

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 14-15, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.4b., Action Item

Prepared By: René Fletcher, Chief (Acting)
Division of Right of Way and Land Surveys

Subject: **RESOLUTIONS OF NECESSITY**

ISSUE:

Should the California Transportation Commission (Commission) adopt Resolutions of Necessity (Resolutions) for these parcels, whose Owners are not contesting the declared findings of the California Department of Transportation (Department) under Section 1245.230 of the Code of Civil Procedure?

RECOMMENDATION:

The Department recommends that the Commission adopt Resolutions C-22559 through C-22577 as summarized on the following pages.

BACKGROUND:

Prior to initiating Eminent Domain proceedings to acquire needed right of way for a programmed project, the Commission must first adopt a Resolution stipulating specific findings identified under Section 1245.230 of the Code of Civil Procedure of California (CCP). Moreover, for each of the proposed Resolutions, the property Owners are not contesting the following findings contained in Section 1245.230 of the CCP:

1. The public interest and necessity require the proposed project.
2. The proposed project is planned and located in a manner that will be most compatible with the greatest public good and the least private injury.
3. The property is necessary for the proposed project.
4. An offer to purchase the property in compliance with Government Code Section 7267.2 has been made to the Owner of record.

The only remaining issues with the property Owners are related to compensation.

Discussions have taken place with the Owners, each of whom has been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which the Owners may subsequently be entitled. Adoption of the Resolutions will not interrupt the Department's efforts to secure equitable settlements. In accordance with statutory requirements, each Owner has been advised that the Department is requesting a Resolution at this time. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C-22559 - Antonio Buselli, Trustee under The Antonio Buselli Trust Agreement, dated March 30, 2012, as to an undivided 50% interest and Maria Buselli Filous, Trustee under The Maria Buselli Filous Trust Agreement dated March 30, 2012, as to an undivided 50% interest 04-SM-82-Postmile (PM) 13.9 - Parcel 64676-1 - EA 0K8109.

Right of Way Certification (RWC) Date: 08/20/25; Ready to List (RTL) Date: 09/01/25.
Conventional highway - Highway Rehabilitation. Authorizes condemnation of a temporary easement to reconstruct the existing sidewalk to comply with current Americans with Disabilities Act (ADA) standards and conform the existing driveway to the new grade. Located in the city of Burlingame at 815 El Camino Real.
Assessor's Parcel Number (APN) 028-132-070.

The public interest and necessity require the proposed project.

The purpose of this project is to preserve and extend the life of the roadway and improve ride quality, improve drainage effectiveness to reduce localized flooding, enhance driver and pedestrian visibility and safety, and upgrade pedestrian infrastructure and bring it to compliance with ADA standards.

This project is needed to repair the roadway as it is currently marred with alligator cracking, potholes, and uneven pavement surfaces caused by tree uprooting. Pavement distress and impacted drainage system are causing ponding and flooding during rain events which increases potential collisions. Water can also be seen on the roadway even though there has been no recent rain event indicating pavement structural failure.

Eucalyptus trees line much of the roadway and present a safety concern by impairing sight distance for access to driveways. Tree roots have also damaged sidewalks and curb ramps and, along with age, led to impaired pedestrian access. A large percentage of these trees will be removed as part of this project for these reasons and for safety concerns due to the trees' current health. Bicycle lanes will also be added to the project to improve access and safety.

The project serves public interest by providing a stable roadway surface with bike lanes and sidewalks that meet or exceed current standards resulting in a safer roadway for all users and a complete street for this segment of State Route (SR) 82.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A Final Environmental Impact Report/Environmental Impact Statement and Final Section 4(f) Evaluation was approved on April 19, 2022. A hazardous waste supplemental Soils Investigation was provided to District project management on December 10, 2024. Various design alternatives were explored during the Plans, Specifications, and Estimates (PS&E) phase. One of the primary goals of this project is to provide a safe environment for pedestrians. To achieve this, the project will construct a planter strip adjacent to the curb, in front of the sidewalk. The planter strip would give pedestrians a buffer from moving vehicles considering there is little to no shoulder on this corridor. This design, however, would not be feasible for Parcels 64676, 64692, 64693, 64851, and 64850.

There are existing retaining walls and steep private driveways making it difficult to construct a sidewalk and an adjacent planter strip. The retaining walls and driveways are adjacent to the back of a sidewalk and are encroaching onto State right of way. As a result, the retaining walls will be removed, and new walls will be constructed wholly in the property owner's right of way. The Department will not be responsible for maintaining the new retaining walls. The Temporary Construction Easement (TCE) is required to build the project and complete construction of the walls as Construction Contract Work (CCW). To reduce impact to the property owners, the project has considered non-standard sidewalk widths, but this alternative was disregarded since it would not be in accordance with the project's primary scope and the difficulty in obtaining an approved design standards decision document, especially for pedestrian facilities.

This segment of SR 82 serves both residential and commercial purposes and is a significant arterial route connecting communities along the Peninsula. The proposed project results in a safer, more comfortable and accessible route for all users. The pavement rehab results in increased driver comfort and vehicle control. The addition of bike lanes provides safer, more comfortable access that is currently limited or nonexistent. Reconstruction of the sidewalks and curb ramps restores safe, accessible pedestrian pathways needed in this segment of the corridor. Where feasible, roadway and lane widths were narrowed to their essential dimensions to minimize impacts to private property while maintaining a continuous bicycle and pedestrian corridor.

The property rights to be condemned are necessary for the proposed project.

The subject property is located at 815 El Camino Real in the city of Burlingame. The property consists of 6,251 square feet. Parcel 64676-1 is a 572 square foot, L-shaped TCE abutting SR 82 on the northern border of the subject property, extending 15 feet into the subject property at the driveway area, 10 feet at the landscaping area, and extending approximately 50 feet along the property's boundary abutting SR 82.

The property rights are necessary to accommodate a wider sidewalk and address the grade difference between private property and State right of way. The existing retaining walls will be removed, and retaining walls will be constructed wholly outside of current State right of way. The steep slope of the driveway will be made even steeper since the sidewalk will be widened.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

A staff appraisal was approved on January 21, 2025, by district management. The First Written Offer (FWO) was sent via email on February 25, 2025, per the Owner's request. The Owner expressed that they needed more time to review the offer on March 11, 2025.

To date, the Owners have not proposed any edits to the contract, nor have they expressed additional concerns regarding the project. The Acquisition Agent will continue to negotiate with the Owners to reach an equitable resolution; however, due to the lack of substantive response and the requirements of the project schedule, condemnation has been initiated to maintain an orderly sequence of events to meet the construction schedule.

C-22560 - Richard Tod Spieker and Catherine Reilly Spieker, Co-Trustees of The Spieker Living Trust dated September 16, 1993, as amended and restated

04-SM-82-PM 14.4 - Parcel 64691-1, 3 - EA 0K8109.

RWC Date: 08/20/25; RTL Date: 09/01/25. Conventional highway - Highway Rehabilitation. Authorizes condemnation of two TCEs to reconstruct the existing sidewalk to comply with current ADA standards and conform the existing driveway to the new grade. Located in the city of Burlingame at 1141 El Camino Real. APN 026-161-040.

The public interest and necessity require the proposed project.

The purpose of this project is to preserve and extend the life of the roadway and improve ride quality, improve drainage effectiveness to reduce localized flooding, enhance driver and pedestrian visibility and safety, and upgrade pedestrian infrastructure and bring it to compliance with ADA standards.

This project is needed to repair the roadway as it is currently marred with alligator cracking, potholes, and uneven pavement surfaces caused by tree uprooting. Pavement distress and impacted drainage system are causing ponding and flooding during rain events which increases potential collisions. Water can also be seen on the roadway even though there has been no recent rain event indicating pavement structural failure.

Eucalyptus trees line much of the roadway and present a safety concern by impairing sight distance for access to driveways. Tree roots have also damaged sidewalks and curb ramps and, along with age, led to impaired pedestrian access. A large percentage of these trees will be removed as part of this project for these reasons and for safety concerns due to the trees' current health. Bicycle lanes will also be added to the project to improve access and safety.

The project serves public interest by providing a stable roadway surface with bike lanes and sidewalks that meet or exceed current standards resulting in a safer roadway for all users and result in a complete street for this segment of SR 82.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A Final Environmental Impact Report/Environmental Impact Statement and Final Section 4(f) Evaluation was approved on April 19, 2022. A hazardous waste supplemental Soils Investigation was provided to District project management on December 10, 2024. Various design alternatives were explored during the PS&E phase. One of the primary goals of this project is to provide a safe environment for pedestrians. To achieve this, the project will construct a planter strip adjacent to the curb, in front of the sidewalk. The planter strip would give pedestrians a buffer from moving vehicles considering there is little to no shoulder on this corridor.

There are existing retaining walls and steep private driveways making it difficult to construct a sidewalk and an adjacent planter strip. The retaining walls and driveways are adjacent to the back of the sidewalk and are encroaching onto State right of way. As a result, the retaining

walls will be removed, and new walls will be constructed wholly in the property owner's right of way. The Department will not be responsible for maintaining the new retaining walls. The TCE is required to build the project and complete construction of the walls as CCW. To reduce impact to the property owners, the project has considered non-standard sidewalk widths, but this alternative was disregarded since it would not be in accordance with the project's primary scope and the difficulty in obtaining an approved design standards decision document, especially for pedestrian facilities.

This segment of SR 82 serves both residential and commercial purposes and is a significant arterial route connecting communities along the Peninsula. The proposed project results in a safer, more comfortable and accessible route for all users. The pavement rehab results in increased driver comfort and vehicle control. The addition of bike lanes provides safer, more comfortable access that is currently limited or nonexistent. Reconstruction of the sidewalks and curb ramps restores safe, accessible pedestrian pathways needed in this segment of the corridor. Where feasible, roadway and lane widths were narrowed to their essential dimensions to minimize impacts to private property while maintaining a continuous bicycle and pedestrian corridor.

The property rights to be condemned are necessary for the proposed project.

The subject property is located at 1141 El Camino Real in the city of Burlingame. The property consists of 6,003 square feet. Parcel 64691-1 is a 263 square foot, rectangular-shaped TCE abutting SR 82 on the northwestern border of the subject property and sub-parcel 64691-3 is a 266 square foot, rectangular-shaped TCE abutting SR 82 on the northeastern border of the subject property.

The property rights are necessary to accommodate a wider sidewalk and address the grade difference between private property and State right of way. The existing retaining walls will be removed, and retaining walls will be constructed wholly outside of current State right of way. The steep slope of the driveway will be made even steeper since the sidewalk will be widened.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

A staff appraisal was approved on January 17, 2025. Based on a request from the Owner's attorney, a FWO was sent to the Owner and Owner's attorney via email and certified mail on February 14, 2025. Initially the Owner's attorney expressed interest in obtaining an independent appraisal report; however, the Acquisition Agent has not received any counteroffer and/or project concerns from the Owner's attorney.

Given that no objections to the project were raised, the Acquisition Agent suggested executing a Possession and Use Agreement; however, the Owner's attorney never responded. The Owner's attorney has become unresponsive; therefore, the Department is unaware of any additional concerns the Owner might have. A Confirmation of Market Value was provided by District 4 Appraisals on June 10, 2025. The Agent will continue to work toward an amicable settlement with the Owner.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22561 - Eddie W. Chan and Beverley Woo-Chan, husband and wife, as joint tenants
04-SM-82-PM 14.4 - Parcel 64692-1 - EA 0K8109.

RWC Date: 08/20/25; RTL Date: 09/01/25. Conventional highway - Highway Rehabilitation. Authorizes condemnation of a temporary easement to reconstruct the existing sidewalk to comply with current ADA standards and conform the existing driveway to the new grade. Located in the city of Burlingame at 1145 El Camino Real. APN 026-161-030.

The public interest and necessity require the proposed project.

The purpose of this project is to preserve and extend the life of the roadway and improve ride quality, improve drainage effectiveness to reduce localized flooding, enhance driver and pedestrian visibility and safety, and upgrade pedestrian infrastructure and bring it to compliance with ADA standards.

This project is needed to repair the roadway as it is currently marred with alligator cracking, potholes, and uneven pavement surfaces caused by tree uprooting. Pavement distress and impacted drainage system are causing ponding and flooding during rain events which increases potential collisions. Water can also be seen on the roadway even though there has been no recent rain event indicating pavement structural failure.

Eucalyptus trees line much of the roadway and present a safety concern by impairing sight distance for access to driveways. Tree roots have also damaged sidewalks and curb ramps and, along with age, led to impaired pedestrian access. A large percentage of these trees will be removed as part of this project for these reasons and for safety concerns due to the trees' current health. Bicycle lanes will also be added to the project to improve access and safety.

The project serves public interest by providing a stable roadway surface with bike lanes and sidewalks that meet or exceed current standards resulting in a safer roadway for all users and a complete street for this segment of SR 82.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A Final Environmental Impact Report/Environmental Impact Statement and Final Section 4(f) Evaluation was approved on April 19, 2022. A hazardous waste supplemental Soils Investigation was provided to District project management on December 10, 2024. Various design alternatives were explored during the PS&E phase. One of the primary goals of this project is to provide a safe environment for pedestrians. To achieve this, the project will construct a planter strip adjacent to the curb, in front of the sidewalk. The planter strip would give pedestrians a buffer from moving vehicles considering there is little to no shoulder on this corridor. This design, however, would not be feasible for Parcels 64676, 64692, 64693, 64851, and 64850.

There are existing retaining walls and steep private driveways making it difficult to construct a sidewalk and an adjacent planter strip. The retaining walls and driveways are adjacent to the back of the sidewalk and are encroaching onto State right of way. As a result, the retaining

walls will be removed, and new walls will be constructed wholly in the property owner's right of way. The Department will not be responsible for maintaining the new retaining walls. The TCE is required to build the project and complete construction of the walls as CCW. To reduce impact to the property owners, the project has considered non-standard sidewalk widths, but this alternative was disregarded since it would not be in accordance with the project's primary scope and the difficulty in obtaining an approved design standards decision document, especially for pedestrian facilities.

This segment of SR 82 serves both residential and commercial purposes and is a significant arterial route connecting communities along the Peninsula. The proposed project results in a safer, more comfortable and accessible route for all users. The pavement rehab results in increased driver comfort and vehicle control. The addition of bike lanes provides safer, more comfortable access that is currently limited or nonexistent. Reconstruction of the sidewalks and curb ramps restores safe, accessible pedestrian pathways needed in this segment of the corridor. Where feasible, roadway and lane widths were narrowed to their essential dimensions to minimize impacts to private property while maintaining a continuous bicycle and pedestrian corridor.

The property rights to be condemned are necessary for the proposed project.

The subject property is located at 1145 El Camino Real in the city of Burlingame. The property consists of 6,003 square feet. Parcel 64692-1 is a 250 square foot, rectangular-shaped TCE abutting SR 82 on the northern border of the subject property. The property rights are necessary to accommodate a wider sidewalk and address the grade difference between private property and State right of way. The existing retaining walls will be removed, and retaining walls will be constructed wholly outside of current State right of way. The steep slope of the driveway will be made even steeper since the sidewalk will be widened.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

A staff appraisal was approved on January 21, 2025, and the FWO was made on February 4, 2025, via email to the property Owner's son. The Acquisition Agent made multiple attempts to meet with the Owner to discuss the State's offer; however, the Owner's son declined to provide the Owner's contact information. On June 9, 2025, the Owner's son ultimately provided the requested contact information, and the Agent resent the offer via email. Negotiations are at an impasse as the Owner has been unresponsive to the Acquisition Agent. Efforts to secure an equitable settlement with the Owner will continue.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22562 - Georgiana L. Li, an unmarried woman and Rebecca S. P. Li, a single woman, as Joint Tenants

04-SM-82-PM 14.4 - Parcel 64693-1 - EA 0K8109.

RWC Date: 08/20/25; RTL Date: 09/01/25. Conventional highway - Highway Rehabilitation. Authorizes condemnation of a temporary easement to reconstruct the existing sidewalk to comply with current ADA standards and conform the existing driveway to the new grade. Located in the city of Burlingame at 1149 El Camino Real. APN 026-161-020.

The public interest and necessity require the proposed project.

The purpose of this project is to preserve and extend the life of the roadway and improve ride quality, improve drainage effectiveness to reduce localized flooding, enhance driver and pedestrian visibility and safety, and upgrade pedestrian infrastructure and bring it to compliance with ADA standards.

This project is needed to repair the roadway as it is currently marred with alligator cracking, potholes, and uneven pavement surfaces caused by tree uprooting. Pavement distress and impacted drainage system are causing ponding and flooding during rain events which increases potential collisions. Water can also be seen on the roadway even though there has been no recent rain event indicating pavement structural failure.

Eucalyptus trees line much of the roadway and present a safety concern by impairing sight distance for access to driveways. Tree roots have also damaged sidewalks and curb ramps and, along with age, led to impaired pedestrian access. A large percentage of these trees will be removed as part of this project for these reasons and for safety concerns due to the trees' current health. Bicycle lanes will also be added to the project to improve access and safety.

The project serves public interest by providing a stable roadway surface with bike lanes and sidewalks that meet or exceed current standards resulting in a safer roadway for all users and a complete street for this segment of SR 82.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A Final Environmental Impact Report/Environmental Impact Statement and Final Section 4(f) Evaluation was approved on April 19, 2022. A hazardous waste supplemental Soils Investigation was provided to District project management on December 10, 2024. Various design alternatives were explored during the PS&E phase. One of the primary goals of this project is to provide a safe environment for pedestrians. To achieve this, the project will construct a planter strip adjacent to the curb, in front of the sidewalk. The planter strip would give pedestrians a buffer from moving vehicles considering there is little to no shoulder on this corridor. This design, however, would not be feasible for Parcels 64676, 64692, 64693, 64851, and 64850.

There are existing retaining walls and steep private driveways making it difficult to construct a sidewalk and an adjacent planter strip. The retaining walls and driveways are adjacent to the

back of the sidewalk and are encroaching onto State right of way. As a result, the retaining walls will be removed, and new walls will be constructed wholly in the property owner's right of way. The Department will not be responsible for maintaining the new retaining walls. The TCE is required to build the project and complete construction of the walls as CCW. To reduce impact to the property owners, the project has considered non-standard sidewalk widths, but this alternative was disregarded since it would not be in accordance with the project's primary scope and the difficulty in obtaining an approved design standards decision document, especially for pedestrian facilities.

This segment of SR 82 serves both residential and commercial purposes and is a significant arterial route connecting communities along the Peninsula. The proposed project results in a safer, more comfortable and accessible route for all users. The pavement rehab results in increased driver comfort and vehicle control. The addition of bike lanes provides safer, more comfortable access that is currently limited or nonexistent. Reconstruction of the sidewalks and curb ramps restores safe, accessible pedestrian pathways needed in this segment of the corridor. Where feasible, roadway and lane widths were narrowed to their essential dimensions to minimize impacts to private property while maintaining a continuous bicycle and pedestrian corridor.

The property rights to be condemned are necessary for the proposed project.

The subject property is located at 1149 El Camino Real in the city of Burlingame. The property consists of 6,003 square feet. Parcel 64693-1 is a 345 square foot, L-shaped TCE abutting SR 82 on the northern border of the subject property. The footprint of the TCE encompasses the subject property's northeastern border with SR 82 with a depth of 5 feet past the property line. The TCE extends an additional 10 feet back (total depth of 15 feet) for the width of the approximately 9.48-ft driveway.

The property rights are necessary to accommodate a wider sidewalk and address the grade difference between private property and State right of way. The existing retaining walls will be removed, and retaining walls will be constructed wholly outside of current State right of way. The steep slope of the driveway will be made even steeper since the sidewalk will be widened

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

A staff appraisal was approved on January 16, 2025, and the FWO was made on February 25, 2025. The FWO was not made to the Owner within 30 days of the approved appraisal date due to the Acquisition Agent's inability to locate the Owner. Consequently, the offer was sent via certified mail on February 25, 2025. According to the returned mailing receipt, the Owner received the offer on February 27, 2025. On June 4, 2025, the Acquisition Agent met with the Owner at the primary residence. During this meeting, the Owner stated they required additional time to review the offer documents. The Owner declined to provide their phone number and email address, limiting further communication. Since that meeting, the Owner has remained unresponsive, and the Department is unaware of any specific concerns she may have regarding the offer. A Confirmation of Market Value was provided by District 4 Appraisals on June 10, 2025. Efforts to secure an equitable settlement with Owner will continue.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22563 - Chris Chin and Melissa Chin, as Co-Trustees of the Chin Family Trust dated April 29, 2014

04-SM-82-PM 13.9 - Parcel 64850-1 - EA 0K8109.

RWC Date: 08/20/25; RTL Date: 09/01/25. Conventional highway - Highway Rehabilitation. Authorizes condemnation of a temporary easement to reconstruct the existing sidewalk to comply with current ADA standards and conform the existing driveway to the new grade. Located in the city of Burlingame at 1500 Arc Way. APN 028-132-090.

The public interest and necessity require the proposed project.

The purpose of this project is to preserve and extend the life of the roadway and improve ride quality, improve drainage effectiveness to reduce localized flooding, enhance driver and pedestrian visibility and safety, and upgrade pedestrian infrastructure and bring it to compliance with ADA standards.

This project is needed to repair the roadway as it is currently marred with alligator cracking, potholes, and uneven pavement surfaces caused by tree uprooting. Pavement distress and impacted drainage system are causing ponding and flooding during rain events which increases potential collisions. Water can also be seen on the roadway even though there has been no recent rain event indicating pavement structural failure.

Eucalyptus trees line much of the roadway and present a safety concern by impairing sight distance for access to driveways. Tree roots have also damaged sidewalks and curb ramps and, along with age, led to impaired pedestrian access. A large percentage of these trees will be removed as part of this project for these reasons and for safety concerns due to the trees' current health. Bicycle lanes will also be added to the project to improve access and safety.

The project serves public interest by providing a stable roadway surface with bike lanes and sidewalks that meet or exceed current standards resulting in a safer roadway for all users and a complete street for this segment of SR 82.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A Final Environmental Impact Report/Environmental Impact Statement and Final Section 4(f) Evaluation was approved on April 19, 2022. A hazardous waste supplemental Soils Investigation was provided to District project management on December 10, 2024. Various design alternatives were explored during the PS&E phase. One of the primary goals of this project is to provide a safe environment for pedestrians. To achieve this, the project will construct a planter strip adjacent to the curb, in front of the sidewalk. The planter strip would give pedestrians a buffer from moving vehicles considering there is little to no shoulder on this corridor. This design, however, would not be feasible for Parcels 64676, 64692, 64693, 64851, and 64850.

There are existing retaining walls and steep private driveways making it difficult to construct a sidewalk and an adjacent planter strip. The retaining walls and driveways are adjacent to the

back of the sidewalk and are encroaching onto State right of way. As a result, the retaining walls will be removed, and new walls will be constructed wholly in the property owner's right of way. The Department will not be responsible for maintaining the new retaining walls. The TCE is required to build the project and complete construction of the walls as CCW. To reduce impact to the property owners, the project has considered non-standard sidewalk widths, but this alternative was disregarded since it would not be in accordance with the project's primary scope and the difficulty in obtaining an approved design standards decision document, especially for pedestrian facilities.

