	34,263	24.1	120,981	31.5	4,942,743	23.2
High School Graduate	33,165	23.3	97,344	25.4	4,288,452	20.1
Some College/ Associate's Degree	47,145	33.2	113,473	29.6	6,397,739	30.0
Bachelor's Degree	18,339	12.9	34,739	9.1	3,640,157	17.1
Graduate/Doctoral Degree	9,148	6.4	17,130	4.5	2,029,809	9.5
TOTAL	142,060	100.0	383,667	100.0	21,298,900	100.0

Source: California Department of Finance, accessed January 2012.
Note: Educational Attainment is for population of age 25 years or older. No significant change to the data have occurred since this information was first compiled.

Commuting Modes and Time to Get to Work

Many people who responded to a survey conducted as part of the outreach for the project expressed frustration with local traffic conditions. Local commuters actually have a shorter commute time with a mean travel time of approximately 23 minutes to work (for those workers who did not work at home) than does the average Californian, who has an average home-work commute of 27 minutes.[14]

The 2010 Census shows the mode of transportation for most workers 16 years and over in the Bakersfield metropolitan statistical area was commuting by car, truck, or van (80 percent alone; 13 percent in carpools). Of the remaining, an almost equal number of people used either public transportation (1 percent), walked to work (1 percent), or traveled by motorcycle, bicycle, or other like means (1 percent); another 3 percent worked from home.

Employment and Income

Table 4.13 shows that the most common occupations among residents of Bakersfield are those related to education, health, and social services (23.4 percent); retail trade (12.3 percent); and resource extraction industries (9.5 percent). Occupations in the areas of scientific, management, and professional work (9.2 percent) and service-oriented employment involving hotels, entertainment, and food services (8.5 percent) top out the most common job classifications for Bakersfield residents.

[14] American Community Survey, 2005-2009.

Table 4.13 Employed Civilian Population

Industry	Employed Civilians	Percent
Educational, health, and social services	32,722	23.4
Retail trade	17,226	12.3
Agriculture, forestry, fishing and hunting, and mining	13,204	9.5
Professional, scientific, management, administrative, and waste management services	12,794	9.2
Arts, entertainment, recreation, accommodation, and food services	11,853	8.5
Public Administration	8,711	6.2
Construction	7,003	5.0
Finance, insurance, real estate, and rental leasing	7,525	5.4
Manufacturing	7,071	5.1
Transportation and warehousing, and utilities	7,129	5.1
Wholesale trade	5,370	3.8
Other services	7,005	5.0
Information	2,097	1.5
Total	**139,710**	**100**

Source: U.S. Census 2010; for Population 16 years of age and over. No significant change to the data have occurred since this information was first compiled.

Workers in the Bakersfield Metropolitan Statistical Area earned an average (mean) hourly wage of $21.40 in May 2010, compared to the nationwide average of $21.35, according to the U.S. Bureau of Labor Statistics. Wages in the local area were significantly higher than their respective national averages in approximately half of the major occupational groups, including protective service (e.g., police and fire); life, physical, and social science; and architecture and engineering-related work. Other occupational groups had substantially lower wages compared with their respective national average counterparts, including management and sales related. Although the population of Kern County continues to grow rapidly, the area has also witnessed a substantial out-migration of younger people, and the retention of skilled, young professionals continues to be a challenge.

Unemployment Rate

The unemployment rate for the greater Bakersfield area has fluctuated greatly over the past several years. As recently as 2007, unemployment was 6 percent, but in recent years, the area's unemployment has been among the worst in California, reaching more than 17 percent in a span of 5 years. The accompanying chart (Figure 4-4) from the U.S. Department of Labor graphically depicts the dramatic shift in the unemployment rate since 1990 for the Bakersfield metropolitan area. The employment picture is not projected to substantially improve in the region in the near future.[15]

[15] U.S. Bureau of Labor Statistics, Local Area Unemployment data accessed January 2012. No significant change to the data have occurred since this information was first compiled.

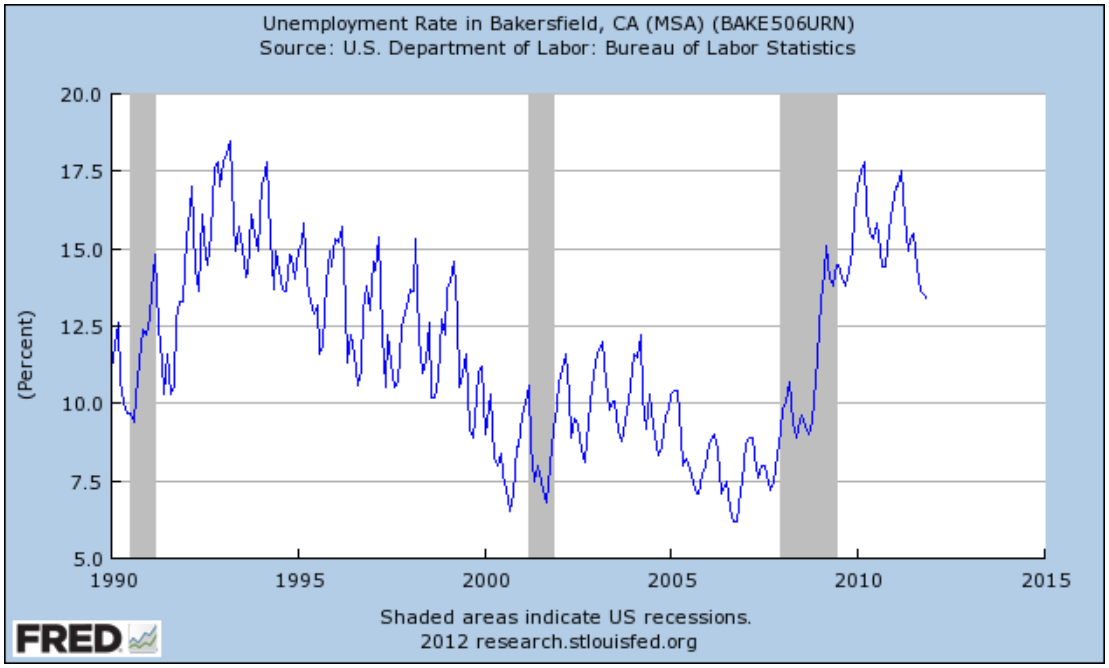


Figure 4-4 Unemployment Rate in Bakersfield, 1990-2011

Business Activity

The project area contains several local roadways with businesses located on both sides – primarily California Avenue, Stockdale Boulevard, Brundage Lane, Real Road, Oak Street, and Wible Road.

Generally speaking, business enterprises operating on California Avenue, Easton Drive and west of Stockdale Boulevard west of SR 99 appear to be operating from newer buildings than businesses located on other streets in the project area. Farther away from downtown Bakersfield, the businesses are of more recent origin; therefore, the bulk of the businesses serving Park Stockdale and Westpark are operating from newer facilities, often within business parks, whereas the businesses on parcels on Brundage Lane and Oak Street are often operating within older buildings, most dating from the 1950s through 1960s. These most likely have lower rent. This assessment is based on the type of businesses in operation and casual observations from field reviews. However, several businesses within the more affluent business setting near where California Avenue and Stockdale Highway intersect have closed when parent companies have declared bankruptcy, including such businesses with national name recognition as Mervyn's, Circuit City, and Borders.

Generally, certain businesses exist that require, over time, building up a local client base to continue successfully operating; in the Centennial Corridor project area these

might include such businesses as San Joaquin Bank, B K Transmission Center, Regency Bowling Lanes, Southwest Veterinary Hospital, and Mr. Mattress, to name a few. In contrast, there are also within the Centennial Corridor project build alternatives a large number of established and nationally known business chains, including fast-food restaurants (e.g., In-N-Out Burger; McDonalds Restaurant, Kentucky Fried Chicken), gasoline service stations (e.g., Mobil; Chevron), and motel chains (e.g., Motel 6; Days Inn). These types of businesses usually rely a great deal more on travelers (beyond serving merely local residents) who happen to spot the familiar elevated signs from the state highways such as SR 99 or who are long accustomed to finding these services on local streets adjacent to California's major state highways and freeways, including Oak Street and Real Road within the Centennial Corridor and which can be accessed via off-ramps near the downtown area of Bakersfield.

Many elements influence the success of a particular business enterprise, including such factors as location, competition, store layout, and level of inventory. Another issue that may affect business activity is associated with changes in traffic patterns due to implementation of a transportation project. Traffic engineers often look at land uses in terms of the number of pass-by trips. Pass-by trips refers to the number of vehicles that are "attracted" to a site as measured by the traffic passing by the particular site from an adjacent street or roadway.

Most of the businesses and commercial office spaces within the project area rely largely on the local populace as a customer base (see Section 4.4, Relocations). Some businesses, however, as indicated above, located immediately adjacent to SR 99 or SR 58, are largely considered visitor-serving and these would include dozens of motels and hotels, several fast-food restaurants, and gasoline service stations.

Fiscal Conditions

Fiscal conditions referred to in this report include property tax revenue, property value, and sale tax revenues.

Property Tax Revenue

Property taxes are levied on the assessed value of a privately owned property. Property taxes for the parcels that lie within the boundaries of Bakersfield are collected by the County of Kern and a percentage is turned over to the City. Of the taxes collected through the property tax system, the public school system receives the largest portion, with the remainder going to local government agencies and special districts.

Property Values

Residential property value is the amount at which a property is assessed for taxation (i.e., assessed value) and the value at which the property can be sold on the open real estate market (i.e., market value). Property value is a reflection of the desirability of a particular property with regard to aesthetic qualities, accessibility, safety, and many other factors.

Sales Tax Revenue

Many of the businesses in the study area generate sales tax revenues for the City of Bakersfield, as well as the State of California. Retail sales-oriented businesses generate sales tax by means of selling taxable goods. Sales tax revenues are collected by the State of California at a rate of 8.25 percent of the total retail sales receipts. Out of this amount, 1 percent is then redistributed to the local government from where the "point of sale" was made (i.e., where the business enterprise is located). The City of Bakersfield's 1 percent local sales tax revenue payment is distributed by the State Board of Equalization on a quarterly basis. Sales tax revenues for the City of Bakersfield were $45,030,000 for Fiscal Year 2010-2011. The largest single classification contributing to sales tax revenues in Bakersfield is retail sales from department stores. The City of Bakersfield also collects a hotel "bed" tax (10 percent of the room charge) from hotels and motels located within the city limits; Kern County also collects a 1 percent tax from each occupied room per night.

4.2.2 Environmental Consequences

Impacts to Regional Economy

Build Alternatives

As discussed in Chapter 3, implementation of any of the build alternatives for Segment 1 of the Centennial Corridor would promote economic growth and interregional/intraregional trade and goods movement by improving transportation linkages. This is expected to benefit all of the major industries that depend on surface road transportation infrastructure, including agricultural-related and food processing businesses, shipping and warehouse operations, and oil distribution. Improved connectivity alone is not expected to affect the area's major employers in a substantial way. Such economic improvements are generally measured incrementally, in part by time savings on transport services and less roadway congestion and traffic delay. Area residents and workers would benefit with less time stuck in traffic congestion and improved access associated with any of the build alternatives. Application of FHWA's Surface Transportation Efficiency Analysis Model (STEAM), which uses information developed through the travel demand process to compute the net economic value of

mobility and safety benefits attributable to regionally important transportation projects, estimated that more than $1.1 billion savings would be achieved over the 20-year life cycle of the project. It is not expected that small or minority-owned businesses in the area would experience particular benefits or adverse effects with implementation of any of the three build alternatives.

No-Build Alternative

Under the No-Build Alternative, the benefits described above would not occur.

Impacts to Employment and Income

Build Alternatives

Project-related employment impacts within the City of Bakersfield can be both adverse and beneficial. Determining the impact is difficult to calculate because of unknown decisions that may be made by business owners and other factors.

Adverse impacts could occur if businesses do not relocate to other parts of the city and close their business completely. If a business was relocated, but an employee did not choose to work at the new business location, they would lose their employment. A new site for the relocated business may prove to be inadequate, and the business may eventually cease operations altogether. In this case, there would be jobs lost. There may be a few instances where people are displaced from their homes, but stay employed; however, they are forced to travel much farther, resulting in higher commuting costs.

Table 4.14 lists the anticipated number of businesses that may be displaced by each build alternative and a minimum and maximum number of employees that could potentially be impacted. Because Alternative C would displace the most businesses, it could have the largest impact on employment. Alternative B would most likely have the least impact of the three. Because most businesses are expected to be successfully relocated within the City, these statistics are offered for comparative analysis only.

Table 4.14 Estimated Number of Employees Impacted by Firm Size

Estimated Number of Employees Impacted	Number of Firms by Alternative		
	A	B	C
1 to 20 Employees	103	120	185
21 to 100 Employees	23	1	13
101 to 500 Employees	1	0	0
More than 500 Employees	0	0	0
Total Number of Firms	**127**	**121**	**198**
Estimate of Minimum Number of Employees Impacted	687	141	458
Estimate of Maximum Number of Employees Impacted	4,860	2,500	5,000

Source: Final Relocation Impact Report, February 2015. Calculations by Parsons.

Construction of any of the build alternatives could also have a beneficial economic impact within the City of Bakersfield. Construction could include purchases of local materials, goods and services required for construction, and employment of local workers. The increased economic activity would also prompt secondary economic activity as construction-related business and economic income is spent in sectors throughout the regional economy. Though the project would result in increased short-term local employment and business activity, no permanent employment or increase in business activity is anticipated as a result of construction activities.

Based on a preliminary estimate prepared for each of the build alternatives, the total cost for construction of the roadway improvements for Segment 1 of the Centennial Corridor would range from approximately $397 million to $445 million. The employment and income effects generated by construction expenditures would be spread over the time period required to construct the project, which is estimated to be 2.5 years in duration.

The Federal Highway Administration has developed a model to estimate the employment effects of investment in highway infrastructure.[16] The employment estimate includes three basic types of jobs: direct, supporting, and induced employment:

- **Construction-Oriented (Direct) Employment:** Includes all jobs that are created either by the construction firms that work directly on the project or by the firms that provide direct inputs, such as paving materials and concrete;
- **Supporting Industries Employment:** Includes jobs in firms that provide inputs to the industries that directly provide materials and equipment used in highway construction. For example, a firm that produces guard rails is counted as 'construction-oriented' employment above, but the firm that provides the sheet

[16] Employment Impacts of Highway Infrastructure Investment can be accessed at www.fhwa.dot.gov/policy/otps/pubs/impacts/index.htm. For this employment estimate, a "job" is counting "person years." The total number of jobs, therefore, is spread out over the length of the construction period, which in this case is estimated to be 2 years. The calculations used here are projected for 1-year. The Federal Highway Administration expresses that, "Although input-output models such as the one used for this analysis do not identify the geographic location of employment, it is reasonable to assume that the majority of the construction-oriented employment will occur in or near the jurisdiction of the project." In addition, a portion of the induced employment will occur in and around the worksite jurisdiction as construction workers spend some portion of their salaries purchasing goods and services in the local economy. See also: Economic Development Research Group, *Highway Economic Impact Case Study Database and Analysis Findings.* Strategic Highway Research Program: Washington D.C., October 2011.

steel to make the guard rail is considered part of 'supporting industries' employment; and

- **Induced Employment:** Includes all of the jobs supported by consumer expenditures resulting from wages to 'construction-oriented' and 'supporting industries' employment.

The job creation ratios employed for this analysis, as shown in Table 4.15, derive from the Federal Highway Administration's current statistical model used to estimate employment impacts attributable to highway construction. Model results indicate the following:

- Direct, construction-oriented employment effects would create 4,522, 4,089, or 4,583 jobs with implementation of Alternatives A, B, or C, respectively;
- Indirect and supporting industries employment effects would create 2,047, 1,826, or 2,019 jobs with implementation of Alternatives A, B, or C, respectively; and
- Induced employment effects would create 6,675, 5,955, or 6,685 jobs with implementation of Alternatives A, B, or C, respectively.

Table 4.15 Construction Investment in the Centennial Corridor Project

Alternative	Capital Cost Construction Value	Supporting Industries Employment (Person-Years)	Regional Economic Output (Total Employment Income)	Job Creation (Person -Years of Employment)
A	$445*	2,047	$510.0*	4,522
B	$397*	1,826	$455.7*	4,089
C	$439*	2,019	$504.0*	4,583

Note: * in millions of dollars. Source for Construction Value: Draft Centennial Corridor Project Study Report, 2012. No significant change to the data have occurred since this information was first compiled.

Funds created in economic output include the multiplier effect of direct construction being re-spent in the various sectors of the economy. Economic activity generated by the project is anticipated to benefit Bakersfield, Kern County, and the southern San Joaquin Valley region, depending on the residential locations of persons employed by construction contractors for the project, and it would also follow the labor and material markets for transportation-related construction. As shown in Table 4.15, between 1,826 and 2,047 short-term jobs are calculated to be created, depending on the build alternative implemented.

No-Build Alternative

There would be no impacts to employment and income associated with the No-Build Alternative.

Impacts to Business Activities

Build Alternatives

Affected Businesses

A breakdown of the types of businesses potentially relocated under each of the build alternatives is summarized in Table 4.16, with a full list of all properties for each of the alternatives contained in Appendix B and discussed in Section 4.4, Relocations. Commercial businesses include restaurants, retail stores, vehicle-related services, banks, medical facilities, service stations, and professional services such as banks, and real estate services. Industrial businesses include warehouses and manufacturers.

Table 4.16 Estimated Number of Businesses Subject to Relocation

Business Displacements	Alternative		
	A	B	C
Commercial Retail Businesses	127	106	184
Industrial/Manufacturing Businesses	0	15	13
TOTAL	127	121	198

Note: These totals do not include the potential loss of self-storage locker units with Alternatives A and B (Preferred Alternative). Source: Final Relocation Impact Report, February 2015.

As Table 4.16 indicates, the number of businesses that would be potentially affected by the project ranges from 106 and 127 with implementation of either Alternatives B or A, respectively, and up to 184 businesses would be affected with construction of Alternative C.

Table 4.17 presents the length of time these businesses have been in operation. As the table shows, most of the businesses subject to displacement are relatively new, particularly under Alternatives A and B. Alternative C has a substantial number of long-established businesses in contrast to the other two alternatives.

Table 4.17 Age of Displaced Businesses

Age of Displaced Businesses Directly Impacted	Alternative		
	A	B	C
1 to 3 years	25	46	35
4 to 7 years	95	71	76
8 to 15 years	7	4	71
More than 15 years	0	0	16

Source: Final Relocation Impact Report, February 2015.

Effects from Reduction in Traffic

Under any of the three build alternatives, the project would cross numerous existing roadways. The proposed highway designs for the Centennial Corridor maintain some

form of ramp connection or interchange with most of the major streets in the project area to provide uninterrupted travel on existing roadways.

Some businesses in the vicinity of the Centennial Corridor project, however, could be affected by a reduction in pass-by traffic due to closure or reconfiguration of a ramp, or otherwise making access more circuitous to their commercial establishments as a result of the project. Impacts can vary according to the type of business involved. A destination business is often unaffected or in some cases even positively affected by reduced through traffic, whereas a convenience or impulse business relies on pass-by traffic (i.e., drivers stopping at their business location on their way to another [primary] destination) and may be adversely affected. For example, pass-by traffic generates on average only 36 percent of weekday peak business activity for a supermarket, while a 24-hour convenience market depends on pass-by traffic for upwards of 61 percent of its business activity. Fast-food restaurants with a drive-up window and gas stations draw 49 and 58 percent, respectively, of their business from pass-by traffic. In contrast, a tire store draws only 28 percent of its customers from pass-by traffic.[17]

In other words, some purchases are made somewhat on impulse by the driver and others are more deliberate; therefore, some types of businesses are more likely to be impacted by a diversion of traffic due to project-related changes that take traffic away from passing by their establishments. The potential loss of business from pass-by drivers who are less likely to patronize a particular establishment because it is no longer as easy a stopping point cannot be precisely determined in advance; however, sufficient studies have been conducted to allow generalizations.

Businesses that largely serve the residents of nearby neighborhoods, such as pharmacies, banks, and grocery stores, are generally not impacted by a diversion of traffic and, in fact, some studies have shown that for some businesses, activity might even improve.[18] This would also generally be true of medical services, legal services, and industrial and warehouse operations among businesses affected by the build alternatives of the Centennial Corridor project, most predominately Alternative C.

Any regionally serving businesses in the project area may also benefit from improved traffic conditions. There are examples of land uses that frequently serve as a specific destination for drivers. These kinds of properties often serve as magnets to attract

[17] Institute of Transportation Engineers, *Trip Generation Handbook*, 2004.
[18] Wyoming Department of Transportation and FHWA. *Highway Construction Related Business Impacts*, Phase I, II, and III. 2008.

drivers: employment centers, adult schools, government offices, churches, hospitals, regional retail, and auto malls. As a result, these property types have a greater tendency to continue to attract traffic and are more resilient to changes associated with traffic rerouting. This would likely be the case with implementation of any of the three build alternatives, which all involve ramp configurations and/or closures at Real Road, Stockton Highway, and Wible Road, as discussed below. While access would not be removed from any of these business properties as part of the ramp configurations and closures under the build alternatives, implementation of the project would require some alterations to present travel patterns to reach the same business establishments. Compared to the No-Build Alternative, certain businesses are likely to see their patronage diminish somewhat, but not by a substantial amount.

Closing SR 58 Off-Ramp to Real Road

Under all of the build alternatives, SR 58 would lose its connection with South Real Road. Commercial uses near this area include retail establishments and services including legal services, medical offices, jewelry sales, clothing stores, and other establishments that are less dependent on pass-by traffic. A 7-Eleven convenience store with gasoline pumps located at Stockdale Highway and South Real Road is largely dependent on pass-by traffic for sales. This type of commercial establishment, which is more dependent on convenient access and pass-by traffic, would likely be more sensitive to access disruption than other nearby businesses.

Closing Wible Road On-Ramps and Off-Ramps from SR 99

Under all of the build alternatives, the Wible Road on- and off-ramps to SR 99, located just south of the existing SR 58/SR 99 interchange, would be removed to accommodate the design. The Wible Road corridor is an established retail trade area and includes nationally recognized tenants, including Target, Kmart, and Smart & Final retail stores; various motels, including Knight's Inn and Garden Suites Inn; and various restaurants, including Denny's. In the immediate vicinity of the ramps slated for closure, there is a tire and auto repair store, an auto lube outlet, and other auto specialists. While they may receive less traffic with removal of the ramps, neither their building nor their signs are currently visible from SR 99; Wible Road is not even identified on SR 99 as an exit. As a result, Wible Road is used primarily by local residents. Ming Avenue and Belle Terrace offer nearby access to and from SR 99, and Wible Road will continue to provide north and south access to Valley Plaza Mall, which is located less than 1-mile from the Wible Road/SR 99 ramps.

Closing Southbound SR 99 Off-Ramp on Stockdale Highway to Eastbound SR 58
Under all of the build alternatives, the Stockdale Avenue off-ramp on the southbound SR 99 to eastbound SR 58 connector would be removed. The greatest change in access would be realized by travelers who could no longer use the ramp to access westbound Stockdale Highway. Some who would turn left from the off-ramp go east to access Brundage Lane. While some businesses in this vicinity rely on pass-by traffic, such as fast-food restaurants and gas stations, most businesses located along Stockdale Highway cater to the local neighborhoods, as evidenced by the number of doctor's offices, notary services, churches, and so forth.

All of the build alternatives would include ramp changes. The changes may result in some loss to businesses; however, the overall effect is anticipated to be minor.

No-Build Alternative

There would be no impacts to business activities associated with the No-Build Alternative.

Impacts to Fiscal Conditions

Build Alternatives

Property Tax Revenue

When properties are permanently acquired for new right-of-way, the property tax base is reduced. The removal of residences and business operations and the acquisition of right-of-way for the proposed action under any of the three build alternatives would result in the loss of property tax revenue for both the City of Bakersfield and County of Kern.

The amount of taxes collected by properties that might be physically displaced by each of the build alternatives is presented in Table 4.18. Information gathered from the 2011 County Assessor's property tax roll was used to determine property tax losses based on the valuation of properties that are projected to be acquired under each of the three build alternatives. As Table 4.18 shows, the estimated potential property tax losses range from a high of approximately $935,000 with implementation of Alternative A, approximately $764,500 with implementation of Alternative C, and a low of approximately $517,000 with implementation of Alternative B. The estimated property tax loss to the City government among the three build alternatives would not be considered substantial when compared with the total property tax revenue expected to be collected by the City of Bakersfield in Fiscal

Year 2011-12 of more than $60 million.[19] The adverse impact on property tax revenues from any of the three build alternatives would constitute, in a worst-case scenario, between approximately 1 and 2 percent of the total property taxes collected by the County of Kern for the City of Bakersfield; however, as many properties are expected to be re-established within the City, the fiscal effects would likely be much less.

Table 4.18 Summary Estimate of Property Taxes Paid in 2011 by Directly Affected Parcels

	Alternative		
	A	B	C
Total Assessed Value	$85,000,000	$47,000,000	$69,500,000
Estimated Property Tax Rate (percent)	1.1	1.1	1.1
Total Taxes Collected	$935,000	$517,000	$764,500

Source: Kern County Assessors Data, accessed December 2011. Calculations by Parsons. No significant change to the data have occurred since this information was first compiled.

Property Values

A host of factors may influence the value of a residential property as a result of a roadway project. Standard literature, as summarized in the Caltrans Standard Environmental Reference Volume 4, identifies three broad areas of impacts: the abutting zones, the secondary zone, and the control zone. The abutting zone is typically considered to be houses located within approximately 500 feet of a highway; such properties typically receive the negative (or "nuisance") effects associated with proximity to a new highway: increased noise, a reduced sense of privacy, and the visual intrusion of a roadway that was not previously visible. In urban areas the secondary zone is considered to be within five to eight blocks of the new roadway. This zone typically receives some of the benefits generally associated with being located near roadway improvements, in the form of improved accessibility, without necessarily experiencing some of the adverse impacts associated with living close to a new freeway. Farther away from the new facility, properties in the control zone are considered to be unaffected by the presence of the roadway.

Before and after studies conducted prior to and following the construction of transportation projects and measuring their effects on residential property values have consistently shown that most of these changes result in economic transfers (i.e., increases at one residential location are offset by reductions elsewhere), in which case there is likely to be no substantial net increase or decrease overall in property values

[19] City of Bakersfield, Final Budget, Fiscal Year 2011-2012.

at the local level.[20] As studies conducted across the United States have shown, property values in the zone closest to the new transportation facility likely decrease initially immediately after construction (by an average of 5 percent) but increase in value over time, albeit at a slower rate than properties elsewhere in the community. In California, residential property values overall have tended to trend upward over time; however, many real estate market analysts do not feel property values statewide will increase significantly within the next several years and additional time may be needed to fully recover property values.

Among characteristics important in creating real estate value would be the overall appearance of a neighborhood, proximity to good schools, parks, attractive natural features, compatible land uses, and a physical environment perceived to be pedestrian-friendly and safe. Many of these characteristics are present in the Westpark neighborhood, Park Stockdale, Oleander-Sunset, and perhaps to a slightly lesser degree, in areas immediately north and south of Stockdale Highway and Brundage Lane in southeast and southwest Bakersfield. Many of these same characteristics will continue to exist in the neighborhoods through which any of the three Centennial Corridor build alternatives would pass, should one be selected.

Case study-based research, as represented in transportation economic literature, consistently demonstrates that commercial property values relative to residential property tend to be less negatively affected economically by transportation improvements and instead accrue benefits from improved access.

Sales Tax Revenue

The project could affect sales tax revenues received by Bakersfield and Kern County, depending on the build alternative ultimately selected. The potential right-of-way acquisitions associated with any of the three build alternatives would cause many sales tax generating businesses to be relocated. The *Final Relocation Impact Report* prepared for this project expressed that "businesses prefer to relocate as close as possible to their existing location," but identified that this could include both the City of Bakersfield and the surrounding area. If all of these displaced businesses are relocated and re-established somewhere in the City of Bakersfield, the net impact on sales tax revenues to the City would be largely offset. Some acquisitions could result in some businesses ultimately leaving the City of Bakersfield or otherwise suspending operations, resulting in some level of impacts. See Section 4.4, Relocation, for

[20] David J. Forkenbrock and Glen E. Weisbrod, *Guidebook for Assessing the Social and Economic Effects of Transportation Projects*. NCHRP Report 456, 2001.

discussions of types of operations, such as industrial-based or ones for which permits or zoning may be restricted, causing a business to have a more difficult time relocating. In this case, there would be a net loss in sales tax revenues for the City of Bakersfield. On the other hand, the new city or unincorporated area of the county to which a business relocates would experience a beneficial effect of its enhanced sales tax revenues. The worst-case scenario for impacts would occur if a business does not choose to relocate and goes out of business. From the standpoint of the City, in most circumstances it is expected that local consumers would merely shift their nondiscretionary essential purchases (e.g., purchasing food, gasoline) to other local business establishments.

As with those businesses that may be displaced but would likely have a preference to remain in their current general location, the *Final Relocation Impact Report* prepared for this project indicated "residential displacees prefer to remain in existing school systems and their immediate familial and cultural setting." That said, to identify an adequate replacement area the report analyzed a geographical area extending in a 15-mile radius from the SR 58 and SR 99 interchange, which encompasses an area well beyond the city limits. One needs to keep the preceding context in mind in using a standard approach to conduct a fiscal impact analysis, which involves a per-capita multiplier method. To measure the economic effects associated with a smaller customer base due to a sizable number of residential displacements projected to occur under any of the build alternatives, the average a person spent in purchases in the local economy can be calculated. In 2010, Bakersfield businesses registered an average of $10,568 per person in sales.[21] Using the estimates of the numbers of displaced residents projected for each of the three build alternatives, Table 4.19 shows the amount that the City of Bakersfield would lose in aggregate purchases, ranging from a low of $4.4 million with implementation of Alternative C to upwards of $11.7 million and $10.2 million with implementation of Alternatives A and B, respectively. This analytical approach adopts a worst-case framework only for purposes of analysis; it is expected most people displaced would be relocated within the City. The lost sales tax revenue would range from about $360,000 on the low end to upwards of $960,000 and $835,000, depending on the build alternative implemented. This also assumes a worst-case scenario where none of the people displaced by any of the build alternatives are relocated within the City, which is clearly not likely to be the case, according to the *Final Relocation Impact Report*

[21] *California Retail Survey*, 2011.

prepared for this project. The foregoing preceding analysis is presented only to show an order of magnitude among build alternatives.

Table 4.19 Dollar Estimate of Lost Retail Sales by Alternative

Bakersfield	Alternative		
	A	B	C
Total Number of Persons Displaced	1,104	961	413
Average Amount Spent Per Capita (2010)	$10,568	$10,568	$10,568
Total Loss Retail Sales	$11,667,072	$10,155,848	$4,364,584
Total Loss Sales Tax Revenue	$962,533	$837,857	$360,078

Source: California Retail Survey, 2011. Final Relocation Impact Report, February 2015. Calculations by Parsons.

Additional savings may occur because the new roadway would operate more efficiently, potentially saving drivers fuel, oil, tires, auto repair, and maintenance; travel time savings; and reduction in automobile property damage and lower medical costs attributable to fewer automobile crashes.

No-Build Alternative

There would be no impacts to fiscal conditions associated with the No-Build Alternative.

Cumulative Impacts

Build Alternatives

Of the known past, present, and reasonably foreseeable projects in this area (see Table 1.2 in Chapter 1), it is estimated that the combined TRIP projects, which include the Centennial Corridor project, would generate a total of approximately 39,000 jobs over the span of the 12-year construction period. The entire program is expected to spend $1.3 billion to complete all of the planned projects.[22]

No-Build Alternative

Because there would be no project construction and implementation of the Centennial Corridor under the No-Build Alternative, no cumulative impacts associated with employment and income, business activities, and fiscal conditions within the project study area would occur. However, in absence of the proposed Centennial Corridor, the east-west transportation linkages would not be available; thus, the economic growth and interregional/intraregional trade and goods movement may not be improved as planned.

[22] Ronald E. Brummett, "Job Creation through Transportation Investment," *Kern Economic Journal*, 2006 Fourth Quarter. Thomas Roads Improvement Project, *2011/2012 Progress Report*, p. 10.