This segment of SR 82 serves both residential and commercial purposes and is a significant arterial route connecting communities along the Peninsula. The proposed project results in a safer, more comfortable and accessible route for all users. The pavement rehab results in increased driver comfort and vehicle control. The addition of bike lanes provides safer, more comfortable access that is currently limited or nonexistent. Reconstruction of the sidewalks and curb ramps restores safe, accessible pedestrian pathways needed in this segment of the corridor. Roadway and lane widths were limited to the basic need, but not a full width, to make the route a complete bicycle and pedestrian route.

The property rights to be condemned are necessary for the proposed project.

The subject property is located at 1500 Arc Way in the city of Burlingame. The property consists of 7,815 square feet. Parcel 64850-1 is 1,152 square feet, and is a rectangular-shaped TCE that extends across the northeastern border of the subject property. The footprint of the TCE encompasses the edge of the property that abuts SR 82. The property rights are necessary to accommodate a wider sidewalk that is ADA compliant and address the grade difference between private property and State right of way. The existing retaining walls will be removed, and retaining walls will be constructed wholly outside of current State right of way.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

A staff appraisal was approved on January 27, 2025. The FWO was not made within 30 days of the appraisal approval date due to the Acquisition Agent's inability to locate a valid contact phone number for the Owner. The Initiation of Negotiations was sent via certified mail on February 25, 2025. The Owner contacted the Agent on April 16, 2025, expressing concerns that the proposed retaining wall would be located on her property rather than encroaching into the State's right of way, as it currently does. The Agent explained that the project aims to bring the sidewalk into ADA compliance, which requires removing any existing encroachments. The Owner acknowledged the explanation and requested additional time to review the offer documents.

The Agent followed up with the Owner on June 10, 2025, at which time the Owner stated they intended to sign the contract and easement deed within the following week. However, during a subsequent conversation on June 20, 2025, the Owner stated that they still needed more time to review the documents. The Owner confirmed she had no further concerns with the project but indicated she would be out of town for a few weeks and might not be able to respond until

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early July 2025. Efforts to secure an equitable settlement with the Owner will continue. A Confirmation of Market Value was provided by District 4 Appraisals on June 10, 2025.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22564 - Joseph A. Zammuto and Nancy Pariani Zammuto, Trustees of the 2001 Zammuto Family Trust, as to an undivided 33-1/3% interest; H. Michael Pariani and Kathleen M. Pariani, Trustees of the Pariani Living Trust, as to an undivided 33-1/3% interest; and Joseph P. Caron and Janice M. Caron, Trustees of the 2004 Caron Family Trust, FBO Joseph P. Caron and Janice M. Caron, as to an undivided 1/3 interest

04-SM-82-PM 13.9 - Parcel 64851-1, 2, 3 - EA 0K8109.

RWC Date: 08/20/25; RTL Date: 09/01/25. Conventional highway - Highway Rehabilitation. Authorizes condemnation of a temporary easement to reconstruct the existing sidewalk to comply with current ADA standards and conform the existing driveway to the new grade. Located in the city of Burlingame at 821 El Camino Real. APN 028-132-270.

The public interest and necessity require the proposed project.

The purpose of this project is to preserve and extend the life of the roadway and improve ride quality, improve drainage effectiveness to reduce localized flooding, enhance driver and pedestrian visibility and safety, and upgrade pedestrian infrastructure and bring it to compliance with ADA standards.

This project is needed to repair the roadway as it is currently marred with alligator cracking, potholes, and uneven pavement surfaces caused by tree uprooting. Pavement distress and impacted drainage system are causing ponding and flooding during rain events which increases potential collisions. Water can also be seen on the roadway even though there has been no recent rain event indicating pavement structural failure.

Eucalyptus trees line much of the roadway and present a safety concern by impairing sight distance for access to driveways. Tree roots have also damaged sidewalks and curb ramps and, along with age, led to impaired pedestrian access. A large percentage of these trees will be removed as part of this project for these reasons and for safety concerns due to the trees' current health. Bicycle lanes will also be added to the project to improve access and safety.

The project serves public interest by providing a stable roadway surface with bike lanes and sidewalks that meet or exceed current standards resulting in a safer roadway for all users and result in a complete street for this segment of SR 82.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A Final Environmental Impact Report/Environmental Impact Statement and Final Section 4(f) Evaluation was approved on April 19, 2022. A hazardous waste supplemental Soils Investigation was provided to District project management on December 10, 2024. Various design alternatives were explored during the PS&E phase. One of the primary goals of this project is to provide a safe environment for pedestrians. To achieve this, the project will construct a planter strip adjacent to the curb, in front of the sidewalk. The planter strip would give pedestrians a buffer from moving vehicles considering there is little to no shoulder on this corridor.

There are existing steep private driveways making it difficult to construct a sidewalk and an adjacent planter strip. The driveways are adjacent to the back of sidewalk and are encroaching onto State right of way. To reduce impact to the property owners, the project has considered non-standard sidewalk widths, but this alternative was disregarded since it would not be in accordance with the project's primary scope and the difficulty in obtaining an approved design standards decision document, especially for pedestrian facilities.

This segment of SR 82 serves both residential and commercial purposes and is a significant arterial route connecting communities along the Peninsula. The proposed project results in a safer, more comfortable and accessible route for all users. The pavement rehab results in increased driver comfort and vehicle control. The addition of bike lanes provides safer, more comfortable access that is currently limited or nonexistent. Reconstruction of the sidewalks and curb ramps restores safe, accessible pedestrian pathways needed in this segment of the corridor. Where feasible, roadway and lane widths were narrowed to their essential dimensions to minimize impacts to private property while maintaining a continuous bicycle and pedestrian corridor.

The property rights to be condemned are necessary for the proposed project.

The subject property is located at 821 El Camino Real in the city of Burlingame. The property consists of 18,753 square feet. Parcel 64851-1 is 640 square feet, and is a rectangular-shaped TCE on the northeastern corner of the subject property. Subparcel 64851-2 is 562 square feet, and is a rectangular-shaped TCE in the center of the northern property boundary. Subparcel 64851-3 is 112 square feet, and is a rectangular-shaped TCE in the northwestern corner of the subject property's boundary facing SR 82. The property rights are necessary to accommodate a wider sidewalk that is ADA compliant and address the grade difference between private property and State right of way.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

A staff appraisal was approved on January 16, 2025, and the FWO was made on February 14, 2025, via certified mail and email to one of the Owners, Michael Pariani. The Agent received a certified mail receipt on March 11, 2025. Subsequently, the Acquisition Agent followed up with Mr. Pariani, and he stated that he would act as the point of contact for this transaction, and that he was awaiting feedback from his siblings. On March 27, 2025, Nancy Pariani Zammuto contacted the Agent with general inquiries about the project. The Acquisition Agent requested that these questions be submitted via email to ensure a clear understanding and that all concerns would be addressed appropriately. No email or list of concerns has ever been received. The Acquisition Agent continued to make multiple follow-up attempts to engage with the Owners and to obtain their concerns or feedback but received no further response. As a result, the Department remains unaware of any specific objections or issues the Owners may have. Negotiations are considered to be at an impasse due to the Owner's unresponsiveness. Efforts to secure an equitable settlement with the Owners will continue.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22565 - Creekside Land Company, LLC, a California Limited Liability Company
06-Mad-99-PM 2.86 - Parcel 88752-1, 2, 3 - EA 0H2209.

RWC Date:10/01/25; RTL Date:10/17/25. Freeway - widen SR 99 from four to six lanes and to rehabilitate the existing pavement. Authorizes condemnation of land in fee for a State highway and extinguishment of abutter's rights of access. Located in the unincorporated area of Madera at Northwest corner of Avenue 8 and Road 32. APNs 048-070-013, 014, 015, & 016.

The public interest and necessity require the proposed project.

The Department prepared a Supplemental Project Report, dated April 19, 2022, for the Project Report approved on April 30, 2021. The project is to increase the traffic capacity on SR 99 in Madera, from north of Fresno/Madera County line to north of Avenue 12. This project will convert the existing 4-lane freeway to a 6-lane freeway.

The purpose of this project is to increase capacity, improve connectivity of the highway system by closing the 6-lane gap from PM 1.5 to PM 7.6, and to reduce traffic congestion by adding one lane in each direction. The project would enhance operational improvement and ride quality, while also reducing future preventive maintenance.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

The Department prepared an Initial Study (IS) with a Mitigated Negative Declaration (MND) and Environmental Assessment (EA) with Finding of No Significant Impact (FONSI) in compliance with California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) for this project that was approved on April 22, 2021. Based on this study, it was determined that the proposed action with the incorporation of the identified mitigation measures will not have a significant effect on the environment.

Four alternatives were considered for this project to complete the improvements: Build alternative 1, 2 and 3 as well as the no-build with the intention of causing the least private injury.

The no-build alternative will maintain the existing facility in its present condition. It will not address the deteriorating level of service of the existing facility and will make the already congested highway unable to preserve acceptable facility operation. This alternative will not meet the purpose and need of the project.

Build alternative 1 fulfils the need and purpose of the project by improving the connectivity of the highway system by closing the gap between the north and south segments, which are already built as a six-lane facility. The project will increase capacity in this segment to meet the perceived transportation volume increase to both passenger and freight vehicles, improve truck freight mobility, preserve acceptable facility operations, maintain improved flow, and travel time reliability. The components of build alternatives such as roadway improvement, electrical and traffic systems modifications, drainage systems and right of way acquisition are chosen such that the project provides maximum benefits to the public and minimum harm to the private landowners. Although the project will result in changes to the existing conditions, the design has incorporated avoidance, minimization, and mitigation measures.

Two other alternatives were considered for this project to address the increased congestion, connectivity of the highway system, and acceptable facility operation.

Build alternative 2 would have added three new lanes to the west of the existing SR 99 southbound (SB) lanes. An additional 80 feet of right of way would have been required to the west to accommodate a median width of 62 feet as per Highway Design Manual (HDM) guidance for rural area median width provision per HDM Section 305.1. After the construction of the new SB lanes, the existing lanes would have been demolished. The existing northbound (NB) lanes would have remained with the addition of a third lane along the west side of the existing travel lanes. Additionally, build alternative 2 would have required the construction of up to seven new structures after demolishing the existing structures. Proposed structures would have been built along their existing alignments with longer spans to accommodate the wider roadway, wider median, and higher vertical clearance.

Build alternative 3 is similar to build alternative 2 except that the median width would have been a 42-foot paved median with the acquisition of 60 feet of right of way to the west. Up to seven new structures would have been built after demolishing the existing structures. Proposed structures would have been built along their existing alignments with longer spans to accommodate the wider roadway, wider median, and higher vertical clearance.

The Project Development Team (PDT) eliminated build alternative 2 and 3 due to excessive cost, too much adverse impact on the environment and more harm to the private landowners. The team concluded that the alignment shift of both alternatives would not have been consistent with similar improvements to SR 99 to the north and south of this segment. Therefore, the PDT decided on build alternative 1 as the preferred alternative for this project.

The property rights to be condemned are necessary for the proposed project.

The subject legal larger parcel consists of approximately 457.19 acres and is improved with an almond orchard. The project requirements consist of 2.26 acres in fee needed for the mainline widening of SR 99, 2.34 acres in fee needed for the construction of a water basin (Basin 1), and 0.04 acres in fee needed for an access road to the water basin. Project improvements include side ditches, roadway widening, a retention basin, and the construction of an access road to access the retention basin.

Basin 1 will store stormwater runoff, and a drainage ditch is proposed for the storage of runoff water. There are several houses and agricultural structures located just south of the proposed basin adjacent to SR 99 that were considered, and in part dictated the best location of the basin and drainage ditch.

As such, Basin 1 is considered to be in the best possible location to store stormwater, while reducing right of way acquisition and preventing flooding on the roadway and the adjacent properties. The proposed project improvements cannot be constructed without acquiring a portion of the subject property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

A staff appraisal that established just compensation was approved by District 6 Right of Way management on March 10, 2023. At the request of the Owner, the FWO was sent via email on May 2, 2023. The Owner preferred not to meet in person and rather expressed a desire to communicate and negotiate via e-mail and certified mail.

On November 21, 2023, the Agent met with the Owner in person to discuss the impacts on his properties created by the project. The Owner expressed concerns about the cost to cure items and the land value. The Owner plans to order an independent appraisal to assist him with the negotiations. On February 20, 2024, the Owner hired an appraiser to complete the independent appraisal. On April 23, 2024, the Agent was informed the independent appraisal was completed. On May 29, 2024, the Owner worked with the outdoor advertisement company to see what action would be required before submittal of the independent appraisal.

Negotiations were at an impasse, so the parcel was submitted at the August 15-16, 2024, Commission meeting and the property Owner requested an appearance before the Commission. The District Condemnation Evaluation Meeting (DCEM) was held on September 17, 2024, and the Department heard the Owner's concerns regarding the placement of the basins on his property and the reduction in highway frontage that the Owner desired to retain as well as the affects the acquisition posed on his farming operations. The owner was pleased with this change and withdrew his appearance request on January 24, 2025.

Up until the date of last contact on June 16, 2025, the Agent has made many attempts to negotiate a settlement with the property Owner without success. However, the parties are currently at an impasse over the amount of just compensation.

Condemnation must be initiated to maintain the orderly sequence of events required to meet the construction schedules.

C-22566 - Creekside Land Company, LLC, a California Limited Liability Company

06-Mad-99-PM 5.15 - Parcel 88757-1, 2, 3, 4, 5 - EA 0H2209.

RWC Date:10/01/25; RTL Date:10/17/25; Freeway - widen SR 99 from four to six lanes and to rehabilitate the existing pavement. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for construction purposes, a permanent easement for utility purposes to be conveyed to Pacific Gas and Electric (PG&E), and an access easement reserved for the property owner. Located in the unincorporated area of Madera at 10495 Road 30. APN's 047-230-013, -014.

The public interest and necessity require the proposed project.

The Department prepared a Supplemental Project Report, dated April 19, 2022, for the Project Report approved on April 30, 2021. The project is to increase the traffic capacity on SR 99 in Madera, from north of Fresno/Madera County line to north of Avenue 12. This project will convert the existing 4-lane freeway to a 6-lane freeway.

The purpose of this project is to increase capacity, improve connectivity of the highway system by closing the 6-lane gap from PM 1.5 to PM 7.6, and to reduce traffic congestion by adding one lane in each direction. The project would enhance operational improvement and ride quality, while also reducing future preventive maintenance.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

The Department prepared an IS with MND/EA with FONSI in compliance with CEQA and NEPA for this project that was approved on April 22, 2021. Based on this study, it was determined that the proposed action with the incorporation of the identified mitigation measures will not have a significant effect on the environment.

Four alternatives were considered for this project to complete the improvements: Build alternative 1, 2 and 3 as well as the no-build with the intention of causing the least private injury.

The no-build alternative will maintain the existing facility in its present condition. It will not address the deteriorating level of service of the existing facility and will make the already congested highway unable to preserve acceptable facility operation. This alternative will not meet the purpose and need of the project.

Build alternative 1 fulfils the need and purpose of the project by improving the connectivity of the highway system by closing the gap between the north and south segments, which are already built as a six-lane facility. The project will increase capacity in this segment to meet the perceived transportation volume increase to both passenger and freight vehicles, improve truck freight mobility, preserve acceptable facility operations, maintain improved flow, and travel time reliability. The components of build alternatives such as roadway improvement, electrical and traffic systems modifications, drainage systems and right of way acquisition are chosen such that the project provides maximum benefits to the public and minimum harm to the private landowners. Although the project will result in changes to the existing conditions, the design has incorporated avoidance, minimization, and mitigation measures.

Two other alternatives were considered for this project to address the increased congestion, connectivity of the highway system, and acceptable facility operation.

Build alternative 2 would have added three new lanes to the west of the existing SR 99 SB lanes. An additional 80 feet of right of way would have been required to the west to accommodate a median width of 62 feet as per HDM guidance for rural area median width provision per HDM Section 305.1. After the construction of the new SB lanes, the existing SB lanes would have been demolished. The existing NB lanes would have remained with the addition of a third lane along the west side of the existing travel lanes. Additionally, build alternative 2 would have required the construction of up to seven new structures after demolishing the existing structures. Proposed structures would have been built along their existing alignments with longer spans to accommodate the wider roadway, wider median, and higher vertical clearance.

Build alternative 3 is similar to build alternative 2 except that the median width would have been a 42-foot paved median with the acquisition of 60 feet of right of way to the west. Up to seven new structures would have been built after demolishing the existing structures. Proposed structures would have been built along their existing alignments with longer spans to accommodate the wider roadway, wider median, and higher vertical clearance.

The PDT eliminated build alternative 2 and 3 due to excessive cost, too much adverse impact on the environment and more harm to the private landowners. The team concluded that the alignment shift of both alternatives would not have been consistent with similar improvements to SR 99 to the north and south of this segment. Therefore, the PDT decided on build alternative 1 as the preferred alternative for this project.

The property rights to be condemned are necessary for the proposed project.

The Owner's property is located at 10495 Road 30 in the unincorporated area of Madera and cannot be eliminated as it is necessary for Basin 2 and to convey and store stormwater runoff.

From near Avenue 9 Station 199+61.75 up to Station 215+00, there is a drainage ditch proposed to store the additional runoff water due to widening between these stations. After Station 215+00, there exists Madera Irrigation District (MID) cross culvert, which can't be relocated. From MID culvert to Basin 2 location at Station 257+85.07 exist the town of Irrigosa with 13 parcels containing more than 20 homes and structures and the Golden State Boulevard. Due to these physical features, stormwater runoff could not be stored by constructing drainage ditches. The relocation of these features for drainage purposes is not feasible. Stormwater of this long stretch of about 4,280 feet will be conveyed through cross culverts and longitudinal drainage system along the SB north to Basin 2. This is the only viable option and has the least impact on the properties within the vicinity. After the basin, a drainage ditch is considered the best solution for stormwater management.

The subject property consists of 111.03 acres according to the Department appraisal map. The acquisition consists of the purchase of 2.36 acres in fee for the widening, 5.44 acres in fee needed for the Basin 2, 67 square feet for a utility easement for PG&E, and 131 square feet for a TCE needed to construct the access driveway to the basin. A 13,693 square foot access

easement will also be reserved to provide the property Owner access to the remainder parcel, in the after condition.

The parcel improvements include side ditches, roadway widening, a retention basin, a utility easement, and a TCE. The project improvements in this segment cannot be constructed without acquiring these properties.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

District 6 Right of Way staff completed an appraisal report which was approved by District Right of Way management on March 10, 2023. A District 6 Right of Way Agent delivered the FWO via email on May 2, 2023, per the Owner's request.

The property Owner refused to meet to discuss the acquisition needed for the project. On August 4, 2023, the property Owner respectfully requested to communicate via e-mail or certified mail for future correspondence. The property Owner is against the proposed retention basin, and he refuses to negotiate.

On November 21, 2023, the Agent met with the Owner in person to discuss the impacts on his properties created by the project. The Owner expressed concerns about the cost to cure items and the land value. The Owner plans to order an independent appraisal to assist him with the negotiations. On February 20, 2024, the Owner hired an appraiser to complete the independent appraisal. On April 23, 2024, the Agent was informed the independent appraisal was completed. On May 29, 2024, the Owner worked with the outdoor advertisement company to see what action would be required before submittal of the independent appraisal.

Negotiations were at an impasse so the parcel was submitted for the August 15-16, 2024, Commission meeting and the property Owner requested an appearance before the Commission. The DCEM was held on September 17, 2024, and the Department heard the Owner's concerns regarding the placement of the basin on his property and the reduction in highway frontage that the owner desired to retain as well as the affects the acquisition posed on his farming operations. Through the condemnation evaluation process, the Department was able to redesign the basin so less highway frontage would be acquired. The Owner was pleased with this change and withdrew his appearance request on January 24, 2025. This design change to the basin warranted an appraisal revision, as the change resulted in a reduction in the fee acquisition. The revised appraisal was approved on June 12, 2025. The revised appraisal was presented to the property Owner on June 16, 2025.

Up until the date of last contact on June 16, 2025, the Agent has made many attempts to negotiate a settlement with the property Owner without success. However, the parties are currently at an impasse over the amount of just compensation.

Condemnation must be initiated to maintain the orderly sequence of events required to meet the construction schedules.

C-22567 - ESS Storage Acquisition Seventy Three LLC, a Delaware limited liability company, successor in interest to Robert P. Kugler, LLC, a California limited liability company
07-LA-101-PM 7.1 - Parcel 82095-1 - EA 360609.

RWC 3W Date: 06/02/25(A); RTL Date: 06/25/25(A). Freeway - rehabilitate bridges with deck resurfacing, approach slab reconstruction, hinge retrofits, and ADA curb ramp upgrades. Authorizes condemnation of a leasehold interest in State-owned airspace for ingress, egress and construction purposes. Located in the city of Los Angeles at 1847 Argyle Avenue. APN 8940-382-598.

The public interest and necessity require the proposed project.

The Department proposes this bridge rehabilitation project to preserve structural integrity, extend service life, and improve safety on two existing bridge structures in the city of Los Angeles - the Argyle-Franklin Undercrossing (Bridge No. 53-0680) on United States (U.S.) Highway 101 and the Big Tujunga Wash Bridge (Bridge No. 53-2249) on Route 210. The proposed rehabilitation work includes bridge deck resurfacing, seismic hinge retrofits, approach slab reconstruction, and ADA curb ramp upgrades. These improvements are needed to maintain the safety and function of these transportation facilities. If the project is not implemented, these bridge structures will continue to deteriorate, increasing the risk of costly repairs and posing potential hazards to the traveling public.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A Categorical Exemption (CE)/Categorical Exclusion (CE) pursuant to CEQA and NEPA was approved in March 2023 and revalidated in May 2025. A Hazardous Waste Assessment was also completed in April 2025.

The PDT evaluated both a build and a no-build alternative. The build alternative which involves the rehabilitation of the Argyle-Franklin Undercrossing and the Big Tujunga Wash Bridge, was selected because it extends the life of the existing bridges, improves safety, and addresses structural vulnerabilities. The no-build alternative was rejected because it would allow deterioration to continue, leading to increased maintenance costs and potential hazards to the traveling public.

To minimize impacts on private properties, the bridge rehabilitation work was designed to be performed entirely within the existing State right of way. The only private property interest being acquired is the leasehold interest under the Department's Airspace Lease No. 07-LA-101-5, located directly beneath U.S. Highway 101 at the Argyle-Franklin Undercrossing. The State of California holds fee title to this lease area, which lies entirely within the existing State right of way. No additional private property acquisitions are required for this project.

The property rights to be condemned are necessary for the proposed project.

The proposed project requires the acquisition of the leasehold interest under the airspace lease, which covers a 32,962 square foot parcel located directly beneath the Argyle-Franklin Undercrossing. The lease area is improved with a tenant-owned self-storage facility that obstructs construction access to critical bridge elements. To perform the required seismic hinge retrofitting and related bridge rehabilitation work, removal of the improvements is needed

"Improving lives and communities through transportation."

to ensure access and workspace for construction purposes. The bridge rehabilitation cannot be completed without terminating the leasehold interest and removing the existing storage facility improvements. The current lease does not include a termination clause and condemnation is to clear the lessee's interest.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

A staff appraisal that established just compensation was approved by Headquarters Right of Way on March 13, 2025. On April 3, 2025, the FWO of just compensation was presented via a virtual meeting with the Tenant's representative. Per the Tenant's preference, all subsequent communications have taken place via phone and email.

Although the Department will continue its efforts to reach an equitable settlement, the parties are currently at an impasse due to fundamental differences over the scope of compensable interests, specifically, the State's reliance on the lease terms limiting compensation to the depreciated value of the improvements versus the tenant's position that loss of future business income should be included. As negotiations have reached a standstill, the Department must initiate a condemnation proceeding in parallel to ensure compliance with imminent project milestones.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22568 - GRABEL CHINO HILLS LLC, a California limited liability company

08-SBd-142-PM 5.31 - Parcel 25859-1 - EA 1N7609.

RWC Date: 01/15/26; RTL Date: 01/15/26. Conventional highway - reconstruct three non-compliant driveways to meet current ADA standards. Authorizes condemnation of a temporary easement for construction purposes. Located in the city of Chino Hills at 4000 Chino Hills Parkway. APN 1025-251-10.

The public interest and necessity require the proposed project.

The project is located on SR 142 between PM 5.267/5.536 between Cherry Drive and Market Place in the City of Chino Hills, San Bernardino County. The scope of the project consists of correcting three non-compliant driveways to current ADA standards. No new right of way will be required for the project.

The project area has deficiencies at three driveways within the project limits, which do not meet ADA requirements. These driveways were identified in a prior project but were removed due to funding constraints. A grievance was then filed regarding those three driveways, and this project was initiated to resolve the grievance. The purpose and need of this project is to improve pedestrian facilities along SR 142 by upgrading the three non-compliant driveways between Cherry Drive and Market Place that do not meet current ADA requirements.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A CE/CE pursuant to CEQA and NEPA was completed and approved on July 8, 2024. An Initial Site Assessment for hazardous waste was completed. Other studies included impacts to air quality, biological and cultural resources, noise, and stormwater.

The build alternative will reconstruct the three concrete driveways to current ADA standards, smoothing the transition between the subject properties and the travelled way. Asphalt will need to be removed and replaced at the locations, both on the travelled way and on the subject properties, to aid the transition.

To minimize the impact of the project scope on private properties, the project was designed with the least necessary acquisition areas to build the proposed improvements. During construction, work will only occur on half of the driveway width at any time to keep access points open during construction. Quick curing concrete will be used to minimize construction time on the property.

The property rights to be condemned are necessary for the proposed project.

The subject property is located in the city of Chino Hills at 4000 Chino Hills Parkway, adjacent to SR 142. The property consists of 10,512 square feet and is improved with a commercial building subdivided into five retail stores. This project requires a TCE measuring 96 square feet which is necessary to allow the contractor a sufficient work area to upgrade the driveway to meet current ADA standards. The proposed project improvements cannot be constructed without acquiring a portion of the Owner's property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 8 Right of Way management on December 12, 2024. On January 22, 2025, the FWO of just compensation was sent via certified mail to the Owner at the address of record and was received on January 27, 2025. The Owner indicated that a signed contract would be forthcoming, however, to date signed contracts have not been received by the District Right of Way office. Negotiations are ongoing, but the Department and the Owner are currently at an impasse as the Owner had been nonresponsive to the Districts recent attempts to negotiate.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22569 - THE GREGORY SCOTT JONES FAMILY LIMITED PARTNERSHIP, a California limited partnership

08-SBd-142-PM 5.40 - Parcel 25862-1 - EA 1N7609.

RWC Date: 01/15/26; RTL Date: 01/15/26. Conventional highway - reconstruct three non-compliant driveways to meet current ADA standards. Authorizes condemnation of a temporary easement for construction purposes. Located in the city of Chino Hills at 4080 Chino Hills Parkway. APN 1025-251-12.

The public interest and necessity require the proposed project.

The project is located on SR 142 between PM 5.267/5.536 between Cherry Drive and Market Place in the city of Chino Hills, San Bernardino County. The scope of the project consists of correcting three non-compliant driveways to current ADA standards. No new right of way will be required for the project.

The project area has deficiencies at three driveways within the project limits, which do not meet ADA requirements. These driveways were identified in a prior project but were removed due to funding constraints. A grievance was then filed regarding those three driveways, and this project was initiated to resolve the grievance. The purpose and need of this project is to improve pedestrian facilities along SR 142 by upgrading the three non-compliant driveways between Cherry Drive and Market Place that do not meet current ADA requirements.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A CE/CE pursuant to CEQA and NEPA was completed and approved on July 8, 2024. An Initial Site Assessment for hazardous waste was completed. Other studies included impacts to air quality, biological and cultural resources, noise, and stormwater.

The build alternative will reconstruct the three concrete driveways to current ADA standards, smoothing the transition between the subject properties and the travelled way. Asphalt will need to be removed and replaced at the locations, both on the travelled way and on the subject properties, to aid the transition.

To minimize the impact of the project scope on private properties, the project was designed with the least necessary acquisition areas to build the proposed improvements. During construction, work will only occur on half of the driveway width at any time to keep access points open during construction. Quick curing concrete will be used to minimize construction time on the property.

The property rights to be condemned are necessary for the proposed project.

The subject property is located in the city of Chino Hills at 4080 Chino Hills Parkway, adjacent to SR 142. The property consists of 21,600 square feet and is improved with a convenience store and auto parts store. This project requires a TCE measuring 330 square feet, which is necessary to allow the contractor a sufficient work area to upgrade the driveway to meet current ADA standards. The proposed project improvements cannot be constructed without acquiring a portion of the Owner's property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 8 Right of Way management on December 16, 2024. On January 8, 2025, the FWO of just compensation was sent via email to the Owner at their request and acknowledged as received the same day. The offer was also sent via certified mail on January 28, 2025, to the address of record. Negotiations are ongoing, but the Department and the Owner are currently at an impasse due to issues regarding the Owner's tenants.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22570 - Rhonda D. Cody, a married woman

08-SBd-247-PM 76.48 - Parcel 26050-1, 2 - EA 1L0909.

RWC Date: 02/17/26; RTL Date: 03/11/26. Conventional highway - Pavement rehabilitation, replace sign panels, add bike lanes and upgrade facilities to ADA standards. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the city of Barstow south of Veterans Parkway, on the east side of Barstow Road. APN 0181-712-24.

The public interest and necessity require the proposed project.

The project is located on SR 247, in San Bernardino County, in the City of Barstow, from Stoddard Wells Road (PM 73.2) to Route 15 (PM 78.1). The proposed scope of work includes constructing sidewalks at sidewalk gaps, localized dig-outs, restriping all lanes, replacing sign panels, upgrading traffic signals at Armory Road and Rimrock Road intersections, and five to six-foot shoulder widening to accommodate buffered Class II bike lanes. The bike lanes are proposed in both directions of SR 247, from Veterans Parkway to Armory Road. Other assets include constructing three bus pads, rumble strips, and upgrading the Metal Beam Guardrail (MBGR) to a Midwest Guardrail System (MGS) at the SR 247/Interstate 15 (I-15) separation near the NB I-15 on-ramp loop entrance. A flashing beacon warning curve sign will also be installed at PM 74.5 and shoulder backing will be placed, as needed, at the drop offs.

The existing pavement is exhibiting signs of distress and deterioration at various locations along SR 247. As indicated in the Pavement Management System, there are areas of alligator B cracking, rutting and surface roughness requiring pavement rehabilitation to extend pavement life and improve ride quality.

Existing sidewalks and curb ramps at several intersections do not meet the latest ADA standards. Reconstruction of these curb ramps is necessary to make the following features standard: Curb ramp dimensions, slopes, detectable warning surfaces and pedestrian push buttons. Several locations within the project limits lack complete streets elements as well. To encourage other modes of transportation, it is proposed to construct new sidewalks and bus pads. Bike routes will be provided through the installation of Buffered Class II bike lanes in both directions from Veterans Parkway to Armory Road. This will help bicyclists reach their destination and encourage the use of active transportation.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A CE/CE pursuant to CEQA and NEPA was completed and approved on February 14, 2024. An Initial Site Assessment for hazardous waste was also completed. Other studies included impacts to air quality, hazardous waste, biological and cultural resources, noise, visual impacts, and stormwater.

The build alternative will cold plane and overlay existing pavement at various locations. In addition, the proposed improvements include (but are not limited to) replacing sign panels, upgrading traffic signals at Armory Road/Rimrock Road intersection, reconstructing existing curb ramps to comply with current ADA standards, constructing new curb ramps at identified locations, upgrading existing curb and gutter, installing sidewalk to current ADA standards, upgrading MBGR to MGS and installing Buffered Class II bike lanes.

Significant effort was made during the design process to avoid modifications that could affect private properties. Considerations of non-standard features were made to minimize impacts to the subject property; however, incorporating a standard curb ramp design was essential to ensure safe, reliable, and accessible pedestrian access.

The property rights to be condemned are necessary for the proposed project.

The subject property is located in the city of Barstow on Barstow Road adjacent to SR 247. The property consists of 17.58 acres of vacant land. This project requires 26,260 square feet of fee from the Owner's property adjacent to the State right of way which is necessary to allow the contractor a sufficient work area to add a bike lane, rehabilitate the roadbed and perform and maintain shoulder backing located within the project limits in the State right of way. Underlying fee consisting of 5,158 square feet within the adjacent SR 247 is also required to perfect the State's Ownership of the highway. The proposed project improvements cannot be constructed without acquiring a portion of the Owner's property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 8 Right of Way management on August 21, 2024, and the FWO of just compensation was made in person on October 23, 2024. Subsequently, the approved appraisal was revised on March 12, 2025, and a revised offer was made via certified mail on April 14, 2025, and confirmed as received on April 23, 2025. On June 6, 2025, a Memorandum of Adjustment to the appraisal was approved to give the underlying fee to the highway its own sub-parcel number, which resulted in a change in the valuation. A revised offer was then mailed to the Owner on June 10, 2025, and was received on June 13, 2025. Since the first in-person meeting with the Owner, the District Right of Way Agent has made multiple attempts (via telephone, letters, etc.) to contact and communicate with the Owner. However, all these attempts proved unsuccessful as the Owner has been unresponsive. Efforts to contact the Owner will continue, however the parties are currently at an impasse as the Owner has stopped all communication with the District.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22571 - Jonathan E. Veliz and Cathering V. Fernandez, husband and wife, as community property with right of survivorship

08-SBd-18-PM 74.51 - Parcel 26127-1, 2 - EA 1L1409.

RWC Date: 04/14/26; RTL Date: 04/15/26. Conventional highway - Pavement rehabilitation, construct 8-foot shoulders and median & shoulder rumble strips, restore Transportation Management System (TMS) elements, upgrade sign panel, upgrade guardrail, extend culverts, and install pedestrian hybrid signals. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the Lucerne Valley of San Bernardino County at 32111 State Highway 18. APN 0450-361-01.

The public interest and necessity require the proposed project.

The project is located on SR 18, in San Bernardino County, in Lucerne Valley, from Camp Rock Road to Custer Avenue. The proposed scope of work includes constructing minor pavement rehabilitation using Partial Depth Recycling (PDR), constructing 8-foot-wide outside shoulders, replacing existing signage, enhancing guardrail systems, upgrading various TMS elements, constructing pedestrian refuge pads, constructing median and shoulder rumble strips, extending or lowering of the culverts within the project limits, and installing pedestrian hybrid signals.

Within the project limits, SR 18 is a 2-lane undivided highway that has experienced notable pavement distress. The proposed Minor Pavement Rehabilitation will extend the pavement's lifespan and improve ride quality along this segment of SR 18. The construction of 8-foot-wide outside shoulders between Rock Road and Custer Avenue will enhance safety for motorists and maintenance staff. Safety upgrades, including sign panel replacement, guardrail improvements, and TMS element upgrades are expected to reduce collision frequency and severity.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

An IS-MND pursuant to CEQA and CE pursuant to NEPA was completed and approved on June 24, 2024. An Initial Site Assessment for hazardous waste was completed. Other studies included impacts to air quality, hazardous waste, noise, visual impacts, and stormwater.

The build alternative will include minor pavement rehabilitation using PDR with Hot Mix Asphalt-Type A. In addition, the proposed improvements include (but are not limited to) construction of 8-foot wide outside shoulders with tapered edges and backfill on both highway sides, installation of median and bicyclist-friendly shoulder rumble strips, replacement of sign panel, extend/lower culverts, replacement of existing MBGR with MGS, concrete barrier transitions will be installed to connect the MGS to the existing bridge railing at the follow bridges: Artic Canyon Wash (Bridge No. 54-0569) and Lucerne Valley Storm Drain (Bridge No. 54-1047), replacement of loop detectors for the census station at PM 73.83, installation of high-visibility crosswalks at SR 18 and Crystal Creek Road intersection, construction of refuge pads and curb ramps and install pedestrian hybrid signals at SR 18 and Crystal Creek Road intersection.

To minimize the impact of the project scope on private properties, the project was designed in a way that reduces the right of way acquisition while providing the clear recovery zone (CRZ) minimum standard of 20 feet. However, there are certain locations where the private right of way encroaches within the 20 feet CRZ because acquiring that portion would cause great hardship to the local businesses which require a minimum of 25-foot setback from the front of their business, per local ordinance. Because the project focuses on pavement rehabilitation and shoulder widening, other non-standard items such as the grade, cross slope, skew angle intersection and superelevation were kept per existing conditions. Designing to the standard would have required significantly additional amounts of right of way, as well as create environmental issues involving Joshua trees, desert tortoise, Mohave ground squirrels, Monarch butterflies, and the critical habitat of the Cushenbury Milk-vetch.

The property rights to be condemned are necessary for the proposed project.

The subject property is located in Lucerne Valley at 32111 SR 18. The property consists of 2.217 acres of residential property. This project requires 1,388 square feet of fee from the Owner's property to install 8-foot paved shoulders, and centerline and shoulder rumble strips located within the project limits in the State right of way. Underlying fee within the adjacent SR 18 is also required to perfect the State's Ownership of the highway. The proposed project improvements cannot be constructed without acquiring a portion of the Owner's property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 8 Right of Way management on February 19, 2025, and the FWO of just compensation was made in person on April 1, 2025. The Department and the Owner are currently at an impasse due to compensatory issues along with the Owner's refusal to negotiate.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22572 - Oak Landing, LLC

10-SJ-005-PM 26.94 - Parcel 10-SJX005-0400-01 - EA 0X4609.

RWC Date: 03/03/27; RTL:05/28/27. Freeway – Bridge Replacement Project. Authorizes condemnation of Airspace Leasehold Interest. Located in the city of Stockton at 1430 W Oak Street. APN N/A.

The public interest and necessity require the proposed project.

The project is needed because of structural deficiencies and continued bridge repairs. The bridges show concrete and steel superstructure/foundation deficiencies. The deficiencies include a long-standing issues of concrete deck deterioration resulting in ongoing maintenance challenges, freckled rust forming at various locations throughout the superstructure steel elements, damaged steel bracing, and cracking in the concrete retaining walls, bents, and columns. Substructure deficiencies, such as soil liquefaction potentially caused by seismic activity, are also prevalent. Additionally, the current structures are not rated to accommodate permit loading, which is required for goods movement.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

An Initial Study Mitigated Negative Declaration (IS/MND), pursuant to CEQA, and a Routine EA, pursuant to NEPA were approved in April 2021. A Hazardous Waste Assessment was also completed in July 2019.

There were multiple alignments considered and the proposed alignment requires the least impact to businesses beyond the Department’s right of way and eliminates impacts to residential properties. During the project’s planning and environmental review phase, three alternatives were evaluated, including a no-build alternative, which was rejected due to ongoing safety concerns and the need to replace the structurally deficient bridge. Rehabilitation of the existing structure was determined infeasible because it would not meet current seismic or design standards and would require prolonged traffic disruptions. There were two additional alternatives for replacement bridge alignments (shifted east and shifted west), both reviewed for property, business, and environmental impacts. The selected alignment was chosen as it minimizes right of way acquisitions, avoids residential displacements, and reduces long-term impacts to businesses compared to other options.

The property rights to be condemned are necessary for the proposed project.

The property rights are immediately within the project footprint and require acquisition and possession in order for construction to be possible. For the airspace leases, those are within the Department ‘s right of way and the leases should be terminated for safety purposes and the terms of the leases were going to expire within the next five years. The lease area is improved with warehouse structures and associated site improvements (parking, fencing, and loading areas).

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

District 10 Right of Way staff conducted an appraisal. The appraisal went through a rigorous reviewing process and was approved on March 27, 2025. On April 14, 2025, a District Right of Way Agent mailed the offer to the Lessee. On June 3, 2025, the District confirmed the appraised value as the Fair Market Value for the property rights being acquired. The Acquisition Agent, District Right of Way Management, and Project Management have been in contact with the Lessee to address concerns expressed regarding the acquisition. The Acquisition Agent has made numerous attempts to continue negotiations, but the Lessee stated an agreement was not probable due to compensation. Therefore, there is an impasse regarding compensation.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22573 - 540 Aurora ST. LLC

10-SJ-005-PM 26.94 - Parcel 10-SJX005-0500-02 - EA 10-0X4609.

RWC Date: 03/03/27; RTL: 05/28/27. Freeway - Bridge Replacement Project. Authorizes condemnation of Airspace Leasehold Interest. Located in the city of Stockton at 1411 W. Fremont Street. APN N/A.

The public interest and necessity require the proposed project.

The project is needed because of structural deficiencies and continued bridge repairs. The bridges show concrete and steel superstructure/foundation deficiencies. The deficiencies include a long-standing issues of concrete deck deterioration resulting in ongoing maintenance challenges, freckled rust forming at various locations throughout the superstructure steel elements, damaged steel bracing, and cracking in the concrete retaining walls, bents, and columns. Substructure deficiencies, such as soil liquefaction potentially caused by seismic activity, are also prevalent. Additionally, the current structures are not rated to accommodate permit loading, which is required for goods movement.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

An IS/MND, pursuant to CEQA, and a Routine EA, pursuant to NEPA were approved in April 2021. A Hazardous Waste Assessment was also completed in July 2019.

There were multiple alignments considered and the proposed alignment requires the least impact to businesses beyond the Department's right of way and eliminates impacts to residential properties, including a no-build alternative, which was rejected due to ongoing safety concerns and the need to replace the structurally deficient bridge. Rehabilitation of the existing structure was determined infeasible because it would not meet current seismic or design standards and would require prolonged traffic disruptions. There were two additional alternatives for replacement bridge alignments (shifted east and shifted west), both reviewed for property, business, and environmental impacts. The selected alignment was chosen as it minimizes right of way acquisitions, avoids residential displacements, and reduces long-term impacts to businesses compared to other options.

The property rights to be condemned are necessary for the proposed project.

The property rights are immediately within the project footprint and require acquisition and possession in order for construction to be possible. For the airspace leases, those are within the Department's right of way and the leases should be terminated for safety purposes and the terms of the leases were going to expire within the next five years. The lease area is improved with warehouse structures and associated site improvements (parking, fencing, and loading areas).

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

District 10 Right of Way staff conducted an appraisal. The appraisal went through a rigorous reviewing process and was approved on March 27, 2025. On April 14, 2025, a District Right of Way Agent mailed the offer to the Lessee. On June 3, 2025, the District confirmed the appraised value as the Fair Market Value for the property rights being acquired. The Acquisition Agent, District Right of Way Management, and Project Management have been in contact with the Lessee to address concerns expressed regarding the acquisition. The Acquisition Agent has made numerous attempts to continue negotiations, but Lessee and their attorney are not making an effort to move forward with negotiations. Therefore, we are currently at an impasse regarding compensation.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22574 - Carol Roberts, Trustee of the Carol Roberts Family Trust (created by revocable inter vivos trust) dated February 24, 2021

12-Ora-74-PM 1.3 - Parcel 104300-1, 2 - EA 086929.

RWC Date: 04/21/26; RTL Date: 04/30/26. Conventional highway - Widen from two lanes to four lanes. Authorizes condemnation of land in fee for a State highway and a temporary easement for construction purposes. Located in the city of San Juan Capistrano at 28121 Paseo Azteca. APN 664-012-87.

The public interest and necessity require the proposed project.

The Department developed a project report dated November 30, 2009 and a supplemental project report dated May 8, 2020 for the project which is proposing improvements to a segment of SR 74 (Ortega Highway) in the city of San Juan Capistrano (City) to relieve traffic congestion, improve safety, and support long-term regional mobility. This portion of Ortega Highway currently narrows from four lanes to two, creating a traffic bottleneck that causes delays and affects emergency response and commuter reliability.

To address these issues, the project will widen the highway, upgrade intersections, and improve pedestrian and bicycle access. The reconstruction of infrastructure such as retaining walls, sidewalks, and sound walls is also included to meet current design and safety standards.

These improvements are necessary to ensure the safe and efficient movement of people and vehicles and are consistent with adopted transportation and land use plans. The project benefits the traveling public and the broader community by addressing current deficiencies and preparing for future growth. The project will incorporate Complete Streets features for pedestrians and bicyclists and reduce congestion within the project limits.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A Project Study Report (PSR) was approved in 1997, and initial public engagement began in 2000. Due to public feedback, the Department prepared an Environmental Impact Report (EIR), which assessed no build, and two build alternatives. After a 45-day public review the EIR was approved in 2009 and was addended in 2010. Build alternative 2 - widening the north side of the highway while replacing the meandering sidewalk was selected as the preferred alternative. Following the CEQA Certification, both the City and the Hunt Club Community Association (Hunt Club) filed a joint lawsuit in Orange County Superior Court challenging the EIR. On July 14, 2011, the City, the Hunt Club, and the Department reached a settlement. The lawsuit shall not prevent or restrain the Department from implementing the project as described in the certified EIR, as long as: (a) the Department's implementation of the project is in all respects consistent with the 2009 certified EIR and the 2010 Addendum, (b) the project implements all of the mitigation measures described in the certified EIR, and (c) the Department complies with and implements the terms, conditions, requirements, and restrictions of the settlement. Pursuant to the settlement, an EA/FONSI in compliance with NEPA was prepared in May 2020 which was circulated to the public for 45 days prior to being signed, confirming the project would not result in significant environmental impacts. The proposed project has been carefully planned to serve the greatest public good by addressing a long-standing traffic congestion on SR 74, improving roadway safety, reducing

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delays, and enhancing multimodal access for pedestrians and cyclists. These improvements directly benefit local residents, regional commuters, emergency services, and the traveling public by creating a more reliable and efficient transportation corridor. To minimize project impacts on surrounding properties, the design retains the existing road alignment where feasible, incorporates retaining walls to reduce grading, while at the same time including features such as sidewalks, bike lanes, and upgraded traffic signals to enhance community connectivity and safety.