4.2.3 Avoidance, Minimization, and Mitigation Measures

The businesses that are subject to relocation would receive compensation at fair market value. Relocation assistance payments and counseling would be provided to persons and businesses in accordance with the federal Uniform Relocation Assistance and Real Properties Acquisition Act, as amended. Additional mitigation measures are described in Section 4.4.3.

4.3 Community Facilities and Services

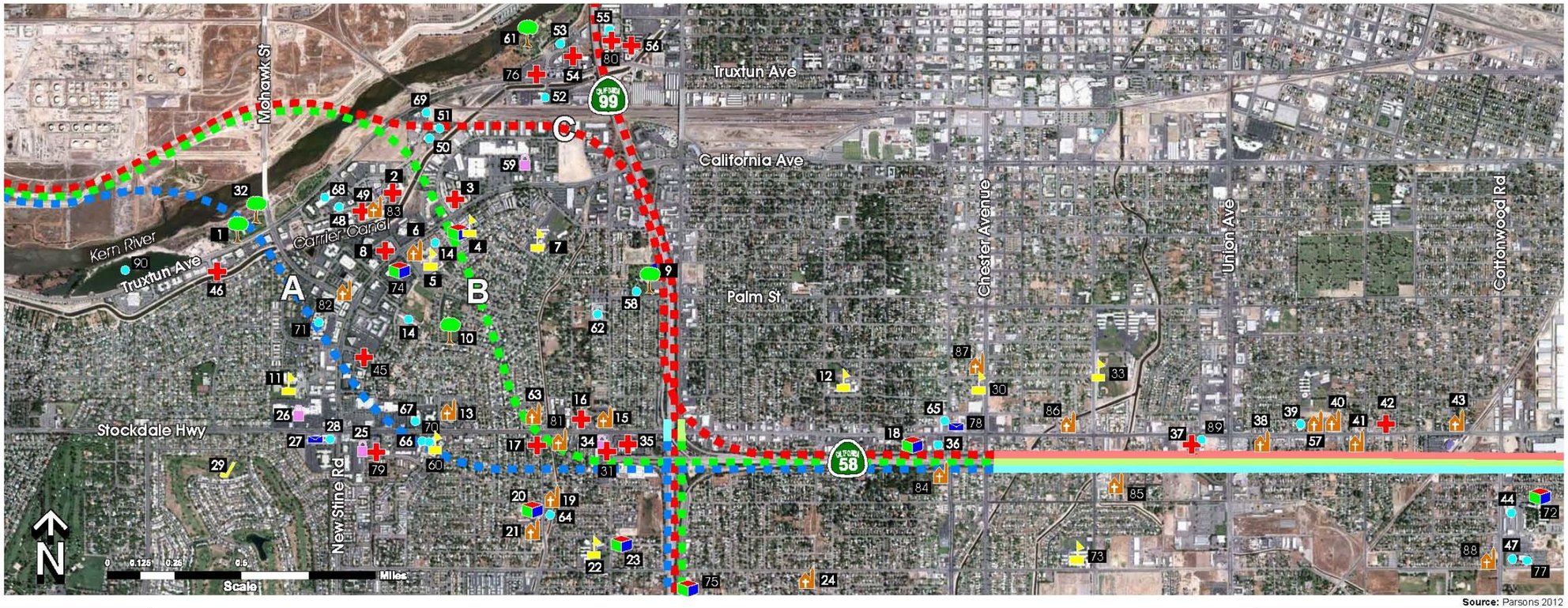
4.3.1 Affected Environment

Community Facilities

Community facilities and services include those organizations, both public and private, which fulfill a social function or provide services to the population of a community. These include schools, health-care facilities, safety facilities (i.e., police, fire, and rescue), religious facilities, parks and recreational facilities, and cultural facilities, such as libraries and museums.

Community facilities within the study area and within 2,000 feet of each of the three build alternatives are listed in Table 4.20 and shown in Figure 4-5.

1. Kern River Parkway
2. Healthsouth Bakersfield Rehabilitation Center
3. Bakersfield Family Medical
4. Little Red School House Daycare
5. Stockdale Christian School
6. First Assembly of God Church
7. Harris Elementary School
8. Kaiser Permanente Medical Care
9. Saunders Park
10. Centennial Park
11. Van Horn Elementary School
12. Roosevelt Elementary School
13. First United Methodist Church/First Experiences Preschool
14. Assembly Manor
15. First Congregational Church/Grace Episcopal Church
16. Henrietta Weill Child Guidance Center
17. Stockdale Podiatry
18. Dream Tree Center
19. Country Bible Church
20. Stine Child Development Center
21. Covenant Community Presbyterian Chruch
22. Millie Munsey Elementary School
23. Sunshine Center
24. Redeemer Lutheran Church
25. Stockdale Fashion Plaza
26. Stockdale Village Shopping Center
27. Post Office
28. United Way
29. Sundale Country Club
30. Noah's Ark Pre-School
31. First Choice Medical
32. Kern River Bike Path
33. Vista High School
34. Wild West Shopping Center
35. Kaiser Permanente - Stockdale Medical Offices
36. Society for Disabled Children
37. Clinica Sierra Vista
38. Crossroads to Recovery Chruch
39. Kern County Library - Holloway Gonzales Branch
40. Chruch of Christ
41. Heavenly Gate Church
42. Brundage Medical Clinic
43. St. John Missionary Baptist Church
44. Bakersfield City School District Maintenance Facility
45. Child and Adolescent Psychology Center
46. Houchin Blood Bank
47. Kern Co. Career Services/Employer's Training Resource
48. Social Security Administration
49. DaVita Dialysis
50. California (Kern County) Department of Rehabilitation
51. Kern County Department of Human Services
52. City of Bakersfield General Services
53. Congressman Kevin McCarthy's Office
54. Kern Radiology
55. Bakersfield VA Community Clinic
56. Arthritis Association/Adaptive Aquatic Center
57. St. Peter's Baptist Church
58. City of Bakersfield Fire Station #3
59. Bakersfield Plaza
60. Farmworker's Institute of Education
61. Yokuts Park
62. Lifehouse Parkview Healthcare Center
63. Bakersfield Korean Baptist Church
64. Woodale Market
65. All Homecare
66. Care Planning and Education
67. Continuum Senior
68. County of Kern Senior Information and Referral Services
69. Interim Healthcare (for seniors)
70. PathPoint
71. Better Way Services
72. Claude Richardson Child Development Center
73. Sequoia Middle School
74. Day Care Center at Central California Economic Development
75. Caring Corner Day Care Center
76. Truxtun Surgery Center
77. Careers Services Center
78. US Post Office
79. Kern County Mental Health Services
80. Kern County Mental Health Services
81. Living Joy Faith Center
82. Kingdom Community Ministries
83. Dove Creek Bible Church
84. Central Baptist Church
85. Dayspring Christian Fellowship
86. Society of St. Paul X
87. Vessels of Honor Ministries
88. Union Baptist Church
89. City of Bakersfield Fire Station #6
90. Truxtun Lake



Alt. A
Alt. B
Alt. C
Construction outside Caltrans ROW
Construction within Caltrans ROW
Park
Daycare
Church
School
Medical
Post Office
Shopping
Golf Course
Others

CENTENNIAL CORRIDOR, Kern County, California

COMMUNITY FACILITIES AND SERVICES WITHIN THE VICINITY OFSEGMENT 1 ALIGNMENT ALTERNATIVES

Source: Information compiled by Parsons, 2012

Figure 4-5 Community Facilities and Services

Schools

The Bakersfield City School District includes 43 schools (33 elementary schools, 8 junior high/middle schools, 1 magnet school, and 1 charter school) that serve students in grades PK through 8. Education at the high school level (grade 9-12) in the city of Bakersfield is provided by the Kern High School District, which administers 18 comprehensive campuses, 6 Alternative Education campuses, 2 Career Technical Education sites, and 4 Special Education centers. In addition, there are many private schools located in the City of Bakersfield. (Caroline) Harris Elementary School is located in the vicinity of Alternative B; Stockdale Christian School is located in the vicinity of Alternative B; (Wayne) Van Horn Elementary School is located in the vicinity of Alternative A; and (Millie) Munsey Elementary School is located in the vicinity and south of both Alternatives A and B. Roosevelt Elementary School is located in the vicinity of all build alternatives. In addition Child Haven Preschool and Caring Corner Day Care Center are located in the vicinity of each alignment alternative.

Libraries

The Kern County Library system has 26 branches located throughout the county. The Holloway Gonzales Branch is within 0.25-mile of all three build alternatives. No other libraries are located within the project study area. The next closest library is the Beale Memorial Library, which serves as the central branch for the system.

Social and Governmental Services

As shown in Figure 4-5 and Table 4.20, there are several dozen facilities within the Centennial Corridor study area that serve diverse community needs. The following social service facilities are located within the vicinity of each of the project alignments, as shown in Figure 4-5: Dream Tree Center, All Homecare, Society for Disabled Children, and Clinica Sierra Vista.

In addition, the following additional social service facilities are located within the vicinity of Alternative A: Caring Corner Day Care Center, Continuum Senior, Care Planning and Education, First United Methodist Church/First Experiences Preschool, Stockdale Podiatry, and Kaiser Permanente.

The following additional social service facilities are located within the vicinity of Alternative B (Preferred Alternative): Caring Corner Day Care Center, Bakersfield Family Medical, Little Red School House daycare, Stockdale Podiatry, and Kaiser Permanente.

Table 4.20 Community Facilities within Segment 1 Study Area

Community Facility	Map ID	Approximate Distance (feet) for Facilities within Study Area		
		Alt. A	Alt. B	Alt. C
Schools and Daycare				
Van Horn (Wayne) Elementary School	11	1,000	N/A	N/A
Roosevelt Elementary School	12	1,200	1,200	1,200
Little Red School House	4	N/A	0	1,900
Harris (Caroline) Elementary School	7	N/A	800	1,900
Stockdale Christian School	5	1,700	375	N/A
Sunshine Center	23	1,100	1,100	1,100
First United Methodist Church/First Experiences Preschool Assembly Manor	13	700	700	N/A
Millie Munsey Elementary School	22	1,400	1,400	1,400
Noah's Ark Pre-School	30	1,400	1,400	1,400
Vista High School	33	1,800	1,800	1,800
Claude Richardson Child Development Center	72	900	900	900
Sequoia Middle School	73	1,700	1,700	1,700
Stine Headstart	20	800	1,000	N/A
Day Care Center at Central California Economic Development	74	1,000	1,000	N/A
Child Haven Preschool	72	640	600	1,100
Caring Corner Day Care Center	75	300	300	300
Medical Facilities				
Stockdale Podiatry	17	200	150	N/A
Kaiser Permanente - Stockdale Medical Offices	35	0	105	550
Brundage Medical Center	42	550	550	550
Houchin Blood Bank	46	800	N/A	N/A
DaVita Dialysis	49	1,980	1,000	1,980
Kern Radiology	54	N/A	N/A	1,320
Bakersfield VA Community Clinic	55	N/A	N/A	1,980
Arthritis Association/Adaptive Aquatic Center	56	N/A	N/A	1,980
Lifehouse Parkview Healthcare Center	62	N/A	1,800	930
Truxtun Surgery Center	76	N/A	N/A	1,000
Healthsouth Bakersfield Rehabilitation Center	2	N/A	500	1,400
Bakersfield Family Medical	3	N/A	500	1,900
Kaiser Permanente Medical Care	8	900	1,400	N/A
First Choice Medical	31	800	650	1,800
Child and Adolescent Psychology Center	45	600	N/A	N/A
Social & Government Services				
California (Kern County) Department of Rehabilitation	50	N/A	750	0
Henrietta Weill Child Guidance Center	16	800	650	1,800
Dream Tree Center	18	330	330	330
Stine Child Development Center	20	800	1,000	N/A
United Way	28	660	N/A	N/A
Society for Disabled Children	36	150	150	150
Post Office - Substation	27	1,000	N/A	N/A
Kern County Career Services/Employer's Training Resource	47	1,980	1,980	1,980
Social Security Administration	48	1,320	1,700	N/A
Kern County Department of Human Services	51	N/A	650	0
City of Bakersfield General Services	52	N/A	N/A	800
Congressman Kevin McCarthy's Office	53	N/A	N/A	1,600
All Homecare	65	660	660	660
Care Planning and Education	66	300	300	300
Continuum Senior	67	1,000	1,700	N/A
County of Kern Senior Information and Referral Services	68	1,200	1,800	N/A

Table 4.20 Community Facilities within Segment 1 Study Area

Community Facility	Map ID	Approximate Distance (feet) for Facilities within Study Area		
		Alt. A	Alt. B	Alt. C
Interim Healthcare (for Seniors)	69	N/A	800	0
City of Bakersfield Fire Station #3	58	N/A	N/A	150
City of Bakersfield Fire Station #6	89	200	200	200
Clinica Sierra Vista	37	200	200	200
Kern County Library - Holloway-Gonzales Branch	39	650	650	650
Careers Services Center	77	1,900	1,900	1,900
US Post Office	78	550	550	550
Kern County Mental Health Services	79	800	N/A	N/A
Kern County Mental Health Services	80	N/A	N/A	1,700
Bakersfield City School District Maintenance Facility	44	700	700	700
Farmworkers Institute of Education	60	0	0	N/A
PathPoint	70	580	N/A	N/A
Better Way Services	71	400	N/A	N/A
Parks				
Kern River Parkway	1	0	0	0
Kern River Bike Path	32	0	0	0
Truxtun Lake	90	1,100	N/A	N/A
Yokuts Park	61	N/A	N/A	1,500
Saunders Park	9	N/A	N/A	0
Centennial Park	10	1,300	75	N/A
Churches				
First United Methodist Church/First Experiences Preschool	13	500	1,200	N/A
Assembly Manor (this is a retirement home)	14	N/A	0	1,900
First Congregational Church/Grace Episcopal Church	15	500	500	900
Country Bible Church	19	800	875	N/A
Covenant Community Presbyterian Church	21	900	1,100	N/A
Redeemer Lutheran Church	24	1,900	1,900	1,900
Crossroads to Recovery Church	38	300	300	300
Church of Christ	40	650	650	650
Heavenly Gate Church	41	300	300	300
St. John Missionary Baptist Church	43	530	530	530
Bakersfield Korean Baptist Church	63	700	600	1,700
St. Peters Baptist Church	57	650	650	650
First Assembly of God	6	1,700	1,000	N/A
Living Joy Faith Center	81	200	150	1,900
Kingdom Community Ministries	82	0	N/A	N/A
Dove Creek Bible Church	83	1,800	600	1,900
Central Baptist Church	84	175	175	175
Dayspring Christian Fellowship	85	350	350	350
Society of St. Paul X	86	500	500	500
Vessels of Honor Ministries	87	1,700	1,700	1,700
Union Baptist Church	88	1,900	1,900	1,900
Community Gathering Places				
Stockdale Fashion Plaza	25	580	N/A	N/A
Stockdale Village Shopping Center	26	800	N/A	N/A
Sundale Country Club	29	2,000	N/A	N/A
Wild West Shopping Center	34	100	100	900
Bakersfield Plaza	59	N/A	900	660
Wooddale Market	64	800	1,000	N/A

Note: Facilities located beyond 2,000 feet of the build alternatives are listed as not applicable (N/A). Facilities directly impacted by a build alternative are identified with the number 0.

The following additional social service facilities are located within the vicinity of Alternative C: Caring Corner Day Care Center, Interim Healthcare for Seniors, State of California Department of Rehabilitation, and Kern County Department of Human Services.

Religious Institutions

Bakersfield residents are served by worship facilities representing many religious faiths. The First United Methodist Church/First Experiences Preschool is located within the vicinity of Alternative A. Assembly Manor and the Bakersfield Korean Baptist Church are located within the vicinity of Alternative B. The following worship facilities are located within the vicinity of all of the build alternatives: Crossroads to Recovery Church, St. Peters Baptist Church, Church of Christ, Heavenly Gate Church, Redeemer Lutheran Church, Central Baptist Church, and St. John Missionary Baptist Church.

Parks and Other Community Gathering Places

During the course of public outreach for the project, many local residents identified dozens of local community gathering places, including many locations within or adjacent to the project study area. These include such resources as the Kern River Parkway and the bike path and hiking trails found there, Saunders Park, the Kern County fairgrounds, Young's Market, and the Barnes and Noble Bookstore, to name a few. Many of the local gathering places identified by the residents of the City of Bakersfield would not be affected by any of the build alternatives.

Emergency Services

City of Bakersfield Fire Department

The City of Bakersfield Fire Department has 13 fire stations divided into 2 battalions for operational management within Bakersfield. The entire service area is more than 130 square miles. The City has 192 fire suppression and safety personnel. There are 2 fire stations located within the project study area that provide fire protection services:

- Fire Station #3 is located at 3400 Palm Street, on the south side of Saunders Park, approximately 150 feet west of Alternative C; and
- Fire Station #6 is located east of SR 99 and north of SR 58 at 127 W. Brundage Lane in the Oleander-Sunset neighborhood. The station is located approximately 200 feet north of all the build alternatives.

City of Bakersfield Police Department

The City of Bakersfield Police Department provides law enforcement services within the city limits. The department employs 361 officers and investigative staff that patrol an area stretching more than 130 square miles and serving a population of more than 450,000. The department staff is divided between two broad areas: west and east, with stations located in each area aside from the main Departmental Headquarters located downtown at 1601 Truxtun Avenue. The west area station is located at 1301 Buena Vista Road, approximately 1-mile west of CSU-Bakersfield. The east area station is located at 1630 East 11th Street, near California Avenue, and more than 2,000 feet from any of the build alternatives.

As a major statewide law enforcement agency, the California Highway Patrol provides traffic regulation enforcement, emergency incident management, and service and assistance on SR 58 and SR 99 within the project study area. As part of its Central Division, it operates from a station located at 4040 Buck Owens Boulevard northeast of the project study area.

Hospitals

Many hospitals and medical centers serve the residents of Bakersfield with emergency medical care. Among the largest are Mercy Hospital, Kern Medical Center, San Joaquin Community Center, Bakersfield Community Hospital, Bakersfield Memorial Hospital, Kaiser Permanente, and Good Samaritan Hospital. The Kaiser Permanente – Stockdale Medical Offices are located on Stockdale Highway adjacent to the Alternative A and B alignments.

Utilities

Existing utilities in the project area consist of electric utility poles, aboveground and underground communication lines, water lines, and sewer lines. Utilities in the project area include:

Water Service:	City of Bakersfield, California Water Service Company (CalWater), Big West (water line)
Wastewater:	City of Bakersfield
Storm Drainage:	City of Bakersfield
Gas:	Pacific Gas and Electric (PG&E), Southern California Gas Company
Electric:	Pacific Gas and Electric (PG&E)
Telecommunications:	Bright House Network, AT&T, Time Warner Communications, MCI, Verizon, Alliance, Sprint

Oil and Petroleum Lines: Alon USA, Mobil Oil Company, San Joaquin Facilities Management Incorporated, Chevron Oil Company, Tricor Incorporated

These service providers have utility lines in areas that would become the right-of-way for the Centennial Corridor project. The following utilities occur within the project's footprint (area of disturbance):

- Water lines, 4 inches to 16 inches in diameter
- Sewer lines, 6 inches to 10 inches in diameter
- Electrical lines, 12 kilovolt underground and overhead lines, and 70- and 115-kilovolt transmission lines on steel towers
- Gas lines, 2 to 6 inches in diameter
- Cable television lines, overhead lines, and buried cables in 1- to 4- inch ducts
- Oil and petroleum pipelines, 10 inches in diameter
- Oil wells, lines, and flowlines
- Street lights, traffic signals, interconnects, and storage boxes
- Storm drain facilities, 30-inch pipe, a detention basin, and a pump house

4.3.2 Environmental Consequences

Permanent Impacts

Under all of the build alternatives, there may be a slight improvement in travel times for emergency responses to certain neighborhood areas and a slight diminishment to others, but none is expected to add more than 1-minute to current average emergency response times. For many neighborhoods, the project would provide slightly improved emergency access in the way of shorter response times due to less roadway congestion on existing local arterials and highways. To the extent that the traffic operations of SR 58 and SR 99 improve under any of the build alternatives, California Highway Patrol operations would become more efficient.

The following direct impacts to community facilities involving parklands, schools, and religious institutions would occur from the three build alternatives.

Alternative A

Alternative A would directly impact the Kern River Parkway, with permanent acquisition of approximately 6.28 acres and temporary use of approximately 2.3 acres during construction. Impacts to the Kern River Parkway are discussed in Section 2.3, Parks and Recreation.

Alternative A would result in partial acquisition of property from the Kaiser Permanente-Stockdale medical offices facility at 3501 Stockdale Highway, as discussed in Section 4.4, Relocations. Based on the preliminary design, only parking spaces would be subject to acquisition. This medical facility does not provide emergency services; nonetheless, it is a community resource.

Alternative A would result in full acquisitions of the following service-oriented facilities: Better Way Service (mental health counseling), PathPoint (education and training for young adults with developmental or other disabilities); and the Farmworker Institute for Educational and Leadership Development.

As described in Chapter 5, each of the build alternatives is designed to retain existing pedestrian and bicycle travelways to the extent feasible. Nonetheless, based on current engineering designs, it is anticipated that Alternative A would require closing several residential streets by creation of cul-de-sacs that would change local access conditions and minimally lengthen travel distances to community facilities and businesses. In some cases, depending on the point of origin, pedestrians and cyclists could be inconvenienced by these changes.

Alternative B (Preferred Alternative)

Alternative B would not directly impact the Kern River Parkway, with no permanent acquisition, as discussed in Section 2.3, Parks and Recreation.

Alternative B would not result in acquisition of any portion of the parcel containing the Kaiser Permanente - Stockdale medical office facility at 3501 Stockdale Highway. Based on the preliminary design, Alternative B would result in a partial acquisition of property from the Bakersfield Rehabilitation Hospital.

Alternative B would also directly impact and require a full acquisition of the Little Red Schoolhouse, a facility that accommodates preschool children through first grade and that has a long history in the Westpark neighborhood.

Similar to Alternative A, each of the build alternatives is designed to retain existing pedestrian and bicycle travelways to the extent feasible. Nonetheless, Alternative B would require closure of several residential streets that would change local access conditions and minimally lengthen travel distances to community facilities and businesses. In some cases, depending on the point of origin, pedestrians and cyclists could be inconvenienced by these changes.

Alternative C

Alternative C would not directly impact the Kern River Parkway, with no permanent acquisition of acreage. Alternative C is anticipated to require permanent acquisition of approximately 3.3 acres of Saunders Park. These impacts are discussed in Section 2.3, Parks and Recreation.

Alternative C would result in acquisition of offices of the County Department of Human Services located at 4901 Commerce Drive.

The City of Bakersfield Fire Department Station #3 is adjacent to Alternative C; however, no permanent impacts to fire services are anticipated.

There would be no other direct impacts to community facilities from Alternative C. Alternative C would not result in impacts to places of worship. No local through street access is proposed to be terminated under Alternative C; therefore, pedestrian, bicycle, and vehicle accessibility to schools and existing connectivity between neighborhoods and schools would be maintained.

No-Build Alternative

There would be no impacts to community facilities associated with the No-Build Alternative.

Construction-Related Impacts

Build Alternatives

Project construction would temporarily affect community facilities. Temporary construction impacts would include disruption of local traffic patterns, which could impact access to community facilities; increased traffic congestion; and increased noise, vibration, and dust.

During the construction period, temporary road detours would be required to route traffic around construction areas. All detours would be designed to ensure emergency vehicle access. Additionally, short-term intersection closures would be required during construction. Closures would take place during off-peak hours, generally at night. Coordination of the closures with appropriate emergency services would be addressed in the Transportation Management Plan. In general, vehicle travel through construction areas would be delayed due to unfamiliarity of the detour route and motorists slowing to view construction activities; therefore, it is expected that emergency vehicle response times could be slightly longer compared with existing conditions, but access routes would remain.

No-Build Alternative

As there would be no construction of the project under the No-Build Alternative, no construction impacts to community facilities would occur.

Impacts to Utilities

Build Alternatives

Utilities are allowed in the Caltrans right-of-way with an encroachment permit. Utility facilities (such as water lines, sewer laterals, electrical connections/lines/poles, natural gas service lines, streetlights, fire hydrants, and cable television lines and utility boxes) in the right-of-way would be subject to abandonment, removal, and relocation or replacement as a result of project construction. Utility companies would be given enough notice to relocate their facilities before construction.

Such coordination is standard during the design phase. Utility relocations would be done using standard engineering practices, so service disruption is not expected.

Existing oil wells within the proposed right-of-way would be abandoned in accordance with the requirements in the California Code of Regulations. This includes filing a Notice of Intent and preparing an abandonment plan for approval by the California Department of Conservation, Division of Oil, Gas and Geothermal Resources. Completion of the well abandonment process in compliance with existing regulations would ensure that no environmental hazards are created by the plugging operations or the abandoned well.

Alternative A

Alternative A would relocate about 221 utility facilities. Some would be high-risk utility relocations per Caltrans' *Policy on High and Low Risk Underground Facilities within Highway Right of Way*; these would include a 7,800-foot-long section of oil pipeline, an active oil well, and a section of 12-kilovolt underground electrical line. Construction Impacts, the utility lines would be relocated before construction of the road. No adverse impacts would occur.

Alternative B (Preferred Alternative)

Alternative B would relocate about 238 utility lines or facilities. Also, six oil wells and associated lines would be abandoned. High risk utility relocations include abandoning or changing petroleum production pipelines; relocating about 7,800 feet of an existing 10-inch oil pipeline; abandoning or relocating six oil wells and an oil tank; relocating or protecting in place 12-kilovolt underground electrical facilities; and protecting in place a 10-inch gas line in the Union Avenue overcrossing. Other

major relocations (not considered high risk) include relocating 70-kilovolt and 115-kilovolt electrical towers. Of the 238 relocations, the following 10 Pacific Gas and Electric towers would be relocated:

- 1-12/40653059
- 2-13/40658708
- 2-14/40749001
- 2-15/40760824
- 2-16/40807492
- 1-13/40647115
- 2-14/40749009
- 2-15/40748992
- 2-16/40807500
- 2-17/40820552

The relocations would be coordinated with Pacific Gas and Electric and would be in compliance with Public Utilities Commission regulations. With standard engineering practices, no adverse impacts would occur.

Alternative C

Alternative C would relocate about 205 utility lines or facilities. High-risk utility relocations include relocating oil lines, relocating about 9,400 feet of a 10-inch oil pipeline, relocating or protecting in place 12-kilovolt underground electrical facilities; and protecting in place a 10-inch gas line on the Union Avenue overcrossing. Other major relocations (not considered high risk) include relocating 70-kilovolt and 115-kilovolt electrical towers and relocating five telecommunication towers and one AT&T equipment building. Alternative C would result in the same impacts to the 10 Pacific Gas and Electric towers listed under Alternative B. With standard engineering practices, no adverse impacts would occur.

No-Build Alternative

Because there would be no construction of the project under the No-Build Alternative, no impacts to utilities would occur.

4.3.3 Avoidance, Minimization, and Mitigation Measures

All of the build alternatives have been preliminarily designed to include undercrossings and overcrossings to maintain connectivity within neighborhoods and to community facilities. The following minimization measures will be implemented to reduce potential impacts on fire and police response times and public school facilities.

C-6 Caltrans shall notify emergency service providers, such as fire, police, and ambulance services, at a minimum no less than 2 weeks prior to any planned street or intersection closures during the construction phase of the project.

This measure will be incorporated into the standard and nonstandard special provisions of the project construction specifications.

C-7 To the extent feasible, without compromising safety, Caltrans shall allow emergency vehicles to use through roadway segments that are temporarily closed for construction purposes. This measure will be incorporated into the Traffic Management Plan to be prepared for the project.

C-8 The City of Bakersfield and Caltrans in coordination with affected facility owners or operators shall develop and implement access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The facility owners or operators shall be notified in advance of the timing, location, and duration of construction activities and the locations of detours and lane closures.

Additional avoidance, minimization, and mitigation measures for impacts to utilities and emergency services will be considered upon completion of coordination with utility companies and emergency service providers following selection of a preferred alternative and development of the plans, specifications, and estimate package.

4.4 Relocations

The information reported in this section is largely taken from the *Final Relocation Impact Report for the Centennial Corridor* (February 2015).

4.4.1 Affected Environment

As described in Chapter 2, Land Use, the project build alternatives are each located within densely developed communities of the Bakersfield metropolitan area. Both residential (single-family residences and multi-family residences) and nonresidential (hotels and motels, medical centers and clinics, gas stations, restaurants, fast-food outlets, mini-storage facilities, liquor stores, auto body or auto repair businesses, used-car dealerships, retail stores, office buildings, a privately owned nursery school, industrial/manufacturing buildings, and an animal hospital) properties are located within the project area.

A full acquisition of a property is required when all or a substantial portion of a property is needed for right-of-way purposes and the current use can no longer operate on that site. A partial acquisition would occur when a smaller portion of a property is to be acquired, but full use of the property and its structures can remain. Generally, partial acquisitions consist of portions of a back, side, or front yard, landscaping, or parking (but not in numbers sufficient to subvert building code requirements). Partial

acquisitions on parcels containing multi-family residences would only affect a small number of units on the parcel, leaving most of the complex viable for continued rental. Additionally, when a project would result in a severe loss of access that would reduce the useful operation of the property, a full acquisition of the parcel may be required.[23] Another form of a partial acquisition is a temporary construction easement, which is the occupancy of a portion of a property only during project construction, typically needed for construction staging or equipment and materials storage use.

4.4.2 Environmental Consequences

All build alternatives would result in full acquisitions, partial acquisitions, permanent easements, and temporary construction easements. The following section analyzes the relocation impacts for each build alternative. A list of all properties that may be acquired is included in Appendix B, which identifies all forms of acquisitions, including partial and temporary, required for each of the alternatives. The discussion in this section focuses on permanent full acquisitions and associated displacements required for the build alternative implementation. Figures 4-5A through 4-5C show the full and partial acquisitions for each build alternative. Impacts under the No-Build Alternative are not discussed as no relocations will be required.

[23] Upon project completion, landlocked, uneconomic remnants, or other right of way parcels no longer required for the operation of State Route 58 by Caltrans may be declared and certified as excess properties. The City of Bakersfield will have the first right of refusal to purchase the properties proposed for excess sale. Direct sales of excess land to the City shall be for public uses per Caltrans Right of Way Manual Section 16.04.05.02 and generally will be made available at fair market value.

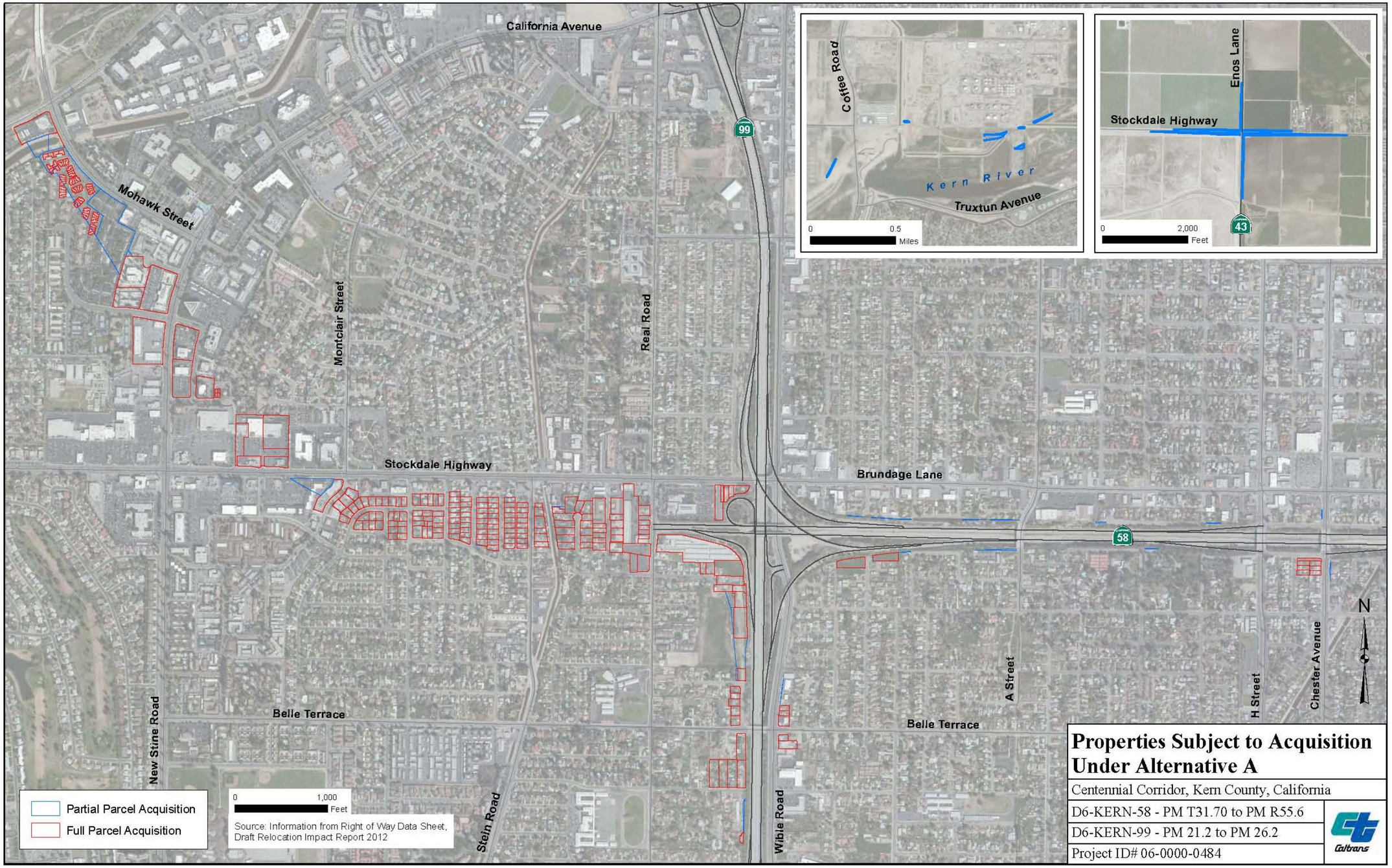
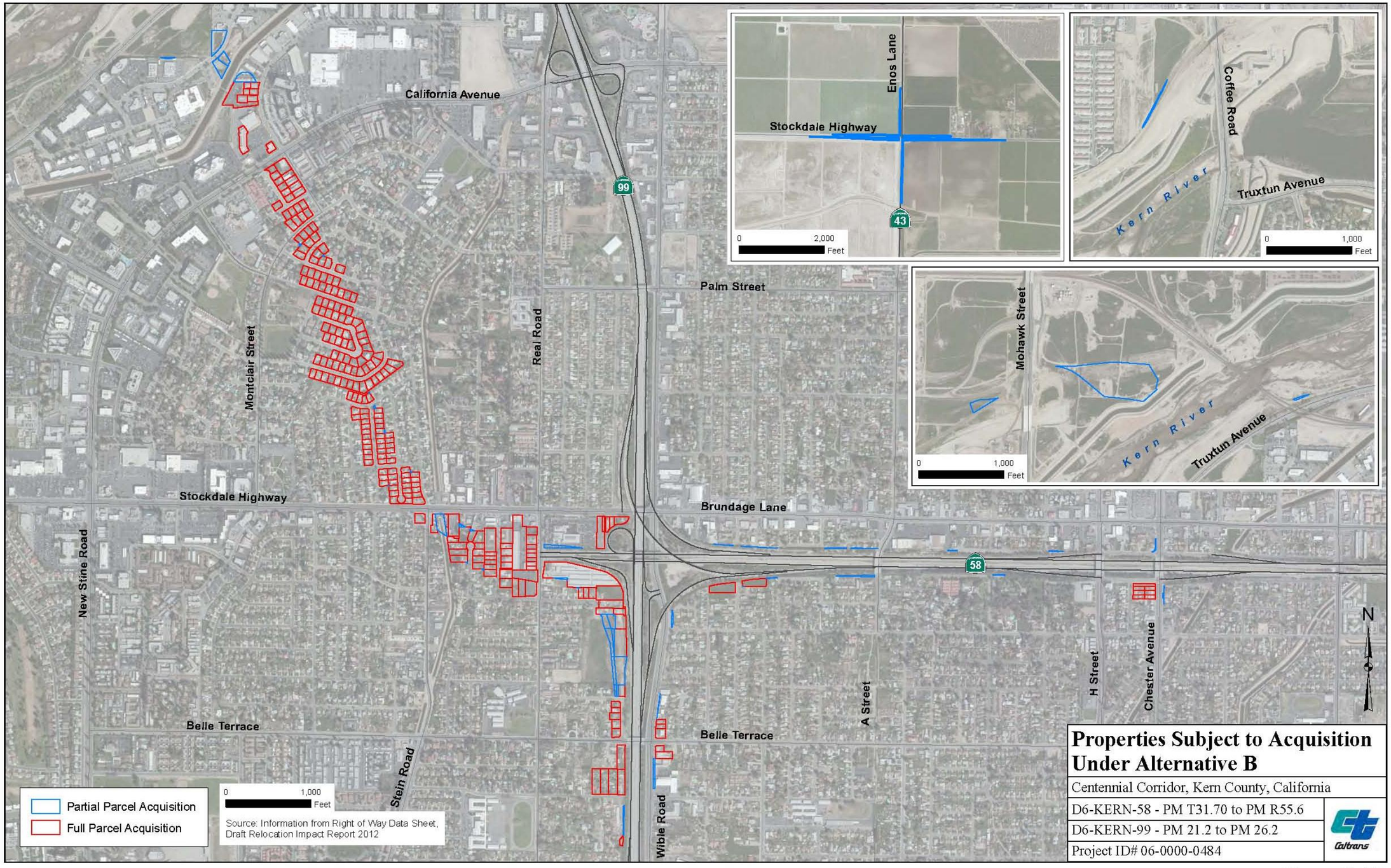


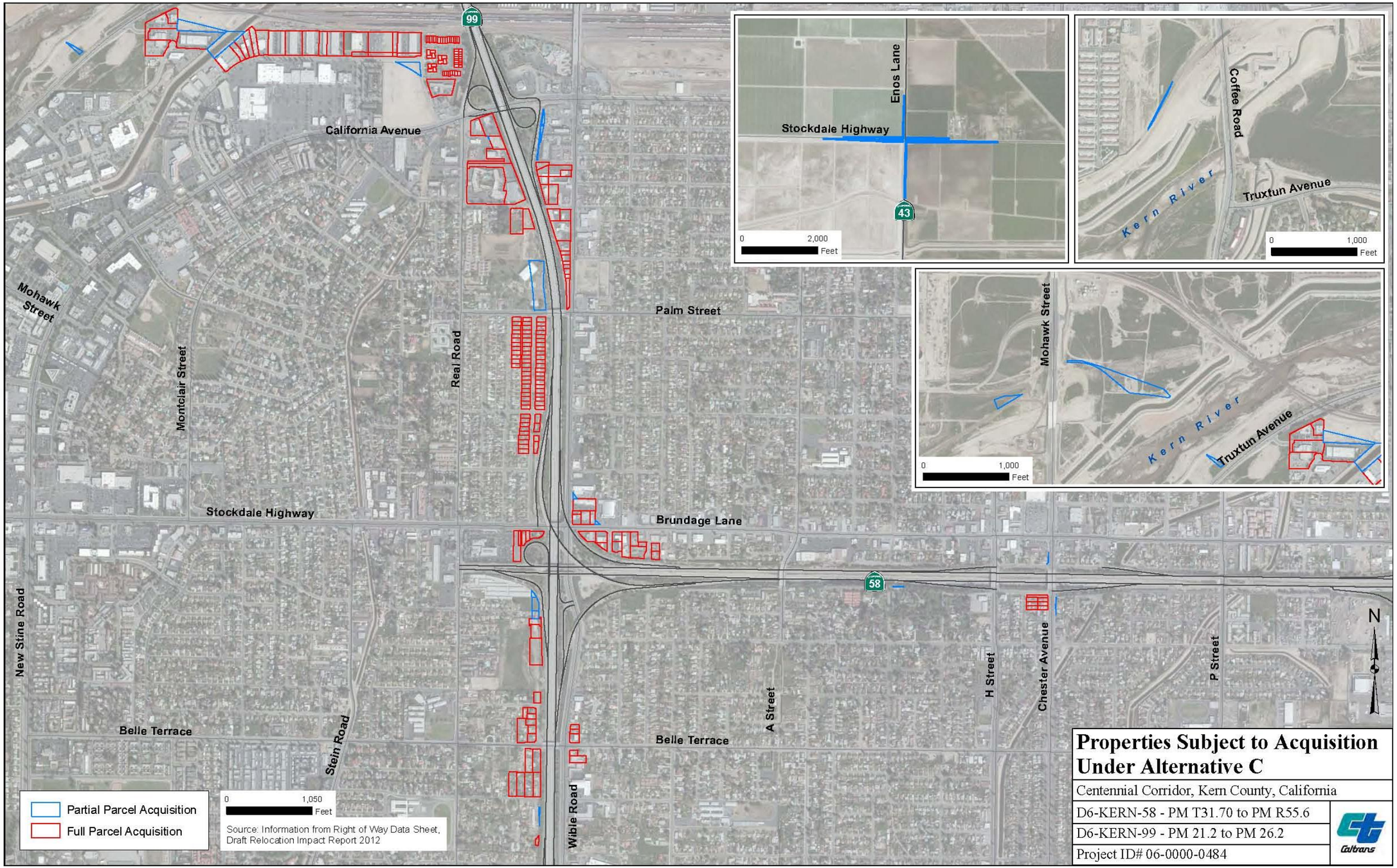
Figure 4-6A Right-of-Way Requirements Alternative A

Source: Information compiled by Parsons, 2012



Source: Information compiled by Parsons, 2012

Figure 4-6B Right-of-Way Requirements Alternative B (Preferred Alternative)



Source: Information compiled by Parsons, 2012

Figure 4-6C Right-of-Way Requirements Alternative C

Impacts to Residential Properties

As indicated in Table 4.21, Alternative A would displace the largest number of residential units among the three build alternatives, with a total of 356, comprised of 140 single-family residences, 74 duplex/triplex units (the largest amount among the three alternatives), and 142 apartment units (also the largest among the three alternatives). Alternative B would displace a total of 310 residential units, with the largest number of single-family residences (200) among the three build alternatives.

Table 4.21 Type of Residential Displacements for Each Alternative

Type	Alternative		
	A	B	C
Single-Family Residence	140	200	88
Duplex/Triplex (2 or 3 units)	74	16	16
Apartment House Units (Building with 4 or more units)	142	94	29
Total Residential Units Displaced	356	310	133
Total Persons Displaced*	1,104	961	413

*The estimated number of total persons displaced was calculated using the average number of persons per household in the City of Bakersfield in 2010 of 3.1 as reported by the California Department of Finance, Demographic Research Unit

Source: Final Relocation Impact Report, February 2015.

Alternative B (Preferred Alternative) would also displace 16 duplex/triplex units and 94 apartment units. Alternative C would displace the fewest number of residential units among the three build alternatives, with 133. Of these, 88 would be single-family residences, 16 would be duplex/triplex units, and 29 would be apartment units. No mobile homes or group homes would be acquired under any of the build alternatives.

Using California Department of Finance 2010 household data for the City of Bakersfield (3.1 average persons per household), Alternative A would displace an estimated 1,104 persons, Alternative B (Preferred Alternative) would displace 961 persons, and Alternative C would displace 413 persons.

The highest concentration of residential displacements for Alternative A would be located south of Mohawk Street between Truxtun Avenue and California Avenue. In this area, an estimated 26 and 38 condominiums would be acquired from two Greenbrier condominium complexes on Mohawk Street and Lennox Avenue, substantially reducing the number of available units in this complex. A second area of residential acquisition would occur south of Stockdale Highway between South Montclair Street and Williamson Way. In this area, an estimated 60 single-family homes would be displaced from within the Rancho Vista subdivision neighborhood of

Southwest Bakersfield. The acquisitions in this area would cut through the northern edge and middle half of an early postwar subdivision.

The highest concentration of residential displacements for Alternative B lies in the area located between California Avenue and Stockdale Highway, east of Centennial Park. A substantial number of single-family homes, numbering more than 150, would be acquired for this stretch of the project. This would occur through the middle portion of the Westpark community, resulting in two smaller neighborhoods separated by the new freeway.

The highest concentration of residential displacements (an estimated cluster of 71 single-family units) for Alternative C would be located west of SR 99 between Palm Avenue and Stockdale Highway, many of them on Oakdale Drive and Wetherley Drive. These acquisitions would occur on the eastern edge of the established residential neighborhood, further extending the influence of the freeway barrier into that area, but because the freeway is already a dominant feature in this area, the change would not be as substantial as the changes created by Alternatives A or B.

There is one additional area of residential acquisition, on the south side of SR 58 at Chester Avenue. A cluster of eight single-family homes would be acquired at this location. This acquisition would occur under all three build alternatives.

Table 4.22 identifies the total number of residential displacements anticipated under the three build alternatives, expressed in terms of owner/occupants and renters. As can be seen from this table, Alternative A would displace the largest number of renter-occupants, whereas Alternative C would displace the fewest. Alternatives B and C are relatively comparable in terms of proportionate owner versus renter occupancy.

Table 4.22 Residential Displacements for Each Alternative

Type	Alternative		
	A	B	C
Owner Occupants of Single-Family Residences	78	151	53
Tenant Occupants of Single-Family Residences	62	49	35
Tenant Occupants of Multiple-Family Residences	216	110	45
Total Residential Units Displaced	356	310	133
Owner/Tenant Ratio	77% Tenant; 23% Owner	51% Tenant; 49% Owner	59% Tenant; 41% Owner
Total Persons Displaced*	1,104	961	413

Source: Final Relocation Impact Report, February 2015.

The *Final Relocation Impact Report* identified that within a 15-mile radius of the project area there are adequate relocation resources for residential displacements that would occur with implementation of any of the build alternatives. The 15-mile radius replacement area chosen for those potentially displaced has been selected because it has a sufficient supply of replacement single-family and multi-family dwelling units, as well as comparable commercial sales data to match up to similar socioeconomic characteristics of the existing population. The replacement area contains similar public amenities to the existing community, including such characteristics as access to public transportation, public and private education facilities, major commercial outlets, and entertainment venues. As of January 2015, an estimated 378 single-family homes were being offered for sale, and 121 single-family rentals and 118 multi-family rentals were available in the City of Bakersfield and nearby communities. These numbers indicate an adequate supply of housing resources are available for project displacees assuming the relocation process is phased or segmented and residents are relocated over a period of several months. With up to 310 displacees under Alternative B (Preferred Alternative), searching for replacement housing, a competitive environment for replacement housing may be experienced if a large segment of relocations occurs in too short a timeframe. This concern has been resolved by the introduction of the early acquisition program since the draft environmental document for the Centennial Corridor Project was circulated in May 2014. As part of the program, meetings with a right-of-way focus were conducted to keep the displacees informed about the right-of-way acquisition process and their rights and benefits, and to allow the affected property owners an opportunity to express their concern about any relocation issues.

Since approval of an early acquisition program by the Federal Highway Administration and Caltrans in November 2012, over 140 property owners have expressed their interest in participating in a voluntary sale of their property, and a majority of those owners have met with the right-of-way staff to discuss the general acquisition and relocation process.

Of the 120,725 housing units identified in the 2010 Census in Bakersfield, the proportion of housing units removed from the inventory due to the Centennial Corridor project ranges from 0.29 to less than 0.11 percent of the total housing stock within Bakersfield, depending on build alternatives; therefore, there would not be an adverse effect on the overall housing supply in the area resulting from implementation of any of the build alternatives.

The *Final Relocation Impact Report* noted factors that also would need to be considered during the relocation process. The project area contains a relatively high proportion of elderly residents. The elderly may have potential problems in relocating because of the burden of the cost of housing and their often fixed and limited incomes. In addition, the elderly often have special physical needs, and enhanced relocation advisory assistance may be necessary in such cases. Moving seniors to new housing may also require modifications to the replacement housing to facilitate American with Disabilities Act compliance. Particular medical needs, including at-home medical care, access to public transit, home delivery services, and lifestyle preferences, may likely require sensitive responses to those needs.

The *Final Relocation Impact Report* indicates among the population directly affected will be low-income and non-English speaking residents, which implies the need for additional financial considerations such as rent subsidy and language accommodations for project-related communications. The *Final Relocation Impact Report* anticipates the existence of low-income residents, including those needing Section 8 Housing, though no pre-displacement interviews have been conducted with the Section 8 eligible residents.[24] Coordination efforts between Caltrans, the City of Bakersfield, and the Housing Authority of the County of Kern, to address the needs of all displaced Section 8 residents, will be undertaken. Prior relocation experience on other projects with low-income individuals and families has revealed that they typically require higher relocation payments from the Last Resort Housing Program[25] and greater assistance in finding replacement housing because of extreme financial limitations, including complex credit histories.

The severity of impacts associated with residential property acquisitions varies with the population involved. Experience has shown that some people are more affected than others by displacement. If the neighborhood is stable and cohesive, and residents have been living in their homes for many years, displaced persons may have a relatively more difficult time adjusting to their new homes and neighborhoods.

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[24] Section 8 Housing refers to a federal program, managed by the U.S. Department of Housing and Urban Development that authorizes the payment of rental housing assistance to private landlords on behalf of low-income households. It operates through several programs, the largest of which, the Housing Choice Voucher program, pays a large portion of the rents and utilities of households.

[25] The Uniform Relocation Act, as amended, requires that comparable decent, safe, and sanitary replacement housing within a person's financial means be made available before that person may be displaced. When such housing cannot be provided by using replacement housing payments, the law provides for "housing of last resort." Housing of last resort may involve the use of replacement housing payments that exceed the Uniform Act’s maximum amounts. Housing of last resort may also involve the use of other methods of providing comparable decent, safe, and sanitary housing within a person's financial means.

Relocating households from a neighborhood can also affect social support and neighbor interaction. The problem may be more so with older people. Isolation and loneliness can become serious problems for many seniors. In addition, for many elderly people, housing can be a major source of self-identification and a symbol of their ability to continue to live independently. They are frequently very reluctant to leave the familiar surroundings of their present neighborhood and the emotional support offered through nearby friends and family members. Long-time familiarity with a neighborhood area can provide a large measure of support in daily activities for aged persons, who often have more difficulty adjusting to newer environments.

In addition, relocation can have a disruptive effect on students and the schools, both public and private, that serve them. Displacement can disrupt the social bonds children have formed with teachers and other students who have become friends, and sometimes the quality of children's education can suffer with a move as well. It can also decrease the average daily attendance figures of local elementary schools. With approximately 17 percent of Bakersfield's population younger than 16 years, according to the 2010 U.S. Census, there would likely be a sizable number of families with school-age children in the project area of any of the build alternatives. The magnitude of this effect would be dependent on the alternative selected.

Impacts to Nonresidential Properties

Implementation of any of the three build alternatives would require relocation of commercial businesses in the following categories: professional offices, retail merchants, banks, hotels and motels, medical offices and dental clinics, real estate and mortgage offices, restaurants, fast-food outlets, mini-storage facilities, gas stations, auto body and auto repair businesses, used-car dealerships, private schools, industrial properties, and an animal hospital.

As shown in Table 4.23, all three build alternatives would result in displacement of a fairly comparable number of nonresidential properties and associated businesses, with Alternative B (Preferred Alternative) displacing the fewest with 121, Alternative C displacing the most with 198, and Alternative A displacing 127 nonresidential properties. Commercial business displacements constitute the largest category of displaced businesses. Only Alternatives B and C would displace industrial/manufacturing businesses; 15 and 13 such businesses, respectively. It is anticipated that these properties could find replacement parcels well within the fifty mile range.

Table 4.23 Nonresidential Displacements for Each Alternative

Type	Alternative		
	A	B	C
Commercial Businesses	127	106	184
Industrial/Manufacturing Businesses	0	15	13
Nonprofit Organizations	0	0	1
Total Nonresidential Units Displaced	127	121	198

Source: Final Relocation Impact Report, February 2015.

The highest concentration of business displacements for Alternative A would occur in the vicinity of the California Avenue/Stockdale Highway intersection, where businesses would be displaced surrounding the Lennox/California Avenue intersection and east of California Avenue extending southeasterly to Stockdale Highway. In addition, businesses would be displaced in the area south of Stockdale Highway, from Real Road to SR 99, and would cause several scattered displacements south of this location on the west side of SR 99 and also in the transition area to SR 58. Alternative A would displace fast-food outlets and other restaurants, retail merchants, professional offices, public storage (405 units), the Public Health Education Center (a nursing school) and other adult education operations, banking, and market businesses.

For Alternative B (Preferred Alternative), business displacements would occur in the area south of the Carrier Canal extending to California Avenue, and then again in the same areas west of SR 99 and transitioning to SR 58 described above under Alternative A. Alternative B would displace many of the same types of businesses affected under Alternative A, including approximately the same number of offices and the 405 public storage units. Fewer fast-food outlets would be affected by Alternative B; whereas Alternative A has 6 fast food outlets and C four, B has but one. Alternative B would, however, displace an estimated 12 office buildings, compared to 17 within Alternative A.This alternative would not displace the nursing school affected under Alternative A, but it would displace the Little Red Schoolhouse, a private daycare facility located at Easton Drive and California Avenue. Very few of the properties in Alternative B would appear to offer unique relocation challenges. Two auto-related businesses, and three massage therapy enterprises appear to be the most problematic.

The *Final Relocation Impact Report* determined that the current real estate vacancy rates in Bakersfield are nearly 6.7 percent in the commercial office market, 11.6 percent in retail, and 3.8 percent in the industrial sector. The report concluded that for business owners, the economic conditions have improved over the past few years and

they reflect a stable real estate market that is still expected to provide some cost savings for businesses transitioning to replacement sites. These vacancy figures are anticipated to remain the same, or increase slightly over the next 12 to 18 months, particularly in the commercial sector.

Alternative C would have most of its business displacements occurring in the area from Truxtun Avenue to SR 99, south of the Burlington Northern Santa Fe railroad, and again in the same areas west of SR 99 and transitioning to SR 58 described above under Alternative A. While Alternative C would displace many of the same types of businesses affected under Alternatives A and B, including public storage units, it would displace more offices (an estimated 58 buildings).

Alternative C would also displace an animal hospital located at 2905 Brundage Lane and an animal emergency clinic at 4300 Easton Drive. Other properties affected by Alternative C would involve displacement of all or parts of eight business parks on Easton Drive. Such properties include several multi-tenant light manufacturing and industrial one-story warehouses. See Appendix B for a list of the business enterprises anticipated to be relocated.

Because many potential acquisitions would be of commercial or industrial properties, it is anticipated that the project could result in some job losses, as discussed in Section 4.2.2 under Employment and Income. Each business displaced as a result of the project would be given advance written notice and would be informed of their eligibility for relocation assistance and payments under the Uniform Relocation Act. More detailed right-of-way determinations will be made during the design phase following selection of a preferred alternative.

Relocating and re-establishing certain types of nonresidential properties can have difficulties. Alternative C would displace a substantial number of businesses that have been in operation from 8 years to more than 15 years. These businesses may have long-established local clientele loyalties and site identities, and this could cause some difficulties in relocating. But most of the displaced businesses have been in operation 7 years or less.

The severity of nonresidential property impacts would vary with the type of business displaced. Certain businesses typically experience a greater challenge to find a suitable replacement site, such as automotive repair garages, gasoline service stations, auto detailing, and other similar businesses, because these types of businesses traditionally serve localized market areas and may have built up a fair amount of

repeat business based on customers pleased with their services, and they may rely on their recommended referrals, and are allowed only in certain areas as they are restricted by zoning. Whereas Alternatives A and B each have two such properties, Alternative C would require right of way acquisition from 18 automobile-oriented business operations, including 13 auto repair shops, as well as four auto sales lots located east of State Route 99.

It may also be the case for some of the business parks that would be displaced in Alternative C, such as the business park complexes at 1400, 4000, 4100, 4200, and 4300 Easton Drive, which support a variety of enterprises, will no longer find an adequate replacement parcel within the boundaries of the City of Bakersfield proper, though the majority of the individual operations located within these business parks do not appear to need large amounts of space. The *Final Relocation Impact Report* identified that some large industrial businesses may choose to relocate to sites 50 miles away or more, where the larger land parcels these uses require would be less costly. It is anticipated, however, that all such properties could find replacement parcels well within the fifty mile range should they so choose.

Certain property uses in the Centennial Corridor, such as a veterinary clinic, a bowling alley, massage therapy, or a cocktail lounge may be somewhat difficult to relocate due to zoning restrictions, need to reapply for licenses, or the ability to find an existing facility that can accommodate that same functional use. Of these types of properties, Alternative C has the most with 7; Alternative A and B each have three businesses which fall within this category.

In addition, the current recession may have weakened some marginal businesses to the point where relocation or disruption of their business could result in the failure of these businesses altogether. At this stage of the environmental analysis, however, it is not possible to know the specific businesses for which this might hold true.

Certain types of business operations within each build alternative alignment may hold a particular niche within the community or serve important social roles within the community. For example, this could include certain hair salons or barber shops, neighborhood bars and restaurants, the previously-mentioned bowling alley, and so forth. To take another example, the Little Red School House, a child-care facility established in 1967, which would be displaced by Alternative B (Preferred Alternative), is the type of business for which it may take years to build a good reputation and which often grows by word of mouth among parents. Relocation in the same general locale would be important. Alternative B also has businesses which

would be displaced which appear to especially cater to older residents, reflecting the nearby neighborhood demographics. These include the Walls Hearing Aid Center, Procare Hospice, and Affordable Dentures. While classifying such properties necessarily involves subjective judgment, it appears that each of the three Alternatives have but a very small handful of properties that would fall within this category, that is, those that provide services to a select niche of the community, rather than the general population at large, with the most being potentially displaced by Alternative C.

Furthermore, there are many service-oriented facilities that stand out as organizations and institutions that may serve special needs to nearby residents, as listed below:[26]

Alternative A

- Better Way Services (Mental Health Counseling) (Full Acquisition)
- PathPoint (Education and training for young adults with developmental or other disabilities) (Full Acquisition)
- Farmworker Institute for Education and Leadership Development (Full Acquisition)

Alternative B (Preferred Alternative)

- Headsouth Bakersfield Rehabilitation Hospital (Partial Acquisition)

Alternative C

- Kern County Department of Human Services (Full Acquisition)

The relocation of businesses, like the relocation of people, would need to be accomplished in a planned and orderly manner. During the relocation period, the affected businesses may be able to continue to operate temporarily at their present location after acquisition by the State under a lease agreement with Caltrans (see Section 4.4.5). This would allow continued operation until such time as a replacement site is located or until the property is actually required for construction of the Centennial Corridor project. In addition, the State would pay the eligible businesses, whether owner or tenant, the actual moving cost of moving the business to a new location. For certain eligible businesses, the State is also authorized to pay an “in lieu” payment, which would be an amount equal to the average annual net income of

[26] As with all other nonresidential properties and residential properties, no personal contact was made with possible future displacees from the Centennial Corridor project at this stage of the environmental studies.

the business over a 2-year period (minimum and maximum financial amounts are established by law).

Impacts from Partial Acquisitions

As mentioned above, acquisitions of property that are needed for the project, but do not require the entire property, are called partial acquisitions. Table 4.24 identifies the expected number of partial acquisitions for the Centennial Corridor project, by type and alternative. The information is summarized below:

- Alternative A would result in the partial acquisition of 17 residential parcels, 11 commercial parcels, and 81 other various land uses for a total of 109 partial acquisitions.
- Alternative B (Preferred Alternative) would result in the partial acquisition of 32 residential parcels, 10 commercial parcels, and 87 other various land uses for a total of 129 partial acquisitions.
- Alternative C would result in the partial acquisition of 18 residential parcels, 15 commercial parcels, and 53 other various land uses for a total of 86 partial acquisitions.

Table 4.24 Number of Parcels Subject to Partial Acquisition by Land Use Type

Land Use Type	Alternative A	Alternative B (Preferred Alternative)	Alternative C
Vacant Land	14	12	11
Single Family Residential	13	33	8
Multi-Family Residential	5	1	1
Commercial/Industrial	16	15	22
Farm/Agricultural	6	6	6
Permanent and/or Temporary Easements	50	61	36
Other[1]	5	1	2
Total Partial Acquisitions	**109**	**129**	**86**

[1] "Other" parcels refers to churches, park and ride facilities, flood channels, parks, drainage basins and public lands.

Source: Summarized in part from data presented in the Final Relocation Impact Report, February 2015.

Construction Impacts

Construction impacts for relocation issues would be the same as described for the community and neighborhoods under Section 4.1.2.

Indirect Impacts

Indirect impacts would be experienced by those people who would not be directly affected by the project but would have their home or business located immediately adjacent to the project. Because the project would result in relocations of businesses and residences under all of the build alternatives, indirect impacts due to relocations would be unavoidable. This may include longer travel distances to work or shop, or to visit friends and family. Relocations as a result of the project would alter the overall mix of land uses within the study area, replacing community resources, both commercial and residential, with a new freeway. This new mix of uses could have indirect or secondary impacts (e.g., residents who once patronized local businesses that have been relocated would likely have to travel farther to shop at the relocated stores).

Cumulative Impacts

As indicated in the Kern Council of Government 2014 Regional Transportation Plan, there are several planned public road projects with overlapping implementation schedules that could also result in residential and nonresidential relocations within the general vicinity of the Centennial Corridor project. These planned projects in Bakersfield include the SR 178 Widening, 24th Street Widening, and the Hageman Flyover. However, none of the projects within the TRIP, other than the Centennial Corridor project, would require significant amounts of relocation of residential or nonresidential properties. In addition, it is estimated that the California High-Speed Rail Authority, which eventually envisions a 700-mile-long system, has a more immediate segment being planned to be built between Bakersfield and Fresno, with construction beginning in November 2014. The California High-Speed Rail Authority anticipates the need to eventually relocate 239 households and 282 businesses within the Bakersfield metropolitan area.[27] That project's environmental review concluded that adequate relocation resources were available. Table 4.25 presents the cumulative relocation impacts of the project with the TRIP projects and California High-Speed Rail project.

[27] Additional information on property displacements and relocation impacts are provided in the High Speed Rail Authority and Federal Railway Administration, Fresno to Bakersfield Section: Draft Relocation Impact Report (2011).

Table 4.25 Cumulative Relocation Impacts

Project	No-Build Alternative	Alternative 1	Alternative 2	Comments
Thomas Roads Improvement Program Projects				
24th Street	No Impact	110 temporary construction easements (6.45 acres). 23 full parcel acquisitions and 29 partial parcel acquisitions.	95 temporary construction easements (6.30 acres). 23 full parcel acquisitions and 21 partial parcel acquisitions.	
Rosedale	No Impact	The grade separation would remove 13 industrial/ commercial uses. The grade separation would remove 1 nonconforming residential use.	N/A	Grade separation will be completed when/if funding becomes available - approximately 20 years.
Hageman Flyover	No Impact	One full acquisition would result in the displacement of one business.	N/A	
SR 178 Widening	No Impact	The acquisition of 52.4 acres would be required, but no residential or business relocations would be required.	N/A	
Morning Drive	No Impact	Approximately 5 acres of temporary easements for construction, and no residential or business relocations required.	N/A	
California High-Speed Rail				
BNSF Alternative	No Impact	239 households to be displaced, mostly located in northwest and northeast Bakersfield.	N/A	

Source: CHSRA 2012; Parsons 2012.

Whether these projects would compete for relocation resources would depend on the timing of those projects and the number of residential units that are displaced. The overall housing stock for Bakersfield is not anticipated to be substantially affected. As indicated, the residential units affected by the Centennial Corridor build alternatives constitute less than 0.3 percent of the existing housing stock in Bakersfield. These additional transportation projects would not add substantially to the total required. Construction of new housing stock, including single-family, condominium, and apartment units, is continuing throughout Bakersfield. This construction, which has slowed as a result of the current economic recession, would continue to add to the overall local housing stock. It is assumed that new as well as existing housing would be available to all of the displacees during the relocation period for the Centennial Corridor project.