By focusing improvements within the existing corridor and selecting design solutions that reduce property impacts, the project reflects a clear intent to promote the public good while imposing the least possible burden on adjacent landowners.

The property rights to be condemned are necessary for the proposed project.

The subject property located in the city of San Juan Capistrano at 28121 Paseo Azteca, adjacent to SR 74. The property consists of 9,198 square feet and is improved with a 2-story single-family residence. The project requires 173 square feet in fee from the Owner's property to adjust the proposed right of way to encompass the proposed soundwall improvements. The project also requires a 408 square foot TCE adjacent to the State right of way which is necessary to allow the contractor a sufficient work area and access to construct the proposed soundwall. The proposed soundwall along the south side of SR 74 is a critical component of the project, as well as a required condition of the Settlement Agreement between the Department, the Hunt Club, and the City. The TCE will facilitate the removal and reconstruction of the existing soundwall to current design and safety standards. The proposed project improvements cannot be constructed without acquiring a portion of the Owner's property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 12 Right of Way management on December 27, 2024. On January 27, 2025, the Acquisition Agent met with the property owner for the FWO of just compensation. Negotiations are ongoing and efforts to secure an equitable settlement will continue. The Agent has made numerous attempts by phone, emails, and mail to contact the property Owner, but the Owner has not been responsive. However, on June 2, 2025, the Department received a counteroffer that is significantly higher than the Department's offer. Attempts to secure a settlement will continue, however the parties are currently at an impasse due to compensatory issues.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22575 - Alan P. Robinson and Susan L. Robinson, Trustees of the Robinson Family Trust dated January 20, 2021

12-Ora-74-PM 1.4 - Parcel 104306-1 - EA 086929.

RWC Date: 04/21/26; RTL: 04/30/26. Conventional highway - Widen from two lanes to four lanes. Authorizes condemnation of a temporary easement for construction purposes. Located in the city of San Juan Capistrano at 30981 Via Cristal. APN 664-031-26.

The public interest and necessity require the proposed project.

The Department developed a project report dated November 30, 2009 and a supplemental project report dated May 8, 2020 for the project which is proposing improvements to a segment of SR 74 (Ortega Highway) in the City of San Juan Capistrano (City) to relieve traffic congestion, improve safety, and support long-term regional mobility. This portion of Ortega Highway currently narrows from four lanes to two, creating a traffic bottleneck that causes delays and affects emergency response and commuter reliability.

To address these issues, the project will widen the highway, upgrade intersections, and improve pedestrian and bicycle access. The reconstruction of infrastructure such as retaining walls, sidewalks, and sound walls is also included to meet current design and safety standards.

These improvements are necessary to ensure the safe and efficient movement of people and vehicles and are consistent with adopted transportation and land use plans. The project benefits the traveling public and the broader community by addressing current deficiencies and preparing for future growth. The project will incorporate Complete Streets features for pedestrians and bicyclists and reduce congestion within the project limits.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A PSR was approved in 1997, and initial public engagement began in 2000. Due to public feedback, the Department prepared an EIR, which assessed no build, and two build alternatives. After a 45-day public review the EIR was approved in 2009 and was addended in 2010. Build alternative 2 - widening the north side of the highway while replacing the meandering sidewalk was selected as the preferred alternative. Following the CEQA Certification, both the City and the Hunt Club filed a joint lawsuit in Orange County Superior Court challenging the EIR. On July 14, 2011, the City, the Hunt Club, and the Department reached a settlement. The lawsuit shall not prevent or restrain the Department from implementing the project as described in the certified EIR, as long as: (a) the Department's implementation of the project is in all respects consistent with the 2009 certified EIR and the 2010 Addendum, (b) the project implements all of the mitigation measures described in the certified EIR, and (c) the Department complies with and implements the terms, conditions, requirements, and restrictions of the settlement. Pursuant to the settlement, an EA/FONSI in compliance with NEPA was prepared in May 2020 which was circulated to the public for 45 days prior to being signed, confirming the project would not result in significant environmental impacts.

The proposed project has been carefully planned to serve the greatest public good by addressing a long-standing traffic congestion on SR 74, improving roadway safety, reducing

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delays, and enhancing multimodal access for pedestrians and cyclists. These improvements directly benefit local residents, regional commuters, emergency services, and the traveling public by creating a more reliable and efficient transportation corridor. To minimize project impacts on surrounding properties, the design retains the existing road alignment where feasible, incorporates retaining walls to reduce grading, while at the same time including features such as sidewalks, bike lanes, and upgraded traffic signals to enhance community connectivity and safety.

By focusing improvements within the existing corridor and selecting design solutions that reduce property impacts, the project reflects a clear intent to promote the public good while imposing the least possible burden on adjacent landowners.

The property rights to be condemned are necessary for the proposed project.

The subject property located in the city of San Juan Capistrano at 30981 Via Cristal, adjacent to SR 74. The property consists of 11,402 square feet and is improved with a 2-story single-family residence. The project requires a 572 square foot TCE adjacent to the State right of way which is necessary to allow the contractor a sufficient work area and access to construct a soundwall. The proposed soundwall along the south side of SR 74 is located within the State right of way and is a critical component of the project, as well as a required condition of the Settlement Agreement between the Department, the Hunt Club, and the City. The TCE will facilitate the removal and reconstruction of the existing soundwall to current design and safety standards, in the same location within the State right of way. The proposed project improvements cannot be constructed without acquiring a portion of the Owner's property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 12 Right of Way management on December 6, 2024. On January 10, 2025, the Agent completed a field visit to the subject property and established contact with the property Owners' daughter. During the visit, the property Owners' daughter informed the Agent that the property Owner, Mr. Robinson, recently passed away. The property Owner's daughter has Power of Attorney (POA) for her mother due to the mother's health issues. The Agent made attempts to obtain a copy of the death certificate and the POA but was unsuccessful. Therefore, on February 6, 2025, the FWO of just compensation was sent to the Owners by certified mail to the address on the tax assessment roll, and was signed for as received on February 8, 2025. Efforts to locate the Owners or secure the necessary documents to continue negotiations with the Owners or their authorized representative will continue.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22576 - Jorge Alberto Lopez and Laura Lopez, husband and wife as Community Property with right of survivorship

12-Ora-74-PM 1.5 - Parcel 104311-1 - EA 086929.

RWC Date: 04/21/26; RTL: 04/30/26. Conventional highway - Widen from two lanes to four lanes. Authorizes condemnation of a temporary easement for construction purposes. Located in the city of San Juan Capistrano at 30961 Via Estenaga. APN 664-051-03.

The public interest and necessity require the proposed project.

The Department developed a project report dated November 30, 2009 and a supplemental project report dated May 8, 2020 for the project which is proposing improvements to a segment of SR 74 (Ortega Highway) in the city of San Juan Capistrano (City) to relieve traffic congestion, improve safety, and support long-term regional mobility. This portion of Ortega Highway currently narrows from four lanes to two, creating a traffic bottleneck that causes delays and affects emergency response and commuter reliability.

To address these issues, the project will widen the highway, upgrade intersections, and improve pedestrian and bicycle access. The reconstruction of infrastructure such as retaining walls, sidewalks, and sound walls is also included to meet current design and safety standards.

These improvements are necessary to ensure the safe and efficient movement of people and vehicles and are consistent with adopted transportation and land use plans. The project benefits the traveling public and the broader community by addressing current deficiencies and preparing for future growth. The project will incorporate Complete Streets features for pedestrians and bicyclists and reduce congestion within the project limits.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A PSR was approved in 1997, and initial public engagement began in 2000. Due to public feedback, the Department prepared an EIR, which assessed no build, and two build alternatives. After a 45-day public review the EIR was approved in 2009 and was addended in 2010. Build alternative 2 - widening the north side of the highway while replacing the meandering sidewalk was selected as the preferred alternative. Following the CEQA Certification, both the City and the Hunt Club filed a joint lawsuit in Orange County Superior Court challenging the EIR. On July 14, 2011, the City, the Hunt Club, and the Department reached a settlement. The lawsuit shall not prevent or restrain the Department from implementing the project as described in the certified EIR, as long as: (a) the Department's implementation of the project is in all respects consistent with the 2009 certified EIR and the 2010 Addendum, (b) the project implements all of the mitigation measures described in the certified EIR, and (c) the Department complies with and implements the terms, conditions, requirements, and restrictions of the settlement. Pursuant to the settlement, an EA/FONSI in compliance with NEPA was prepared in May 2020 which was circulated to the public for 45 days prior to being signed, confirming the project would not result in significant environmental impacts.

The proposed project has been carefully planned to serve the greatest public good by addressing a long-standing traffic congestion on SR 74, improving roadway safety, reducing

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delays, and enhancing multimodal access for pedestrians and cyclists. These improvements directly benefit local residents, regional commuters, emergency services, and the traveling public by creating a more reliable and efficient transportation corridor. To minimize project impacts on surrounding properties, the design retains the existing road alignment where feasible, incorporates retaining walls to reduce grading, while at the same time including features such as sidewalks, bike lanes, and upgraded traffic signals to enhance community connectivity and safety.

By focusing improvements within the existing corridor and selecting design solutions that reduce property impacts, the project reflects a clear intent to promote the public good while imposing the least possible burden on adjacent landowners.

The property rights to be condemned are necessary for the proposed project.

The subject property located in the city of San Juan Capistrano at 30961 Via Estenaga, adjacent to SR 74. The property consists of 11,906 square feet and is improved with a 2-story single-family residence. The project requires 439 square feet for a TCE adjacent to the State right of way which is necessary to allow the contractor a sufficient work area and access to construct a soundwall. The proposed soundwall along the south side of SR 74 is located within the State right of way and is a critical component of the project, as well as a required condition of the Settlement Agreement between the Department, the Hunt Club, and the City. The TCE will facilitate the removal and reconstruction of the existing soundwall to current design and safety standards, in the same location within the State right of way. The proposed project improvements cannot be constructed without acquiring a portion of the Owner's property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 12 Right of Way management on December 9, 2024. At the request of the Owners, the FWO of just compensation was sent via email on January 14, 2025, and confirmed as received the same day. A courtesy hardcopy of the FWO was also sent on January 14, 2025, via certified mail. Negotiations are ongoing and efforts to secure an equitable settlement will continue. However, the parties are currently at an impasse due to compensatory issues, as the Owners plan to obtain their own independent appraisal. The Agent has made numerous attempts by phone, emails, and mail to contact the Owners, but they have not been responsive.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22577 - Robert Jon Prun as Trustee of the Robert Jon Prun Separate Property Trust established December 15, 2015

12-Ora-74-PM 1.5 - Parcel 104312-1 - EA 086929.

RWC Date: 04/21/26; RTL Date: 04/30/26. Conventional highway - Widen from two lanes to four lanes. Authorizes condemnation of a temporary easement for construction purposes. Located in the city of San Juan Capistrano at 28331 Via Anzar. APN 664-051-04.

The public interest and necessity require the proposed project.

The Department developed a project report dated November 11, 2009, and a supplemental project report dated May 8, 2020 for the project which is proposing improvements to a segment of SR 74 (Ortega Highway) in the city of San Juan Capistrano (City) to relieve traffic congestion, improve safety, and support long-term regional mobility. This portion of Ortega Highway currently narrows from four lanes to two, creating a traffic bottleneck that causes delays and affects emergency response and commuter reliability.

To address these issues, the project will widen the highway, upgrade intersections, and improve pedestrian and bicycle access. The reconstruction of infrastructure such as retaining walls, sidewalks, and sound walls is also included to meet current design and safety standards.

These improvements are necessary to ensure the safe and efficient movement of people and vehicles and are consistent with adopted transportation and land use plans. The project benefits the traveling public and the broader community by addressing current deficiencies and preparing for future growth. The project will incorporate Complete Streets features for pedestrians and bicyclists and reduce congestion within the project limits.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A PSR was approved in 1997, and initial public engagement began in 2000. Due to public feedback, the Department prepared an EIR, which assessed no build, and two build alternatives. After a 45-day public review the EIR was approved in 2009 and was addended in 2010. Build alternative 2 - widening the north side of the highway while replacing the meandering sidewalk was selected as the preferred alternative. Following the CEQA Certification, both the City and the Hunt Club filed a joint lawsuit in Orange County Superior Court challenging the EIR. On July 14, 2011, the City, the Hunt Club, and the Department reached a settlement. The lawsuit shall not prevent or restrain the Department from implementing the project as described in the certified EIR, as long as: (a) the Department's implementation of the project is in all respects consistent with the 2009 certified EIR and the 2010 Addendum, (b) the project implements all of the mitigation measures described in the certified EIR, and (c) the Department complies with and implements the terms, conditions, requirements, and restrictions of the settlement. Pursuant to the settlement, an EA/FONSI in compliance with NEPA was prepared in May 2020 which was circulated to the public for 45 days prior to being signed, confirming the project would not result in significant environmental impacts.

The proposed project has been carefully planned to serve the greatest public good by addressing a long-standing traffic congestion on SR 74, improving roadway safety, reducing

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delays, and enhancing multimodal access for pedestrians and cyclists. These improvements directly benefit local residents, regional commuters, emergency services, and the traveling public by creating a more reliable and efficient transportation corridor. To minimize project impacts on surrounding properties, the design retains the existing road alignment where feasible, incorporates retaining walls to reduce grading, while at the same time including features such as sidewalks, bike lanes, and upgraded traffic signals to enhance community connectivity and safety.

By focusing improvements within the existing corridor and selecting design solutions that reduce property impacts, the project reflects a clear intent to promote the public good while imposing the least possible burden on adjacent landowners.

The property rights to be condemned are necessary for the proposed project.

The subject property located in the city of San Juan Capistrano at 28331 Via Anzar, adjacent to SR 74. The property consists of 11,192 square feet and is improved with a 2-story single-family residence. The project requires 751 square feet for a TCE adjacent to the State right of way which is necessary to allow the contractor a sufficient work area and access to construct a soundwall. The proposed soundwall along the south side of SR 74 is located within the State right of way and is a critical component of the project, as well as a required condition of the Settlement Agreement between the Department, the Hunt Club, and the City. The TCE will facilitate the removal and reconstruction of the existing soundwall to current design and safety standards, in the same location within the State right of way. The proposed project improvements cannot be constructed without acquiring a portion of the Owner's property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 12 Right of Way management on December 31, 2024. On January 22, 2025, the FWO of just compensation was personally delivered to the Owner. Subsequent to the FWO, the Agent made attempts to contact the Owner by telephone and mail, but the Owner has been unresponsive. On May 22, 2025, the Agent reached the property Owner via telephone and was informed that the offer was too low and that he will be obtaining an independent appraisal. Negotiations are currently at an impasse due to compensatory issues. Negotiations are ongoing and efforts to secure an equitable settlement will continue.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

Attachments

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22559**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 04-SM-82-PM 13.9 PARCEL 64676-1

9 OWNER: Antonio Buselli, Trustee under The Antonio Buselli Trust Agreement, dated March
10 30, 2012, as to an undivided 50% interest and Maria Buselli Filous, Trustee under The
11 Maria Buselli Filous Trust Agreement dated March 30, 2012, as to an undivided
12 50% interest

13 Resolved by the California Transportation Commission after notice (and hearing)
14 pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
15 hereby declares that:

16 The hereinafter described real property is necessary for State Highway purposes
17 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
18 102;

19 The public interest and necessity require the proposed public project, namely a State
20 highway;

21 The proposed project is planned and located in the manner that will be most
22 compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for
the public project;

The offer required by Section 7267.2 of the Government Code has been made to the
owner or owners of record; and be it further

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

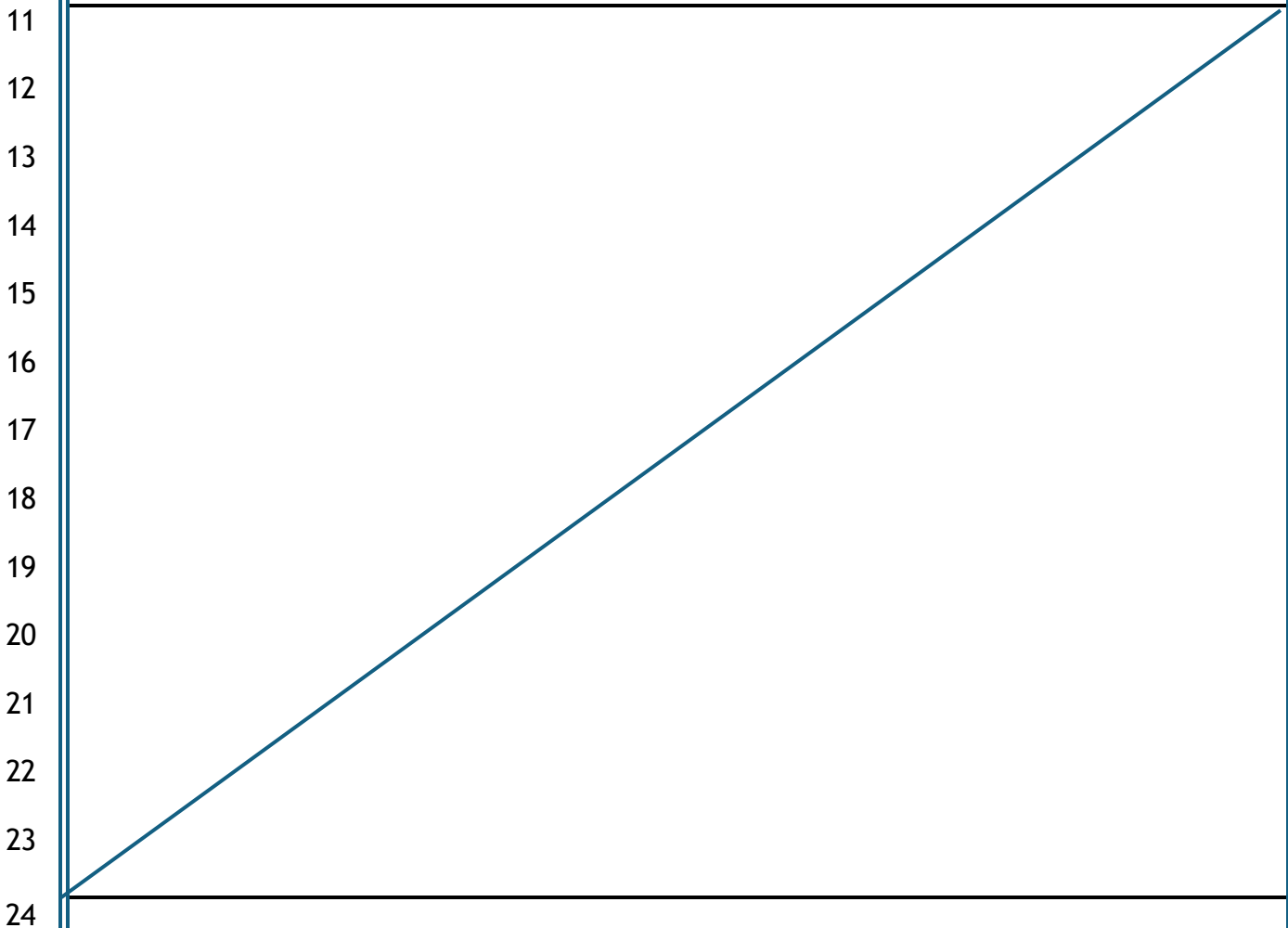
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 RESOLVED by this Commission that the Department of Transportation be and said
2 Department is hereby authorized and empowered;

3 To acquire, in the name of the People of the State of California, in fee simple
4 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
5 described real property, or interests in real property, by condemnation proceeding or
6 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
7 Civil Procedure and of the Constitution of California relating to eminent domain;

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of San
10 Mateo, State of California, Highway 04-SM-82 and described as follows:



PARCEL 64676-1:

For State Highway Purposes, TEMPORARY EASEMENT for CONSTRUCTION purposes and incidents thereto, upon, over, through and across a portion of Lot 8, Block 2 as said Lot and Block are shown on that certain Map entitled "MAP OF SUBDIVISION NO 4 OF BURLINGAME PARK, CAL.", filed November 20, 1905 in Book "D" of Maps, at Page 43 and copied into Book 3 of Maps, at Page 85, in the Office of the County Recorder of San Mateo County, State of California, said portion being more particularly described as follows:

BEGINNING at the most Northerly corner of said Lot 8; thence along the Northeasterly line of said Lot 8, South $54^{\circ}03'40''$ East, 50.00 feet to the most Easterly corner thereof; thence along the Southeasterly line of said Lot 8, South $35^{\circ}54'27''$ West, 15.00 feet; thence North $54^{\circ}03'40''$ West, 11.60 feet; thence North $26^{\circ}17'29''$ East, 5.07 feet; thence North $54^{\circ}03'40''$ West, 37.55 feet to the Northwesterly line of said Lot 8; thence along last said line, North $35^{\circ}54'27''$ East, 10.00 feet to the POINT OF BEGINNING.

Rights to the above-described Temporary Easement shall cease and terminate on December 31, 2028. Said right may also be terminated prior to the above date by STATE upon notice to OWNER.