4.4.3 Avoidance, Minimization, and Mitigation Measures

Mitigation measures C-4 and C-5 presented earlier will be implemented to minimize impacts that would occur as a result of the required acquisition of residential and business properties.

4.5 Environmental Justice

The concept of environmental justice stems from federal laws and policies developed to ensure that the civil rights of minority and low-income populations are protected and that the decision-making process for federally funded projects is free from discrimination. This project has been developed in accordance with Title VI of the Civil Rights Act of 1964, as amended, and Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." *Title VI* states that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Executive Order 12898 requires each federal agency (or its designee) to take the appropriate and necessary steps to identify and address "disproportionately high and adverse" effects of federal or federally funded projects on minority and low-income populations.

The following are the key principles of the United States Department of Transportation environmental justice strategy.

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The term minority is defined in US DOT Order 5610.2, updated May 2, 2012, as a person who is Black or African-American, Asian-American, American Indian and Alaska native, or Hispanic or Latino. The federal government considers race and Hispanic origin to be two separate and distinct concepts, so Census 2000 and 2010 use the Office of Management and Budget definition of Hispanic or Latino to be "a person of Cuban, Mexican, Puerto Rican, South or Central American, or other

Spanish culture or origin regardless of race."[28] The Council on Environmental Quality Environmental Justice Guidance states that minority populations should be identified when either of two criteria exists: (a) the minority population of the affected area exceeds 50 percent or (b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis.[29] It has become acceptable in planning studies that "meaningful greater" is represented by 10 percent or greater. Kern County and the City of Bakersfield serve as communities of comparison in identifying a minority population. These definitions may not apply in places where minority individuals are the majority of residents and income in some areas are unusually high, as is true of some places in California.

The U.S. Department of Health and Human Services establishes the poverty threshold on an annual basis. A low-income household is one that has a median household income at or below the U.S. Department of Health and Human Services poverty guidelines. The poverty guideline for a two-person household was used for census tracts that averaged between 1.1-2.0 persons per household; the guideline for a three-person household was used for 2.1-3.0 persons per household, and the four-person household guideline was used for 3.1-4 persons per household.[30] In 2010, the poverty threshold for a family of two, three, and four was $14,570; $18,310; and $22,050, respectively.

4.5.1 Affected Environment

The Federal Highway Administration requires a determination be made as to whether environmental justice populations may be affected by the project. An environmental justice community is a minority or low-income population, as described in the preceding subsection. The primary source for population data is the U.S. Census Bureau's decennial census. To protect privacy, the Census Bureau does not publish detailed house-by-house data, but instead compiles the information into larger geographic units. The Census Bureau publishes demographic data (e.g., race, age) and socioeconomic data (e.g., income, poverty levels). Block groups are aggregated at different levels (e.g., census tract, block, block group). Data published at the block group level are generally the size of several city blocks; therefore, they are often useful for representing the characteristics of a "community" identifying potential

[28] The category of "Some Other Race" was included in Census 2000 for the first time. Respondents who provided entries such as South African, Belizean, etc., or a Hispanic or Latino origin (e.g., Mexican, Puerto Rican) are included in the "Some Other Race" category.

[29] Council on Environmental Quality, *Environmental Justice Guidance under the National Environmental Policy Act*, December 10, 1997.

[30] The average household size within the Census tracts through which Alternatives A, B, and C would pass through are 2.9, 2.9, and 2.8, respectively.

environmental justice communities. However, Census 2010 income data for the project area are not currently available at the block group level, and are only available at the census tract level; therefore, income data for the affected project area are provided at that level.

This section identifies minority and low-income populations in the project area that would be subject to environmental justice analysis. The percentage of minorities and low-income populations for each alignment area is compared to the comparable information for the city and county. To be certain that no environmental justice community is overlooked, this process is repeated for individual areas.

As shown in Figures 1-4A through 1-4C, the project passes through portions of 12 census tracts from which socioeconomic data from the 2010 U.S. Decennial Census have been collected. Table 4.26 lists the census tracts and respective block groups for all three build alternatives, and provides the race and ethnic composition for each block group. The city of Bakersfield and Kern County serve as communities of comparison, and the race and ethnic composition for these two jurisdictions are also included in Table 4.26.

As shown in Table 4.26, the overall racial composition of the city of Bakersfield is approximately 46 percent Hispanic/Latino and approximately 38 percent white, with people of other races and ethnicities making up approximately 17 percent of the city population. The overall racial composition of Kern County is approximately 49 percent Hispanic/Latino and approximately 39 percent white, with people of other races and ethnicities making up approximately 12 percent of the remaining county population; therefore, the minority population makes up approximately 62 and 61 percent of the total populations of the city and county, respectively. The percentage of minority population in the City of Bakersfield and Kern County is higher than that of the state as a whole (41 percent) and the United States (36 percent). Note that, beginning with the 2000 Census, individuals were allowed to identify themselves as belonging to more than one race. Hispanics/Latinos, for example, may self-identify as white, black, Native American, or some other race, which may account for why in some categories the data may overlap.

Table 4.27 identifies the census tracts that overlap with each project alternative and provides the following information for each census tract: total number of households, average number of people per household, annual median household income, and the applicable poverty threshold set by the U.S. Department of Health and Human Services for year 2010. A low-income household is one that has a median household income at or below the U.S. Department of Health and Human Services poverty guidelines.

Table 4.26 Race and Ethnic Composition of the Population within Studied Census Block Groups

Geographic Area	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Other Race/Two or More Races	Hispanic or Latino of Any Race
City of Bakersfield	131,311	26,677	2,265	20,496	357	8,172	158,205
	38%	8%	1%	6%	0%	2%	46%
Kern County	323,794	45,377	5,893	33,100	995	17,439	413,033
	39%	5%	1%	4%	0%	2%	49%
California	21,453, 394	2,299,072	362,801	4,861,007	144,386	1,054,283	14,013,719
	58%	6%	1%	13%	<1%	3%	38%
United States	196,817,552	38,929,319	2,932,248	14,674,252	540,013	9,009,073	50,477,594
	64%	13%	<1%	5%	<1%	3%	16%
Alternative A							
Census Tract 5.07, Block Group 1	2,486	45	39	130	3	58	837
	69%	1%	1%	4%	0%	2%	23%
Census Tract 18.01, Block Group 3	1,062	216	3	94	3	67	675
	50%	10%	0%	4%	0%	3%	32%
Census Tract 18.02, Block Group 1	394	114	4	94	0	42	329
	40%	12%	0%	10%	0%	4%	34%
Census Tract 18.02, Block Group 3	526	28	8	23	0	30	420
	60%	7%	1%	4%	0%	2%	26%
Census Tract 19.01, Block Group 2	526	28	8	23	0	30	379
	53%	3%	1%	2%	0%	3%	38%
Census Tract 19.01, Block Group 3	329	44	10	14	0	28	354
	42%	6%	1%	2%	0%	4%	45%
Census Tract 19.02, Block Group 3	374	45	7	27	1	17	399
	43%	5%	1%	3%	0%	2%	46%
Census Tract 20.00, Block Group 3	118	517	7	84	0	44	1,031
	7%	29%	0%	5%	0%	2%	57%
Census Tract 26.00, Block Group 3	142	186	7	19	2	28	829
	12%	15%	1%	2%	0%	2%	68%
Census Tract 27.00, Block Group 1	235	47	15	29	0	10	448
	30%	6%	2%	4%	0%	1%	57%
Census Tract 27.00, Block Group 4	256	41	2	19	1	14	422
	34%	5%	0%	3%	0%	2%	56%
Census Tract 27.00, Block Group 5	249	29	7	21	0	26	638
	26%	3%	1%	2%	0%	3%	66%
Census Tract 28.12, Block Group 1	510	119	19	18	0	29	561
	41%	9%	2%	1%	0%	2%	45%
Census Tract 28.12, Block Group 2	595	82	11	11	0	30	432
	51%	7%	1%	1%	0%	3%	37%
Census Tract 28.12, Block Group 3	445	324	14	31	3	52	1,070
	23%	17%	1%	2%	0%	3%	55%
Census Tract 28.13, Block Group 1	547	82	3	37	0	15	503

Table 4.26 Race and Ethnic Composition of the Population within Studied Census Block Groups

Geographic Area	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Other Race/Two or More Races	Hispanic or Latino of Any Race
	46%	7%	0%	3%	0%	1%	42%
Census Tract 38.12, Block Group 2	1,057	92	16	144	3	48	479
	57%	5%	1%	8%	0%	3%	26%
Grand Total	**10,304**	**2,126**	**191**	**854**	**18**	**569**	**9,806**
	43%	**9%**	**1%**	**4%**	**0%**	**2%**	**41%**
Alternative B (Preferred Alternative)							
Census Tract 5.07, Block Group 1	2,486	45	39	130	3	58	837
	69%	1%	1%	4%	0%	2%	23%
Census Tract 18.01, Block Group 2	1,002	166	20	64	4	48	1,025
	43%	7%	1%	3%	0%	2%	44%
Census Tract 18.01, Block Group 3	1,062	216	3	94	3	67	675
	50%	10%	0%	4%	0%	3%	32%
Census Tract 18.02, Block Group 1	394	114	4	94	0	42	329
	40%	12%	0%	10%	0%	4%	34%
Census Tract 19.01, Block Group 2	526	28	8	23	0	30	379
	53%	3%	1%	2%	0%	3%	38%
Census Tract 19.01, Block Group 3	329	44	10	14	0	28	354
	42%	6%	1%	2%	0%	4%	45%
Census Tract 19.02, Block Group 3	374	45	7	27	1	17	399
	43%	5%	1%	3%	0%	2%	46%
Census Tract 20.00, Block Group 3	118	517	7	84	0	44	1,031
	7%	29%	0%	5%	0%	2%	57%
Census Tract 26.00, Block Group 3	142	186	7	19	2	28	829
	12%	15%	1%	2%	0%	2%	68%
Census Tract 27.00, Block Group 1	235	47	15	29	0	10	448
	30%	6%	2%	4%	0%	1%	57%
Census Tract 27.00, Block Group 4	256	41	2	19	1	14	422
	34%	5%	0%	3%	0%	2%	56%
Census Tract 27.00, Block Group 5	249	29	7	21	0	26	638
	26%	3%	1%	2%	0%	3%	66%
Census Tract 28.12, Block Group 1	510	119	19	18	0	29	561
	41%	9%	2%	1%	0%	2%	45%
Census Tract 28.12, Block Group 2	595	82	11	11	0	30	432
	51%	7%	1%	1%	0%	3%	37%
Census Tract 28.13, Block Group 1	547	82	3	37	0	15	503
	46%	7%	0%	3%	0%	1%	42%
Census Tract 38.12, Block Group 2	1,057	92	16	144	3	48	479
	57%	5%	1%	8%	0%	3%	26%
Grand Total	**9,882**	**1,853**	**178**	**828**	**17**	**534**	**9,341**
	44%	**8%**	**1%**	**4%**	**0%**	**2%**	**41%**

Table 4.26 Race and Ethnic Composition of the Population within Studied Census Block Groups

Geographic Area	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Other Race/Two or More Races	Hispanic or Latino of Any Race
Alternative C							
Census Tract 5.07, Block Group 1	2,486	45	39	130	3	58	837
	69%	1%	1%	4%	0%	2%	23%
Census Tract 17.00, Block Group 4	365	22	7	7	1	28	232
	55%	3%	1%	1%	0%	4%	35%
Census Tract 18.01, Block Group 1	383	151	7	42	4	26	517
	34%	13%	1%	4%	0%	2%	46%
Census Tract 18.02, Block Group 1	394	114	4	94	0	42	329
	40%	12%	0%	10%	0%	4%	34%
Census Tract 19.01, Block Group 2	526	28	8	23	0	30	379
	53%	3%	1%	2%	0%	3%	38%
Census Tract 19.01, Block Group 3	329	44	10	14	0	28	354
	42%	6%	1%	2%	0%	4%	45%
Census Tract 19.02, Block Group 3	374	45	7	27	1	17	399
	43%	5%	1%	3%	0%	2%	46%
Census Tract 20.00, Block Group 3	118	517	7	84	0	44	1,031
	7%	29%	0%	5%	0%	2%	57%
Census Tract 26.00, Block Group 3	142	186	7	19	2	28	829
	12%	15%	1%	2%	0%	2%	68%
Census Tract 27.00, Block Group 1	235	47	15	29	0	10	448
	30%	6%	2%	4%	0%	1%	57%
Census Tract 27.00, Block Group 4	256	41	2	19	1	14	422
	34%	5%	0%	3%	0%	2%	56%
Census Tract 27.00, Block Group 5	249	29	7	21	0	26	638
	26%	3%	1%	2%	0%	3%	66%
Census Tract 28.12, Block Group 1	510	119	19	18	0	29	561
	41%	9%	2%	1%	0%	2%	45%
Census Tract 28.13, Block Group 1	547	82	3	37	0	15	503
	46%	7%	0%	3%	0%	1%	42%
Census Tract 38.12, Block Group 2	1,057	92	16	144	3	48	479
	57%	5%	1%	8%	0%	3%	26%
Grand Total	**7,971**	**1,562**	**158**	**708**	**15**	**443**	**7,958**
	42%	**8%**	**1%**	**4%**	**0%**	**2%**	**42%**

Note: percentage number is rounded to the nearest one.
Source: American FactFinder, U.S. Census Data Summary File 1 – Tables QTP4 and P4 – 2010 Census Data.

Table 4.27 Year 2010 Median Income Data for Affected Census Tracts

Geographic Area	Total Occupied Households	Average Persons per Household	Median Household Income (dollars)	2010 Poverty Guideline[31]
Alternative A and B				
Census Tract 5.07	1,283	2.9	$78,188	$18,310
Census Tract 18.01	2,040	3.0	$46,107	$18,310
Census Tract 18.02	2,134	2.5	$64,839	$18,310
Census Tract 19.01	1,318	2.8	$41,500	$18,310
Census Tract 19.02	1,825	2.8	$38,018	$18,310
Census Tract 20.00	2,205	3.3	$20,513	$22,050
Census Tract 26.00	931	3.5	$33,092	$22,050
Census Tract 27.00	1,721	3.4	$47,668	$22,050
Census Tract 28.12	2,065	2.4	$27,955	$18,310
Census Tract 28.13	1,652	2.7	$31,604	$18,310
Census Tract 38.12	1,633	2.7	$61,339	$18,310
Total or Average	18,807	2.9	$44,620	-
Alternative C				
Census Tract 5.07	1,283	2.9	$78,188	$18,310
Census Tract 17.00	1,907	2.0	$50,525	$14,570
Census Tract 18.01	2,040	3.0	$46,107	$18,310
Census Tract 18.02	2,134	2.5	$64,839	$18,310
Census Tract 19.01	1,318	2.8	$41,500	$18,310
Census Tract 19.02	1,825	2.8	$38,018	$18,310
Census Tract 20.00	2,205	3.3	$20,513	$22,050
Census Tract 26.00	931	3.5	$33,092	$22,050
Census Tract 27.00	1,721	3.4	$47,668	$22,050
Census Tract 28.12	2,065	2.4	$27,955	$18,310
Census Tract 28.13	1,652	2.7	$31,604	$18,310
Census Tract 38.12	1,633	2.7	$61,339	$18,310
Total or Average	20,714	2.8	$45,112	-
City of Bakersfield	111,132	3.1	$53,997	$18,310
Kern County	254,610	3.2	$47,089	$18,310

Source: U.S. Census, 2010, ACS 5-Year Estimate 2006-2010, DP-03, S1101, DP04.

The study area for each build alternative has an average household size of approximately two to four people. The income data presented in Table 4.27 indicate that Census Tract 20.00 has a median income below the federal poverty guideline. Table 4.27 lists the median household income for the city of Bakersfield ($53,997) and Kern County ($47,089), both which are well above the poverty line set by the U.S. Department of Health and Human Services. Based on the data provided in

[31] The federal poverty line or level is issued each year by the Department of Health and Human Services and is used for determining financial eligibility for certain federal programs, including Medicare, Family Planning Services, and the Community Food and Nutrition Program, among others. They are a simplified version of the Census Bureau's poverty thresholds and the same for the 48 contiguous states. Neither the Census Bureau nor the Department of Health and Human Services (HHS) tabulates the number of people below the HHS poverty guidelines. The best approximation for the number of people below the HHS poverty guidelines in a specific area would be the number of persons below the Census Bureau poverty thresholds in that area. Information from the Department of HHS, Office of the Assistant Secretary for Planning and Evaluation. Accessed at: www.aspe.hhs.gov/poverty on February 10, 2012.

Tables 4.26 and 4.27, the composition of the potentially affected local populations for each build alternative is described below.

Alternative A

As shown in Figure 1-4A of Chapter 1 and listed in Table 4.26, Alternative A passes through 17 block groups, which together contain a population that is approximately 43 percent white, 41 percent Hispanic/Latino, and 9 percent African American, with people of other race and ethnicity categories comprising the remaining 7 percent of the population. As a whole, the 17 block groups that contain the Alternative A alignment comprise a minority population of approximately 57 percent, which is lower than the minority population in the city and county, estimated at approximately 63 and 61 percent, respectively.

When four Census block groups are broken out from the totals identified above, they would be considered environmental justice communities because the proportion of minorities exceed city and county averages by 10 percent or more. The environmental justice Block Groups, which are shown in Figure 1-4A are:

- Census Tract 20.00, Block Group 3 (93 percent minority). This area also has a median income below the poverty guideline.
- Census Tract 26.00, Block Group 3 (88 percent)
- Census Tract 27.00, Block Group 5 (75 percent)
- Census Tract 28.12, Block Group 3 (78 percent)

Alternative A passes through 11 census tracts that together contain 18,807 households, with an average household size of approximately three people. The annual median household income for this area is $44,620 compared with $53,997 in the city and $47,089 in the county, which have an average household size of approximately three people; therefore, the study area for Alternative A would not be considered a low-income community because the average income of residents is well above the federal poverty level. However, as noted above, Census Tract 20.00 Block Group 3 qualifies as a low-income area when considered independently of the rest of the alignment area.

Alternative B (Preferred Alternative)

As shown in 1-4B of Chapter 1 and listed in Table 4.26, Alternative B passes through 16 block groups that together contain a population that is approximately 44 percent

White, approximately 41 percent Hispanic/Latino, and approximately 8 percent African American, with people of other race and ethnicity categories comprising approximately 7 percent of the remaining population. As a whole, the Alternative B study area population is approximately 56 percent minority, which is lower than the minority population in the city and county, estimated at 63 and 61 percent, respectively.

The Alternative B study area would pass through three of the same census block groups as Alternative A that would be considered environmental justice communities, including:

- Census Tract 20.00, Block Group 3. This area also has a median income below the poverty guideline.
- Census Tract 26.00, Block Group 3, and
- Census Tract 27.00, Block Group 5.

Alternative B (Preferred Alternative) passes through 11 census tracts that together contain 18,807 households, with an average household size of approximately three people. The median household income for this area is $44,620, compared with $53,997 for the city and $47,089 for the county; therefore, the Alternative B study area would not be considered a low-income population because the average income of residents is well above the federal poverty threshold. However, as noted above, Census Tract 20.00 Block Group 3 qualifies as a low-income area when considered independently of the rest of the alignment area.

Alternative C

As shown in 1-4C of Chapter 1 and listed in Table 4.26, Alternative C passes through 15 block groups that together contain a population that is approximately 42 percent White, approximately 42 percent Hispanic/Latino, and approximately 7 percent African American, with people of other race and ethnicity categories comprising approximately 8 percent of the remaining population. The Alternative C study area population is approximately 57 percent minority, which is lower than the minority population in the city and county, estimated at 63 and 61 percent, respectively.

The Alternative C study area would also pass through the same three census block groups that would be considered environmental justice communities as those listed above under Alternative A and B above. In addition, most of the residential

relocations within Alternative C are concentrated in a single census tract block group (Census Tract 18.01 Block Group 1) that has an African-American population more than 60 percent higher than the city average and more than 2½ times the county average. Because so many residential relocations are concentrated in this single block group, it is treated as an environmental justice community.

Alternative C passes through 12 census tracts that together contain 20,714 households, with an average household size of 2.8 people. The annual median household income for this area is $45,112, compared with $53,997 and $47,089 in the city and county, respectively; therefore, the Alternative C study area would not be considered an environmental justice community because the average income of residents is well above the federal poverty threshold. However, as noted above, Census Tract 20.00 Block Group 3 qualifies as a low-income area when considered independently of the rest of the alignment area.

Outreach to Minority and Low-income Populations

Executive Order 12898 requires federal agencies to ensure effective public participation and access to information. Consequently, a key component of compliance with Executive Order 12898 is outreach to the potentially affected minority and/or low-income population to discover issues of importance that may not otherwise be apparent.

As described in detail in Chapter 6, the project has implemented a public involvement program that has thus far included several public meetings, neighborhood meetings, focus groups, interviews, and a neighborhood survey. Both neighborhood meetings and focus group meetings were held in various locations in the project area. All locations for community meetings have been ADA (American with Disabilities Act) accessible. While each meeting conducted was open to all members of the public, some meetings were held in areas that had nearby populations with low median incomes and were composed of mostly minority populations, including the following:

- July 24, 2008, at 19 Morrison Street in Westpark/Southwest Bakersfield area – 13 residents attended, along with 7 project staff members and 1 Spanish translator;
- August 9, 2008, at Saunders Park in Westpark – 5 people were in attendance, along with 6 project staff members, 1 of whom was certified as Spanish bilingual;

- August 9, 2008, at Geo Drilling Fluids in East Bakersfield – 6 people attended the meeting, along with 6 project staff members, 1 of whom was certified as Spanish bilingual;
- August 9, 2008, at First United Methodist Church in the Westpark/Southwest Bakersfield community – 21 individuals attended, along with 5 project staff members; and
- August 16, 2008, on N. Stine in Southwest Bakersfield – 12 individuals attended, as well as 5 project staff members.

Meeting announcements were in both English and Spanish, and meeting materials (including hand-outs and neighborhood surveys) were available in both languages. Spanish-speaking staff also attended all meetings to ensure that those who prefer to speak Spanish would be able to learn about the project and ask questions of the staff. Since 2008, there have been several meetings conducted by the project staff and the Citizens' Advisory Group. All members of the community, including low-income and/or minority groups, were encouraged to participate (see Chapter 6, Public Involvement).

4.5.2 Environmental Consequences

In this section the analysis will present the benefits and adverse impacts in relationship to the overall community and environmental justice neighborhoods. Because there was redundancy in the discussion, report authors and reviewers believed a holistic approach to the Consequences made more sense. The purpose of this comparison is to determine if there is a disproportionate impact on the environmental justice neighborhoods (i.e. neighborhoods that contain higher percentage of minority and low- income populations when compared to the comparable information for the city and county). Based on the Department of Transportation Order to address environmental justice in minority populations and low-income populations, disproportionately high and adverse effect on minority and low- income populations means an adverse effect that: (1) is predominately borne by a minority population and/or a low- income population, or (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Development for the Centennial Corridor is being carried out to ensure that the following environmental justice strategies set forth by the United States Department of Transportation are followed:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;

- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and

- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

As described above, the study areas for Alternatives A, B, and C contain five census block groups that meet the criteria for considering them to be environmental justice communities as contemplated by Executive Order 12898. Executive Order 12898 requires each federal agency (or its designee) to take the appropriate and necessary steps to identify and address "disproportionately high and adverse" effects of proposed projects on the health or environment of minority and low-income populations. Further statistical analysis was required to determine if Alternative C would have a disproportionate impact on African-Americans in Census Tract 18.01 Block Group 1 or in Alternative C as a whole. A result greater than two standard deviations from the mean (or average) is considered statistically significant, indicating a disparate impact. Using the city average of 8 percent African-American population, a disparate impact is not indicated either at the full Alternative C level (standard deviation of 1.497) or at the block group level (standard deviation of 1.961). A disparate impact is indicated when the county average of 5 percent African-American population is used both at the full Alternative C level (standard deviation of 3.568) and at the block group level (standard deviation of 3.644). Alternative C is in the City of Bakersfield, so using the city average African-American population of 8 percent is more accurate than the results using the county average of 5 percent.the county results, however, demonstrate the importance of considering Census Tract 18.01 Block Group 1 an environmental justice neighborhood. Appendix D contains the Standard-Deviation Report for Census Tract 18.01 Block Group 1.

Since the project serves both intraregional and interregional transportation, the transportation benefits would be equally available to all residents of the County. For example, all (including transit users, pedestrians, and bicyclists) would benefit from less congested streets. Private vehicles and public transportation would benefit from the continuous east-west route.

The following subsections provide a comparison of key project impacts on the environmental justice neighborhoods vs. non-environmental justice neighborhoods to substantiate the above findings.

Relocations

The number of residential relocations provides a good sense of the direct impacts of the project on environmental justice populations by comparing the number of required relocations between the environmental justice neighborhoods and the non-environmental justice neighborhoods. For example, the combined relocations of residential and commercial properties under Alternative A in the four environmental justice neighborhoods would be 36 compared to 447 relocations in the non-environmental justice neighborhoods. Similarly, Alternative B (Preferred Alternative) would have 7 relocations within environmental justice neighborhoods compared to 424 relocations in non-environmental justice neighborhoods and Alternative C would have 88 relocations within environmental justice neighborhoods compared to 243 relocations in non-environmental justice neighborhoods. However, when residential relocations are broken out, most of the relocations of Alternative C would be from environmental justice neighborhoods, including about 90 percent of the single family homes that would be displaced. This demonstrates that the magnitude of impacts is not appreciably more severe or greater on the environmental justice communities as compared to the non-environmental justice communities, nor is the impact predominantly borne by the environmental justice community. Moreover, in Census Tracts 20.00, Block Group 3 and 26.00, Block Group 5, located east of Chester Avenue, comprising areas common to all build alternatives containing the greatest concentration of environmental justice populations, the proposed project work would involve few property acquisitions and mostly be undertaken within the existing right-of-way.

Air Quality

There has been some concern of the potential effects from air pollutant emissions on sensitive receptors serving neighborhoods located adjacent to the build alternative alignments, such as schools, day-care facilities, and senior centers (see Figure 4-5). Those facilities located within close proximity (within a 500-foot distance) of each build alternative alignment are identified below:

- Little Red School House Daycare (located on the Alternative B alignment and about 1,700 and 3,500 feet from Alternative A and C alignments, respectively). This school would be relocated if Alternative B is selected.

- Child Haven Preschool (located more than 500 feet from the Alternative A and B alignments, and about 1,000 feet from the Alternative C alignment).
- Caring Corner Day Care Center (located about 300 feet from SR-99 for all build alternative alignments.
- Five Star Care Center (located about 140 feet from Alternatives A and B and 110 feet from Alternative C).
- Healthsouth Bakersfield Rehabilitation Hospital (located about 500 and 1,400 feet from the Alternative B and C alignments and over 2,000 feet from the Alternative A alignment).
- Bakersfield Family Medical (located about 500 and 1,900 feet from the Alternative B and C alignments and over 2,000 feet from the Alternative A alignment).
- Stockdale Podiatry (located 200 and 150 feet from the Alternative A and C alignments). This outpatient facility provides foot treatment and is for outpatients; therefore, it is not considered a sensitive receptor to air pollutants.
- Kaiser Permanente – Stockdale Medical Office (located adjacent to Alternative A alignment and 105 feet from the Alternative B alignment,and over 500 feet away from the Alternative C alignment). This facility contains medical clinics with no inpatient care; therefore, it is not considered a sensitive receptor to air pollutants.
- Stockdale Christian School—(375 feet from the Alternative B alignment, and about 2,000 feet away from Alternatives A and C).
- Assembly Manor—a senior housing facility (located within 500 feet of the Alternative B alignment, and approximately 2,000 feet away from the alignments of Alternatives A and C).

The only sensitive community receptor that is within neighborhoods with environmental justice populations is the Caring Corner Day Care Center, located east of SR 99. The roadway improvement at this location involves sidewalk relocation for Alternatives A and B with no work under Alternative C. No effect to the business conducted at that location would occur. Based on the results of air quality analysis, none of the community-oriented facilities identified above would be substantially

affected by air pollutant concentrations. One neighborhood park, Saunders Park, situated west of Oak Street and State route 99, and a portion of which is within the alternative C alignment, is located adjacent to an environmental justice community. No other neighborhood parks are located within the Centennial Corridor build alternatives.

Air quality has both regional and local components. On a regional scale, there would be no impacts borne predominantly by low-income and/or minority populations and the effects of emissions from transportation sources would be experienced equally across the air basin.

On a local scale within the Centennial Corridor built alternative alignments, similarly, there would be no impacts borne predominantly or more severely by low-income and/or minority populations. Using carbon monoxide as an example, the analysis has determined that of the 10 intersections analyzed, four are located near the four environmental justice census block groups: California Avenue/Stockdale Highway, Stine Road/Stockdale Highway, Real Road/Stockdale Highway and H Street/Brundage Lane. None of the calculated concentrations were above the established federal or state standards and all have been shown to be approximately equivalent in absolute value. A hot spot analysis was also performed to predict the level of impacts from particulate matter (PM_{10} and $PM_{2.5}$) as a result of traffic operations. The results show that the project would not contribute to a violation of standards, add to existing violations of standards, or delay timely attainment of the relevant standards. In the case of mobile source air toxics, emissions estimates for the project opening year (2018) and the horizon operational year (2038) indicate substantial reductions in all locations analyzed (Rosedale Highway between Allen Road and SR 99, Stockdale Highway between Allen Road and H Street, California Avenue between Stockdale Highway and SR 99, SR 99 between Airport Drive and White Lane), except for the Westside Parkway between Allen Road and SR 99, and SR 58 between SR 99 and Cottonwood. Although these two segments of roadway pass through the environmental justice communities, no hospitals, schools, or daycare facilities are located within 500-feet of the freeway within the respective environmental justice communities.

The Caring Corner Day Care Center, which is about 300 feet from SR 99 and is in the environmental justice community, would experience a reduction in the mobile source air toxics. The reductions are due in large part to the improvements in automotive

technology resulting from scheduled regulatory requirements and the redirection of traffic once the new freeway is established.

Therefore, the analysis indicates that the effects from air pollution concentrations on low-income and minority populations in the study area compared with non-low-income and/or minority populations would be the same. Therefore, there would be no impacts borne predominantly by low-income and/or minority populations, and, consequently, no disproportionate or high and adverse effects on environmental justice populations, pursuant to Executive Order 12898.

Service-oriented Facilities

As identified in the Relocation Section of this report, the following service-oriented facilities would be subject to either partial or full acquisition:

Alternative A

- Better Way Services (Mental Health Counseling) (Full Acquisition)
- PathPoint (Training for young adults with developmental or other disabilities) (Full Acquisition)
- Farmworker Institute for Education and Leadership Development (Full Acquisition)

Alternative B (Preferred Alternative)

- Healthsouth Bakersfield Rehabilitation Hospital (Partial Acquisition)

Alternative C

- Kern County Department of Human Services (Full Acquisition)

Of the above facilities, PathPoint and the Farmworker Institute for Education and Leadership Development are located adjacent to Tract 28.12 Block Group 3, which is identified as an environmental justice neighborhood. If Alternative A is selected, these facilities would be relocated to the area within the same Block Group to minimize the impacts to the community members using services from these two facilities.

Transportation and Accessibility

Local street modifications would be required under each alternative. Road closures at nine locations along each of the Alternatives A and B alignments would be required. Of these, only one road closure under Alternative A is located within the

environmental justice communities. Moreover, alternative routes for local access are provided for all the alternatives. No existing transit routes currently operate on the streets proposed for permanent closure/modification; therefore, there would be no direct effects to transit service due to road modifications or closures. Traffic diverted to local streets as a result of any build alternative would not substantially impact transit services.

Each of the build alternatives is designed to maintain existing pedestrian and bicycle travel ways to the extent feasible. Bike routes would be a component of planned Centennial Corridor overcrossings and undercrossings where existing and/or planned routes exist. No local through street access is proposed to be terminated under Alternative C; thus, pedestrian, bicycle, and vehicle accessibility to schools and existing connectivity between neighborhoods and schools would be maintained as is. However, Alternatives A and B would require street closures, which would change local access patterns and, in some cases, potentially lengthen travel distances to community facilities for some pedestrians and cyclists. The impacts to pedestrian and bicycle facilities would not disproportionately affect a minority or low-income community. Therefore, neither would there be impacts predominantly borne by low-income and/or minority populations, nor would those effects be more severe on such groups.

Construction Impacts

As described in Section 4.1.2, during the period of construction detours and delays to local residents, particularly to those residing in neighborhoods in which the build alternative traverses, access between the various areas and other parts of the City would continue to be provided. At times, this may mean that local traffic may have to utilize alternate routes to avoid construction zones, forcing residents of the area to utilize more circuitous routes to reach their preferred destination, whether it is home, work, or a neighborhood facility offering shopping or other services. These impacts would be temporary.

Construction impacts would include temporary increases in noise and dust, visual changes, and traffic congestion related to temporary road closures or detours. Emergency vehicle access for police and fire protection services would be maintained at all times. Law enforcement, fire, and emergency services could experience slightly longer response times because of construction-related road closures, detours, and increased traffic congestion in some locations. Implementation of the Traffic

Management Plan during the construction period would avoid or minimize these impacts to acceptable levels.

The aforementioned construction impacts would be temporary and would not disproportionately affect a low-income or minority population.

4.5.3 Avoidance, Minimization, and Mitigation Measures

Based on the above discussion and analysis, Alternatives A, B, and C would not cause disproportionately high and adverse effects on minority or low-income populations as per Executive Order 12898 and no mitigation is required. Implementation of minimization and mitigation measures outlined elsewhere in this report would minimize impacts on all the local communities, including low-income and minority neighborhoods.

Chapter 5 Traffic/Transportation/Pedestrian/ Bike Facilities

Changes in transportation systems may affect the safety of persons as they go through their daily lives in their neighborhoods or places of work. This section describes the existing and planned transportation system within the project study area, including the roadway network, transit services, and bicycle and pedestrian facilities.

5.1 Affected Environment

Local and Regional Access

The Interregional Transportation Strategic Plan (Caltrans, 1998) identifies SR 58 as a high-capacity, high level of service, east-west facility that provides significant goods and freight movement connections between I-5 and SR 99 in the San Joaquin Valley. SR 58 provides an important link to several other important goods movement corridors, including I-15 and I-40. The Strategic Plan identifies this route as a "Transportation Gateway of Major Statewide Significance." The project corridor is also identified as part of a "High Emphasis Focus Route" in the Interregional Road System and a "Priority Global Gateway" east of I-5 for goods movement in the Global Gateways Development Program.[32]

Three state highways form the backbone of the metropolitan Bakersfield highway system: SR 99, SR 58, and the western segment of SR 178.

- SR 99, the major Central Valley north-south connector in California, provides a connection between the two legs of SR 58 (Rosedale Highway and SR 58 East). SR 99 connects the north and south parts of the city with downtown Bakersfield. It also links the major population centers of the Central Valley and facilitates the transportation of goods in and out of the valley. SR 99 is an eight-lane freeway from north of Airport Drive to south of Ming Avenue, and six lanes elsewhere. Severe peak-hour traffic congestion is typical along the 2-mile-long combined segment of SR 99 and SR 58 in central Bakersfield.

- SR 58 traverses Bakersfield to provide the most direct connection between I-40 and I-5. In this regard it is a primary trucking route between northern California and the southern United States. It is heavily travelled by commercial trucks, local delivery

[32] Caltrans, Interregional Transportation Strategic Plan, "A Plan to Guide development of the Interregional Transportation System." June, 2004.

trucks, and commuters due to its direct access to many commercial and industrial communities. However, SR 58 has major continuity and connectivity as mentioned above.

- SR 178 is an east-west facility that provides connectivity to downtown Bakersfield from east Bakersfield via SR 99. This highway extends east from SR 99 through Bakersfield to Lake Isabella.

The metropolitan Bakersfield roadway system is laid out in a typical north-south and east-west grid pattern. The Kern River affects local and regional transportation access conditions within Bakersfield. In addition, there are some major route continuity and connectivity issues that affect east-west travel on SR 58. These conditions are described below.

Traffic Circulation Barrier. The Bakersfield area is bisected by the Kern River, creating a limitation for east-west traffic movement as there are only few routes that span the river, such as Olive Drive, Stockdale Highway, and Rosedale Highway/24th Street. SR 99 also attracts some local north-south movements because it crosses the river. As a consequence, the river crossings on these roads and highways carry more traffic than they otherwise would without the river barrier.

Varying Highway Standards. SR 58 has been built to varying standards in the City of Bakersfield and adjoining unincorporated areas. From just west of SR 99 extending east, existing SR 58 (East) is built as a freeway. Moving west from SR 99, SR 58 resumes as an east-west local highway. Farther west, an 8-mile segment of SR 58 extending between SR 43 west of Bakersfield and the I-5 interchange is designed as a rural local roadway. As a consequence, motorists cumulatively lose a substantial amount of time shifting between freeways and congested surface streets.

Disjointed Route. From the interchange with SR 99 to the north, SR 58 is offset where it shares the same north-south alignment with SR 99. At SR 43, SR 58 is again offset, in this case 1-mile to the north. Current conditions requiring motorists to transition on and off congested SR 99, and again at Enos Lane, are very inefficient.

There are no controlled-access highways on the west side of Bakersfield. Commuters travelling in an east-west direction primarily use Seventh Standard Road, Olive Drive, Rosedale Highway, Stockdale Highway, Panama Lane, or Taft Highway.

Circulation and Congestion

Under existing conditions, SR 58 does not meet the capacity needs of the area. Motorists cumulatively lose a substantial amount of time shifting between freeways and congested surface streets. Users of SR 58 currently experience travel delays from stop and signal controlled local streets. This is especially true on the 12-mile Rosedale Highway segment between SR 43 and SR 99.

Table 5.1 shows the existing daily volumes on SR 99 and SR 58 within the study area. Based on the ratio of traffic volume to the design capacity of the facility, level of service is expressed as a range from level of service (LOS) A (free traffic flow with low volumes and high speeds resulting in low densities) to LOS F (traffic volumes exceed capacity and result in forced flow operations at slow speeds resulting in high densities). At LOS E or higher, the theoretical capacity of a road is considered to be exceeded.

Table 5.1 Existing Traffic Conditions on State Routes 99 and 58

Freeway	Segment	Lanes	ADT (vpd)	DHV (pcphpl)	LOS
SR 99	White Lane to Ming Avenue	6	116,000	1,827	D
	Ming Avenue to SR-58	8	133,000	1,571	C
	SR-58 to California Avenue	8	148,000	1,748	D
	California Avenue to Rosedale Highway	8	148,000	1,748	D
	Rosedale Highway to Airport Drive	8	116,000	1,370	C
SR 58	SR-99 to H Street	4	79,000	1,973	D
	H Street to Union Avenue	4	80,000	1,998	D
	Union Avenue to Cottonwood Road	4	81,000	2,023	D

Source: Fehr & Peers, 2009; Notes: ADT (average daily traffic) volume is reported in vehicles per day (vpd). DHV (design hourly volume) is reported in passenger cars per hour per lane (pcphpl).

Table 5.2 summarizes the traffic accident data between August 2007 and March 2010 compiled by the California Department of Transportation Traffic Accident Surveillance and Analysis System for SR 58 and SR 99. On both freeways within the segments shown, the average total accident rates were greater than rates for similar freeways in California.

Table 5.2 Accident History for State Routes 58 and 99

Freeway	Location	Total Accidents	Total Fatalities	Actual Accident Rate*			Average Accident Rate*		
				Fatal	F+I	Total	Fatal	F+I	Total
SR 58	PM T52.13 to PM R55.40	373	2	0.008	**<u>0.41</u>**	**<u>1.46</u>**	0.010	0.28	0.86
SR 99	PM 22.10 to PM 24.60	533	3	0.008	**<u>0.41</u>**	**<u>1.50</u>**	0.011	0.33	1.07

Source: Caltrans, District 06, 2011. Notes: **Bold** and <u>underline</u> font indicates actual accident rates that are greater than the statewide average for similar facilities. * The accident rate is accidents per million vehicle-miles. The fatal, fatal + injury and total accident rates are listed.

Parking

Much of the Segment 1 study area is characterized by typical suburban residential neighborhoods, with on-street and off-street parking in residential areas and usually plentiful off-street surface parking at commercial lots. Parking conditions vary along major arterials within the study area, as shown in Table 5.3.

Park and ride lots are used to encourage carpooling. There is an existing park and ride lot, with 49 parking spaces, located west of SR 99 and south of Stockdale Highway.

Table 5.3 Parking Conditions

Arterial Street	Street Segment	Parking Conditions
East-West Streets		
Truxtun Avenue	Coffee Road to Oak Street	No on-street parking
	East of Oak Street to Union Avenue	On-street parking allowed
New Stine Road	Stockdale Highway to Ming Avenue	No on-street parking allowed
California Avenue	Stockdale Highway to Oak Street	No designated on-street parking allowed
	East of Oak Street	Parallel on-street parking allowed for some of the small businesses and at Bakersfield High School
Stockdale Highway/ Brundage Lane	Stockdale Highway	No on-street parking
	Brundage Lane	Parking allowed along some segments
Ming Avenue	West of SR 99 and between SR 99 and Hughes Lane	No on-street parking allowed
	East of Hughes Lane	Parallel on-street parking exists along most segments
North-South Streets		
Allen Road	Kern River to Ming Avenue	Some on-street parking allowed
Old River/Calloway Drive	All	No on-street parking allowed
Gosford Road/Coffee Road	All	No on-street parking allowed
Oak Street/Wible Road	Oak Street (north of Stockdale Highway)	No on-street parking allowed
	Wible Road south of Planz Road	On-street parking allowed both sides of road
	Wible Road north of Planz Road	On-street parking allowed along some stretches
Chester Avenue	Golden State Avenue to Truxtun Avenue	On-street parking allowed both sides of avenue
	Truxtun Avenue to Brundage Lane	Time-restricted parking on both sides of avenue
	South of Brundage Lane	Parking exists on both sides of frontage road
Union Avenue	24th Street to Brundage Lane	No on-street parking allowed along most segments
	Brundage Lane to Ming Avenue	Parking allowed along some segments

Source: Parsons, Draft Traffic Study Report for the Centennial Corridor Project, November 2012.

Public Transportation

Public transit service in the Bakersfield Metropolitan area is provided by the Golden Empire Transit District (GET), Consolidated Transportation Service Agency, Kern Regional Transit Division, Amtrak and Greyhound. Four transit centers are located within the study area: Downtown Transit Center, Southwest Transit Center, Bakersfield Greyhound Station and Bakersfield Amtrak Station. Figure 5-1 identifies the GET routes within the study area.

GET is by far the largest transit provider in Bakersfield, serving approximately 24,000 people each week. With more than 71.2 million boardings per year, the GET system serves an area of 60 square miles with a fleet of 81 buses and 19 GET-A-Lift buses. All buses are equipped with bike racks and wheelchair lifts.[33] Fares are generally quite low, with discounts available for seniors, people with disabilities, and youth. The lines running through downtown run approximately at 20 to 30 minute intervals, though some lines in the project study area run on an hourly basis.

In the project area, GET Routes 11 and 14 provide east-west service. Route 11 travels along Stockdale Highway, extending between Stockdale Village (located at California Avenue and Stockdale Highway) and California State University (CSU) Bakersfield. The route then extends south to Ming Avenue, providing east-west service to SR 204 (Union Avenue), and then traverses across the city via Union Avenue and various streets to an eastern terminus at Bakersfield College. Route 14 provides service between downtown and CSU Bakersfield via Rosedale Highway.[34]

In addition, Kern Regional Transit Division provides transit services to unincorporated cities within Kern County. Some of the routes offer service between Bakersfield and the surrounding rural communities.[35]

A recent survey conducted by GET revealed that 56 percent of its passengers have no other mode of transportation, relying almost entirely on the bus service.[36] Overall, 10 percent of households in Kern County do not have access to a vehicle. The survey

[33] Golden Empire Transit (GET) 2012. Transit website accessed on January 25, 2012 at www.getbus.org/about.
[34] Golden Empire Transit (GET) 2012. Transit website accessed on January 25, 2012 at www.getbus.org/about.
[35] Parsons, Draft Traffic Study Report for the Centennial Corridor Project, January 2012.
[36] Parsons, Draft Traffic Study Report for the Centennial Corridor Project, January 2012.

results showed a substantially greater percentage of the population aged 65 years and older does not have access to a personal vehicle.[37]

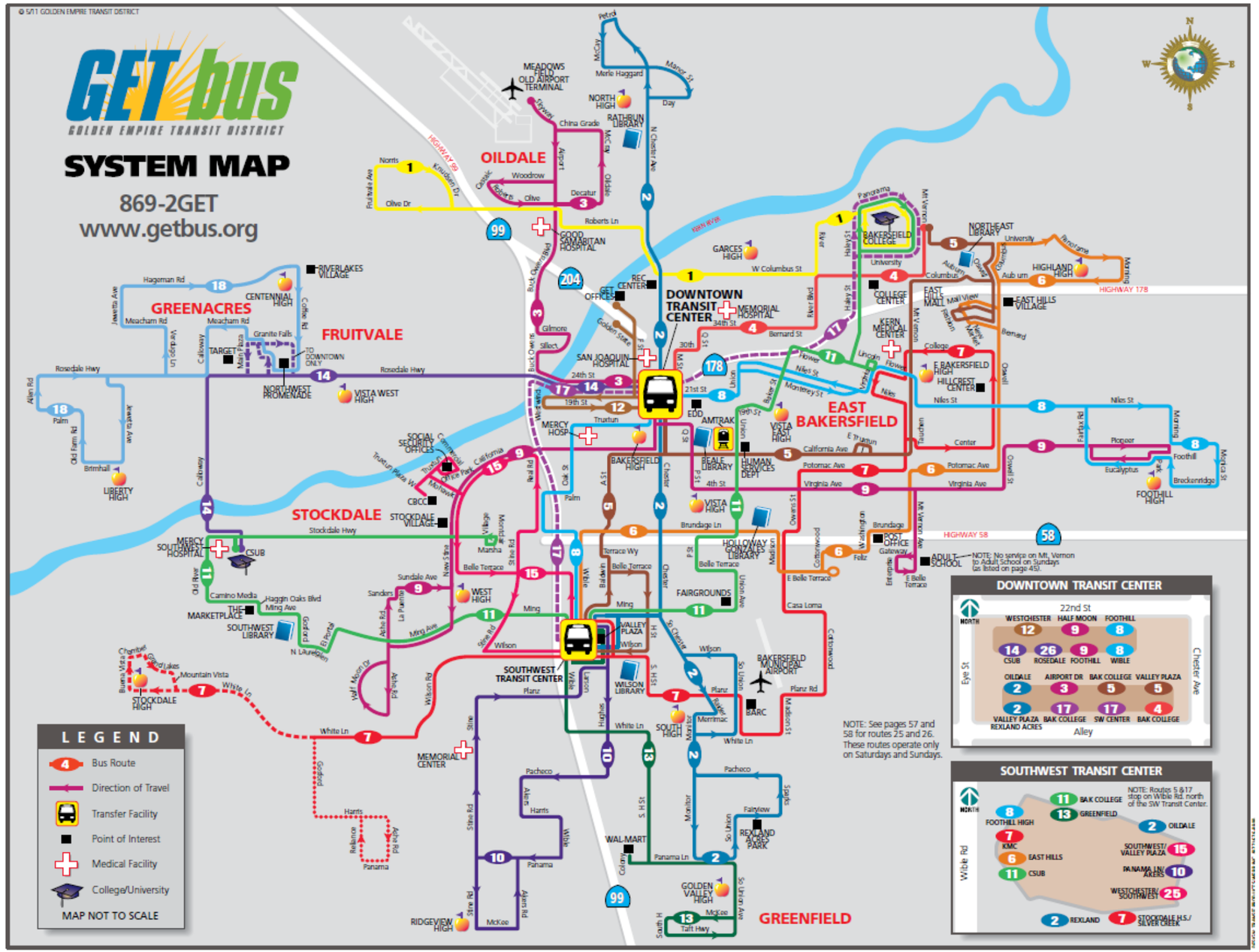
Currently, there are no bus-rapid transit, light-rail transit, or commuter rail lines serving Bakersfield. Amtrak intercity rail service from the north mainline is provided from the downtown station at 401 Truxtun Avenue, with four train departures per day.

Pedestrian and Bicycle Facilities

The primary components of the pedestrian circulation system are sidewalks and crosswalks. The majority of the developed properties in the Segment 1 study area are improved with sidewalks. While the City requires installation of sidewalks in conjunction with new development, older study area neighborhoods that were build before this requirement took effect may not have sidewalk improvements.

Kern County first adopted a bikeways plan in the mid 1970s. The plan called for bike lanes on various streets and dedicated bike paths on canal levees, along former railroad rights-of-way, and along the Kern River. In 1984, the Kern Council of Governments sponsored a bikeway study for the region that called for more bike lanes on existing conventional streets and fewer bike paths along canals and abandoned railroad rights-of-way. In October 2012, the Kern Council of Governments adopted the Kern County Bicycle Plan and Complete Streets Recommendations, which provided recommendations for a network of bicycle facilities in the unincorporated portion of the County. The *Metropolitan Bakersfield General Plan* contains a bikeway master plan that identifies existing and planned bikeways in Bakersfield. The master plan is shown in Figure 5-2. In the vicinity of the project, the master plan designates a Class 1 (off-road) bike path along the Kern River. Class 2 bike lanes are shown along Stockdale Highway west of Oak Street; on Oak Street/Wible Road south of the Kern River; on Brimhall Road from Coffee Road to Heath Road; on Mohawk Street from Hageman Road to California Avenue; and on Allen Road, Calloway Drive, and Coffee Road from Snow Road to East Panama Road. A Class 2 bike lane is a designated bike lane painted on the roadway. Class 3 bike routes are unpainted bike lanes on the roadway (generally wider shoulders). The master plan designates Class 3 bike routes on Brundage Lane between Oak Street and SR 58 and

[37] Kern Council of Government, Coordinated Human Services Transportation Plan, Final Plan. Prepared by Nelson-Nygaard. September, 2007.



Source: Golden Empire Transit, 2012 (www.getbus.org/about)

Figure 5-1 GET Route Map

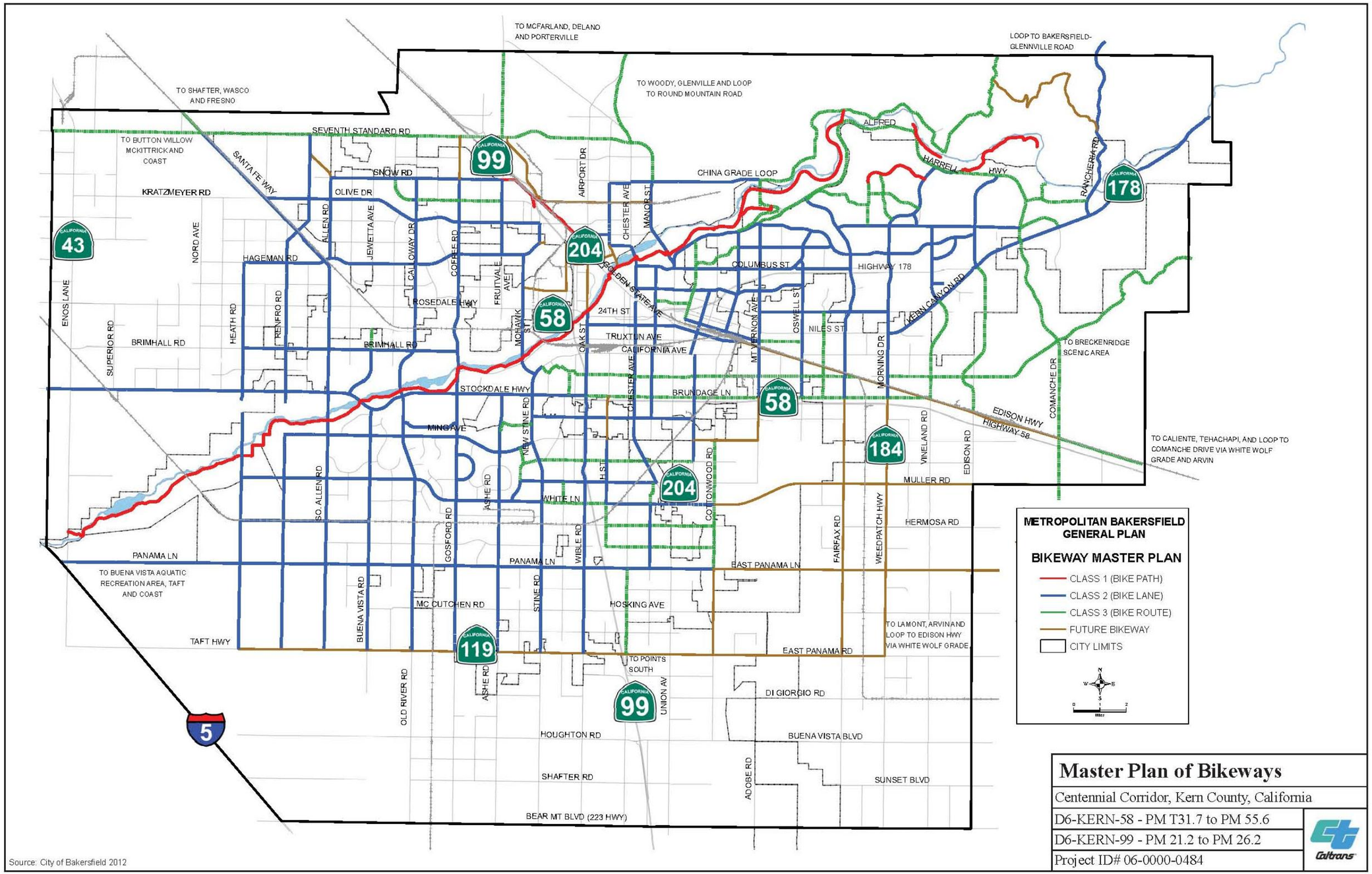


Figure 5-2 Master Plan of Bikeways

Marella Way/New Stine Road/Garnsey Lane/Real Road/Palm Avenue/4th Street/Virginia Avenue from California Avenue to SR 58. The master plan identifies a future bikeway that would extend the Class 2 bike lane on H Street from Ming Avenue to Brundage Lane.

In November 2013, the Bakersfield City Council approved a Bicycle Transportation Plan. The plan identifies existing and proposed bikeways, outlines system deficiencies, creates a priority list of recommended improvement projects and provides cost estimates, and catalogs sources of funding. The plan recommends two relatively low-cost spot improvement projects for the Westpark neighborhood, on Garnsey Avenue, and Marella Way, each consisting of placement of signage and pavement markings. The Kern County Bicycle Master Plan, the Kern County Bicycle Master Plan and Complete Streets Recommendations and the City of Bakersfield Bicycle Transportation Plan documents are incorporated by reference as a part of the Kern Council of Governments 2014 Regional Transportation Plan.

The Kern River Parkway within the project area consists of a variety of park facilities and several types of trails, including a paved bike trail, the Hoey Jogging Trail, and equestrian trails. The Kern River Parkway bike trail extends along the south side of the river. A long-term paved bike path detour was constructed at Mohawk Street in 2010 to allow the bike path to remain open while the Westside Parkway construction work was performed.

5.2 Environmental Consequences

Local and Regional Access

This section describes the modification to circulation network and freeway under each build alternatives.

Build Alternatives

Network Improvements

The 2038 circulation network used in the traffic analysis assumes implementation of transportation listed in the *2011 Regional Transportation Plan* and in the Regional Traffic Impact Fee program. The planned future construction of these improvements explains why there are locations that would operate at a better level of service in 2038 than the projected level of service for 2018.

Freeway Changes

Changes to existing freeway on-ramps along SR 99 and existing SR 58 are required as part of the project and would affect traffic conditions. Freeway access changes proposed for each build alternative and the closest alternative travel routes are as follows:

Freeway access modifications proposed for each build alternative and the closest alternative travel routes are summarized below.

- The southbound SR 99 off-ramp with direct access to Stockdale Highway will be eliminated. Vehicles would exit at the California Avenue interchange, just to the north. California Avenue and Oak Street provide a direct connection with the Stockdale Highway corridor.
- The northbound SR 99 exit and entrance access points to and from Wible Road would be eliminated. Vehicles would use either the California Avenue interchange to the north or the Ming Avenue interchange to the south, depending upon the destination.
- Access from Real Road and the Stockdale Highway corridor to southbound SR 99 would be eliminated. Real or Stine Roads would provide access to southbound SR 99 via the Ming Avenue interchange.

Permanent changes to the existing roadway network and freeway access points caused by each Segment 1 build alternative are shown in Table 5.4. With each alternative, a number of streets are proposed to be shortened, modified, or removed. As shown on Table 5.4, nearby alternative access roads are available for each street modification involving through traffic elimination; hence, little to no disruption to the existing circulation patterns is expected.

Table 5.4 Local Roadway and Freeway Access Modifications

Affected Street(s)	Location	Proposed Modification	Alternative Access
Alternative A			
Jones Street, Williamson Way	North of SR 58*, west of SR 99	Through streets will be terminated south of Stockdale Highway	Stine Road (Jones Street) and Real Road (Williamson Way)
Jones Street, South Gamsey Avenue, Williamson Way	South of SR 58*, west of SR 99	Through streets will be terminated south of the proposed ROW; cul-de-sac (Gamsey) to be shortened	Stine Road (Jones Street) and Real Road (Williamson Way)
Myrtle Street, Dixon Avenue	South of SR 58, east of SR 99	Freeway frontage street connecting Myrtle and Dixon to be eliminated	Hughes Lane
Wood Lane, Laverne Avenue	West of SR 99	Streets to be terminated	Belle Terrace, Ming Avenue
McDonald Way, Business Park South	North of SR 58*, west of	Streets to be terminated just north of the proposed ROW	Cunan Street and S. Montclair Street (McDonald

Table 5.4 Local Roadway and Freeway Access Modifications

Affected Street(s)	Location	Proposed Modification	Alternative Access
	SR 99		Way) and Business Center Drive (Business Park South)
Frazier Avenue, Westwood Street, McDonald Way	South of SR 58*, west of SR 99	Streets to be terminated just south of the proposed ROW	Peckham Avenue, South Montclair Street, Stine Road
Brite Street, South Oleander Avenue, Houchin Road	South of SR 58, east of SR 99	Connecting road between Brite Street and S. Oleander Avenue will be eliminated; other streets to be terminated/shortened	H Street
Alternative B (Preferred Alternative)			
South Myrtle Street	South of SR 58, east of SR 99	Through street will be converted to a cul-de-sac	Hughes Lane
South Gamsey Avenue	South of SR 58*, west of SR 99	Existing cul-de-sac to be shortened	Stine Road and Williamson Way
Wood Lane, Laverne Avenue; Mona Way	West of SR 99	Streets to be shortened; Seville Street to be extended north; frontage road connection from Mona Way to Belle Terrace	Belle Terrace, Ming Avenue
Kentfield Drive, Hillsborough Drive	Both sides of SR 58*, west of SR 99	Through streets will be terminated and converted on both sides of future freeway	La Mirada Drive or Marella Way
Kensington Avenue, Woodlake Drive, Montclair Street, Charter Oaks Avenue	South of SR 58*, west of SR 99	Northbound traffic on these terminated streets to be diverted	California Avenue, Marella Way, La Mirada Drive
Dixon Avenue, Brite Street, South Oleander Avenue, Houchin Road	South of SR 58, east of SR 99	Connecting road between Brite Street and S. Oleander Avenue will be eliminated; other streets to be terminated/shortened	Hughes Lane (Dixon Avenue and Brite Street; H Street (S. Oleander Avenue and Houchin Road)
Alternative C			
Chester Lane	West of SR 99	Existing cul-de-sac to be shortened	California Avenue and Palm Street
Elcia Drive, Terrace Way, Wood Lane	West of SR 99	Streets to be terminated or modified west of the proposed ROW; frontage road connection from Mona Way to Belle Terrace	Belle Terrace
Commerce Drive	South of SR 58*	Current street cul-de-sac to be shortened	Access not affected

Source: Parsons, 2012. * Locations for 'SR 58' and to the west of SR 99 refer to the proposed rights-of-way.

Alternative A

Freeway Changes

The following freeway modifications would apply to Alternative A.

- The connection between westbound SR 58 (East) to Real Road and the Stockdale Highway corridor would be eliminated. Drivers would have the option to use the H Street/Chester Avenue interchange. The next nearest intersection located to the north would be Calloway Drive.

- The northbound SR 99/ Ming Avenue on-ramp would be reconfigured to allow traffic to access westbound SR58 (Centennial Corridor) or northbound SR 99. Access to eastbound SR 58 from the Ming Avenue interchange would be eliminated. Vehicles would instead use the H Street/Chester Avenue interchange to access SR 58 (East).

Local Street Changes

With Alternative A of Segment 1, changes to the local street network would affect local circulation as well as pedestrian and bicycle access. In all cases, alternative access would be provided nearby. On the north side of the proposed SR 58 extension, the following existing through streets would either end or be converted to a cul-de-sac just north of the proposed right-of-way: Jones Street, McDonald Way, and Business Park South.

On the south side of the proposed SR 58 extension, the following existing through streets would either end or be converted to a cul-de-sac just south of the project right-of-way: Jones Street, Griffith Street, Curran Street, Williamson Way, Frazier Avenue, Westwood Street, and McDonald Way. South Garnsey Avenue, an existing cul-de-sac, would be terminated farther to the south.

Alternative B (Preferred Alternative)

Freeway Changes

The following freeway changes would apply to Alternative B:

- The connection between westbound SR 58 (East) to Real Road and the Stockdale Highway corridor would be eliminated. Drivers would have the option to use the H Street/Chester Avenue interchange. The next nearest intersection located to the north would be Mohawk Street.
- The northbound SR 99/ Ming Avenue on-ramp would be reconfigured to allow traffic to access westbound SR 58 (Centennial Corridor) or northbound SR 99. Access to eastbound SR 58 from the Ming Avenue interchange would be eliminated. Vehicles would instead use the H Street/Chester Avenue interchange to access SR 58 (East).

Local Street Changes

Alternative B of Segment 1 would also require changes to the local street network. On the north side of the proposed SR 58 extension, the following existing through

streets would end just north of the proposed right-of-way: Morrison Street, Ford Avenue, Joseph Drive, and Williamson Way.

On the south side of the proposed SR 58, the following existing through streets would either end or be converted to a cul-de-sac: Dunlap Street, Kentfield Drive, Hillsborough Drive, Kensington Avenue, Woodlake Drive, Montclair Street, and Charter Oaks Avenue. South Garnsey Avenue would be terminated farther to the south in order to accommodate the proposed roadway right-of-way.

Seville Street would be extended north just past Laverne Avenue to serve existing properties. A frontage road connection between Mona Way and Belle Terrace would be established. Belle Terrace would form an overpass across SR 99. The existing Wood Lane cul-de-sac would be moved slightly to the west. East-west through access would remain at Belle Terrace.

Alternative C

Freeway Changes

Access from westbound SR 58 (East) to California Avenue via SR 99 would be eliminated. Drivers would have the option to use the H Street/Chester Avenue interchange to access California Avenue to the north.

Local Street Changes

Alternative C would entail modifications to the local street network. On the west side of SR 99, the following existing streets would be terminated at the future SR 58 extension: Oakdale Drive, Bank Street, and Alamo Street. A frontage road connection between Mona Way and Belle Terrace would be established. The existing Belle Terrace Avenue bridge would be replaced with a new overpass across SR 99. East-west through access would remain at Belle Terrace. Chester Avenue, an existing cul-de-sac on the west side of SR 99 and a dead-end on the east side of SR 99, would be shortened on both sides of the new facility.

On the south side of the proposed SR 58 extension, Commerce Drive would be converted to a cul-de-sac just south of the project right-of-way. Commerce Drive currently ends in a cul-de-sac south of Truxtun Avenue. Commerce Drive would be terminated farther to the south in order to accommodate the proposed roadway right-of-way, but neither circulation nor access would be affected.