The distances used in the above description are on the California Coordinate System of 1983, Zone 3 (Epoch 1991.35). Multiply the above distances by 1.0000628 to obtain ground level distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22560**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 04-SM-82-PM 14.4 PARCEL 64691-1, 3
9 OWNER: Richard Tod Spieker and Catherine Reilly Spieker, Co-Trustees of The Spieker
10 Living Trust dated September 16, 1993, as amended and restated

11 Resolved by the California Transportation Commission after notice (and hearing)
12 pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
13 hereby declares that:

14 The hereinafter described real property is necessary for State Highway purposes
15 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
16 102;

17 The public interest and necessity require the proposed public project, namely a State
18 highway;

19 The proposed project is planned and located in the manner that will be most
20 compatible with the greatest public good and the least private injury;

21 The property sought to be acquired and described by this resolution is necessary for
22 the public project;

23 The offer required by Section 7267.2 of the Government Code has been made to the
24 owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

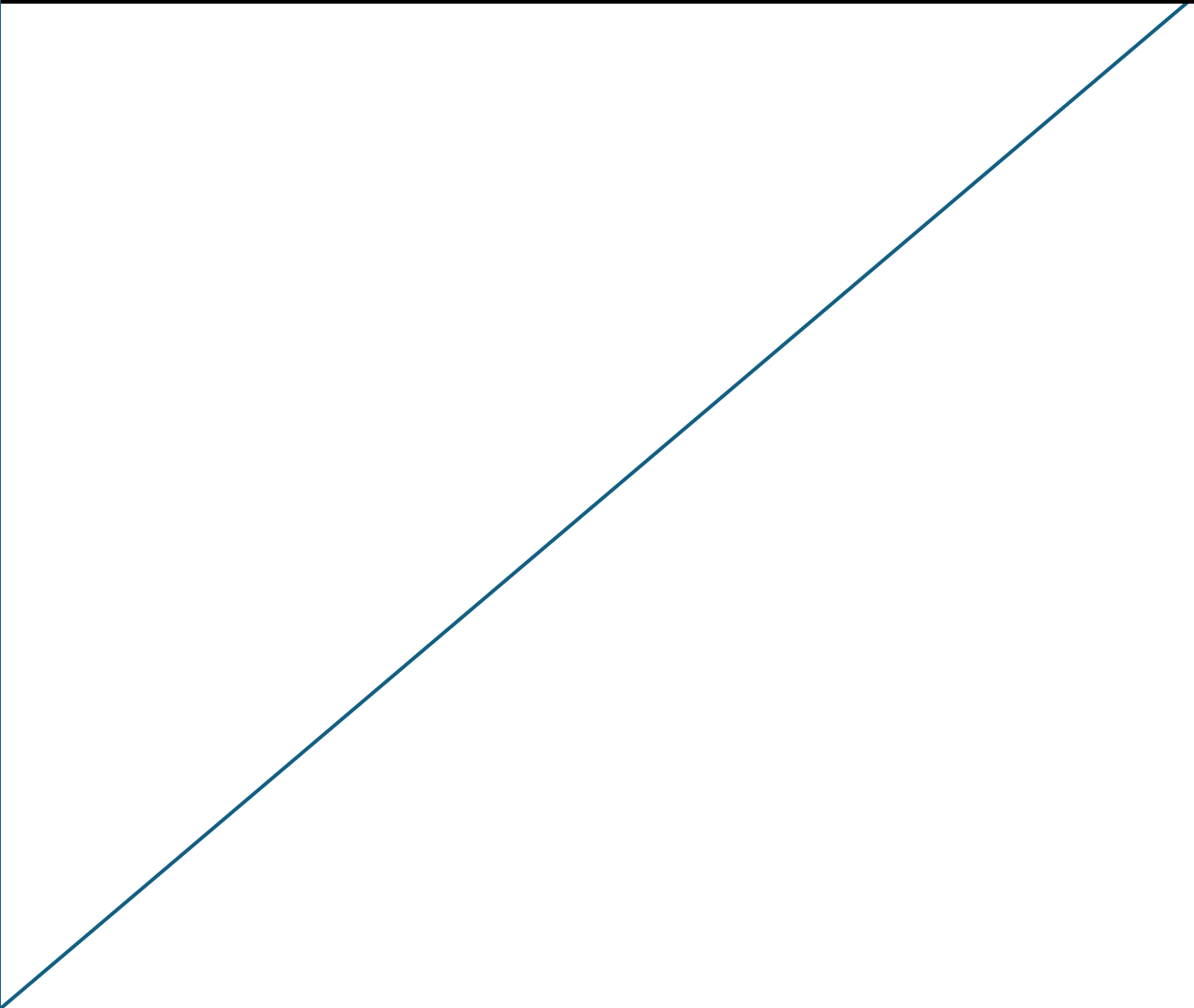
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Mateo, State of California, Highway 04-SM-82 and described as follows:



PARCEL 64691-1:

For State Highway Purposes, TEMPORARY EASEMENT for CONSTRUCTION purposes and incidents thereto, upon, over, through and across a portion of Lot 4, Block 19 as said Lot and Block are shown on that certain Map entitled "MAP OF EASTON ADDITION TO BURLINGAME NO. 2, SAN MATEO CO. CAL.", filed December 8, 1906 in Book "A" of Maps, at Page 72 and copied into Book 3 of Maps, at Page 93, in the Office of the County Recorder of San Mateo County, State of California, said portion being more particularly described as follows:

BEGINNING at the most Northerly corner of said Lot 4; thence along the Northeasterly line of said Lot 4, South 53°42'31" East, 21.96 feet; thence at a right angle, South 36°17'29" West, 12.00 feet; thence at a right angle, North 53°42'31" West, 21.96 feet to the Northwesterly line of said Lot 4; thence along last said line, North 36°17'29" East, 12.00 feet to the POINT OF BEGINNING.

Rights to the above-described Temporary Easement shall cease and terminate on December 31, 2028. Said right may also be terminated prior to the above date by STATE upon notice to OWNER.

The distances used in the above description are on the California Coordinate System of 1983, Zone 3 (Epoch 1991.35). Multiply the above distances by 1.0000628 to obtain ground level distances.

PARCEL 64691-3:

For State Highway Purposes, TEMPORARY EASEMENT for CONSTRUCTION purposes and incidents thereto, upon, over, through and across a portion of Lot 4, Block 19 as said Lot and Block are shown on that certain Map entitled "MAP OF EASTON ADDITION TO BURLINGAME NO. 2, SAN MATEO CO. CAL.", filed December 8, 1906 in Book "A" of Maps, at Page 72 and copied into Book 3 of Maps, at Page 93, in the Office of the County Recorder of San Mateo County, State of California, said portion being more particularly described as follows:

BEGINNING at the most Easterly corner of said Lot 4; thence along the Northeasterly line of said Lot 4, North $53^{\circ}42'31''$ West, 22.16 feet; thence at a right angle, South $36^{\circ}17'29''$ West, 12.00 feet; thence at a right angle, South $53^{\circ}42'31''$ East, 22.16 feet to the Southeasterly line of said Lot 4; thence along last said line, North $36^{\circ}17'29''$ East, 12.00 feet to the POINT OF BEGINNING.

Rights to the above-described Temporary Easement shall cease and terminate on December 31, 2028. Said right may also be terminated prior to the above date by STATE upon notice to OWNER.

The distances used in the above description are on the California Coordinate System of 1983, Zone 3 (Epoch 1991.35). Multiply the above distances by 1.0000628 to obtain ground level distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22561**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 04-SM-82-PM 14.4 PARCEL 64692-1
9 OWNER: Eddie W. Chan and Beverley Woo-Chan, husband and wife, as joint tenants

10 Resolved by the California Transportation Commission after notice (and hearing)
11 pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
12 hereby declares that:

13 The hereinafter described real property is necessary for State Highway purposes
14 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
15 102;

16 The public interest and necessity require the proposed public project, namely a State
17 highway;

18 The proposed project is planned and located in the manner that will be most
19 compatible with the greatest public good and the least private injury;

20 The property sought to be acquired and described by this resolution is necessary for
21 the public project;

22 The offer required by Section 7267.2 of the Government Code has been made to the
23 owner or owners of record; and be it further

24 **RESOLVED** by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

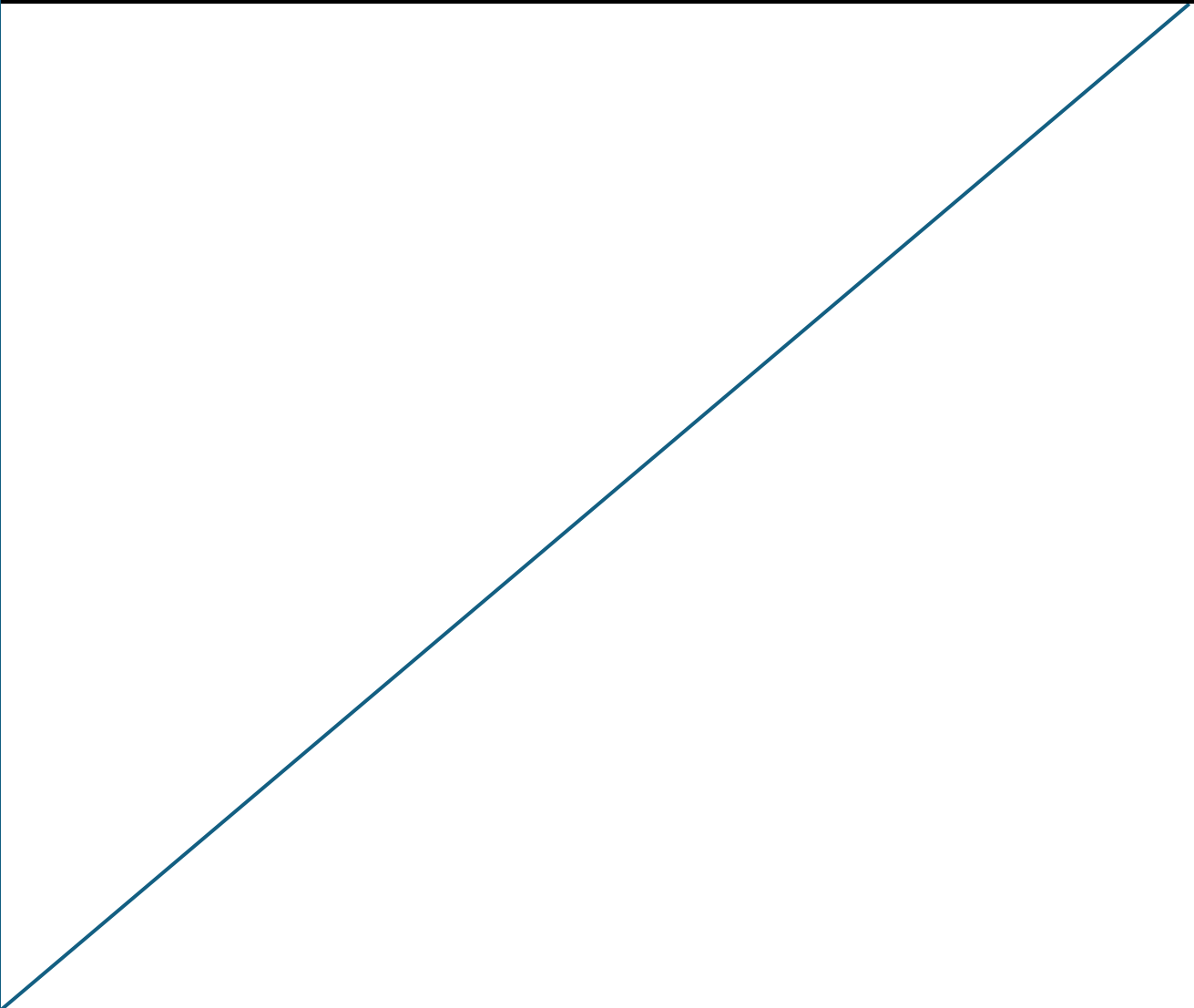
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Mateo, State of California, Highway 04-SM-82 and described as follows:



PARCEL 64692-1:

For State Highway Purposes, TEMPORARY EASEMENT for CONSTRUCTION purposes and incidents thereto, upon, over, through and across the Northeasterly 5.00 feet of Lot 3, Block 19 as said Lot and Block are shown on that certain Map entitled "MAP OF EASTON ADDITION TO BURLINGAME NO. 2, SAN MATEO CO. CAL.", filed December 8, 1906 in Book "A" of Maps, at Page 72 and copied into Book 3 of Maps, at Page 93, in the Office of the County Recorder of San Mateo County, State of California.

Rights to the above-described Temporary Easement shall cease and terminate on December 31, 2028. Said right may also be terminated prior to the above date by STATE upon notice to OWNER.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22562**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 04-SM-82-PM 14.4 PARCEL 64693-1

9 OWNER: Georgiana L. Li, an unmarried woman and Rebecca S. P. Li, a single woman, as
10 Joint Tenants

11 Resolved by the California Transportation Commission after notice (and hearing)
12 pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
13 hereby declares that:

14 The hereinafter described real property is necessary for State Highway purposes
15 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
16 102;

17 The public interest and necessity require the proposed public project, namely a State
18 highway;

19 The proposed project is planned and located in the manner that will be most
20 compatible with the greatest public good and the least private injury;

21 The property sought to be acquired and described by this resolution is necessary for
22 the public project;

23 The offer required by Section 7267.2 of the Government Code has been made to the
24 owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

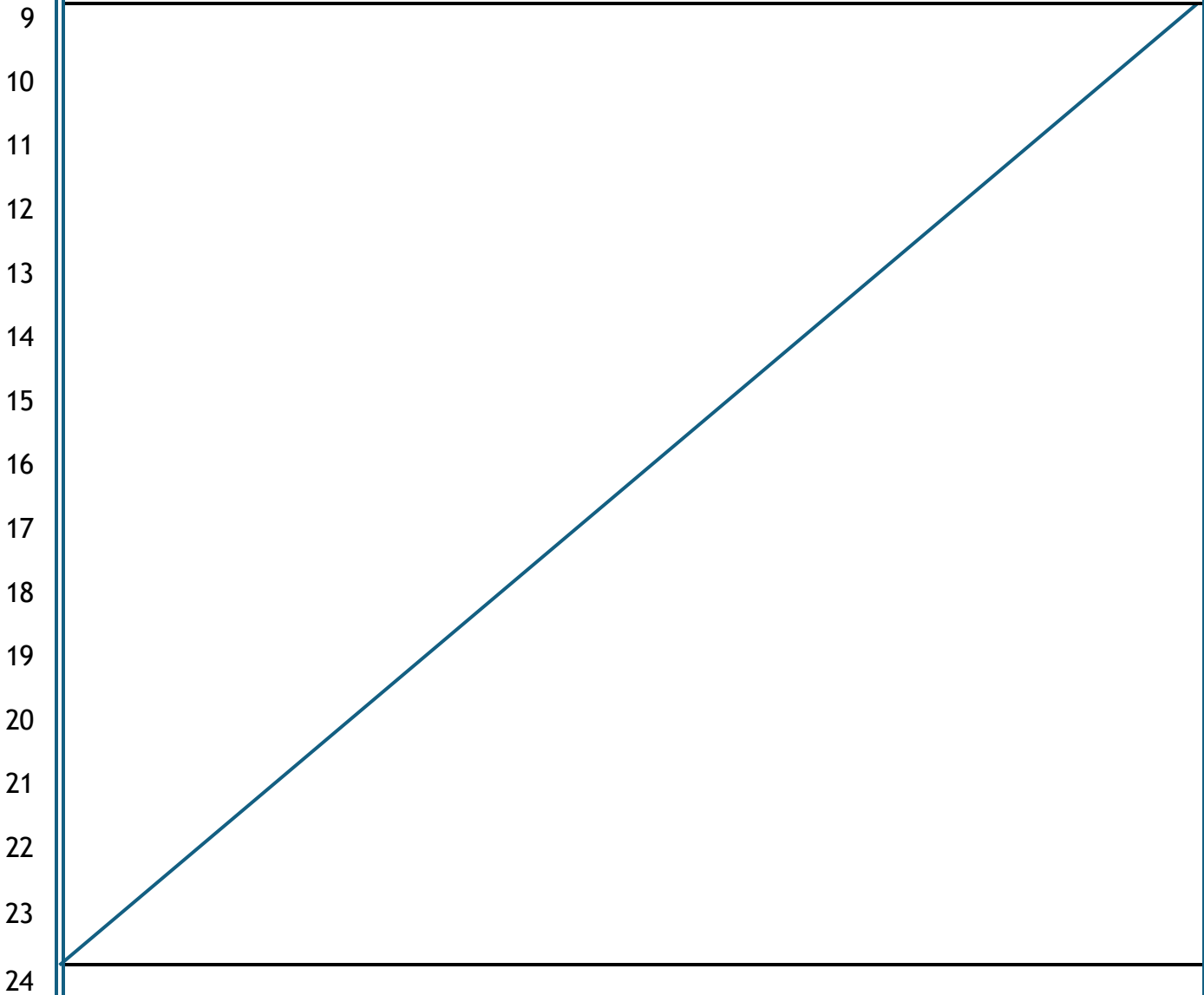
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of San
8 Mateo, State of California, Highway 04-SM-82 and described as follows:



PARCEL 64693-1:

For State Highway Purposes, TEMPORARY EASEMENT for CONSTRUCTION purposes and incidents thereto, upon, over, through and across a portion of Lot 2, Block 19 as said Lot and Block are shown on that certain Map entitled "MAP OF EASTON ADDITION TO BURLINGAME NO. 2, SAN MATEO CO. CAL.", filed December 8, 1906 in Book "A" of Maps, at Page 72 and copied into Book 3 of Maps, at Page 93, in the Office of the County Recorder of San Mateo County, State of California, said portion being more particularly described as follows:

BEGINNING at the most Northerly corner of said Lot 2; thence along the Northeasterly line of said Lot 2, South 53°42'31" East, 50.00 feet to the most Easterly corner thereof; thence along the Southeasterly line of said Lot 2, South 36°17'29" West, 15.00 feet; thence North 53°42'31" West, 9.48 feet; thence North 36°17'29" East, 10.00 feet; thence North 53°42'31" West, 40.51 feet to the Northwesterly line of said Lot 2; thence along last said line, North 36°17'29" East, 5.00 feet to the POINT OF BEGINNING.

Rights to the above-described Temporary Easement shall cease and terminate on December 31, 2028. Said right may also be terminated prior to the above date by STATE upon notice to OWNER.

The distances used in the above description are on the California Coordinate System of 1983, Zone 3 (Epoch 1991.35). Multiply the above distances by 1.0000628 to obtain ground level distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22563**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 04-SM-82-PM 13.9 PARCEL 64850-1
9 OWNER: Chris Chin and Melissa Chin, as Co-Trustees of the Chin Family Trust dated
10 April 29, 2014

11 Resolved by the California Transportation Commission after notice (and hearing)
12 pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
13 hereby declares that:

14 The hereinafter described real property is necessary for State Highway purposes
15 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
16 102;

17 The public interest and necessity require the proposed public project, namely a State
18 highway;

19 The proposed project is planned and located in the manner that will be most
20 compatible with the greatest public good and the least private injury;

21 The property sought to be acquired and described by this resolution is necessary for
22 the public project;

23 The offer required by Section 7267.2 of the Government Code has been made to the
24 owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

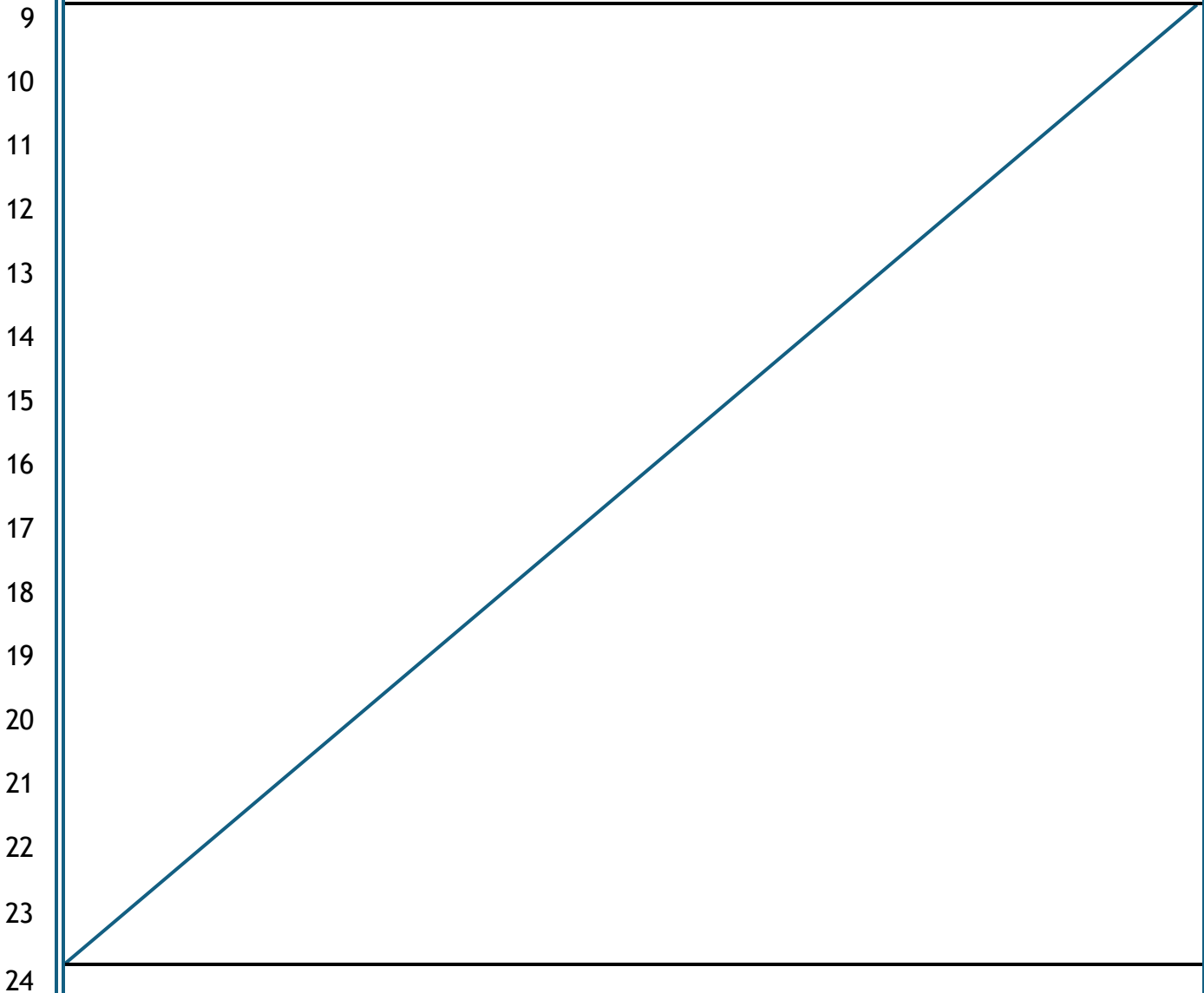
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of San
8 Mateo, State of California, Highway 04-SM-82 and described as follows:



PARCEL 64850-1:

For State Highway Purposes, TEMPORARY EASEMENT for CONSTRUCTION purposes and incidents thereto, upon, over, through and across the Northeasterly 15.00 feet of Lot 6, Block 2 as said Lot and Block are shown on that certain Map entitled "MAP OF SUBDIVISION NO 4 OF BURLINGAME PARK, CAL.", filed November 20, 1905 in Book "D" of Maps, at Page 43 and copied into Book 3 of Maps, at Page 85, in the Office of the County Recorder of San Mateo County, State of California.