Construction Impacts

During construction, the project would result in temporary impacts to traffic circulation due to traffic detours around work zones involving temporary ramp and lane closures. The maximum ramp closure duration is two (2) weekend days. During this time, area residents and businesses located near the construction zones would experience some inconvenience due to construction equipment and material obstruction, lane closure and parking restriction. Construction travel-time delays could be expected to last from a few days to several weeks, and may require motorists to adjust their schedules to accommodate longer travel times. Based on the expected short-term and temporary nature of the closures, the increased travel times and distances would not result in either a substantial economic effect on businesses or substantial delays or travels cost for residents or business patrons.

Temporary construction easements (TCEs) would be required at various roadway segments under construction. However, access obstructions in and out of any residential homes and local businesses are not anticipated. On-street parking would be restored after construction is completed. A public outreach program would be implemented throughout the construction period to keep the public informed of the construction schedule and the scheduled roadway closures, including the detour routes.

No-Build Alternative

No modifications to local roadways would occur under the No-Build Alternative. Cross-town, east-west access in the metropolitan Bakersfield would continue to be limited.

Circulation and Congestion

Build Alternatives

Circulation and congestion are analyzed using freeway segment analysis and intersection level of service analysis. The information presented in the following subsections was obtained from the Traffic Sturdy Report prepared for this project.

Effectiveness of Freeway Segment Analysis

The effectiveness of freeway segments along State Routes 58 and 99 in both directions in the traffic study area are analyzed in the Traffic Study Report for the Centennial Corridor Project. Table 5.5 summarizes the freeway segments that would operate at level of service E or F in the forecasted years 2018 and 2038, for the build alternatives and the No-Build Alternative.

Table 5.5 Results of Freeway Effectiveness Analysis for Freeway Mainlines Within the Study Area

Freeway Analyzed	Peak Hour	Number of Segments with Level of Service E or F							
		2018				2038			
		No-Build	A	B	C	No-Build	A	B	C
SR 58 Eastbound	AM	0	0	0	0	0	0	0	0
	PM	0	0	0	0	0	0	0	0
SR 58 Westbound	AM	0	0	0	0	0	0	0	0
	PM	0	0	0	0	2	0	0	0
SR 99 Northbound	AM	1	0	0	0	5	1	1	2
	PM	1	0	0	0	3	0	0	0
SR 99 Southbound	AM	0	0	0	0	0	0	0	0
	PM	2	0	0	0	6	3	3	3
TOTALS	--	4	0	0	0	16	4	4	5

Source: Traffic Study Report for the Centennial Corridor 2012

As shown in the table, none of the freeway segments along SR 58 and SR 99 would operate at the unacceptable level of service E or F in 2018 with any of the build alternatives, while up to four freeway segments along SR 99 would operate at level of service E or F with the No-Build Alternative. By year 2038, up to 16 freeway segments along SR 58 and SR 99 would operate at unacceptable level of service E or F under the No-Build Alternative compared to 4 segments for Alternatives A and B and the 5 segments for Alternative C.

Intersection Level of Service Analysis

A total of 79 roadway intersections were analyzed to evaluate traffic congestion conditions under the build and No-Build alternatives for the existing (baseline) year 2008, opening year 2018, and horizon year 2038. The projected traffic conditions in the future years are also compared against the 2008 baseline condition. Table 5-6 lists the intersections that have or would have traffic operations at deficient levels of service for existing and future 2018 and 2038 years. This information is then summarized in Table 5-7. Level of service is a ranking A through F rating with A being best and F being worst.

No-Build Alternative

With the No-Build Alternative, SR 99, SR 58, and SR 178 are all predicted to continue attracting high daily traffic volumes. Traffic volumes on each freeway segment would increase. In terms of traffic operations, the roadway network would experience congestion along Rosedale Highway; 24th Street; Truxtun Avenue

extension west of Oak Street; portions of Stockdale Highway; SR 99; and portions of SR 178, Coffee Road, Mohawk Street, and Union Avenue.

Parking

Build Alternatives

Based on preliminary design information, an assessment of parking impacts is made by determining the number of available parking spaces, the types of businesses being impacted, and the total number of parking spaces that would remain after project implementation. All alternatives would involve removal of a 49-space Caltrans Park and Ride facility on Stockdale Highway between Real Road and SR 99. However, each alternative provides for a replacement lot providing a minimum of 49 parking spaces. The build alternatives would all impact parking at the Kaiser Health Care Center, though replacement parking can be provided using land left over on an adjacent parcel acquired for the project. The amount parking spaces affected vary by alternative, as shown in Table 5-8.

The project would also result in the partial loss of driveways at several residential parcels, plus portions of a few parcels occupied by a detached garage or recreational vehicle space. In addition, an undetermined number of on-street parking spaces could be lost.

These impacts are subject to change as the design process moves forward. Note that several parking spaces could potentially be saved by design refinement and space management such as restriping of the parking areas and driveway adjustments.

No-Build Alternative

No impacts to parking would occur under the No-Build Alternative.

Table 5.6 Comparison of Intersections Operating at Deficient Levels of Service

	Intersection	Peak Hour	Existing Condition (2008)		Future Year Traffic Control	Forecasted 2018 Level of Service (Delay[1])				Forecasted 2038 Level of Service (Delay[1])			
			Traffic Control	Level of Service (Delay*)		No-Build	Alt. A	Alt. B	Alt. C	No-Build	Alt. A	Alt. B	Alt. C
1	Interstate 5 Southbound Ramps/Stockdale Highway	Morning	northbound/ southbound 2-way stop		northbound/ southbound 2-way stop								
		Afternoon								F (92)*	F (66)*	F (69)*	F (52)*
3	SR 43/Rosedale Highway	Morning	4-way stop		4-way stop								
		Afternoon								F(77)	F(82)*	F (79)*	F (83)*
4	SR 43/Stockdale Highway	Morning	4-way stop		4-way stop	F(46)*	F(53)	F(52)	F(54)	F(>150)*	F(>150)*	F(>150)*	F(>150)*)
		Afternoon				F(66)*	F(86)	F(87)	F(82)	F(>150)*	F(>150)*	F(>150)*	F(>150)*
7	Stockdale Highway/Nord Road	Morning	Signal		Signal	D(40)	D(40)	D(39)	D(37)				
		Afternoon											
8	Stockdale Highway/Wegis Avenue	Morning	northbound/ southbound 2-way stop		northbound/ southbound 2-way stop					F(>150)*	F(>150)*	F(>150)*	F(>150)*
		Afternoon								F(>150)*	F(>150)*	F(>150)*	F(>150)*
13	Allen Road/Rosedale Highway	Morning	Signal	D(37)	Signal					D(41)	D(36)	D(38)	D(36)
		Afternoon		E(77)		D(43)	D(41)	D(40)	D(41)	D(47)	D(48)	D(48)	D(47)
18	Allen Road/Stockdale Highway	Morning	Signal	D(39)	Signal								
		Afternoon											
19	Calloway Drive/Rosedale Highway	Morning	Signal	E(69)	Signal	D(40)	D(47)	D(43)	D(52)	D(49)	E(53)	E(56)	D(54)
		Afternoon		F(91)		D(41)	D(40)	D(39)	D(39)	D(55)	E(59)	E(61)	E(62)
23	Calloway Drive/Stockdale Highway	Morning	Signal	D(36)	Signal	D(41)	D(48)	D(47)	D(43)	D(52)	D(43)	D(45)	D(44)
		Afternoon		D(39)						D(40)	D(37)	D(38)	D(36)
24	Coffee Road/Rosedale Highway	Morning	Signal	E(76)	Signal	E(69)	D(46)	D(45)	D(41)	F(82)	E(64)	E(67)	E(65)
		Afternoon		E(66)		F(88)	F(93)	F(109)	F(129)	F(93)	F(84)	F(136)	F(94)
25	Coffee Road/Westside Parkway Westbound Ramp/Brimhall Road	Morning	Signal	E(60)	Signal								
		Afternoon		E(73)						D(43)			
28	Coffee Road/Truxtun Avenue	Morning	Signal	E(67)	Signal								
		Afternoon		F(81)									
29	Coffee Road/Stockdale Highway	Morning	Signal	F(112)	Signal	D(36)	D(38)	D(44)	D(38)	E(56)	E(65)	E(57)	E(65)
		Afternoon		F(90)		D(54)	D(53)	D(51)	D(50)	F(100)	F(93)	F(83)	F(104)
30	Mohawk Street/Rosedale Highway	Morning	No Signal[2]	F(62)	Signal	E(57)	D(50)	E(61)	E(69)	F(104)	E(65)	F(84)	E(77)
		Afternoon		F(53)		F(112)	F(87)	F(154)	F(139)	F(123)	F(107)	F(109)	F(106)

Table 5.6 Comparison of Intersections Operating at Deficient Levels of Service

	Intersection	Peak Hour	Existing Condition (2008)		Future Year Traffic Control	Forecasted 2018 Level of Service (Delay[1])				Forecasted 2038 Level of Service (Delay[1])			
			Traffic Control	Level of Service (Delay*)		No-Build	Alt. A	Alt. B	Alt. C	No-Build	Alt. A	Alt. B	Alt. C
33	Mohawk Street/Truxtun Avenue	Morning	Signal		Signal								
		Afternoon		D(42)						E(60)			
34	Mohawk Street/California Avenue	Morning	Signal		Signal					F(106)	D(36)	D(41)	D(38)
		Afternoon				F(89)	E(62)	E(55)	E(56)	F(162)	E(65)	E(62)	F(82)
35	Stockdale Highway/California Avenue	Morning	Signal	E(56)	Signal	E(65)	D(40)	D(43)	D(43)	F(93)	D(42)	D(46)	D(43)
		Afternoon		F(82)		D(49)	E(59)	E(57)	E(62)	F(100)	E(74)	E(60)	E(64)
36	Airport Drive/SR 204 Off-ramp	Morning	Signal	D(36)	Signal								
		Afternoon		D(43)									
38	Buck Owens Boulevard/Rio Mirada Drive	Morning	Signal	D(44)	Signal								
		Afternoon											
39	SR 99 Northbound Ramps/Buck Owens Boulevard	Morning	Signal	D(39)	Signal	D(41)		D(38)	D(37)	D(38)	D(42)	D(45)	D(42)
		Afternoon		D(38)		D(44)	D(44)	D(43)	D(46)	D(46)	D(43)	D(42)	D(43)
42	Rosedale Highway/SR 99 Northbound Ramps	Morning	Signal	D (51)	Signal								
		Afternoon		F(126)							D(43)	D(36)	D(38)
43	24th Street/Oak Street	Morning	Signal	F(89)	Signal								
		Afternoon		F(100)						D(38)	D(38)	D(39)	D(37)
44	Truxtun Avenue/Empire Drive	Morning	Signal		Signal								
		Afternoon								D(48)		D(52)	
45	Truxtun Avenue/Oak Street	Morning	Signal	D(43)	Signal	D(36)				E(62)	D(52)	D(53)	D(52)
		Afternoon		E(74)		D(53)	D(44)	D(46)	D(44)	E(74)	D(46)	D(45)	D(48)
46	California Avenue/Chester Lane	Morning	Signal		Signal								
		Afternoon					D(54)	D(48)	D(52)		F(131)	F(124)	F(121)
47	California Avenue/SR 99 Southbound Ramps	Morning	Signal	D(49)	Signal	D(44)	D(44)	D(46)	D(42)	D(55)	E(58)	E(60)	E(59)
		Afternoon		D(45)		E(61)	E(66)	E(65)	E(62)	E(76)	F(90)	F(83)	F(83)
49	California Avenue/Oak Street	Morning	Signal	D(44)	Signal								
		Afternoon		E(79)		E(56)	D(41)	D(41)	D(40)	E(62)	E(59)	E(58)	E(58)
50	Stockdale Highway/Stine Road	Morning	No Signal	Not Available	Signal	D(40)				F(89)			
		Afternoon				E(76)	D(53)	D(48)	D(52)	F(>150)	F(90)	F(84)	F(81)
51	Stockdale Highway/Real Road	Morning	Signal	F(96)	Signal	E(59)	D(40)	D(42)	D(51)	D(48)	D(36)	D(43)	D(45)

Table 5.6 Comparison of Intersections Operating at Deficient Levels of Service

	Intersection	Peak Hour	Existing Condition (2008)		Future Year Traffic Control	Forecasted 2018 Level of Service (Delay[1])				Forecasted 2038 Level of Service (Delay[1])			
			Traffic Control	Level of Service (Delay*)		No-Build	Alt. A	Alt. B	Alt. C	No-Build	Alt. A	Alt. B	Alt. C
		Afternoon		F(93)		E(58)	D(41)	D(39)	F(82)	F(94)	D(53)	D(51)	F(91)
53	Brundage Lane/Oak Street	Morning	Signal		Signal								
		Afternoon		D(39)		D(42)				D(40)			
56	Ming Avenue/New Stine Road	Morning	Signal	E(57)	Signal	D(47)		D(39)	D(37)	D(47)	D(42)	D(48)	D(44)
		Afternoon		E(80)		D(48)	D(37)	D(39)	D(40)	E(70)	D(44)	D(45)	E(55)
57	Ming Avenue/Real Road	Morning	Signal		Signal								
		Afternoon		E(61)						E(65)			
59	Ming Avenue/Wible Road	Morning	Signal	E(61)	Signal								
		Afternoon		E(68)									
60	Ming Avenue/ SR 99 Northbound Ramps	Morning	Signal		Signal					D(36)			
		Afternoon		D(40)									
61	Ming Avenue/Castro Lane	Morning	Signal	E(61)	Signal								
		Afternoon		E(68)						D(39)	D(40)	D(37)	D(36)
62	White Lane/Wible Road	Morning	Signal	D(55)	Signal	E(56)	E(65)	E(61)	E(58)	F(83)	F(84)	E(78)	F(81)
		Afternoon		F(83)		E(77)	E(72)	E(73)	E(72)	F(132)	F(139)	F(137)	F(130)
63	White Lane/SR 99 Southbound Ramps	Morning	Signal		Signal								
		Afternoon		F(110)		F(96)	F(90)	F(81)	F(86)	F(97)	F(89)	F(89)	F(94)
65	White Lane/Hughes Lane	Morning	Signal	D(36)	Signal	D(36)	D(37)	D(39)	D(39)	D(37)	D(43)	D(41)	D(46)
		Afternoon		D(38)		D(45)	D(45)	D(44)	D(44)	--	D(48)	D(53)	D(50)
66	H Street/Brundage Lane	Morning	Signal		Signal								
		Afternoon		D(35)		D(39)	D(40)	D(51)		E(68)	D(54)	D(48)	
67	H Street/SR 58 Westbound Ramp	Morning	Signal		Signal								
		Afternoon		E(56)		E(66)	D(45)	D(47)		E(64)	D(35)	D(36)	D(36)
69	H Street/Ming Avenue	Morning	Signal		Signal						D(35)	D(33)	D(37)
		Afternoon		D(35)		D(43)	D(41)	D(45)	D(43)	D(37)	D(42)	D(41)	D(41)
70	Chester Avenue/Brundage Lane	Morning	Signal		Signal								
		Afternoon					D(41)	D(46)	D(36)	E(68)	D(54)	D(48)	
73	Chester Avenue/Ming Avenue	Morning	Signal		Signal	D(39)	D(36)	D(38)	D(44)		D(36)	D(40)	D(40)
		Afternoon				D(37)	D(43)	D(49)	D(41)	D(48)	D(48)	D(53)	D(51)
74	Union Avenue/Brundage Lane	Morning	Signal	D(42)	Signal					D(47)	D(43)	D(46)	E(57)

Table 5.6 Comparison of Intersections Operating at Deficient Levels of Service

	Intersection	Peak Hour	Existing Condition (2008)		Future Year Traffic Control	Forecasted 2018 Level of Service (Delay[1])				Forecasted 2038 Level of Service (Delay[1])			
			Traffic Control	Level of Service (Delay*)		No-Build	Alt. A	Alt. B	Alt. C	No-Build	Alt. A	Alt. B	Alt. C
		Afternoon		D(40)						D(43)	D(48)	D(49)	D(51)
75	Brundage Lane/ SR 58 Westbound Ramps	Morning	Signal		Signal								
		Afternoon								D(41)	D(42)	D(43)	D(43)

1 Note: Only intersections operating at a deficient level of service are listed in the table. Cells with no values listed are operating at an acceptable level of service. Local intersections are considered deficient at level of service D, E, or F. Caltrans' intersections (ramp intersections) are considered deficient at level of service E or F. The number in parenthesis is the delay in seconds, rounded to a full number.

2 The Rosedale Highway/Mohawk Street intersection was signalized after 2008, which represents the baseline for the analysis in this environmental impact report/environmental impact statement.

* Level of service improves to an acceptable level with installation of a traffic signal.

Source: *Traffic Study Report for the Centennial Corridor Project* 2012

Table 5-7 Summary of Deficient Intersections

	Existing (2008)	No-Build 2018	Alternative A 2018	Alternative B 2018	Alternative C 2018	No-Build 2038	Alternative A 2038	Alternative B 2038	Alternative C 2038
Local Intersections Operating at:									
Level of Service D	9 morning 7 afternoon	9 morning 11 afternoon	10 morning 14 afternoon	10 morning 14 afternoon	10 morning 12 afternoon	7 morning 10 afternoon	11 morning 13 afternoon	11 morning 14 afternoon	11 morning 11 afternoon
Level of Service E	6 morning 7 afternoon	5 morning 4 afternoon	1 morning 3 afternoon	2 morning 3 afternoon	2 morning 3 afternoon	2 morning 7 afternoon	4 morning 4 afternoon	4 morning 4 afternoon	4 morning 4 afternoon
Level of Service F	4 morning 8 afternoon	1 morning 4 afternoon	1 morning 3 afternoon	1 morning 3 afternoon	1 morning 4 afternoon	8 morning 11 afternoon	3 morning 9 afternoon	3 morning 9 afternoon	3 morning 11 afternoon
Ramp Termini Operating at:									
Level of Service E	1 morning 2 afternoon	0 morning 2 afternoon	0 morning 1 afternoon	0 morning 1 afternoon	0 morning 1 afternoon	0 morning 2 afternoon	1 morning 0 afternoon	1 morning 0 afternoon	1 morning 0 afternoon
Level of Service F	0 morning 2 afternoon	0 morning 1 afternoon	0 morning 1 afternoon	0 morning 1 afternoon	0 morning 1 afternoon	0 morning 2 afternoon	0 morning 3 afternoon	0 morning 3 afternoon	0 morning 3 afternoon

Source: Developed from the *Traffic Study Report for the Centennial Corridor Project* 2012.

Table 5.8 Preliminary Parking Impact Assessment for Build Alternatives

Assessor Parcel Number	Location	Current Use	Owner	Current Number Parking Spaces	Spaces Affected or Lost	Remaining Spaces	Potential Impacts
Alternative A							
020-010-43	4800 Stockdale Highway, Bakersfield, CA 93309-2636	Office Building	4800 Stockdale Partnership	190	14	176	Access driveway aisle must be reconfigured.
149-020-18	4709 Stockdale Highway, Bakersfield, CA 93309-2639	Retail Center	Goldman Enterprises Ltd. Partnership	162+	48	114+	Assumes removal of building space located within acquisition area (13,504 sf) plus parking. Several shops to be relocated. Loss of one of two access points to rear of lot.
149-200-21	3501 Stockdale Highway, Bakersfield, CA 93309-2150	Hospital (2-story)	Kaiser Foundation Health Plan	315	69 (temporary)	315	Temporary impacts to the western driveway and parking spaces.
149-221-26	--	Parking	Fillerup Inv. Company	18	12	6	Assumes partial take in order to save parking spaces for large office building.
149-330-07	5401 Business Park South, Bakersfield, CA	Office Building	Ch & M Family, L.P.	315	12	303	Take area includes loss of access around rear of first building.
149-352-04	200 S. Montclair Street, Bakersfield, CA 93309-3110	Office Building	Kaiser Prop. LLC	17	3	14	
331-032-28	--	Office Building	Moss	64	6	58	Partial acquisition includes parking, dumpster area, and concrete paving.
331-032-33	5531 Business Park South, Bakersfield, CA 93309-1668	Office Building	DVD Properties LLC	~60	4 (temporary)	~60	Assumes building not impacted and driveway access on south side of building can be maintained. Possible fire access issue. Loss of 4 parking spaces can be mitigated by using excess land from adjacent full acquisition parcel.
331-350-21	--	Retail Strip	LLC DDM	~200	27	~173	Corner building of retail strip center (8,475 sf) and other stand-alone building (4,785 sf) are assumed to be lost. Several tenant relocations required.
332-152-31	3520 Rosedale Highway, Bakersfield, CA 93308-6229	Carl's Jr Restaurant	Frank J. Andrews	~75	2 (temporary)	~75	Requires Carl's Jr. permanent easement and temporary construction easement impact along easterly edge of parcel.

Assessor Parcel Number	Location	Current Use	Owner	Current Number Parking Spaces	Spaces Affected or Lost	Remaining Spaces	Potential Impacts
332-152-32	3540 Rosedale Highway, Bakersfield, CA 93308-6229	Hotel	Chang Family Trust	~160	34 (temporary)	~160	Requires Clarion Hotel permanent easement and temporary construction easement impact easterly edge of parcel.
147-112-01	700 Wible Road, Bakersfield, CA 93304	Fleet Auto Brokers/ Estradas Car Wash	Eldon & Boydean Fussel	~10	5 (temporary)	~10	Parking required for temporary construction easement. Assumes access to property will be maintained during construction.
149-180-25	P.O. Box 12616, Fresno, CA 93778-2616	Public Land	State of California	49	49	49	Paved parking lot used for Park & Ride. Replacement Park & Ride facilities would be provided off Mohawk Street, between California Avenue and Truxtun Avenue using residual property acquired for the project.
Totals (the number of impacted space does not include on-street parking impact):				~1,635	~285	~1,513	---
Alternative B (Preferred Alternative)							
020-600-08	Commerce Drive, Bakersfield, CA 93309	Hospital	Bakersfield Regional Rehab. Hospital, Inc.	~230	27	205	Parking lot servicing adjacent hospital parcel. Assumes hospital parking lot (parcel 331-330-28) can be reconfigured to maintain sufficient parking.
149-200-21	3501 Stockdale Highway, Bakersfield, CA 93309-2150	Hospital (2-story)	Kaiser Foundation Health Plan	315	0	315	No impacts to parking spaces.
149-222-19	3703 Stockdale Highway, Bakersfield, CA 93309-2154	Carwash	Bonifas B I & Waheed B	~15	2	~13	Simple partial acquisition of southwest parcel corner.
331-330-28	5001 Commerce Drive, Bakersfield, CA 93309-0648	Hospital	HealthSouth Bakersfield Rehabilitation	(see parcel no. 020-600-08 above)			Larger parcel with 020-600-08. Assumes parking lot can be reconfigured and restriped to save parking loss from adjoining parcel.
331-330-41	5000 Commerce Drive, Bakersfield, CA 93309	Medical Office	Santosh Gupta	128	6	122	Loss of dumpster area in addition to parking spaces.
332-332-13	4700 Easton Drive, Bakersfield, CA 93309-9426	Offices	Independent Mercedes Service	~121	~100	~21	Several (37) relocations required with loss of three southernmost buildings combined.
332-152-31	3520 Rosedale Highway, Bakersfield, CA 93308-6229	Carl's Jr. Restaurant	Frank J. Andrews	~75	2 (temp.)	~75	Requires Carl's Jr. permanent easement and temporary construction easement impact along easterly edge of parcel.

Assessor Parcel Number	Location	Current Use	Owner	Current Number Parking Spaces	Spaces Affected or Lost	Remaining Spaces	Potential Impacts
332-152-32	3540 Rosedale Highway, Bakersfield, CA 93308-6229	Hotel	Chang Family Trust	~160	34 (temp.)	~160	Requires Clarion Hotel permanent easement and temporary construction easement impact easterly edge of parcel.
332-256-49	4900 Commerce Drive, Bakersfield, CA 93309-0418	Offices	Gregg A. German	~42	10	~32	Parking, and carport impacts due to both permanent and temporary construction easements.
332-256-50	4850 Commerce Drive, Bakersfield, CA 93309-0415	Offices	Ganesh Investment Group LLC	75	4	71	Parking impacts due to both permanent and temporary construction easements.
149-180-25	P.O. Box 12616, Fresno, CA 93778-2616	Public Land	State of California	49	49	50	Paved parking lot used for Park & Ride. Replacement Park & Ride facilities would be provided north of California Avenue, adjacent to the Centennial Corridor using residual property acquired for the project.
Totals (the number of impacted space does not include on-street parking impact):				~1,210	~300	~1,064	---
Alternative C							
020-100-28	East of SR 99 off-ramp to California Avenue	Parking lot	Bailey James G	79	17	62	Loss of both parking and asphalt paving.
008-062-10	3030 Brundage Lane, Bakersfield, CA 93304	Youngs Market	C & C Acquisition Group LLC	124	4	120	Loss of one driveway and a few parking spaces on the west end of parking lot. Assume business could reconfigure warehouse, move baling machine to east end of warehouse, with truck access at east end driveway.
020-100-16	1011 Oak Street, Bakersfield, CA 93304	Commercial	Cal Oak Hospitality LLC	89	30	59	Loss of freeway sign near exit ramp, several guest parking spaces and asphalt paving.
332-440-07	1801 Westwind Drive, Bakersfield, CA 93301	Office Building	Cardinal Group LLC	242	53	189	Partial acquisition of rear parking lot and asphalt paving.
020-150-09	Saunders Park & Fire Station No 3	City Park	City of Bakersfield	67	67 (temporary)	125	Assume partial acquisition to retain fire station and keep a portion of the park open. Partial acquisition would result in loss of parking lot. Conceptual park design proposes two parking lots with 125 spaces.
332-321-07	1300 Easton Drive, Bakersfield, CA 93309	Carrows Restaurant	Easton Investments	61	2	59	Loss of asphalt paving and parking for restaurant use.

Assessor Parcel Number	Location	Current Use	Owner	Current Number Parking Spaces	Spaces Affected or Lost	Remaining Spaces	Potential Impacts
020-110-22	900 Real Road, Bakersfield, CA 93309	Restaurant	Fay R Page	74	24	50	State right-of-way takes high percentage of parking; assume business relocation to allow different commercial use.
020-100-03	1017 Oak Street, Bakersfield, CA 93304	Hotel	James G Bailey	54	12	42	Loss of guest parking spaces, asphalt paving and parking lot lights.
149-190-16	200 S. Real Road, Bakersfield, CA 03309	Storage	John A & Terry M Thomsen	~140+	~30	~110+	Loss of one storage building (eastern most building; 46 individual units) at public storage facility.
149-200-21	3501 Stockdale Highway, Bakersfield, CA 93309	Hospital (2-story)	Kaiser Foundation Health Plan	315	31 (temporary)	315	The loss of 15 parking spaces can be mitigated by using excess land from an adjacent parcel being acquired for the project.
332-453-01	1701 Westwind Drive, Bakersfield, CA 93301	Office Building	Riverlakes Professional Plaza	~125	1	~124	Minor loss of parking and concrete paving anticipated.
332-430-09	2025 Westwind Drive #5, Bakersfield, CA 93301	Parking lot	Westwind Retail Plaza Parking	~83	~17	~66	Partial acquisition of rear parking lot required.
147-440-23	2129 Brundage Lane, Bakersfield, CA 93304	Mariscos Birrieria	Yaovaluck & Rachen Iamlaor	34	10	24	Partial acquisition of rear parking lot required.
332-152-32	3540 Rosedale Highway, Bakersfield, CA 93308-6229	Hotel	Chang Family Trust	~160	34 (temp.)	~160	Requires Clarion Hotel permanent easement and temporary construction easement impact easterly edge of parcel.
332-152-31	3520 Rosedale Highway, Bakersfield, CA 93308-6229	Carl's Jr	Frank J Andrews	~75	2 (temp.)	~75	Requires Carl's Jr. permanent easement and temporary construction easement impact along easterly edge of parcel.
149-200-20	P.O. Box 12616, Fresno, CA 93778-2616	Public Land	State of California	49	49	49	Paved parking lot used for Park & Ride. Replacement Park & Ride facilities would be provided at Real Road and Chester Lane using residual property acquired for the project.
Totals (the number of impacted space does not include on-street parking impact):				1,771	383	1,629	---

Source: Data compiled by Parsons, 2012; 2015

Public Transportation

All Build Alternatives

Implementation of the transportation improvements is expected to enhance transit service because they would improve east-west access across the city of Bakersfield, while at the same time reducing freeway and local arterial street congestion. Improved access, connectivity, continuity, and reduced congestion with all build alternatives should result in more timely and reliable transit service in the project area.

Also, transit agencies serving the metropolitan Bakersfield area would likely be able to offer new bus routing options using the project freeway corridor.

No Golden Empire Transit routes use streets proposed for permanent closure/change under this alternative; neither do they use any of the freeway ramps proposed for closure. Therefore, there would be no direct effects to transit service due to road changes or closures. There may be some localized, minor increases in traffic on collector and arterial streets that would receive diverted traffic during operation of the build alternatives, but these indirect impacts are not expected to be substantial and should not adversely affect transit.

Alternative A

Alternative A would provide the shortest and most direct east-west service to the west side of Bakersfield. However, there are no exits traveling west from downtown along this alternative alignment in the Segment 1 study area. Hence, destination points such as the shopping centers on Stockdale Highway would not be directly accessible via this alternative.

No Golden Empire Transit routes use streets proposed for permanent closure/modification under this alternative; neither do they use any of the freeway ramps proposed for closure. Therefore, there would be no direct effects to transit service due to road modifications or closures. There may be some localized, minor increases in traffic on collector and arterial streets that would receive diverted traffic during operation of the build alternatives, but these indirect impacts are not expected to be substantial and should not adversely affect transit.

Alternative B (Preferred Alternative)

East-west travel time across the Segment 1 study area would be slightly longer than Alternative A, given the greater length of this alternative alignment. Eastbound transit on this alternative route would be able to exit at Truxtun Avenue, providing direct access to the Health South Bakersfield Rehabilitation Hospital and nearby office parks.

Alternative C

East-west travel time across the Segment 1 study area would be slightly longer than Alternatives A and B, given that this alternative would provide the least direct route. This alternative also includes a partial interchange at Truxtun Avenue, providing potential direct access for transit to the Health South Bakersfield Rehabilitation Hospital and nearby office parks. In addition, with Alternative C the exit to and from Real Road and SR 58 is maintained. The Real Road connection provides direct access to the Stockdale and California Street corridors, which is not provided in Alternatives A and B. This provides better accessibility both for transit and other vehicles.

No-Build Alternative

Several No-Build Alternative improvements are proposed over the next 20-plus years within the study area, with many of these improvement projects involving upgrades to major thoroughfares, including Rosedale Highway (SR 58), SR 99, Oak Street, and SR 204. In general, these improvements should improve traffic under operational conditions which, in turn, could benefit transit service. However, overall level of service on the circulation network would be reduced compared to existing conditions and to the build alternatives.

Pedestrian and Bicycle Facilities

Overall, the project would be designed to retain existing pedestrian and bicycle travel ways to the extent feasible. Each of the Segment 1 build alternatives would be designed to provide for arterial and collector road connections across the facility. Specific impacts on pedestrian and bicycle travel by alternative are provided below.

Alternative A

The potential closure of Frazier Avenue, McDonald Way, Jones Street, and Williamson Way would eliminate existing local access used by bicyclists and pedestrians. With residential areas located on both sides of the freeway, the lack of pedestrian and bicycle connection, particularly at Stine Road, would increase neighborhood travel distances. The closing of Business Park South, which is located north of Stockdale Highway and east of California Avenue, would slightly impact pedestrian and bicycle travel times to and from the adjacent residential neighborhood. However, bikeways designated on the Bikeway Master Plan would not be affected.

Alternative A would affect a bicycle trail and the Hoey Jogging Trail on the south side of the Kern River. On the north side of the Kern River, a portion of the equestrian trail would be relocated within Kern River Parkway.