Rights to the above-described Temporary Easement shall cease and terminate on December 31, 2028. Said right may also be terminated prior to the above date by STATE upon notice to OWNER.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22564**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 04-SM-82-PM 13.9 PARCEL 64851-1, 2, 3

9 OWNER: Joseph A. Zammuto and Nancy Pariani Zammuto, Trustees of the 2001 Zammuto
10 Family Trust, as to an undivided 33-1/3% interest; H. Michael Pariani and Kathleen M.
11 Pariani, Trustees of the Pariani Living Trust, as to an undivided 33-1/3% interest; and
12 Joseph P. Caron and Janice M. Caron, Trustees of the 2004 Caron Family Trust, FBO
13 Joseph P. Caron and Janice M. Caron, as to an undivided 1/3 interest

14 Resolved by the California Transportation Commission after notice (and hearing)
15 pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
16 hereby declares that:

17 The hereinafter described real property is necessary for State Highway purposes
18 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
19 102;

20 The public interest and necessity require the proposed public project, namely a State
21 highway;

22 The proposed project is planned and located in the manner that will be most
compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for
the public project;

The offer required by Section 7267.2 of the Government Code has been made to the
owner or owners of record; and be it further

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

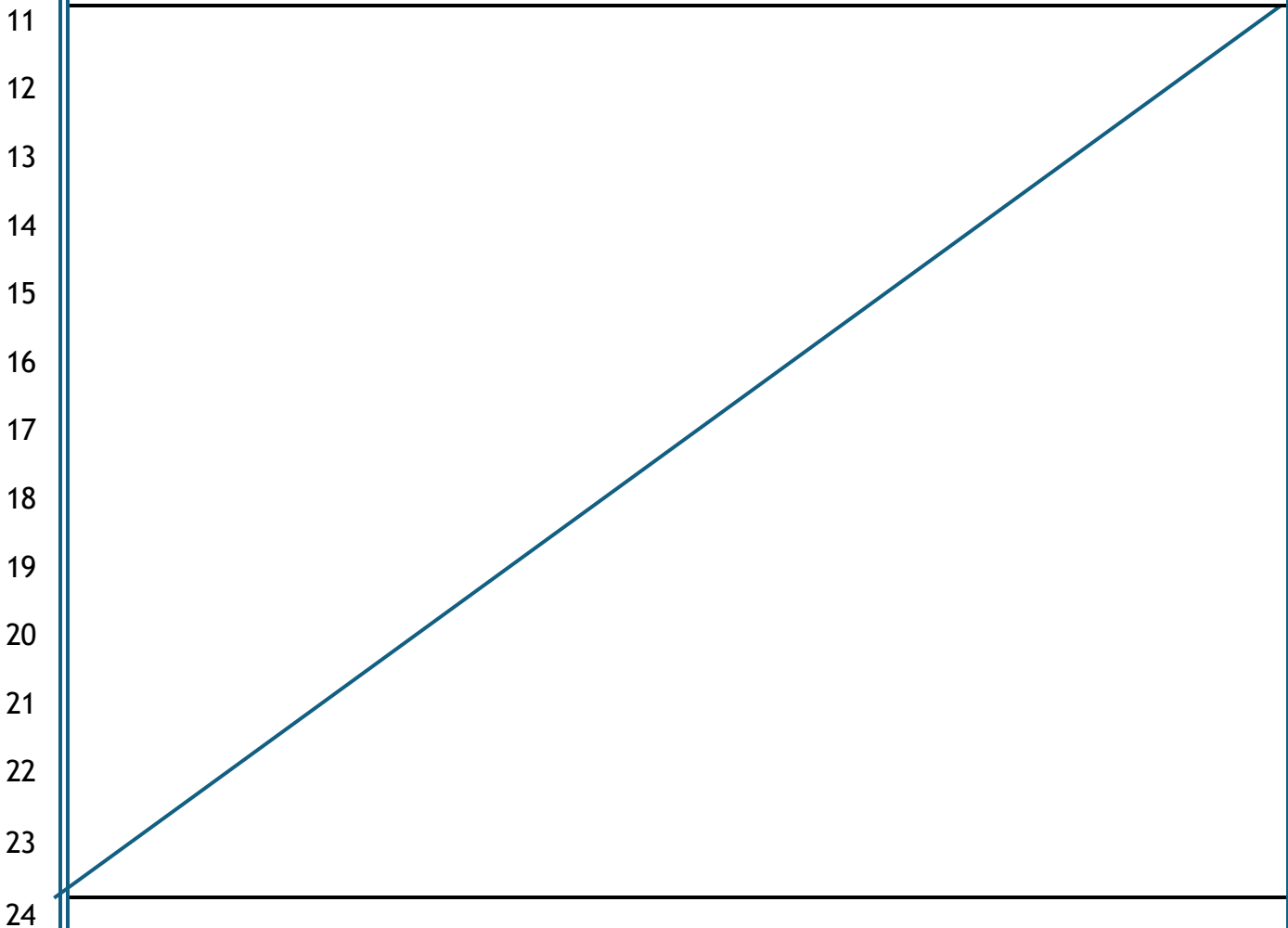
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 RESOLVED by this Commission that the Department of Transportation be and said
2 Department is hereby authorized and empowered;

3 To acquire, in the name of the People of the State of California, in fee simple
4 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
5 described real property, or interests in real property, by condemnation proceeding or
6 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
7 Civil Procedure and of the Constitution of California relating to eminent domain;

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of San
10 Mateo, State of California, Highway 04-SM-82 and described as follows:



PARCEL 64851-1:

For State Highway Purposes, TEMPORARY EASEMENT for CONSTRUCTION purposes and incidents thereto, upon, over, through and across a portion of Lot 9, Block 2 as said Lot and Block are shown on that certain Map entitled "MAP OF SUBDIVISION NO 4 OF BURLINGAME PARK, CAL.", filed November 20, 1905 in Book "D" of Maps, at Page 43 and copied into Book 3 of Maps, at Page 85, in the Office of the County Recorder of San Mateo County, State of California, said portion being more particularly described as follows:

BEGINNING at the most Easterly corner of said Lot 9; thence along the Northeasterly line of said Lot 9, North 54°03'40" West, 46.36 feet; thence South 09°44'55" West, 16.72 feet; thence South 54°03'40" East, 38.99 feet to the Southeasterly line of said Lot 9; thence along last said line, North 35°54'27" East, 15.00 feet to the POINT OF BEGINNING.

Rights to the above-described Temporary Easement shall cease and terminate on December 31, 2028. Said right may also be terminated prior to the above date by STATE upon notice to OWNER.

The distances used in the above description are on the California Coordinate System of 1983, Zone 3 (Epoch 1991.35). Multiply the above distances by 1.0000628 to obtain ground level distances.

PARCEL 64851-2:

For State Highway Purposes, TEMPORARY EASEMENT for CONSTRUCTION purposes and incidents thereto, upon, over, through and across a portion of Lot 10, Block 2 as said Lot and Block are shown on that certain Map entitled "MAP OF SUBDIVISION NO 4 OF BURLINGAME PARK, CAL.", filed November 20, 1905 in Book "D" of Maps, at Page 43 and copied into Book 3 of Maps, at Page 85, in the Office of the County Recorder of San Mateo County, State of California, said portion being more particularly described as follows:

BEGINNING at the most Northerly corner of Lot 11 in said Block 2; thence along the Southwesterly line of the County Road as shown on said Map, South 54°03'40" East, 52.03 feet to the POINT OF BEGINNING and continuing South 54°03'40" East, 33.17 feet; thence South 00°11'20" East, 18.57 feet; thence North 54°03'40" West, 41.74 feet; thence North 26°55'53" East, 15.19 feet to the POINT OF BEGINNING.

Rights to the above-described Temporary Easement shall cease and terminate on December 31, 2028. Said right may also be terminated prior to the above date by STATE upon notice to OWNER.

The distances used in the above description are on the California Coordinate System of 1983, Zone 3 (Epoch 1991.35). Multiply the above distances by 1.0000628 to obtain ground level distances.

PARCEL 64851-3:

For State Highway Purposes, TEMPORARY EASEMENT for CONSTRUCTION purposes and incidents thereto, upon, over, through and across a portion of Lot 11, Block 2 as said Lot and Block are shown on that certain Map entitled "MAP OF SUBDIVISION NO 4 OF BURLINGAME PARK, CAL.", filed November 20, 1905 in Book "D" of Maps, at Page 43 and copied into Book 3 of Maps, at Page 85, in the Office of the County Recorder of San Mateo County, State of California, said portion being more particularly described as follows:

BEGINNING at the most Northerly corner of said Lot 11; thence along the Northeasterly line of said Lot 11, South $54^{\circ}03'40''$ East, 7.41 feet; thence South $35^{\circ}35'32''$ West, 15.00 feet; thence North $54^{\circ}03'40''$ West, 7.49 feet to the Northwesterly line of said Lot 11; thence along last said line, North $35^{\circ}54'27''$ East, 15.00 feet to the POINT OF BEGINNING.

Rights to the above-described Temporary Easement shall cease and terminate on December 31, 2028. Said right may also be terminated prior to the above date by STATE upon notice to OWNER.

The distances used in the above description are on the California Coordinate System of 1983, Zone 3 (Epoch 1991.35). Multiply the above distances by 1.0000628 to obtain ground level distances.

1 **TRANSPORTATION COMMISSION**

2 **RESOLUTION NO.**

3 **C-22565**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 06-Mad-99-PM 2.86 PARCEL 88752-1, 2, 3
9 OWNER: Creekside Land Company, LLC, a California Limited Liability Company

10 Resolved by the California Transportation Commission after notice (and hearing)
11 pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
12 hereby declares that:

13 The hereinafter described real property is necessary for State Highway purposes
14 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
15 102;

16 The public interest and necessity require the proposed public project, namely a State
17 highway;

18 The proposed project is planned and located in the manner that will be most
19 compatible with the greatest public good and the least private injury;

20 The property sought to be acquired and described by this resolution is necessary for
21 the public project;

22 The offer required by Section 7267.2 of the Government Code has been made to the
23 owner or owners of record; and be it further

24 **RESOLVED** by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

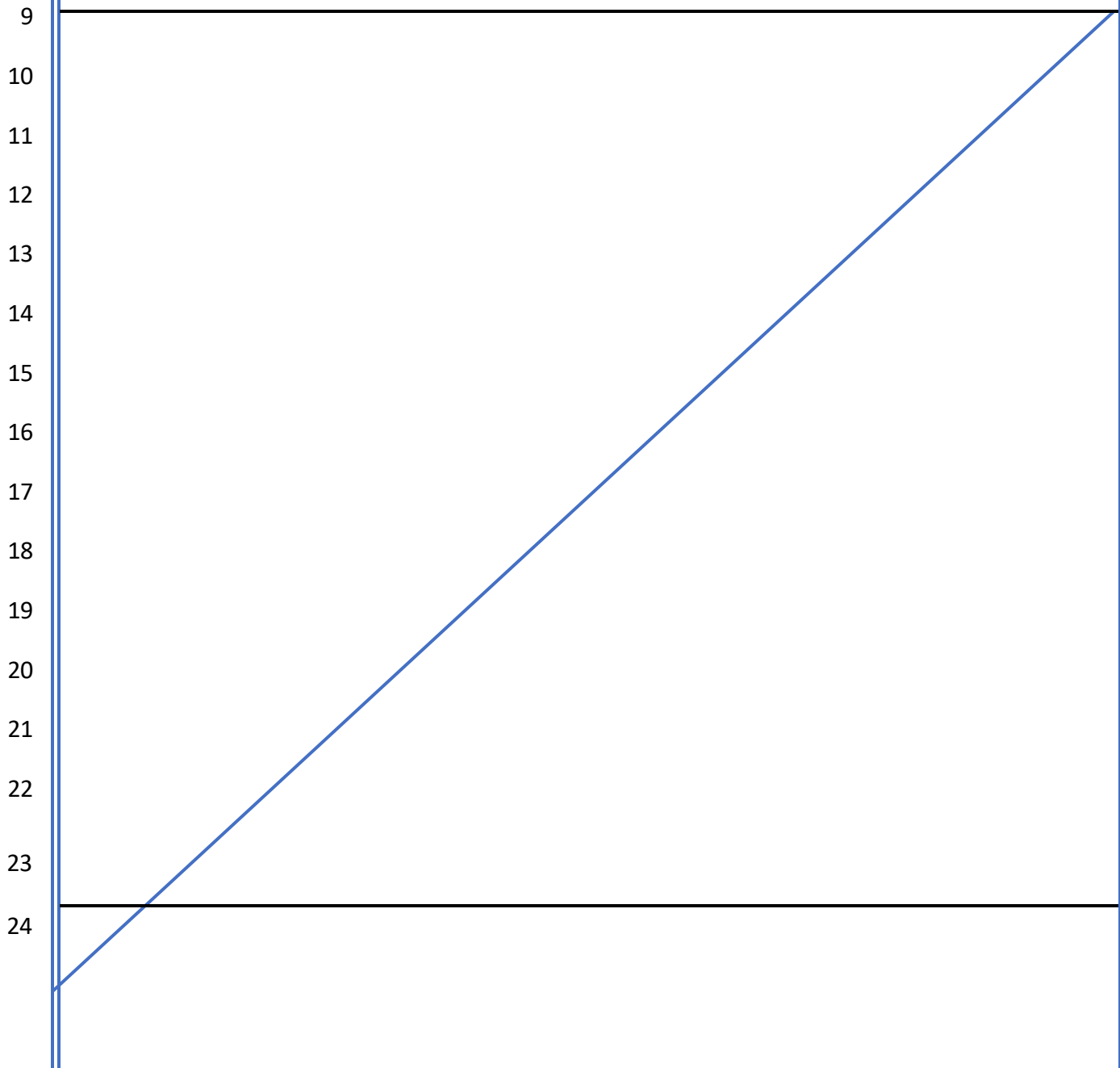
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of
8 Madera, State of California, Highway 06-Mad-99 and described as follows:



Parcel 88752-1

For State Highway purposes, that portion of Parcel 3 and 4 of Parcel Map No. 3514, recorded March 15, 1994, in Book 42 of Maps, at Pages 59, 60 and 61, lying within Section 23, Township 12 South, Range 18 East, Mount Diablo Meridian, in the County of Madera, State of California, said portion more particularly described as follows:

COMMENCING at a found 1/4" Rebar no tag down 1.0', marking the East Quarter Corner of Section 23, Township 12 South, Range 18 East, Mount Diablo Meridian, per said Parcel Map No. 3514; said point bears North 0°49'36" West, a distance of 2634.03 feet along East line of said Section 23, from a found 3/4" Iron Pipe, No Tag, down 1.00', marking the Southeast Corner of said Section 23, per said Record of Survey filed on May 11, 2016 in Volume 62 of Surveys, at Pages 140-161, Madera County Records; THENCE (1) South 0°49'36" East, a distance of 1,259.95 feet to the westerly right of way State Highway 99; THENCE (2) along said westerly right of way line of State Highway 99, North 40°06'54" West, a distance of 86.04 feet; THENCE (3) South 49°55'30" West, a distance of 10.52 feet to the POINT OF BEGINNING; THENCE (4) North 40°03'47" West, a distance of 460.00 feet; THENCE (5) South 49°55'30" West, a distance of 6.89 feet; THENCE (6) North 40°04'30" West, a distance of 877.68 feet; THENCE (7) North 45°00'46" West, a distance of 206.82 feet; THENCE (8) North 40°04'30" West, a distance of 446.21 feet; THENCE (9) North 39°40'54" West, a distance of 747.06 feet to the beginning of a non-tangent curve concave southwesterly, said curve has a radius of 6,306.90 feet, to which a radial line bears North 49°02'49" East; THENCE (10) northwesterly along said curve through a

central angle of $10^{\circ}20'13''$ an arc distance of 1,137.85 feet; THENCE (11) North $52^{\circ}08'12''$ West, a distance of 28.79 feet; THENCE (12) North $0^{\circ}54'15''$ West, a distance of 42.83 feet; THENCE (13) South $50^{\circ}07'51''$ East, a distance of 258.80 feet to the beginning of a curve concave southwesterly, said curve has a radius of 4,917.00 feet; THENCE (14) southeasterly along said curve through a central angle of $10^{\circ}00'00''$ an arc distance of 858.18 feet; THENCE (15) North $49^{\circ}52'09''$ East, a distance of 5.93 feet; THENCE (16) South $40^{\circ}06'55''$ East, a distance of 2,819.76 feet; THENCE (17) South $49^{\circ}55'30''$ West, a distance of 10.52 feet to the POINT OF BEGINNING.

Lands abutting said freeway shall have no right or easements of access thereto.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 3. Divide distances by 1.00003494 to convert to ground distances.

Parcel 88752-2

For State Highway purposes, that portion of Parcel 4 of Parcel Map No. 3514, recorded March 15, 1994, in Book 42 of Maps, at Pages 59, 60 and 61, lying within Section 23, Township 12 South, Range 18 East, Mount Diablo Meridian, in the County of Madera, State of California, said portion more particularly described as follows:

COMMENCING at a found 1/4" Rebar no tag down 1.0', marking the East Quarter Corner of Section 23, Township 12 South, Range 18 East, Mount Diablo Meridian, per said Parcel Map No. 3514; said point bears North 0°49'36" West, a distance of 2634.03 feet along East line of said Section 23, from a found 3/4" Iron Pipe, No Tag, down 1.00', marking the Southeast Corner of said Section 23, per said Record of Survey filed on May 11, 2016 in Volume 62 of Surveys, at Pages 140-161, Madera County Records; THENCE (1) South 0°49'36" East, a distance of 1,259.95 feet to the westerly right of way State Highway 99; THENCE (2) along said westerly right of way line of State Highway 99, North 40°06'54" West, a distance of 86.04 feet; THENCE (3) South 49°55'30" West, a distance of 10.52 feet to the POINT OF BEGINNING; THENCE (4) South 49°55'30" West, a distance of 222.00 feet; THENCE (5) North 40°04'30" West, a distance of 460.00 feet; THENCE (6) North 49°55'30" East, a distance of 222.10 feet; THENCE (7) South 40°03'47" East, a distance of 460.00 feet to the POINT OF BEGINNING.

Lands abutting said freeway shall have no right or easements of access thereto.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 3. Divide distances by 1.00003494 to convert to ground distances.

Parcel 88752-3

For State Highway purposes, that portion of Parcel 4 of Parcel Map No. 3514, recorded March 15, 1994, in Book 42 of Maps, at Pages 59, 60 and 61, lying within Section 23, Township 12 South, Range 18 East, Mount Diablo Meridian, in the County of Madera, State of California, said portion more particularly described as follows:

COMMENCING at a found 1/4" Rebar no tag down 1.0', marking the East Quarter Corner of Section 23, Township 12 South, Range 18 East, Mount Diablo Meridian, per said Parcel Map No. 3514; said point bears North 0°49'36" West, a distance of 2634.03 feet along East line of said Section 23, from a found 3/4" Iron Pipe, No Tag, down 1.00', marking the Southeast Corner of said Section 23, per said Record of Survey filed on May 11, 2016 in Volume 62 of Surveys, at Pages 140-161, Madera County Records; THENCE (1) South 0°49'36" East, a distance of 1,259.95 feet to the westerly right of way State Highway 99; THENCE (2) along said westerly right of way line of State Highway 99, North 40°06'54" West, a distance of 86.04 feet;; THENCE (3) South 49°55'30" West, a distance of 10.52 feet to the POINT OF BEGINNING. THENCE (4) South 49°55'30" West, a distance of 26.00 feet; THENCE (5) South 40°03'47" East, a distance of 21.28 feet; THENCE (6) South 10°52'42" East, a distance of 25.63 feet to the beginning of a curve concave westerly, said curve has a radius of 50.00 feet; THENCE (7) southerly along said curve through a central angle of 12°04'29" an arc distance of 10.54 feet; THENCE (8) North 49°52'46" East, a distance of 39.61 feet; THENCE (9) North 22°15'55" West, a distance of 16.21 feet; THENCE (10) North 40°03'47" West, a distance of 36.78 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 3. Divide distances by 1.00003494 to convert to ground distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22566**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 06-Mad-99-PM 5.15 PARCEL 88757-1, 2, 3, 4, 5
9 OWNER: Creekside Land Company, LLC, a California Limited Liability Company

10 Resolved by the California Transportation Commission after notice (and hearing)
11 pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
12 hereby declares that:

13 The hereinafter described real property is necessary for State Highway purposes
14 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
15 102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being
16 acquired for conveyance to PG&E for Utility purposes purposes;

17 The public interest and necessity require the proposed public project, namely a State
18 highway;

19 The proposed project is planned and located in the manner that will be most
20 compatible with the greatest public good and the least private injury;

21 The property sought to be acquired and described by this resolution is necessary for
22 the public project;

23 The offer required by Section 7267.2 of the Government Code has been made to the
owner or owners of record; and be it further

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

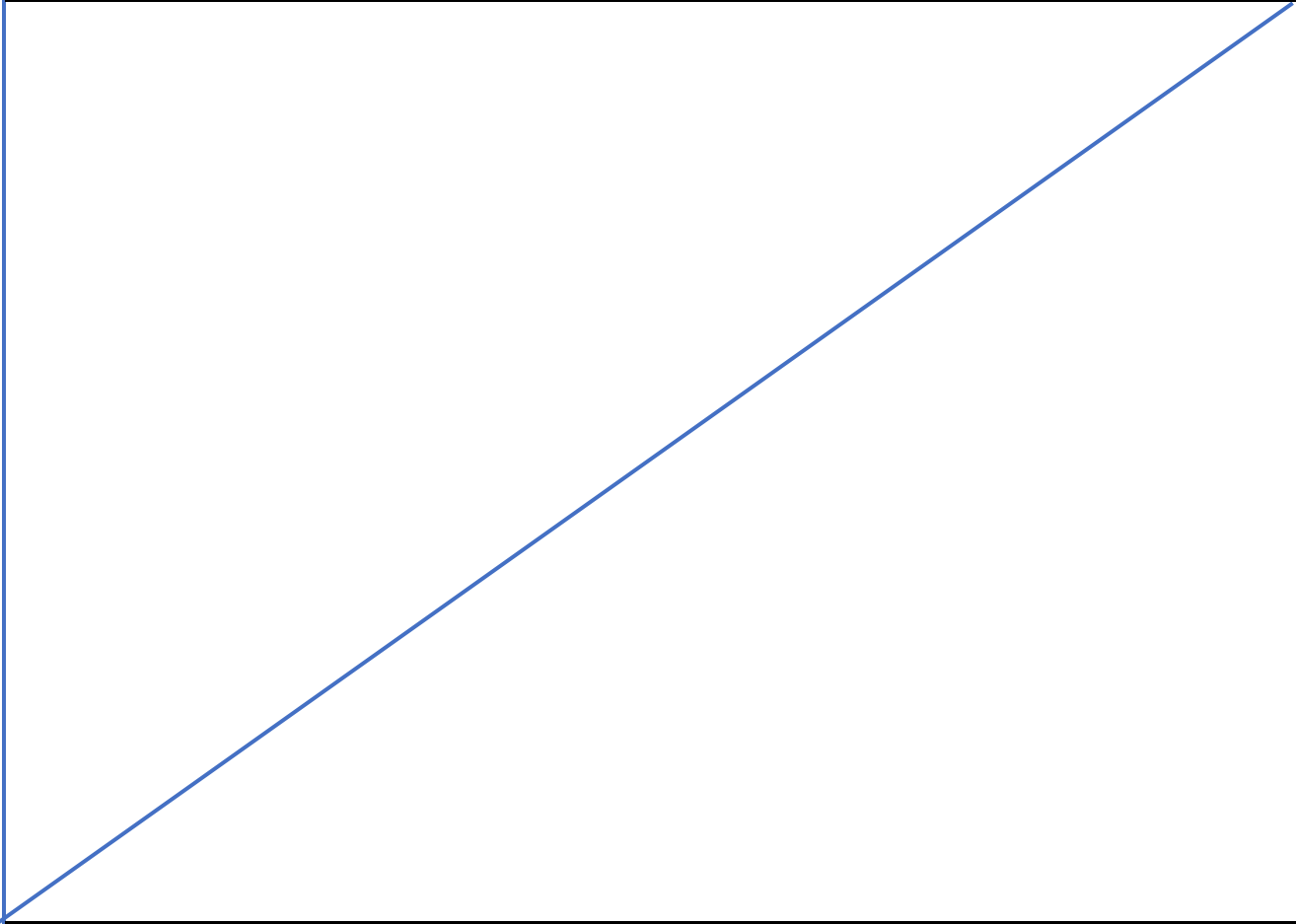
DIVISION OF RIGHT OF WAY

1 RESOLVED by this Commission that the Department of Transportation be and said
2 Department is hereby authorized and empowered;

3 To acquire, in the name of the People of the State of California, in fee simple
4 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
5 described real property, or interests in real property, by condemnation proceeding or
6 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
7 Civil Procedure and of the Constitution of California relating to eminent domain;

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of
10 Madera, State of California, Highway 06-Mad-99 and described as follows:

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Parcel 88757-1 (88757-2)

For freeway purposes, that portion of the southwest quarter and the southeast quarter of Section 10, Township 12 South, Range 18 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at the North quarter-section corner of Section 15, Township 12 South, Range 18 East, Mount Diablo Meridian; THENCE (1) along the north line of said Section 15, South 89°42'41" East, 242.13 feet; THENCE (2) North 0°17'19" East, 34.54 feet to the POINT OF BEGINNING; THENCE (3) North 88°43'20" West, 626.00 feet; THENCE (4) North 1°16'40" East, 395.00 feet; THENCE (5) South 88°43'20" East, 387.69 feet to a point hereinafter referred to as Point A; THENCE (6) North 49°55'30" East, 34.00 feet; THENCE (7) North 40°04'30" West, 281.83 feet; THENCE (8) South 49°55'30" West, 25.06 feet; THENCE (9) North 40°04'30" West, 2,247.26 feet; THENCE (10) South 49°55'30" West, 30.82 feet; THENCE (11) North 40°04'30" West, 394.09 feet to the north line of the southwest quarter of said Section 10; THENCE (12) along the north line of the southwest quarter of said Section 10, South 89°50'05" East, 90.94 feet to the existing southwesterly right of way line of State Route 99; THENCE (13) along the existing southwesterly right of way line of State Route 99, South 40°07'39" East, 3,279.03 feet to the point of intersection between the southwesterly existing right of way line of State Route 99 and the existing westerly right of way line of Golden State Boulevard; THENCE (14) along the existing westerly right of way line of Golden State Boulevard, South 0°17'18" West, 124.58 feet; THENCE (15) North 83°09'13" West, 76.07 feet to the POINT OF BEGINNING.