Alternative B (Preferred Alternative)

The potential closure to through traffic of Charter Oak Avenue, Montclair Street, Woodlake Drive, Kensington Avenue, Hillsborough Drive, Kentfield Drive, and Williamson Way would eliminate travel ways used by bicyclists and pedestrians, resulting in modified travel patterns in the same neighborhood. With this alternative, pedestrian and bicycle cross-freeway access would be limited to the proposed overcrossings and undercrossings. Permanent bicycle and pedestrian traffic crossings would be located at La Mirada Drive, Marella Way, California Avenue, Stockdale Highway, Belle Terrace, Ming Avenue, Hughes Lane, and H Street. The Class 3 bike route (this is an onroad, unstriped bike route) designated on the Bikeway Master Plan, which uses Montclair Steet would need to be modified. The route currently uses Garnsey Lane to Mira Loma Drive, to Montclair Street, to Marella Way. With the construction of Alterantive B the route would need to be modified to continue along Mira Loma Drive to Marella Way. This would provide generally the same access to California Avenue but would require a realignment of the route on the City of Bakersfield Bikeway Master Plan.

To address concerns regarding bicycle and pedestrian connectivity, preliminary design plans for the Preferred Alternative B were revised to include a new bridge across the Carrier Canal and a new multi-use pathway that will run parallel to the project alignment connecting bicyclists and pedestrians from California Avenue to Commerce Drive. The decision to incorporate a bicycle and pedestrian connection was made in response to public comments requesting a bicycle connection spanning over the Carrier Canal. The proposed modification is located within the study area analyzed in the draft environmental document and supporting technical studies. The proposed Carrier Canal connection will enhance bicycle connectivity to the Kern River Parkway. In addition, Caltrans and the City have committed to use excess right of way to create a pedestrian sidewalk/bike path to link La Mirada Drive to the area of Westpark located south of Joseph Drive, east of McDonald Way. This new connection will encourage more short walking and bicycle trips to key neighborhood facilities within the community on the part of local residents.

Alternative C

Since no local through street access is proposed to be terminated, Alternative C would not directly affect the pedestrian and bicycle networks.

No-Build Alternative

There would be no change to bicycle and pedestrian facilities under the No-Build Alternative.

5.3 Avoidance, Minimization, and Mitigation Measures

Implementation of the following mitigation measures would minimize impacts and are presented below for each of the adverse effects to traffic, transportation, pedestrian, and bicycle facilities identified in this section.

T-1 Caltrans and the City of Bakersfield shall coordinate with affected property owners to identify means to avoid and minimize parking impacts. This approach could include design modifications, space management, such as parking area restriping, or identifying parking lot replacement options.

T-2 During final design, Caltrans shall work with the City of Bakersfield to amend the Metropolitan Bakersfield General Plan, Bikeway Master Plan to reflect the modified Class 3 bicycle route affected by Alternative B and shall take into consideration the means to minimize both operational and construction impacts to existing and planned bike routes and trails potentially affected by the project construction, including the Kern River Parkway bike path and Hoey Trail. The Kern River Parkway bike path and Hoey Trail shall be relocated, where necessary, to ensure connectivity with the existing facility on both sides of the bridge. All pedestrian facilities shall be designed to meet or exceed requirements of the Americans with Disabilities Act and current safety standards. Access to the pedestrian, bicycle, and equestrian trails shall be maintained to the extent practicable during the construction period.

T-3 During the final design, Caltrans shall develop a Traffic Management Plan for implementation to offset the effects of access restrictions and traffic congestion during construction of the freeway, ramps, and on local streets. This plan will assess the implementation of strategies (e.g., street/intersection improvements, widening, pavement rehabilitation, removal of median, restriping, etc.) to provide added capacity to handle detour traffic. Other considerations to be considered in the Traffic Management Plan include methods such as: adjustment of signal timing and/or signal coordination to increase vehicle throughput, improve traffic flow and optimize intersection capacity; turn restrictions at intersections and roadways necessary to reduce congestion and improve safety; and parking restrictions on detour routes

during work hours to increase capacity, reduce traffic conflicts and improve access. The Traffic Management Plan will include a traffic contingency plan to include procedures to be implemented for possible unforeseen circumstances and emergencies.

T-4 Caltrans shall require the contractor to provide motorist information during construction, as appropriate for the conditions, to include the following options: changeable message signs, portable changeable message signs, stationary ground-mounted signs, traffic radio announcements and using the Caltrans Highway Information Network.

T-5 Caltrans in coordination with the City of Bakersfield shall coordinate with GET and other affected transit providers to request and comply with applicable procedures for any required temporary bus stop relocations or other disruptions to transit service during construction.

T-6 With Alternative C, replacement parking shall be created to compensate for the loss of parking at Saunders Park. Sufficient parking shall be provided to meet zoning code requirements for the park.

Chapter 6 Public Involvement

The perceptions of community members on how a proposed transportation project will affect their lives are a critical part of the assessment process and an important factor to any decision to move ahead with a preferred alternative. Gaining an understanding of community values and concerns is an important step in conducting a community impact assessment. In this regard, community outreach and participation have been integrated into the project development process from the beginning.

Caltrans has implemented a public involvement plan that proactively seeks input from the public, resource agencies, and local agencies during the process of identifying and evaluating alternatives. Several public meetings have been held in the immediate vicinity of each of the proposed alternatives to introduce the public to alternatives that were initially identified, seek public input on those alternatives, and seek public advice on additional alternatives that should be considered, as well as to hear any concerns or issues they may have had. Other open houses have been held to keep citizens informed regarding the progress of the project. All locations for community meetings have been Americans with Disabilities Act accessible. In addition to open houses, focused meetings have been held to identify specific concerns of citizen groups. Lastly, voluntary one-on-one interviews were held and neighborhood surveys were mailed to residents who could be potentially impacted by the project.

There will continue to be numerous opportunities for public involvement during the environmental process. The draft environmental document is scheduled for circulation in mid 2012. Public information meetings will be held for the draft environmental document to solicit public comments. Caltrans will respond to these comments and finalize the environmental document by early 2013.

6.1 Community-Based Organizations

Two community-based organizations participated in interviews conducted by the project team. The first was the First United Methodist Church of Bakersfield and the second was Stockdale Christian School, which is located at the First Assembly of God Church. These organizations expressed concerns with Alternatives A and B due to their close proximity to these two alternatives. Information culled from the interviews and survey responses are found in various sections of this Community Impact Assessment Study.

6.2 Stakeholders

Stakeholders include those whose influence can significantly affect the efforts of the project. Stakeholders include individuals and community-based organizations, as well as governmental agencies.

Federal, State, and local agencies involved with the project include:

- Bureau of Land Management
- California Department of Fish and Wildlife
- City of Bakersfield
- Caltrans
- Environmental Protection Agency
- Federal Highway Administration
- Kern County
- Kern Council of Governments
- U.S. Army Corps of Engineers
- U.S. Department of Agriculture, Natural Resources Conservation Service
- U.S. Fish and Wildlife Service

The project also included participation of residents and business owners that could be potentially impacted by the alternatives.

6.3 Outreach to Minority and Low-Income Communities

Neighborhood meetings and focus group meetings were held in various locations in the project area, as identified in Sections 6.4.1 and 6.4.5. Several of these meetings were held in areas with low median incomes and composed of mostly minority populations. Meeting announcements were in English and Spanish, and meeting materials, including handouts and neighborhood surveys, were available in both languages. Spanish-speaking staff was also onsite at all meetings to ensure that those who prefer to speak Spanish would be able to learn about the project and ask questions of the staff.

6.4 Community Participation Program

Because it is often impossible to assess every community impact associated with a project, analysts are encouraged to refine the scope of the assessment based on the most important social and economic priorities of the community. To maximize public

participation in the project development process, Caltrans undertook a comprehensive, multifaceted public outreach program, which began in 2008.

Caltrans held a kickoff public information meeting for the Centennial Corridor project on Tuesday, March 4, 2008, at the Kern County Administrative Offices, located at 1115 Truxtun Avenue, Bakersfield, from 4:00 PM to 8:00 PM. Based on the sign-in sheets, 470 people attended the meeting. Caltrans received 197 comment cards, e-mails, or letters between the day of the meeting, March 4, 2008, and within the next 30 days (April 4, 2008). Some individuals sent multiple comment letters, and the 197 comments represent views from 173 individuals. Comments were submitted into the comment collection box at the public meeting, e-mailed, and or mailed to various contacts. While more than 100 of the comments were from people asking to be added to the project mailing list, the largest number of comments, totaling 94, expressed their desire that an alternative through Westpark be avoided. Other comments expressed concern over project impacts to seniors, social and quality of life issues, the removal of homes, and impacts to community facilities. In addition, several stated in writing their concern regarding statements made in the past by government officials indicating a transportation facility would not be located in the Westpark neighborhood.[38]

The public involvement program continued to expand and included a series of neighborhood meetings, focus group meetings, one-on-one interviews, a mail-out survey, and a public scoping meeting, as discussed below. Additionally, a Centennial Corridor Citizens' Advisory Group was formed. A project Web site was created that provides basic project information, the Citizens' Advisory Group meeting minutes, neighborhood and business surveys, and contacts to get in touch with for additional information about the project. Collectively, these efforts provided a representative forum of the diverse community values, concerns, and interests. [39]

6.4.1 Citizens' Advisory Group

In 2008, a Centennial Corridor Citizens' Advisory Group was formed, comprised of members from each of the neighborhoods that could be impacted by the project alternatives. In all, the Citizens' Advisory Group is made up of a maximum of nine members, plus three officers. The nine members include three members from each of the following areas: located east of SR 99, located west of SR 99, and service

[38] Caltrans, *Centennial Corridor Project, Public Information Meeting Summary Report*, April 2008.
[39] Caltrans, *Centennial Corridor Project, SR 99 Corridor Public Information Meeting Summary Report*, August 21, 2008.

representatives (includes emergency services, school board or district, and transit/bicycle authority). The intent of the Citizens' Advisory Group is to meet regularly to discuss project-related issues and concerns with project staff as the project progresses. Citizens' Advisory Group members serve as liaisons between the neighborhoods they represent and the project development team; however, the Group is not a decision making body. Since late 2008, the Citizens' Advisory Group has held seven meetings with staff from Caltrans, the City of Bakersfield, and the County of Kern to review the project status, provide ideas, represent their community's interests and concerns, and serve as liaisons to their neighborhoods. All Citizens' Advisory Group meetings occurred at the TRIP office, located at 900 Truxtun Avenue in Bakersfield. The meetings were held on the following dates:

- December 4, 2008
- March 5, 2009
- May 28, 2009
- September 10, 2009
- January 7, 2010
- April 22, 2010
- December 16, 2010
- April 21, 2011
- February 23, 2012
- November 29, 2012
- February 21, 2013
- March 21, 2014
- May 21, 2014

The agendas and minutes from the Citizens' Advisory Group meetings are available on the project Web site: http://dot.ca.gov/dist6/environmental/projects/centennial/cag.html.

6.4.2 Neighborhood Meetings

Neighborhood meetings were a major component of the community impact assessment process, and were held in the vicinity of each of the build alternatives. The purpose of the neighborhood meetings was to explain the project and alternatives to the public and interested parties, answer questions, and gather public input. An open house-type format was used to facilitate communication and the exchange of information between the Caltrans project team members and members of the public. Staff from Caltrans, the City of Bakersfield, Kern County, and the TRIP office was available to answer questions on the project and the environmental study process. Attendees could wander through the room, view the displays and freely ask questions. Display boards with project information, PowerPoint presentations, and maps were

set up at stations to provide information about the project and the Caltrans environmental and right-of-way processes.

Meeting announcements were in English and Spanish, and all meeting materials (i.e., displays and handouts) were available in both languages. Spanish-speaking staff were also on hand at all meetings to ensure that those unable to speak English, or preferring to speak Spanish, would be able to learn about the project and ask questions of the staff.

The first neighborhood meeting was held on Tuesday, March 4, 2008, at the Kern County Administrative Offices, Building Rotunda, located at 1115 Truxtun Avenue in Bakersfield from 4:00 in the afternoon to 8:00 in the evening—383 people signed in. A general comment card was handed out at the meeting. Caltrans received 414 comment cards, e-mails or letters between March 4, 2008 and April 4, 2008. In addition, 61 people provided comments to a court reporter that was also present at the meeting.

The second neighborhood meeting was held Thursday, May 22, 2008, at the Harris Elementary School, Cafeteria/Multipurpose Room, located at 4110 Garnsey Lane, Bakersfield. Two identical sessions of the meeting were provided, one at 4:30 PM, the other at 7:30 PM. Each lasted approximately 1.5 hours. At the first session, 235 people signed in. At the second session, 141 people signed in. A handout with a questionnaire/survey was available at each session (see Appendix A). Questionnaires contained the following questions: what the individuals consider to be the boundaries of the neighborhood; what attributes and features make the neighborhood special; what are the most visited destinations, which route is taken to get there and how long does it take; and describe any social, civic, or neighborhood groups active in the neighborhood. Caltrans received completed project questionnaires from 60 individuals.[40]

The third neighborhood meeting was held on Tuesday, July 21, 2008, at McKinley Elementary School, Multipurpose Room, located at 601 Fourth Street, Bakersfield, at 4:30 PM. A notification of the meeting was sent to 8,207 residents and business in project area. Eighty-three (83) people signed in. A handout with the same survey/ questionnaire questions as the May 22, 2008, meeting was available. Caltrans received seven completed project questionnaires.

[40] Caltrans, *Centennial Corridor Project, Public Information Meeting Summary Report*, May 22, 2008.

The fourth neighborhood meeting was held on Thursday, August 21, 2008, at McKinley Elementary School, Multipurpose Room, located at 601 Fourth Street, Bakersfield, at 4:00 PM. Notices were sent to 7,320 residents, businesses, and property owners. Eighty-two (82) people signed in. A handout with the same survey/questionnaire questions as the May 22, 2008, meeting was available. Eleven (11) completed project questionnaires were returned to Caltrans.

6.4.3 Business Community Outreach

Outreach targeting the business community included a public informational meeting on January 27, 2009, and the March 2009 business survey. Approximately 40 businesses responded to the business survey. Common concerns noted by survey respondents are that a neighborhood-serving business, if relocated, could not serve the same clientele, as would a neighborhood-serving church if it were moved away from its members. Several comments noted concerns about the acquisition process and questioned whether business owners and churches would be adequately compensated for moving expenses, which would cover the investment they have made in their location (i.e., building and property), and in building up their local clientele or membership. Some respondents stated their general opposition for the project, while a couple respondents stated general support for the project. Several respondents noted a preference for Alternative C because it follows the SR 99 alignment, and they felt it would result in the least disruption of neighborhoods. Respondents to the business surveys expressed concern that displacements in the southeast area of Bakersfield would notably decrease the City tax base because real estate is higher in this particular area. Multiple respondents noted that providing convenient access to businesses by customers is valued and stated that addressing congestion on local streets and ingress/egress of commercial establishments along major arterials are existing issues that the project could address. Multiple respondents questioned if the survey was intended for businesses because some questions are phrased to address residents.

6.4.4 One-on-One Interviews

Residents of the project area were offered the opportunity to take part in one-on-one interviews with project planners. The goal of these interviews was to gain input from individuals who live within the neighborhoods and could possibly be impacted due to the project. Those residents taking part in the interview process were asked a series of 21 questions, with the last question being open-ended, which means they could discuss any aspect of the project or their community that they wished. A total of 49 interviews were conducted from July through September 2008. Of the

49 households interviewed, 45 were from the neighborhood of Westpark. The other four interviewees were from other locations located throughout the remainder of the project study area. While the interviewed individuals are primarily from one neighborhood, the opportunity to take part in the one-on-one interviews was offered at neighborhood meetings conducted for each alternative. Some questions or topics asked of each resident included length of time in neighborhood and current residence; if the home is owned or rented; describe the quality of life in the neighborhood; if the community facilities and business they frequented were within walking distance; and design preference of the project.

A copy of the questions asked of persons interviewed is included in Appendix A. Interviewee responses, preferences, and concerns have been incorporated, where appropriate, into this report and will be used in future analysis of the project.

6.4.5 Focus Groups

Between July and October 2008, nine separate focus group meetings were held at different locations. These were organized to provide an opportunity for residents and other stakeholders to ask questions in a smaller setting than some of the larger public meetings that were held. At each of the four neighborhood meetings, it was announced that a focus group meeting could be requested. In total, 146 people participated in the 9 focus group meetings held in the neighborhood areas in which the project alternatives might impact. This process was integral to gain the opinions of stakeholders with regard to the project and the various alternatives. At each meeting, with the exception of the August 16 meeting, Caltrans staff presented an overview of the project, included the environmental process and proposed timeline. These meetings were generally tailored to specific issues of concern to the focus group.

- July 24, 2008, at Assembly Manor Club House in downtown Bakersfield – 40 people attended, along with 7 project staff members. Topics discussed included the right-of-way process, market value and the best use of the homes should they be acquired;
- July 24, 2008, at 19 Morrison Street in Westpark/Southwest Bakersfield area – 13 residents attended, along with 7 project staff members and 1 Spanish translator. Topics discussed included the alternatives and why an alternative through the Westpark community was proposed, property values, and participating in the Community Impact Assessment process;

- July 25, 2008, at Westgate Winds Condo Association meeting in Westpark – 15 people attended, with 6 project staff members. Topics discussed included the right-of-way process, property values, and relocation assistance. In addition, other questions were asked about design (at grade or elevated), potential off-ramp at California Avenue, and the potential for homeless people to live under elevated portions of freeway ;
- August 9, 2008, at Saunders Park in Westpark – 5 people were in attendance, with 6 project staff members, 1 of whom was certified as Spanish bilingual. Questions were asked about the appraisal process, property values, timeline for Westside Parkway, federal funding for project, relationship of project to Oak Street, and relocation assistance to businesses;
- August 9, 2008, at Geo Drilling Fluids in East Bakersfield – 6 people attended the meeting, with 6 project staff members, 1 of whom was certified as Spanish bilingual. Numerous questions were asked and included the purpose of the project, Westside Parkway and use of TRIP funds, fair market value of property, importance of regional and local transportation needs in the alternative selection process, and public input in alternative selection;
- August 9, 2008, at First United Methodist Church in the Westpark/Southwest Bakersfield community – 21 individuals attended, along with 5 project staff members. Questions were asked about the environmental process and whether air quality would be evaluated, relationship to and timeline of Westside Parkway project, and potential impacts to churches, schools and parks;
- August 16, 2008, on Kentfield Drive in the Westpark neighborhood – 9 residents were in attendance, with 5 project staff members. Attendees expressed strong opposition to the project. Numerous questions were asked and included how the alternatives were chosen and how will the preferred alternative be selected, property values, and why was Westpark neighborhood selected as an alternative;
- August 16, 2008, on N. Stine in Southwest Bakersfield – 12 individuals attended, as well as 5 project staff members. The attendees requested that a presentation not be given and wanted more time to ask questions. Questions were asked about fair market value, Westside Parkway, potential flooding from Isabella Dam, and justification for a route through an existing neighborhood; and
- October 1, 2008, on Sunset Avenue in Southeast Bakersfield – 25 people attended the meeting, with 5 project staff members Questions were asked about whether four alternatives are still being considered and what are these alternatives, potential railroad acquisition, relationship of project of 24th Street Widening

project, what is the Westside Parkway project and timeline, and potential impacts associated with railroad property.

Common discussion topics focused on alternatives under consideration, project progress and status, project timeline, and the right-of-way acquisition process.

6.4.6 Neighborhood Surveys

Neighborhood surveys were utilized to solicit input, comments, and suggestions from the larger community. Approximately 16,000 surveys were mailed to residents in the designated areas in March 2009. Everyone received an identical survey questionnaire; however, the forms mailed to each area were coded so that on their return, project planners could analyze responses based on the neighborhood geographical area of those who responded. The questions on the survey form were the same as those presented in the one-on-one interviews conducted in individuals' homes (refer to sample in Appendix A). This was done so that information would be gathered in a consistent fashion from each of the neighborhoods that might be directly affected by the project. The survey forms were made available in English and Spanish. Recipients were asked to complete and return the surveys within 3 weeks. The return postage was prepaid. Approximately 920 surveys were returned by members of the public with the most (34 percent) from the Westpark neighborhood. The results and findings of those who responded have been incorporated, where appropriate, into this Community Impact Assessment and will be used in future analysis of the project to gauge community perceptions. Refer to Section 6.5.2 for a summary of the responses.

6.4.7 Public Scoping Meeting

The outreach process for the Community Impact Assessment process was extended with an agency and public scoping meeting, both held on Thursday, October 2, 2008.[41] The agency meeting was held at 1:00 PM at the TRIP offices located at 900 Truxtun Avenue, Bakersfield. Five representatives from the following four agencies were in attendance: Kern County Department of Public Health, Kern County Agricultural Commissions Office, California Highway Patrol, and the City of Bakersfield Recreation and Parks Department. A scoping meeting for the public was held at the Kern County Administrative Offices, Building Rotunda, located at 1115 Truxtun Avenue, Bakersfield, at 4:30 PM; 137 members of the general public attended.

[41] Caltrans, *Centennial Corridor Project Agency and Public Meeting Summary Report*. October 2, 2008.

The purpose of the two meetings was to explain the project and alternatives to agencies and the public, answer any questions they might have, and gather comments from anyone who wished to express them.

Caltrans, City of Bakersfield, Kern County, and TRIP office staff members were onsite and available to answer questions and gather comments about the project. Attendees were also able to submit written comments on comment cards provided at the meeting. In addition, a signup sheet for those interested in being considered for the Citizens' Advisory Group was available.

An open house-type format was used to facilitate communication and the exchange of information between the Caltrans project team members, agencies, and members of the public. Attendees could wander through the room, view the display boards, and freely ask questions. Caltrans received seven comment cards and two handwritten letters at the meeting.

6.4.8 Meetings to Update Community on Progress of Studies

As recommended by public involvement best practices, Caltrans held a community outreach meeting to keep the larger community informed of the progress of the study of the viable alternatives and continue to receive feedback and answer questions on the design variations that were being studied as part of the environmental studies. The public meeting was held on May 11, 2011, at the Kern County Administrative Offices, Building Rotunda, located at 1115 Truxtun Avenue, Bakersfield, from 4:30 PM to 8:00 PM. The meeting was organized with an informal, open house format where the public could attend at any time during the 3-hour period. Several display boards, including the project alternatives under consideration, were located throughout the room for attendees to view and interact with project representatives. Engineers and planners were stationed at different tables to answer specific questions. A total of 197 people signed the sign-in sheets. Caltrans received 71 comment cards at the meeting. Forty-six (46) comment cards specifically stated a preferred alternative, with most preferring Alternative C. Twenty-five (25) comment cards indicated their opposition to the project or expressed concerns about a specific alternative, primarily due to the fear of falling property values; reduced neighborhood feel and amenities; and increased noise with elevated roadway segments.

A second public information meeting to provide the community a further update on the progress of the environmental studies was held on December 6, 2012, from 4:00 p.m. to 7:00 p.m. in the Building Rotunda of the Kern County Administrative Offices,

in Bakersfield. This meeting also allowed Caltrans to present the findings of the Section 4(f) Evaluation, which was the basis for identifying a preliminary preferred alternative. A newsletter, which included a notice of the public meeting, was sent to 11,570 property owners and residents in the Centennial Corridor project study area. The mailing area included those properties within 300 feet of the project's right-of-way, from I-5 to Cottonwood Road. The newsletter was also sent to all property owners and residents of the Westpark neighborhood, encompassed by SR 99, Stockdale Highway, and California Avenue. The meeting was noticed in the *Bakersfield Californian* and in the Spanish language newspaper *El Popular* on November 23, 2012. About 500 people attended the meeting (459 signed in). Forty-six (46) comment forms were filled out and left at the meeting. Based on contact information provided at the meeting and in the newsletter, over 100 people contacted Caltrans and the Thomas Roads Improvements Program via email, phone call, and visits to the Thomas Roads Improvements Program office in the month following the meeting. The majority of the comments received cited property inquiries or other right-of-way questions. Other concerns were raised about the impacts Alternative B (Preferred Alternative) would have on the Westpark neighborhood, including affects on community cohesion, increased air emissions and noise that would be experienced by remaining residents, and aesthetic impacts.

6.4.9 Public Review of the Draft Environmental Document

Notices of Availability for the draft environmental document and notice of public hearings were sent to property owners, residents, business owners, and other interested individuals living within at least 300 feet of the build alternatives (Alternatives A, B and C). In addition, 277 members of the public, who had provided an address at a public information meeting for the project held in December 2012, received the draft environmental document Executive Summary, as well as a compact disk with the complete draft environmental document and technical studies. A copy of the distribution list is provided in Chapter 7 of the Final Environmental Impact Report/Environmental Impact Statement.

The Notice of Availability to review the DEIR/EIS and the invitation to the public hearing were prepared in English and Spanish. Public notices announcing the availability of the draft environmental document included the date, time, and location of the public hearing. The public hearing was advertised in announcements that appeared in *The Bakersfield Californian* on May 9 and June 4, 2014, and *El Popular*, a Spanish-language newspaper, on May 15 and June 12, 2014. *The Bakersfield Californian* is a daily publication; *El Popular* is published weekly. Notices were also

posted with the Kern County Clerk's Office. The Notices of Public Hearings were also made available at Caltrans website (http://dot.ca.gov/dist6/environmental/projects/centennial/news_updates.html).

The DEIR/EIS was also made available for public viewing at the following locations:

- Caltrans District 6, 855 M Street, Suite 200, Fresno, CA 93721;
- Thomas Roads Improvement Program offices, 1600 Truxtun Avenue, 3rd Floor;
- Bakersfield Community Development Department—Planning Division, 1715 Chester Avenue;
- County of Kern Planning Department, 2700 M Street, Suite 100;
- Kern Council of Governments, 1401 19th Street, Suite 300;
- Beal Memorial Library, 701 Truxtun Avenue;
- Halloway-Gonzalez Branch Library, 506 East Brundage Lane
- Eleanor Wilson Branch Library,1901 Wilson Road;
- Bryce C. Rathbun Branch Library, 200 West China Grade Loop; and
- Southwest Branch Library, 8301 Ming Avenue.

In addition, a copy of the draft environmental document was made available at the Caltrans District 6 website at: http://dot.ca.gov/dist6/environmental/projects/centennial/EnvironmentalDocuments.html.

The DEIR/EIS was circulated for a 60-day review by agencies and members of the public between May 9 and July 8, 2014.

6.4.10 Public Hearing

Caltrans, in cooperation with the City, held a public hearing for the project at the Kern County Administrative Center-Rotunda, 1115 Truxtun Avenue, Bakersfield, California, on June 11, 2014, from 4:00 to 7:00 p.m. Caltrans sponsored an informal, open house format public hearing where the public was invited to attend any time during the 3-hour period. The hearing was held to provide information about the project and solicit comments on the draft environmental document.

Upon arriving, attendees were asked to sign in to maintain an attendance record. There were a total of 191 attendees at this meeting. Attendees were also encouraged to visit the information stations in the lobby and view project maps and display boards. Project staff members were available at the various stations to discuss the

project and answer questions from the public. Attendees were encouraged to submit their comments and concerns about the project on forms provided at the comment station. Two court reporters were also available to take verbal comments from the public. A bank of computers was available at the public hearing to allow people to provide comments on the project.

Comments received at this meeting covered various topics including, but not limited to: consideration of other alternatives, design refinements, community impacts, property acquisitions, air quality, traffic concerns, noise concerns and health concerns.

6.4.11 Summary of Comments on Draft Environmental Document

A total of 84 comments were received on the draft environmental document. These comments were received via mail, email and at the public hearing. Of the 84 comments received, a total of 6 comments were taken by the court reporter during the public hearing. Note that some people submitted multiple letters and/or multiple copies of the same letter. Comments received on the draft environmental document during the public review period and at the public hearing consist of the following topics:

- Project Design Modifications;
- Property Values;
- Air Quality;
- Visual;
- Noise;
- Traffic
- Water/Water Quality;
- Valley Fever and Other Health Risks;
- Crime/Transients;
- Quality of Life and Community Cohesion;
- Environmental Justice;
- Pedestrian and Bicycle Access;
- Cultural Resources;
- Blight; and
- Access to and from the Neighborhoods.

All public comments were individually reviewed and addressed through a formal response as documented in the Final Environmental Impact Report/Environmental Impact Statement and/or through revisions made to the environmental document.

6.5 Summary of Public Participation Results

This section summarizes the key concerns and interests that were expressed by residents and other community stakeholders as part of the public outreach process. These concerns have been considered during alternative screening, continuing project development planning, and preliminary engineering, and these concerns will continue to be a primary consideration as the Centennial Corridor project progresses.

6.5.1 Neighborhood Meetings

A total of 78 neighborhood surveys and 414 written comments were received between March 4, 2008, and April 4, 2008, as a result of all the meetings held. Comments received ranged from requests for maps and documents, requests to be added to the project mailing list, and preferences for specific alternatives. Specific issues commented on include impacts to seniors, concerns regarding the environment, impacts to historic resources, and loss of homes. Much of the discussion at these meetings focused on alternatives and issues of concern to carry forward in the project studies. General observations and concerns expressed by the public pertaining to the Centennial Corridor project include:

- Opposition to locating the project in their community, which is comprised of older, established neighborhoods that are quiet, safe, and well taken care of.
- Concern about hardship for displaced elderly people/impacts to the retired community.
- Opposition to tearing down historic homes.
- Concern an elevated highway would not be compatible with the character of the area.
- Concern the neighborhood ambiance would change, noting introduction of cul-de-sacs, noise walls, freeway noise, and changes in neighborhood accessibility.
- Comments that neighborhoods have experienced historic impacts from construction of SR 99 and will be impacted again by construction of another freeway and the lasting impacts of the presence of another freeway.
- Criticism of the City for poor planning, resulting in piecemeal highway projects and false promises to communities that a new highway would not be constructed in their neighborhood.

- Concern the project would inhibit the ability to walk to local retail uses and community facilities (i.e., churches, parks, schools, medical facilities), which is a value to residents.
- General support for the project, to provide a freeway connection west from SR 99.
- Complaints that the project is taking too long, and calls to construct it quickly. Complaints that many years of planning for this project have resulted in many people who have stopped investing in and maintaining their homes, which degrades the neighborhoods.
- Preference for the utilization and expansion of existing roadways as a priority in selecting an alternative to minimize displacements and disruption to/division of neighborhoods.
- Concern about noise and air quality impacts of a new highway.
- Concern the project would disrupt churches and schools.
- Concern the project will decrease property values.
- Concern about the property/home acquisition process and that investments put into homes would not be captured with current market value.
- Desire to maintain easy access to downtown for car and bicycle commuters not using the freeway.
- The project will bring additional traffic to the Bakersfield city center.

6.5.2 Neighborhood Surveys Summary

Quailwood - Park Stockdale Neighborhood

The respondents to the survey form that was mailed to residents located within the project study area referred to as Park Stockdale and Quailwood most commonly stated their preference for choosing to live in this section of Bakersfield because of its centrality to nearby amenities, including the Kern River Parkway and bike paths, nearby shopping centers, and restaurants, as well as schools and churches. Most of those area residents responding felt the neighborhood was safe and secure (some were pleased with being able to reside in an upscale, gated community), and many remarked on the neighborhood's overall cleanliness and quiet. Many of those who completed the survey form were members of a local homeowner's or condominium association. Some expressed that in recent years change had come to the neighborhood primarily in the form of younger families moving in. The one common complaint among many of those responding was the worsening local traffic conditions. Of those who did express an opinion on a project alternative for the Centennial Corridor, they did not support construction of Alternative A, and to a lesser extent, Alternative B.

Westpark

The survey respondents residing in the Westpark community cited proximity to schools, churches, parks, retail, and the downtown area as features that attracted them to the neighborhood. One respondent noted that Westpark is one of few mixed-use communities in Bakersfield. There is a large community of elderly and retired people who have owned homes for more than 20 years, and there are many older, well-made homes. Some reported changes in the community include an influx of renters and younger families, increased traffic, and some increased crime. Westpark has a Neighborhood Watch Group. Several other long-time residents commented that the neighborhood has not changed much. Most respondents described the neighborhood as safe and clean, offering them and their family and neighbors a good quality of life. The Westpark Homeowners Association is known to have a sense of community, with drugstores, day-care facility (i.e., Little Red School House), Assembly Church, and various retail markets on Stockdale Highway listed by multiple respondents as community facilities that depend on, and serve, local residents.