Parcel 88757-1 (88757-2) (continued)

Lands abutting the freeway shall have no right or easement of access over and across above-described courses (3), (4), (5), (7), (8), (9), (10), (11) and the northerly 25.56 feet of course (14) described above.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 3. Divide distances by 1.00003494 to convert to ground distances.

Parcel 88757-5 (Access Easement)

Reserving unto OWNER, its successors or assigns, an easement for access purposes, described as follows:

All that portion of the Southwest Quarter and the Southeast Quarter of Section 10, Township 12 South, Range 18 East, Mount Diablo Meridian, more particularly described as follows: BEGINNING at hereinabove described Point A; THENCE (16) North 49°55'30" East, 30.00 feet; THENCE (17) South 40°04'30" East, 438.78 feet; THENCE (18) South 0°17'18" West, 46.32 feet; THENCE (19) North 40°04'30" West, 474.08 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 3. Divide distances by 1.00003494 to convert to ground distances.

Parcel 88757-3

An easement for utility purposes being all that portion of the Southeast Quarter of Section 10, Township 12 South, Range 18 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at the North quarter-section corner of Section 15, Township 12 South, Range 18 East, Mount Diablo Meridian; THENCE (1) along the north line of said Section 15, South 89°42'41" East, 242.13 feet; THENCE (2) North 0°17'19" East, 34.54 feet; THENCE (3) South 83°09'13" East, 63.56 feet to the POINT OF BEGINNING; THENCE (4) South 49°51'09" West, 12.14 feet; THENCE (5) North 40°04'30" West, 8.00 feet; THENCE (6) along a line that is 8.00 feet from and parallel to course (4), North 49°51'09" East, 4.67 feet to a point on herein described course (3); THENCE (7) along course (3), South 83°09'13" East, 10.94 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 3. Divide distances by 1.00003494 to convert to ground distances.

Parcel 88757-4

A temporary easement for the construction purposes, that portion of the Southeast Quarter of Section 10, Township 12 South, Range 18 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at the North quarter-section corner of Section 15, Township 12 South, Range 18 East, Mount Diablo Meridian; THENCE (1) along the north line of said Section 15, South 89°42'41" East, 242.13 feet; THENCE (2) North 0°17'19" East, 34.54 feet; THENCE (3) South 83°09'13" East, 69.03 feet to the POINT OF BEGINNING; THENCE (4) South 49°51'09" West, 19.88 feet; THENCE (5) North 40°04'30" West, 16.00 feet; THENCE (6) North 49°51'09" East, 4.93 feet to a point on herein described course (3); THENCE (7) along herein described course (3), South 83°09'13" East, 5.47 feet; THENCE (8) South 49°51'09" West, 4.67 feet; THENCE (9) South 40°04'30" East, 8.00 feet; THENCE (10) North 49°51'09" East, 12.14 feet to

herein described course (3); THENCE (11) along herein described course (3), South 83°09'13" East, 5.47 feet to the POINT OF BEGINNING.

Rights to the above-described temporary easement shall cease and terminate on June 4, 2029. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 3. Divide distances by 1.00003494 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22567

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-101-PM 7.1 PARCEL 82095-1**

**LESSEE: ESS Storage Acquisition Seventy Three LLC, a Delaware limited liability
company, successor in interest to Robert P. Kugler, LLC, a California limited liability
company**

Resolved by the California Transportation Commission after notice (and hearing)
pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
hereby declares that:

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102;

The public interest and necessity require the proposed public project, namely a State
highway;

The proposed project is planned and located in the manner that will be most
compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for
the public project;

The offer required by Section 7267.2 of the Government Code has been made to the
owner or owners of record; and be it further

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

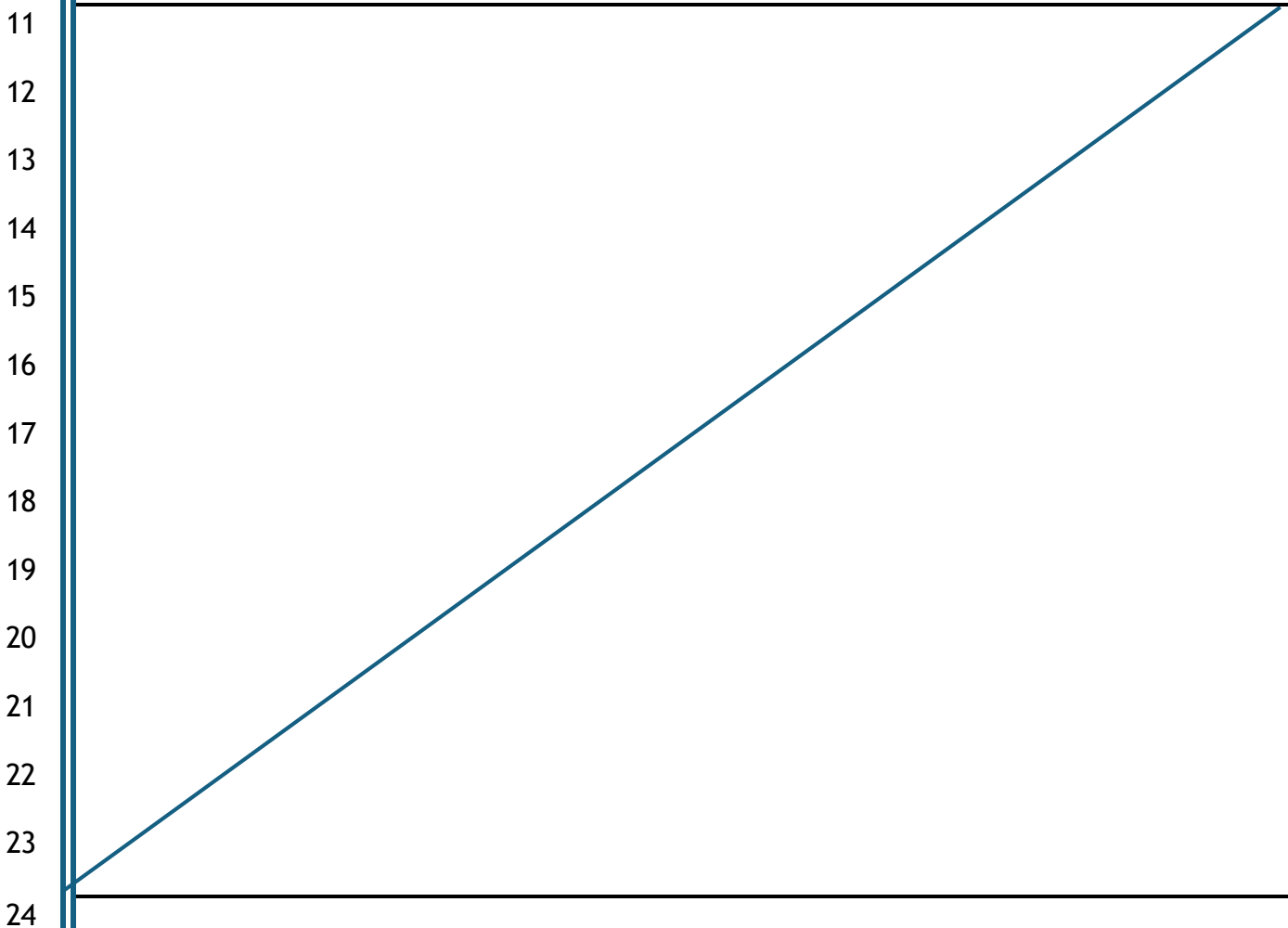
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 RESOLVED by this Commission that the Department of Transportation be and said
2 Department is hereby authorized and empowered;

3 To acquire, in the name of the People of the State of California, in fee simple
4 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
5 described real property, or interests in real property, by condemnation proceeding or
6 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
7 Civil Procedure and of the Constitution of California relating to eminent domain;

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of Los
10 Angeles, State of California, Highway 07-LA-101 and described as follows:



RESOLUTION OF NECESSITY DESCRIPTION

Parcel 82095-1

For freeway purposes, condemning all leasehold interest under Airspace Ground Lease, and license agreements known as Lease Area No. 07-LA-101-5 (FLA-101-5). The land described herein as those portions of lots 4 to 10, inclusive of the Grand View Boulevard Tract, in the City of Los Angeles, County of Los Angeles, State of California, as shown on map recorded in Book 7, page 122 of Maps, in the office of the County Recorder of said county, described as a whole as follows:

Commencing on the Southeasterly corner of said Lot 10; Thence along the Southerly line of said lot 10, S 89°48'06" W, 7.00 feet to a line parallel with and distant Westerly, 47.00 feet measured at right angles from the center line of Argyle Avenue, (formerly Grand View Boulevard, 80.00 feet wide) as shown on said map; Thence along said parallel line N 0°19'36" W, 7.30 feet to the TRUE POINT OF BEGINNING; Thence N 62°17'31" W, 19.83 feet to a non-tangent curve, concave Northwesterly, having a radius of 1,892.00 feet; Thence Northwesterly along said curve from a tangent which bears N 64°55'22" W, through an angle of 10°34'28", an arc distance of 349.18 feet; Thence N 54°20'59" W, 3.94 feet to a non-tangent curve, concave Southerly, having a radius of 95.00 feet; Thence Easterly along said last mentioned curve from a tangent which bears N 77°53'18" E, through an angle of 11°54'48", an arc distance of 19.75 feet to a line parallel with and distant Southerly, 61.00 feet measured at right angles from the centerline of Franklin Avenue, as shown on said map; Thence along said last mentioned parallel line N 89°48'06" E, 280.97 feet to a tangent curve, concave Southwesterly, having a radius of 20.00 feet; Thence Southeasterly along said last mentioned curve through an angle of 89°52'18", an arc distance of 31.37 feet to the Northerly prolongation of said first mentioned parallel line S 0°19'36" E, 170.98 feet to the TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM all those portions of the above-described property occupied by the supports and foundations of the (bridge) viaduct.

ALSO, EXCEPTING THEREFROM all that portion of said property above the plane of the underside of the superstructure of the (bridge) viaduct, which plane extends to a line 15 feet, measured horizontally, beyond the outer-most protrusion of the superstructure of said (bridge) viaduct.

The bearing and distances in the herein above-described lines are based on the California Coordinate System North American Datum (NAD) 1983, Zone 5. Divide grid distance by a combination factor of 1.0000223 to obtain ground distance.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22568**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 08-SBd-142-PM 5.31 PARCEL 25859-1
9 OWNER: GRABEL CHINO HILLS LLC, a California limited liability company

10 Resolved by the California Transportation Commission after notice (and hearing)
11 pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
12 hereby declares that:

13 The hereinafter described real property is necessary for State Highway purposes
14 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
15 102; and Code of Civil Procedure Section 1240.510 in that the property being acquired is
16 for a compatible use;

17 The public interest and necessity require the proposed public project, namely a State
18 highway;

19 The proposed project is planned and located in the manner that will be most
20 compatible with the greatest public good and the least private injury;

21 The property sought to be acquired and described by this resolution is necessary for
22 the public project;

23 The offer required by Section 7267.2 of the Government Code has been made to the
24 owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

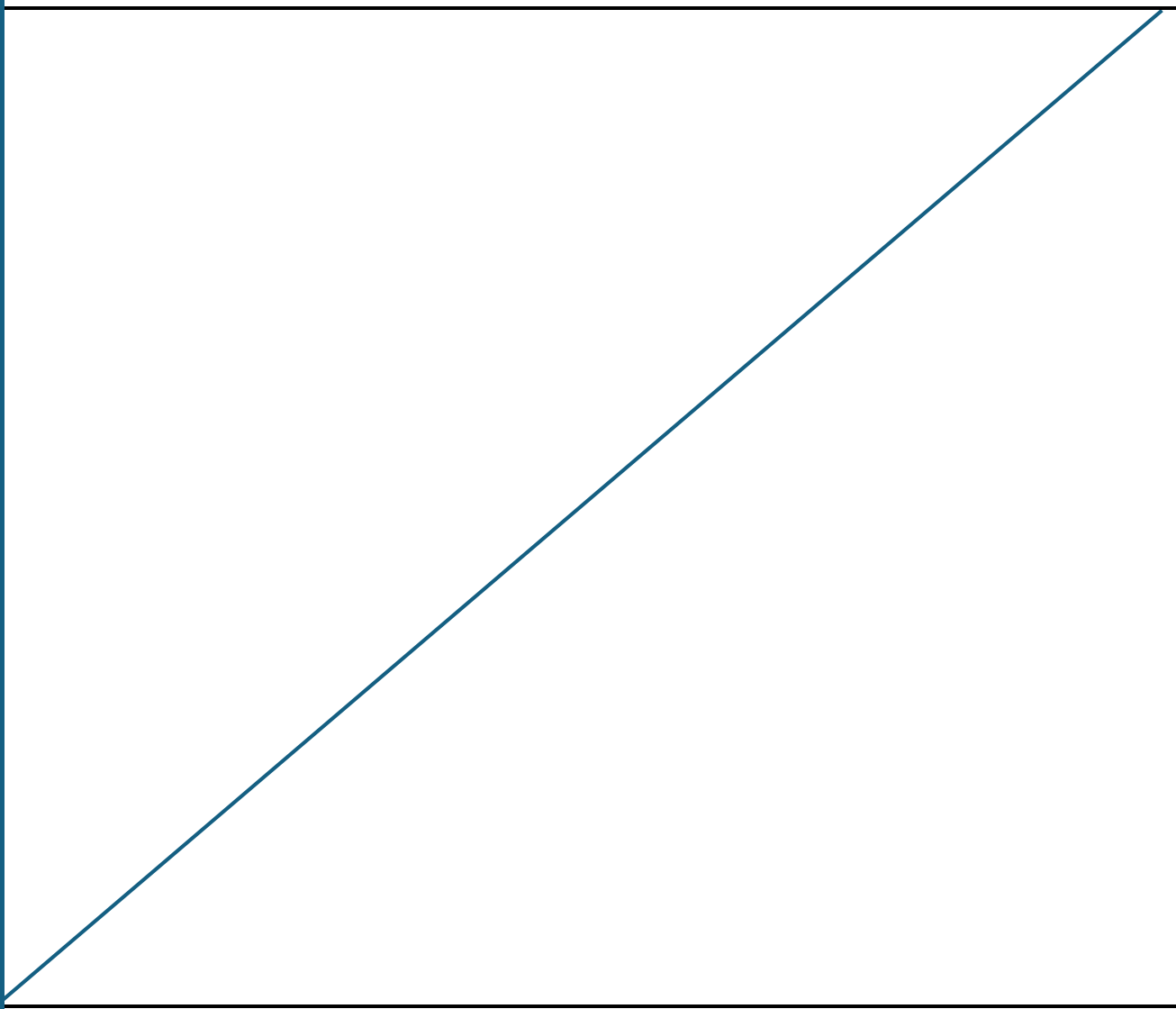
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-142 and described as follows:



LEGAL DESCRIPTION

PARCEL 25859-1

A temporary construction easement for State Highway purposes in and to that portion of land in the City of Chino Hills, County of San Bernardino, State of California, more particularly being a portion of Parcel 3 as shown in Parcel Map No. 1566 filed as Book 14, Page 19 of Parcel Maps in the office of the County Recorder of said County, being the southerly 6.00 feet of the westerly 16.00 feet of said Parcel 3.

Rights to the above-described temporary easement shall cease and terminate on May 15, 2027. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The distances used in the above description are on the California Coordinate System of 1983, Zone 5 (1992.88 Epoch). Divide the distances used in the above description by 0.99998316 to obtain ground level distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22569**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 08-SBd-142-PM 5.40 PARCEL 25862-1
9 OWNER: THE GREGORY SCOTT JONES FAMILY LIMITED PARTNERSHIP, a California
10 limited partnership

11 Resolved by the California Transportation Commission after notice (and hearing)
12 pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
13 hereby declares that:

14 The hereinafter described real property is necessary for State Highway purposes
15 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
16 102; and Code of Civil Procedure Section 1240.510 in that the property being acquired is
17 for a compatible use;

18 The public interest and necessity require the proposed public project, namely a State
19 highway;

20 The proposed project is planned and located in the manner that will be most
21 compatible with the greatest public good and the least private injury;

22 The property sought to be acquired and described by this resolution is necessary for
23 the public project;

24 The offer required by Section 7267.2 of the Government Code has been made to the
owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

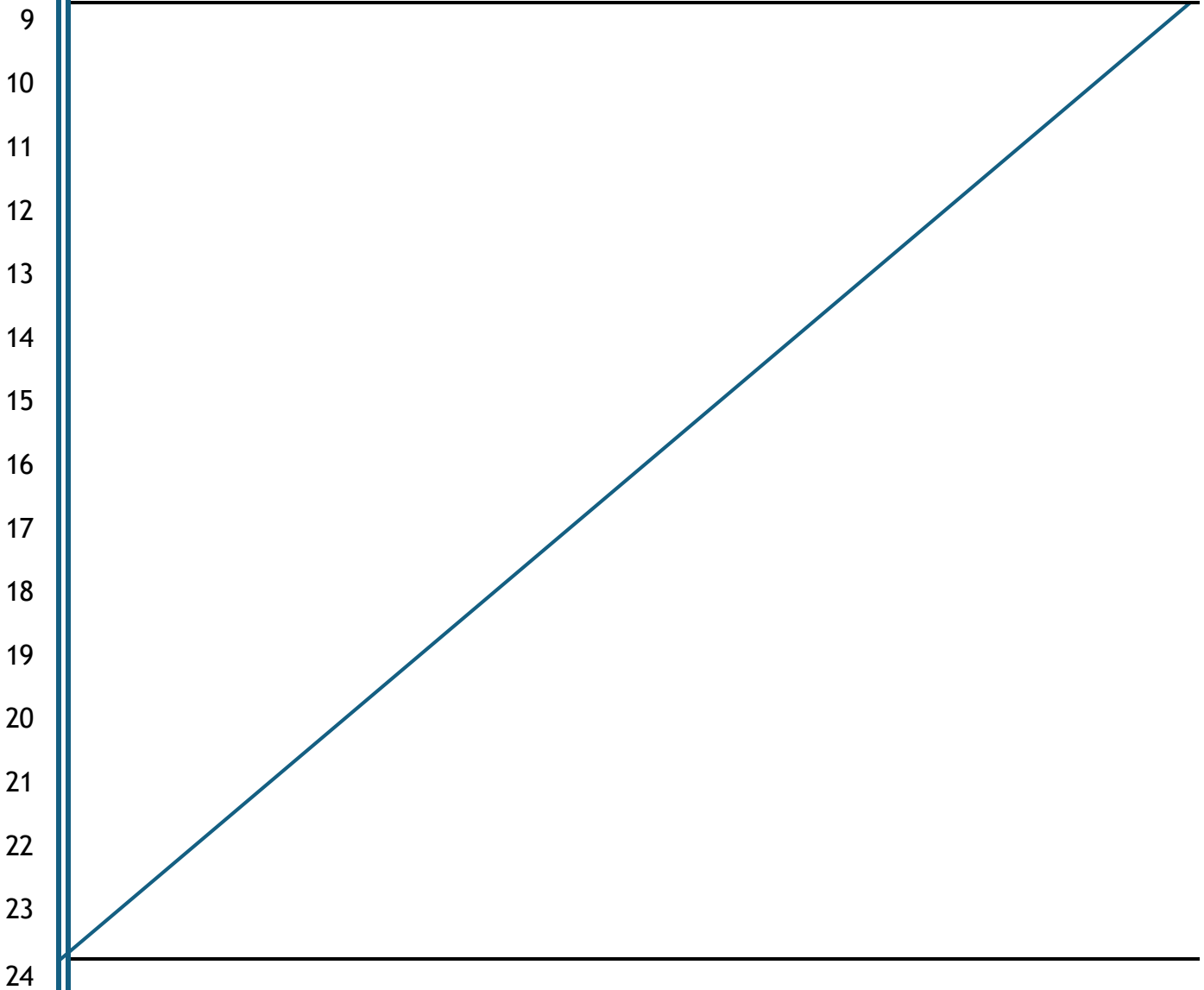
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of San
8 Bernardino, State of California, Highway 08-SBd-142 and described as follows:



LEGAL DESCRIPTION

PARCEL 25862-1

A temporary construction easement for State Highway purposes in and to that portion of land in the City of Chino Hills, County of San Bernardino, State of California, more particularly being a portion of Parcel 5 as shown in Parcel Map No. 1566 filed as Book 14, Page 19 of Parcel Maps in the office of the County Recorder of said County, being the southerly 7.00 feet of the westerly 66.00 feet of said Parcel 5.

EXCEPTING therefrom that portion of land as described in a Grant of Easement recorded on January 29, 1988 as Instrument No. 88-029711 of Official Records in the office of said County Recorder.