Most survey respondents cited opposition to the project, with the most negative comments expressed about constructing Alternative B. Several comments conveyed preference for the alternative that follows the existing freeway alignment as much as possible (Alternative C) or for Alternative A because these alternatives would cause the least disruption to the neighborhood. Many respondents noted preference for an elevated or depressed highway, rather than an at-grade facility, with incorporation of attractive landscaping and soundwalls. Common concerns about the project included that it would disrupt the neighborhood with increased noise and air quality impacts, as well as increased opportunity for graffiti. Other repeated concerns are that the project would decrease property values in the neighborhood and displace residents and businesses. Many respondents noted concern about displacing the retired and elderly residents for whom the impact would be greater because they have lived in the area so long and have limited resources to handle being displaced and finding replacement housing, especially in an area with so many local services. Provision of crosswalks near parks and other locations were repeatedly listed as potential issues the project could address.

Oleander-Sunset

The Oleander-Sunset community survey respondents overall expressed sentiments that their community is a safe, desirable community in an older neighborhood of Bakersfield, with well-preserved, unique homes and older trees. Most respondents cited the neighborhood as offering an excellent or good quality of life. The

community has many historic houses and provides multiple parks and good access to nearby downtown. Some respondents commented that visitors come to this neighborhood because of its historic character and for neighborhood-sponsored community events such as the July 4th parade and Christmas carriage tours.

Several survey respondents noted that younger families are moving into the Oleander-Sunset neighborhood, and they felt there is increased pedestrian and bicycle traffic, especially near parks and schools. Traffic congestion and cut-through traffic were repeatedly cited as existing problems, the California/Oak intersection in particular. Several respondents noted an increase in homeless people in the neighborhood and expressed concern that the project would add to this problem. Many survey respondents expressed concern about tearing down historic homes and diminishing the character of the neighborhood. Several concerns were noted that the project would displace residents and decrease property values. Some respondents expressed concern that recent home improvements/investments would not be captured if they were offered fair market value for their home due to the drop in the housing market.

Many of those responding to the survey also expressed concerns over aesthetics, with repeated interest for a depressed freeway with landscaping or a landscaped buffer. There were mixed comments about provision of construction of soundwalls, with some aesthetic concerns about the walls and highway and some comments calling for walls that could be painted. Provision of noise walls to address existing sound from SR 99 and addressing traffic congestion on local streets were listed multiple times as potential issues the project could address. A couple of respondents noted speeding automobile traffic in areas with high pedestrian traffic is also an existing problem. Oak Street, California Avenue, and Truxtun Avenue were repeatedly mentioned as locations to provide or maintain cross-through traffic opportunities with the project. Several respondents conveyed support for a freeway connection west from SR 99, urging the utilization and expansion of existing roadways as a priority in selecting an alternative.

Southeast Bakersfield

Most survey respondents from Southeast Bakersfield rated the neighborhood quality of life as good or fair, and there were also several respondents who rated it as poor. A common comment was that the neighborhood is somewhat neglected with insufficient street lighting and sidewalks, and poor quality roads with potholes. Several respondents commented on increasing graffiti and messy front yards. The nearby County Fairgrounds were cited as a location for community events. Respondents

listed the following neighborhood features as walking distance from their homes: Valley Plaza shopping center and other retail uses, parks, schools, churches, bus stops, and the fairgrounds. Many respondents also commented on the good freeway access (SR 99 and SR 58) offered by the neighborhood. At the same time, many respondents commented on noise from the aforementioned highways as an existing problem and requested soundwalls. Provision of noise walls to address existing sound from SR 99 and SR 58, addressing speeding traffic on local streets, improving street lighting, and sidewalks and street pavement conditions were listed multiple times as potential issues the Centennial Corridor project could address. Multiple respondents commented that in looking at the map the project does not appear to affect their neighborhood. Many respondents expressed general support for the project and complaints about congestion on Rosedale Highway. Soundwalls, landscaping with trees, speed bumps, and stop signs as traffic calming measures were listed as potential project features to help make the project more compatible with the neighborhood. Several respondents expressed interest in an elevated highway.

Southwest Bakersfield

Most respondents cited the neighborhood as offering an excellent or good quality of life that is an older, established community with historic homes and big, old trees. Respondents indicated there is a large community of elderly and retired people who have owned homes in the neighborhood for 20 or more years. Residents from the several homeowners associations responded to the survey, including Seven Oaks Homeowners Association, Pinewood Lake Homeowners Association, and the Westwind Homeowners Association. Respondents listed the following neighborhood features as walking distance from their homes: retail, grocery store, schools, churches, and medical facilities. Some respondents expressed that in recent years there has been a rise in crime and graffiti. A common comment was that the neighborhood lacks sufficient street lighting, and street pavement is in poor conditions in some areas. Other repeated comments note existing traffic congestion on local arterials, including Real Road and Stockdale Highway. People described the neighborhood as quiet and having affordable homes. Some respondents noted low-income housing developed in the last 10 years.

Many survey respondents from this neighborhood expressed opposition to the project because they felt it would disrupt or destroy the neighborhood and devalue property. Multiple respondents commented that being offered fair market value for their homes would not fairly compensate them due to the current market conditions, and they would be financially damaged if their house was to be acquired to accommodate the

project. Hardship for elderly residents who would be displaced was a repeated concern. Several respondents expressed preference for Alternative C because it causes the least disruption to neighborhoods and the least displacements, and they expressed opposition to Alternative B because it would cause the most disruption. Many respondents also expressed support for the project. Several respondents expressed interest in a depressed highway with landscaping and noise walls. Increased opportunity for graffiti was another repeated concern about the project. Addressing traffic congestion on arterial streets was commonly noted as a problem the project could address.

Appendix A Example of Survey Instrument

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 48 FRESNO, CA

POSTAGE WILL BE PAID BY ADDRESSEE

ATTN: SARAH GASSNER
CALTRANS ENVIRONMENTAL
PO BOX 5319
FRESNO CA 93755-9975

-fold here-

CENTENNIAL CORRIDOR PROJECT
BAKERSFIELD

NEIGHBORHOOD SURVEY

CENTENNIAL CORRIDOR PROJECT
BAKERSFIELD

NEIGHBORHOOD SURVEY

Please take a few moments to fill out this survey regarding your neighborhood. Input from the public is an important part of project development.

When you are finished filling out this survey, please re-fold this booklet in half and then fold the booklet in thirds so that Caltrans' return address faces front. Tape where indicated, and place in the mail.

Place tape here

If you have any questions, please contact
Sarah Gassner, Senior Environmental Planner for Caltrans at:
Phone: (661) 326-3424 | **Email:** sarah_gassner@dot.ca.gov
Mail: Caltrans Central Region Environmental Division
Attn: Sarah Gassner, Senior Environmental Planner
2015 E. Shields Avenue, Suite 100, Fresno, CA 93726-5428

Para solicitar una copia en español de esta encuesta, por favor llame a Javier Almaguer al (559) 243-8255 o javier_almaguer@dot.ca.gov. También hay una copia en español de esta encuesta en el sitio Internet del proyecto: http://www.bakersfieldfreeways.us/Centennial_Corridor.htm.

Not shown: No Build and Transit/TSM Alternatives

Conceptual Exhibit: For Planning and Study Purposes Only

1. How long have you lived in your neighborhood?
   ☐ 0-5 years ☐ 6-10 years ☐ 11-15 years ☐ 16-20 years ☐ 21-25 years ☐ 26+years

2. How long have you lived at your current residence?
   ☐ 0-5 years ☐ 6-10 years ☐ 11-15 years ☐ 16-20 years ☐ 21-25 years ☐ 26+years

3. Do you own or rent? ☐ Own ☐ Rent

4. What originally attracted you to this neighborhood? _____

5. In what ways has the neighborhood changed? _____

6. In your opinion, what is the most important quality or feature of the neighborhood? _____

7. How would you describe the quality of life in this neighborhood?
   ☐ Excellent ☐ Good ☐ Fair ☐ Poor ☐ Unknown

8. Do you have family living in the neighborhood (outside of your home)?
   ☐ Yes ☐ No

   If so, who are they?
   ☐ Parent ☐ Child ☐ Grandparent ☐ Other _____

   Do they depend on you for care, transportation or other day to day activities?
   ☐ Yes ☐ No

9. Are the community facilities (schools, churches, parks, etc.) within walking distance of your home?
   ☐ Yes ☐ No If yes, please list. _____

   If so, do you primarily walk or drive to those places?
   ☐ Walk ☐ Drive

10. Are the retail businesses & other services (stores, doctors, etc.) within walking distance of your home?
    ☐ Yes ☐ No If yes, please list. _____

    If so, do you primarily walk or drive to those places?
    ☐ Walk ☐ Drive

11. Does the neighborhood have organized neighborhood-wide events?
    ☐ Yes ☐ No If yes, please list. _____

12. Are there any social or civic groups active in your neighborhood?
    ☐ Yes ☐ No If yes, please list. _____

13. What streets/roads do you consider the boundaries of your neighborhood? _____

14. Do you work in the neighborhood?
    ☐ Yes ☐ No ☐ Retired ☐ Unemployed

15. Are there any mobility, safety or traffic issues within the neighborhood or larger community that this project could address?
    ☐ Yes ☐ No If so, what? _____

16. If this project should bisect the neighborhood, where should cross-access be provided? _____

17. What type of aesthetic or operational features could be incorporated into the design of the proposed project to make it more compatible with the neighborhood and existing land uses? (Examples: use of landscaping, painted retaining walls, depressed or elevated roadway) _____

18. Are you aware of any businesses or services that cater specifically to the neighborhood residents?
    ☐ Yes ☐ No

    If so, are they dependent on the neighborhood?
    ☐ Yes ☐ No Which businesses? _____

19. Is there an organized neighborhood or homeowners association representing this area?
    ☐ Yes ☐ No If so, what is the name of the organization, its purpose, and do you participate? _____

20. Is there any other information you would like to provide about your neighborhood and the project? _____

Appendix B Properties Potentially Displaced

A list of properties potentially displaced under each alternative is made available at the City of Bakersfield.

Appendix C Summary of Relocation Benefits

California Department of Transportation Relocation Assistance Program

Relocation Assistance Advisory Services

Caltrans would provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of Caltrans' acquisition of real property for public use. Caltrans would assist residential displacees in obtaining comparable decent, safe, and sanitary replacement housing by providing current and continuing information on sales prices and rental rates of available housing. Nonresidential displacees would receive information on comparable properties for lease or purchase.

Residential replacement dwellings would be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, displacees would be offered comparable replacement dwellings that are open to all persons regardless of race, color, religion, sex, or national origin, and are consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance would also include supplying information concerning federal- and State-assisted housing programs, and any other known services being offered by public and private agencies in the area.

Residential Relocation Payments Program

For more information or a brochure on the residential relocation program, please contact Jennifer Taylor at jennifer_taylor@dot.ca.gov, (888) 404-6375 or California Department of Transportation, Central Region Environmental Division, 855 M Street, Suite 200, Fresno, CA 93721. The brochure on the residential relocation program is also available in English at http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/residential_spanish.pdf.

If you own or rent a mobile home that may be moved or acquired by Caltrans, a relocation brochure is available in English at http://www.dot.ca.gov/hq/row/pubs/mobile_eng.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/mobile_sp.pdf.

The Business and Farm Relocation Assistance Program

For more information or a brochure on the relocation of a business or farm, please contact Jennifer Taylor at jennifer_taylor@dot.ca.gov, (888) 404-6375 or California Department of Transportation, Central Region Environmental Division, 855 M Street, Suite 200, Fresno, CA 93721.

The brochure on the business relocation program is also available in English at http://www.dot.ca.gov/hq/row/pubs/business_farm.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/business_sp.pdf.

Additional Information

No relocation payment received would be considered as income for the purpose of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other federal law (except for any federal law providing low-income housing assistance).

Persons who are eligible for relocation payments and who are legally occupying the property required for the project would not be asked to move without being given at least 90 days' advance notice, in writing. Occupants of any type of dwelling eligible for relocation payments would not be required to move unless at least one comparable "decent, safe, and sanitary" replacement residence, open to all persons regardless of race, color, religion, sex, or national origin, is available or has been made available to them by the State.

Any person, business, farm, or nonprofit organization that has been refused a relocation payment by Caltrans, or believes that the payments are inadequate, may appeal for a hearing before a hearing officer or the Caltrans' Relocation Assistance Appeals Board. No legal assistance is required; however, the displacee may choose to obtain legal counsel at his/her expense. Information on the appeal procedure is available from Caltrans' Relocation Advisors.

The information above is not intended to be a complete statement of all of Caltrans' laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the State's relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to purchase and given a more detailed explanation of Caltrans' relocation programs.

Important Notice

To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Caltrans relocation advisor at:

State of California Department of Transportation
Central Region Right-of-Way Division, 855 M Street, Fresno, CA 93721

Appendix D Standard Deviation Reports for Census Tract 18.01 Block Group 1

Standard-Deviation Report for Census Tract 18.01 Block Group 1 Using 5% African-American Population (County Average)

The difference between the proportion of the protected class Selected and the proportion of all Applicants (potential residences displaced) Selected has a normal distribution with a mean and standard deviation. The statistic is shown below:

```
(r / n) - p
-----------------------------
sqrt(p * (1-p) / n) * sqrt(1-q)
```

***Analysis of proportion of Minorities Selected* where:**

- **r = number of Minorities Selected.**
- **n = number of Selected (Minorities and Non-Minorities).**
- **p = proportion of Applicants that are Minorities.**
- **q = proportion of Applicants Selected.**

	Selected	Not Selected	Row Totals
Non-Minorities	61	889	950
Minorities	10	40	50
Column Total	71	929	1000

r = 10
n = 71
p = 50 / 1000 = 0.05
q = (10 + 61) / (50 + 950) = 0.071

Standard Deviation Statistic = 3.644

These results show that the proportion of Minorities (African-Americans) Selected is more than two standard deviations above the proportion of Applicants (African-Americans plus non-African-Americans) Selected. A result of greater than two standard deviations is generally considered significant.

Standard-Deviation Report for Census Tract 18.01 Block Group 1 Using 8% African-American Population (City Average)

The difference between the proportion of the protected class Selected and the proportion of all Applicants (potential residences displaced) Selected has a normal distribution with a mean and standard deviation. The statistic is shown below:

```
(r / n) - p
-----------------------------
sqrt(p * (1-p) / n) * sqrt(1-q)
```

***Analysis of proportion of Minorities Selected* where:**

- **r = number of Minorities Selected.**
- **n = number of Selected (Minorities and Non-Minorities).**
- **p = proportion of Applicants that are Minorities.**
- **q = proportion of Applicants Selected.**

	Selected	Not Selected	Row Totals
Non-Minorities	61	859	920
Minorities	10	70	80
Column Total	71	929	1000

r = 10
n = 71
p = 80 / 1000 = 0.08
q = (10 + 61) / (80 + 920) = 0.071

Standard Deviation Statistic = 1.961

These results show that the proportion of Minorities (African-Americans) Selected is 1.961 standard deviations above the proportion of Applicants Selected. A result of less than 2 standard deviations is generally considered non-significant.

Standard-Deviation Report for Alternative C Using 5% African-American Population (County Average)

The difference between the proportion of the protected class Selected and the proportion of all Applicants (potential residences displaced) Selected has a normal distribution with a mean and standard deviation. The statistic is shown below:

```
          (r / n) - p
 ------------------------------
 sqrt(p * (1-p) / n) * sqrt(1-q)
```

***Analysis of proportion of Minorities Selected* where:**

- **r = number of Minorities Selected.**
- **n = number of Selected (Minorities and Non-Minorities).**
- **p = proportion of Applicants that are Minorities.**
- **q = proportion of Applicants Selected.**

	Selected	Not Selected	Row Totals
Non-Minorities	118	832	950
Minorities	15	35	50
Column Total	133	867	1000

r = 15
n = 133
p = 50 / 1000 = 0.05
q = (15 + 118) / (50 + 950) = 0.133

Standard Deviation Statistic = 3.568

These results show that the proportion of Minorities (African Americans) Selected is more than two standard deviations above the proportion of Applicants (African-Americans plus non-African-Americans) Selected. A result of greater than two standard deviations is generally considered significant.

Standard-Deviation Report for Alternative C Using 8% African-American Population (City Average)

The difference between the proportion of the protected class Selected and the proportion of all Applicants (potential residences displaced) Selected has a normal distribution with a mean and standard deviation. The statistic is shown below:

```
          (r / n) - p
 ------------------------------
 sqrt(p * (1-p) / n) * sqrt(1-q)
```

***Analysis of proportion of Minorities Selected* where:**

- **r = number of Minorities Selected.**
- **n = number of Selected (Minorities and Non-Minorities).**
- **p = proportion of Applicants that are Minorities.**
- **q = proportion of Applicants Selected.**

	Selected	Not Selected	Row Totals
Non-Minorities	118	802	920
Minorities	15	65	80
Column Total	133	867	1000

r = 15
n = 133
p = 80 / 1000 = 0.08
q = (15 + 118) / (80 + 920) = 0.133

Standard Deviation Statistic = 1.497

These results show that the proportion of Minorities (African Americans) Selected is 1.497 standard deviations above the proportion of Applicants (potential residences displaced) Selected. A result of less than 2 standard deviations is generally considered non-significant.

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Personal Communications

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Helman, Paul. City of Bakersfield Planning Division, Bakersfield.

Menendez, Magda. Mexican American Opportunity Foundation, Bakersfield Chapter.

Morillo, Janine. Kern County Department of Aging and Adult Services, Bakersfield.

Smith, Cody. Barnes and Noble, 4001 California Avenue, Bakersfield.

Umfress, Lynda. New Advances for People with Disabilities, Bakersfield.

Villavicencio, Jessica. Independent Living Center of Kern County, Bakersfield.

Appendix F List of Preparers

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Greg King, Environmental Manager. M.A., Public Historical Studies, University of California, Santa Barbara; 28 years of community impact and cultural resources assessment. Contribution: Community profile in Chapter 1 and impact assessment analysis contained in Chapter 4 regarding community cohesion, fiscal impacts, and relocation. Also provided project coordination.

Liz Koos, Senior Technical Editor. 24 years of editing experience. Contribution: Community Impact Assessment editing.

Brynna McNulty, B.A., Environmental Studies, University of California, Santa Cruz. 10 years of environmental planning experience. Contribution: Community facility, public involvement and environmental justice sections.

Gary Petersen, Principal Project Manager. Master of Planning, University of Southern California; 38 years of environmental planning experience. Contribution: peer review of the community and neighborhoods impact assessment sections.

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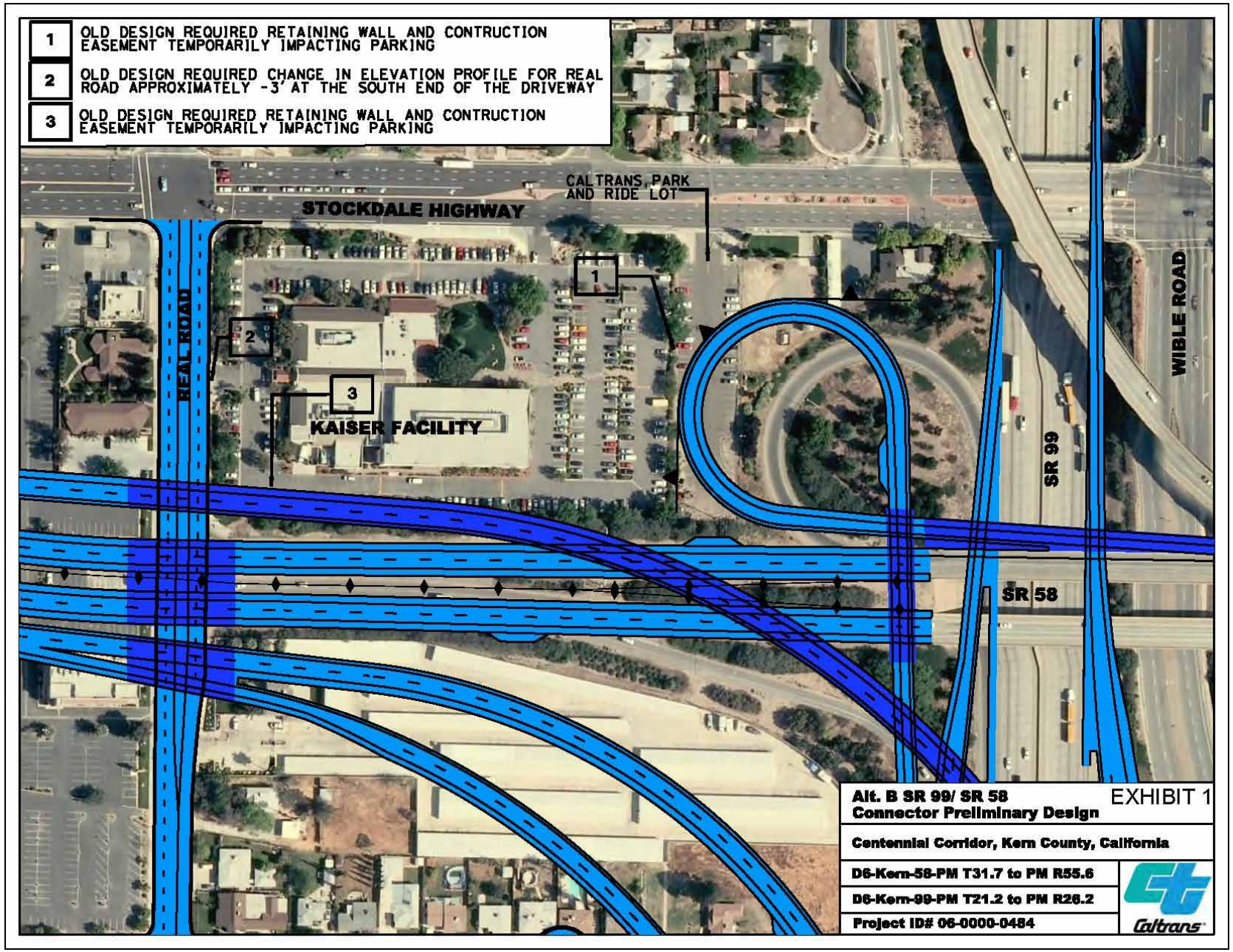
Lincoln Walker, Planner. M.A., Regional and Urban Planning, University of California; Irvine. 7 years of environmental planning experience. Contribution: Environmental justice analysis and Census data verification.

Bonterra Consulting

Kathleen Brady, AICP, Principal of Technical Services. Bachelor of Science, Sociology, University of California, Riverside; 32 years of environmental planning experience. Contribution: Project coordination.

Appendix G Modified Project Description Maps

Kaiser Realignment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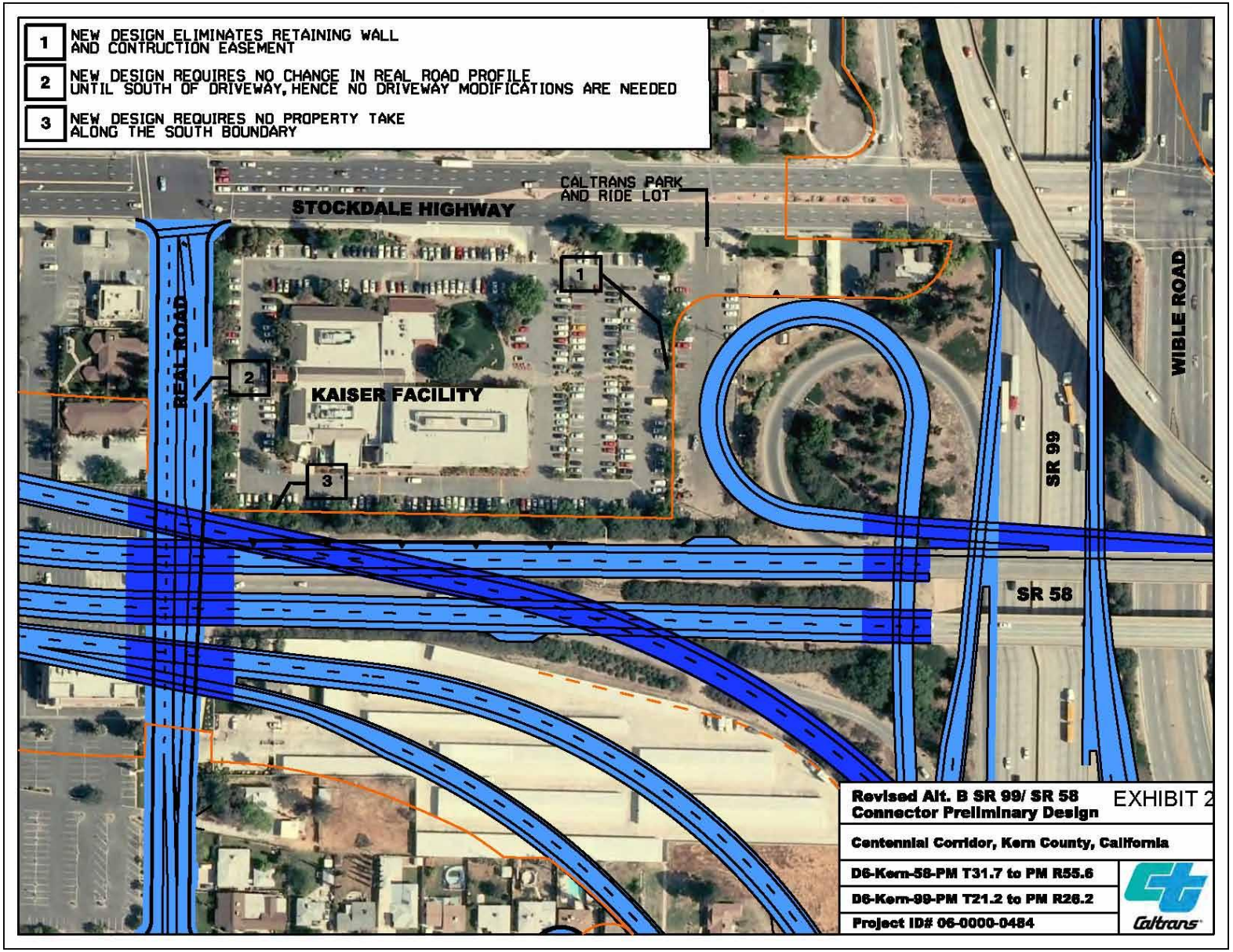
2 OLD DESIGN REQUIRED CHANGE IN ELEVATION PROFILE FOR REAL ROAD APPROXIMATELY -3' AT THE SOUTH END OF THE DRIVEWAY
3 OLD DESIGN REQUIRED RETAINING WALL AND CONTRUCTION EASEMENT TEMPORARILY IMPACTING PARKING
CALTRANS PARK AND RIDE LOT
STOCKDALE HIGHWAY
REAL ROAD
KAISER FACILITY
SR 99
SR 58
WIBLE ROAD
Alt. B SR 99/ SR 58 Connector Preliminary Design
EXHIBIT 1
Centennial Corridor, Kern County, California
D6-Kern-58-PM T31.7 to PM R55.6
D6-Kern-99-PM T21.2 to PM R26.2
Project ID# 06-0000-0484
Caltrans


1 NEW DESIGN ELIMINATES RETAINING WALL AND CONTRUCTION EASEMENT
2 NEW DESIGN REQUIRES NO CHANGE IN REAL ROAD PROFILE UNTIL SOUTH OF DRIVEWAY, HENCE NO DRIVEWAY MODIFICATIONS ARE NEEDED
3 NEW DESIGN REQUIRES NO PROPERTY TAKE ALONG THE SOUTH BOUNDARY
CALTRANS PARK AND RIDE LOT
STOCKDALE HIGHWAY
REAL ROAD
KAISER FACILITY
WIBLE ROAD
SR 99
SR 58
Revised Alt. B SR 99/ SR 58 Connector Preliminary Design
EXHIBIT 2
Centennial Corridor, Kern County, California
D6-Kern-58-PM T31.7 to PM R55.6
D6-Kern-99-PM T21.2 to PM R26.2
Project ID# 06-0000-0484
Caltrans

Carrier Canal Crossing Design Modification

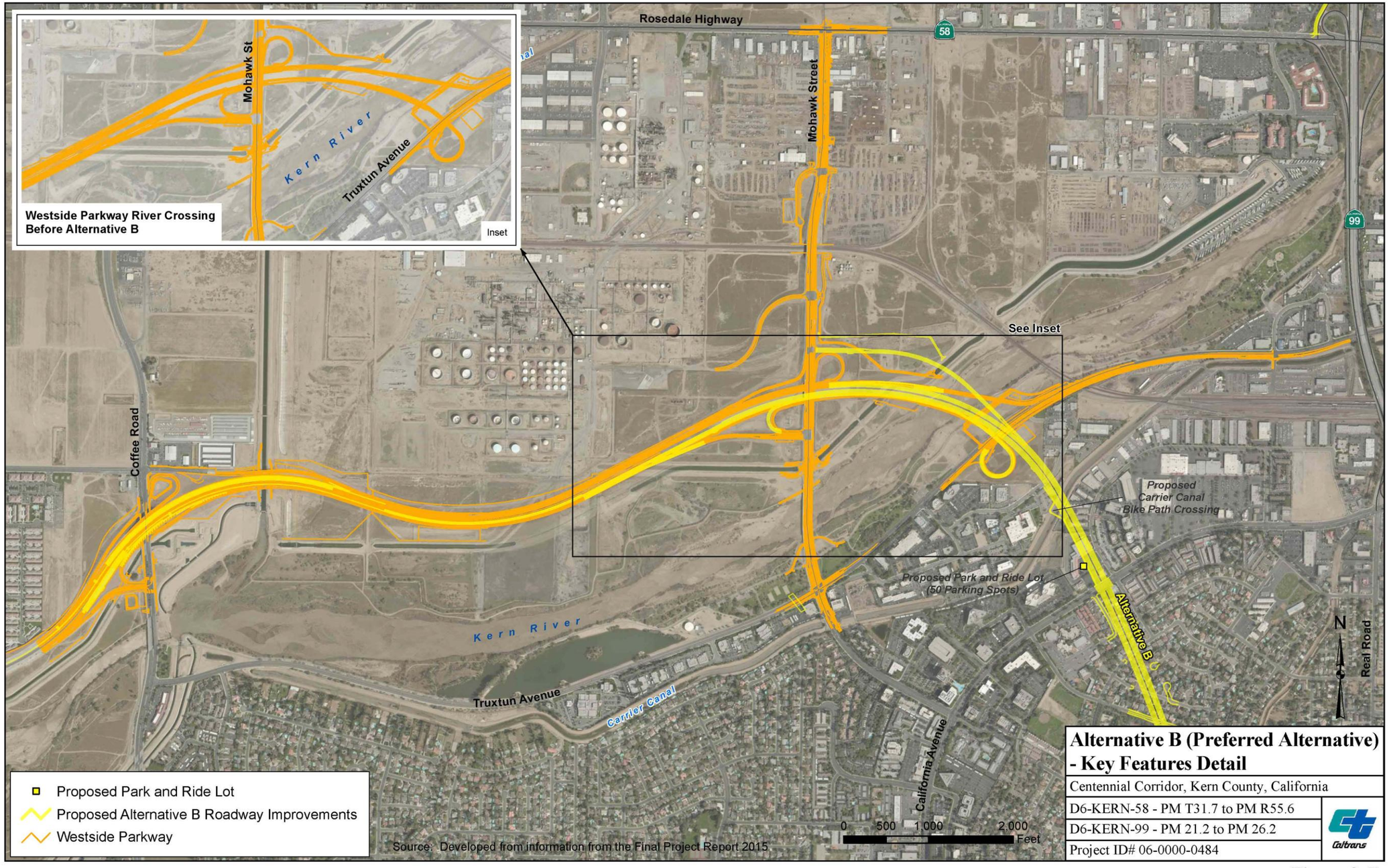

Rosedale Highway
58
Mohawk Street
99
Mohawk St
Kern River
Truxtun Avenue
Westside Parkway River Crossing
Before Alternative B
Inset
See Inset
Coffee Road
Proposed
Carrier Canal
Bike Path Crossing
Proposed Park and Ride Lot
(50 Parking Spots)
Alternative B
Real Road
N
Kern River
Truxtun Avenue
Carrier Canal
California Avenue
Proposed Park and Ride Lot
Proposed Alternative B Roadway Improvements
Westside Parkway
0 500 1,000 2,000
Feet
Source: Developed from information from the Final Project Report 2015
Alternative B (Preferred Alternative)
- Key Features Detail
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.7 to PM R55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Figure 2-5b