Rights to the above-described temporary easement shall cease and terminate on May 15, 2027. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The distances used in the above description are on the California Coordinate System of 1983, Zone 5 (1992.88 Epoch). Divide the distances used in the above description by 0.99998316 to obtain ground level distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22570**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 08-SBd-247-PM 76.48 PARCEL 26050-1, 2
9 OWNER: Rhonda D. Cody, a married woman

10 Resolved by the California Transportation Commission after notice (and hearing)
11 pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
12 hereby declares that:

13 The hereinafter described real property is necessary for State Highway purposes
14 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
15 102; and Code of Civil Procedure Section 1240.510 in that the property being acquired is
16 for a compatible use;

17 The public interest and necessity require the proposed public project, namely a State
18 highway;

19 The proposed project is planned and located in the manner that will be most
20 compatible with the greatest public good and the least private injury;

21 The property sought to be acquired and described by this resolution is necessary for
22 the public project;

23 The offer required by Section 7267.2 of the Government Code has been made to the
24 owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

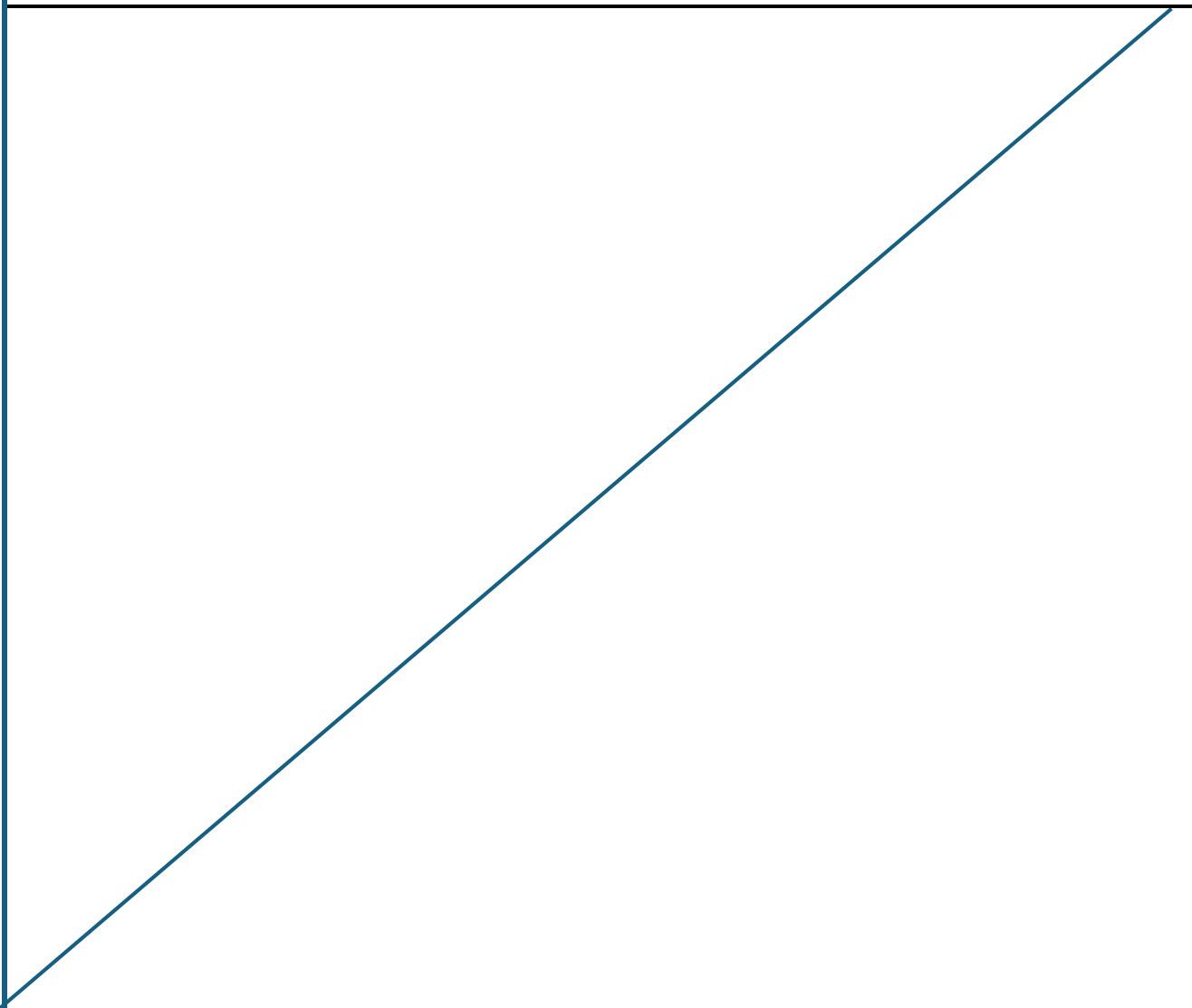
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-247 and described as follows:



Legal Description

In the City of Barstow, County of San Bernardino, State of California, being a portion of the real property described in Grant Deed recorded on October 25, 2002, as Document No. 2002-0573977 of Official Records, in the Office of the County Recorder of said County, lying westerly of the following described line:

Parcel 26050-1 & 26050-2:

COMMENCING at the Southeast Corner of Section 18, Township 9 North, Range 1 West, San Bernardino Meridian, County of San Bernardino, State of California, according to the official plat thereof and as shown on Parcel Map No. 14878 filed in Book 180 Pages 62-63 of Parcel Maps of said County; thence along the southerly line of said Section 18, North 89°39'54" West 633.07 feet to a point on a line that is parallel with and 50.00 feet easterly, measured at right angles from the centerline of Barstow Road (State Route 247) as described in said Grant Deed, said point being the **POINT OF BEGINNING**; thence leaving said southerly line and along said parallel line North 13'49'11" West 650.92 feet to the northwesterly line of land described in said Grant Deed, said point being the **POINT OF TERMINATION**.

TOGETHER WITH the underlying fee interest, if any, in and contiguous to the above-described property in and to the public way.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 5 (Epoch 2007.00). Divide the distances used in the above description by 0.99980260 to obtain ground level distances.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22571**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 08-SBd-18-PM 74.51 PARCEL 26127-1, 2
9 OWNER: Jonathan E. Veliz and Cathering V. Fernandez, husband and wife, as community
10 property with right of survivorship

11 Resolved by the California Transportation Commission after notice (and hearing)
12 pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
13 hereby declares that:

14 The hereinafter described real property is necessary for State Highway purposes
15 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
16 102;

17 The public interest and necessity require the proposed public project, namely a State
18 highway;

19 The proposed project is planned and located in the manner that will be most
20 compatible with the greatest public good and the least private injury;

21 The property sought to be acquired and described by this resolution is necessary for
22 the public project;

23 The offer required by Section 7267.2 of the Government Code has been made to the
24 owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-18 and described as follows:

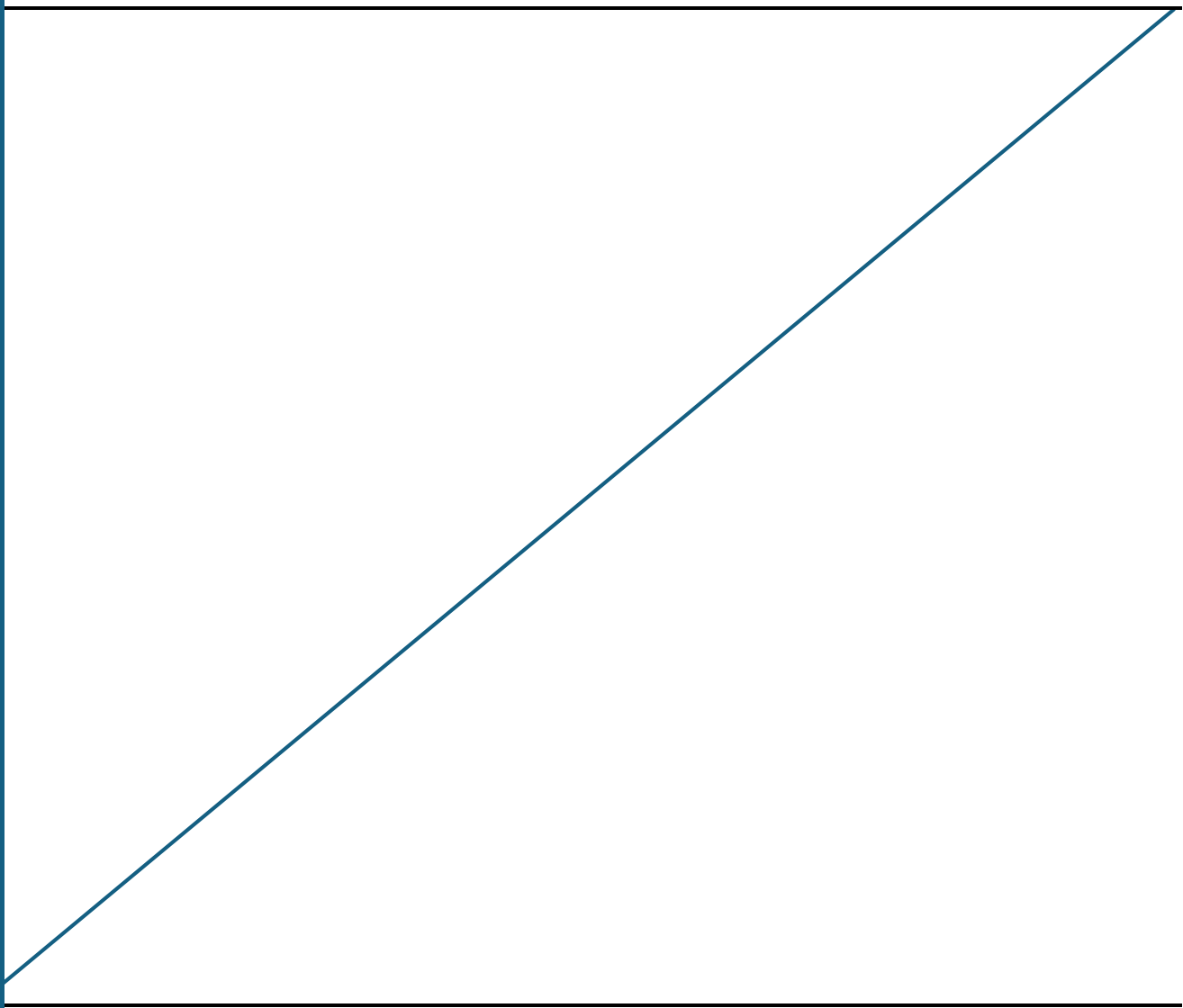


EXHIBIT "A"

26127-1 & 26127-2

For State Highway Purposes, the North 42.00 feet of that portion of the Northwest 1/4 of the Northwest 1/4 of Section 14, Township 4 North, Range 1 West, San Bernardino Meridian, in the unincorporated area of the County of San Bernardino, State of California, as described in a Grant Deed recorded April 1, 2022, as Document No. 2022-0124239, of Official Records in the office of the County Recorder of said county.

Together with the underlying fee interest, in and contiguous to the above-described property in and to the public way and as described in a Grant of Easement recorded October 2, 2008, as Document No. 2008-0442864, in said Official Records.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 5 (Epoch 2017.50). Divide the above distances used in the above description by 0.999939120 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22572

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 10-SJ-005-PM 26.94 PARCEL 10-SJX005-0400-01
OWNER: Department of Transportation (Caltrans)
LESSEE: Oak Landing, LLC

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

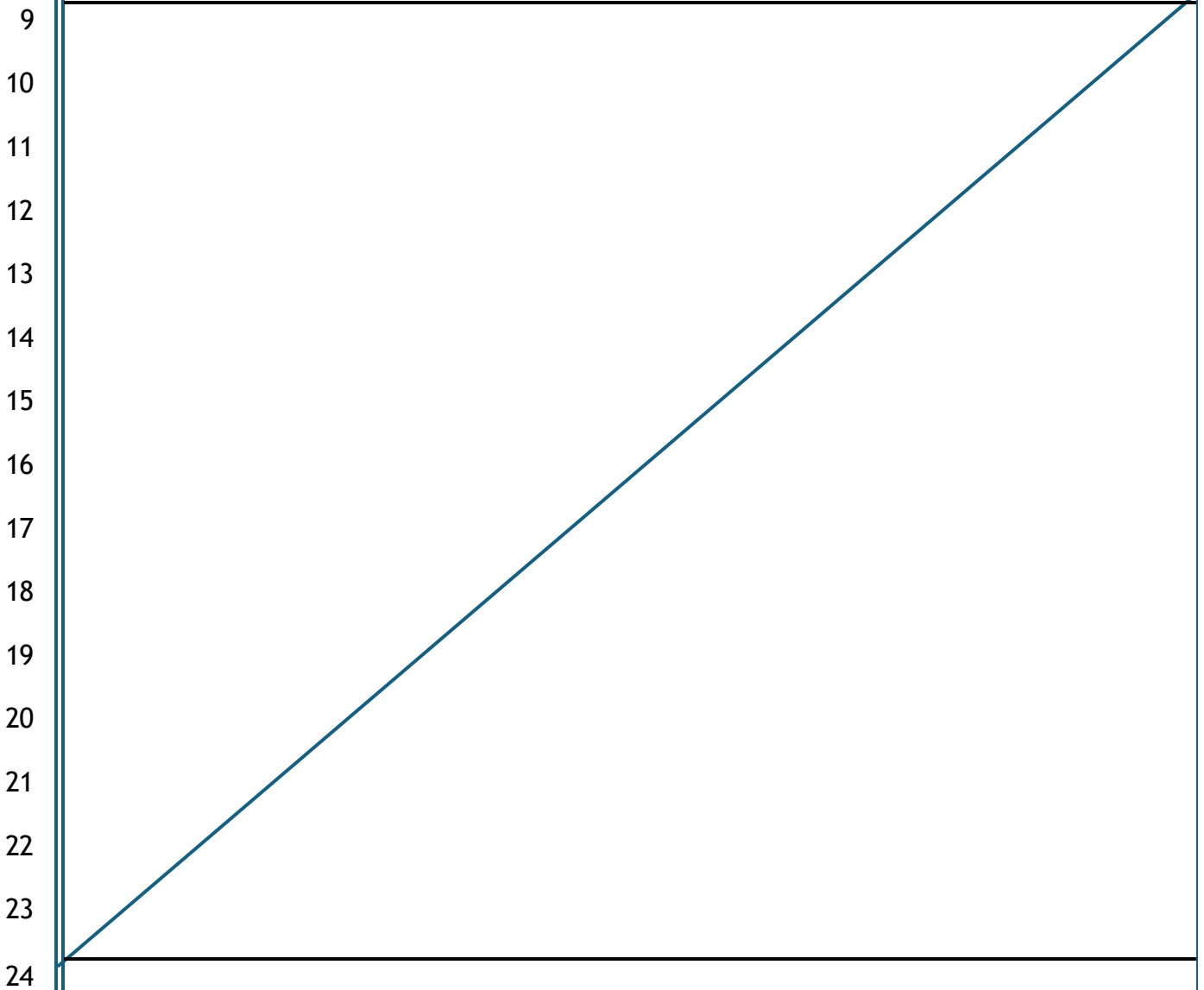
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of San
8 Joaquin, State of California, Highway 10-SJ-005 and described as follows:



10-SJX005-0400-01

For freeway purposes, those certain premises known as AIRSPACE LEASE AREA No. 10-FLA-5-4(SJ), situate in the City of Stockton, County of San Joaquin, said land or interests therein being shown on the map or plat attached hereto marked, "EXHIBIT A" and by this reference made a part hereof, and more particularly described as follows:

Beginning at the northerly terminus of course (4) as described in Director's Deed recorded April 27, 1972 in Volume 3645, page 373, Instrument No. 19417 in the Official Records of San Joaquin County; thence along the line described in said deed the following 3 courses; (1) S. 8°19'30" E., 97.77 feet; (2) S. 45°12'13" E., 91.32 feet and (3) S. 52°41'58" E., 169.07 feet; thence S. 83°01'00" W., 311.65 feet; thence along a tangent curve concave to the northeast, having radius of 30 feet, through a central angle of 98°59'50", an arc distance of 51.83 feet, thence N. 2°00'50" E., 193.88 feet; thence along a tangent curve concave to the southeast, having a radius of 60 feet, through a central angle of 76°26'04", an arc distance of 80.04 feet; thence N. 78°26'54" E., 137.10 feet to the point of beginning.

Containing 72,463 square feet, more or less, in addition to the area of the columns.

EXCEPTING THEREFROM all those portions of the above described property needed for highway purposes, more particularly that property occupied or to be occupied by the supports and foundations of the viaduct, if any. ALSO EXCEPTING THEREFROM all that portion of said property above a horizontal plane 3 feet below the underside or soffit, whichever is lowest.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22573**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 10-SJ-005-PM 26.94 PARCEL 10-SJX005-0500-02
9 OWNER: Department of Transportation (Caltrans)
10 LESSEE: 540 Aurora ST. LLC

11 Resolved by the California Transportation Commission after notice (and hearing)
12 pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
13 hereby declares that:

14 The hereinafter described real property is necessary for State Highway purposes
15 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
16 102;

17 The public interest and necessity require the proposed public project, namely a State
18 highway;

19 The proposed project is planned and located in the manner that will be most
20 compatible with the greatest public good and the least private injury;

21 The property sought to be acquired and described by this resolution is necessary for
22 the public project;

23 The offer required by Section 7267.2 of the Government Code has been made to the
24 owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

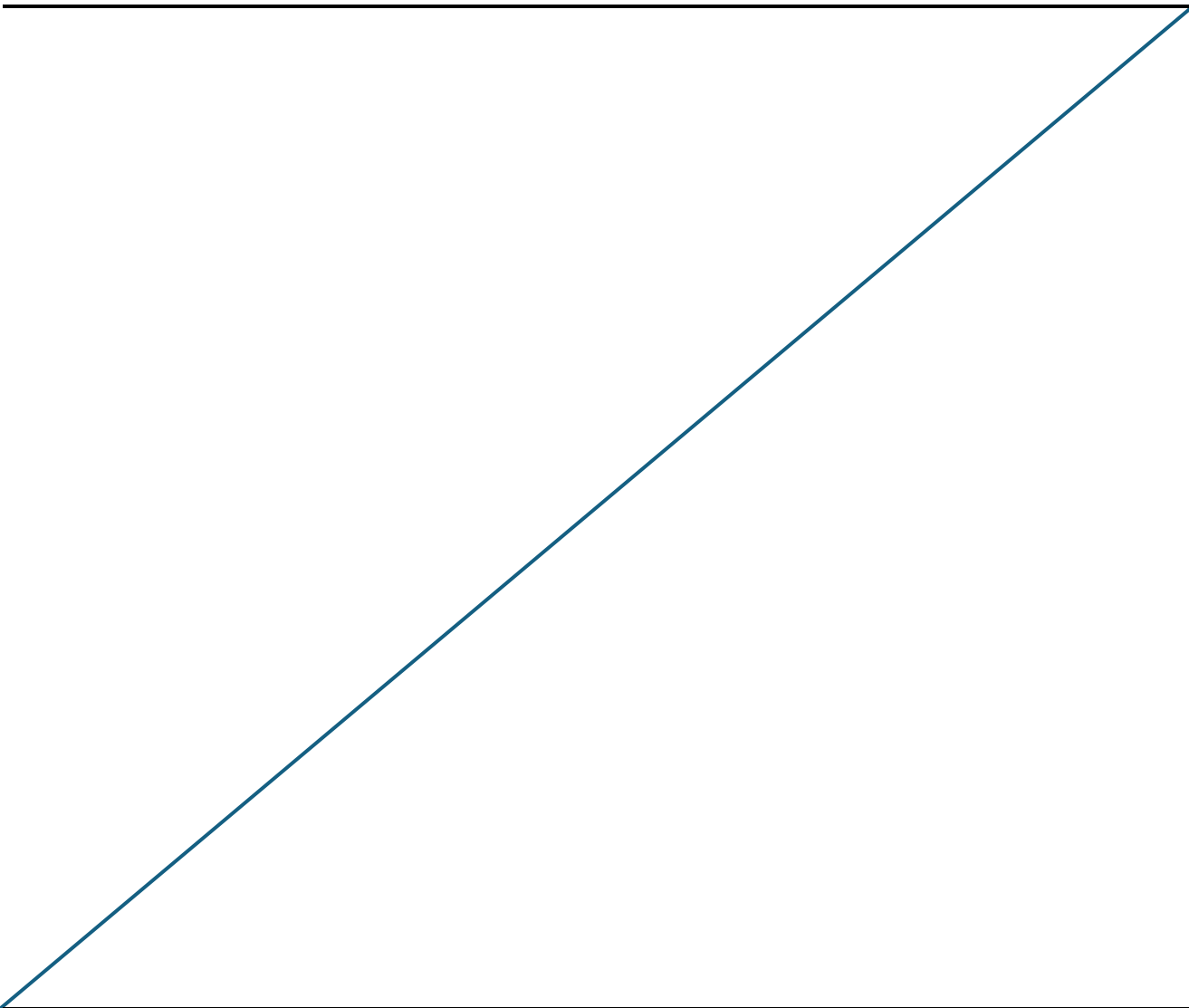
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Joaquin, State of California, Highway 10-SJ-005 and described as follows:



10-SJX005-0500-02

For freeway purposes, all that certain real property situate in the County of San Joaquin, State of California, described as follows:

A portion of the C. M. Weber Grant in the City of Stockton, San Joaquin County, State of California, said portion being all that part of said sections lying Northerly of the Stockton Channel, Southerly of the Westerly prolongation of course number (4) as described in Deed recorded February 5, 1968 as Instrument No. 4993, Official Records of San Joaquin County, Southwesterly of that certain line described in Deed, recorded April 22, 1966 in Volume 3044 of Official Records, Page 230, San Joaquin County Records and lying Northeasterly of those certain courses described as South 57°34'27" East, 117.86 feet and South 46°55'46" East, 129.92 feet in Deed, recorded March 31, 1966 in Volume 3038 of Official Records, Page 531, San Joaquin County Records.

EXCEPTING THEREFROM all those portions of the above described property needed for highway purposes, more particularly that property occupied or to be occupied by the supports and foundations of the viaduct, if any.

ALSO EXCEPTING THEREFROM all that portion of said property above a horizontal plane 3 feet below the underside or soffit, whichever is lowest.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22574**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 12-Ora-74-PM 1.3 PARCEL 104300-1, 2
9 OWNER: Carol Roberts, Trustee of the Carol Roberts Family Trust (created by revocable
10 inter vivos trust) dated February 24, 2021

11 Resolved by the California Transportation Commission after notice (and hearing)
12 pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
13 hereby declares that:

14 The hereinafter described real property is necessary for State Highway purposes
15 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
16 102;

17 The public interest and necessity require the proposed public project, namely a State
18 highway;

19 The proposed project is planned and located in the manner that will be most
20 compatible with the greatest public good and the least private injury;

21 The property sought to be acquired and described by this resolution is necessary for
22 the public project;

23 The offer required by Section 7267.2 of the Government Code has been made to the
24 owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Orange, State of California, Highway 12-Ora-74 and described as follows:

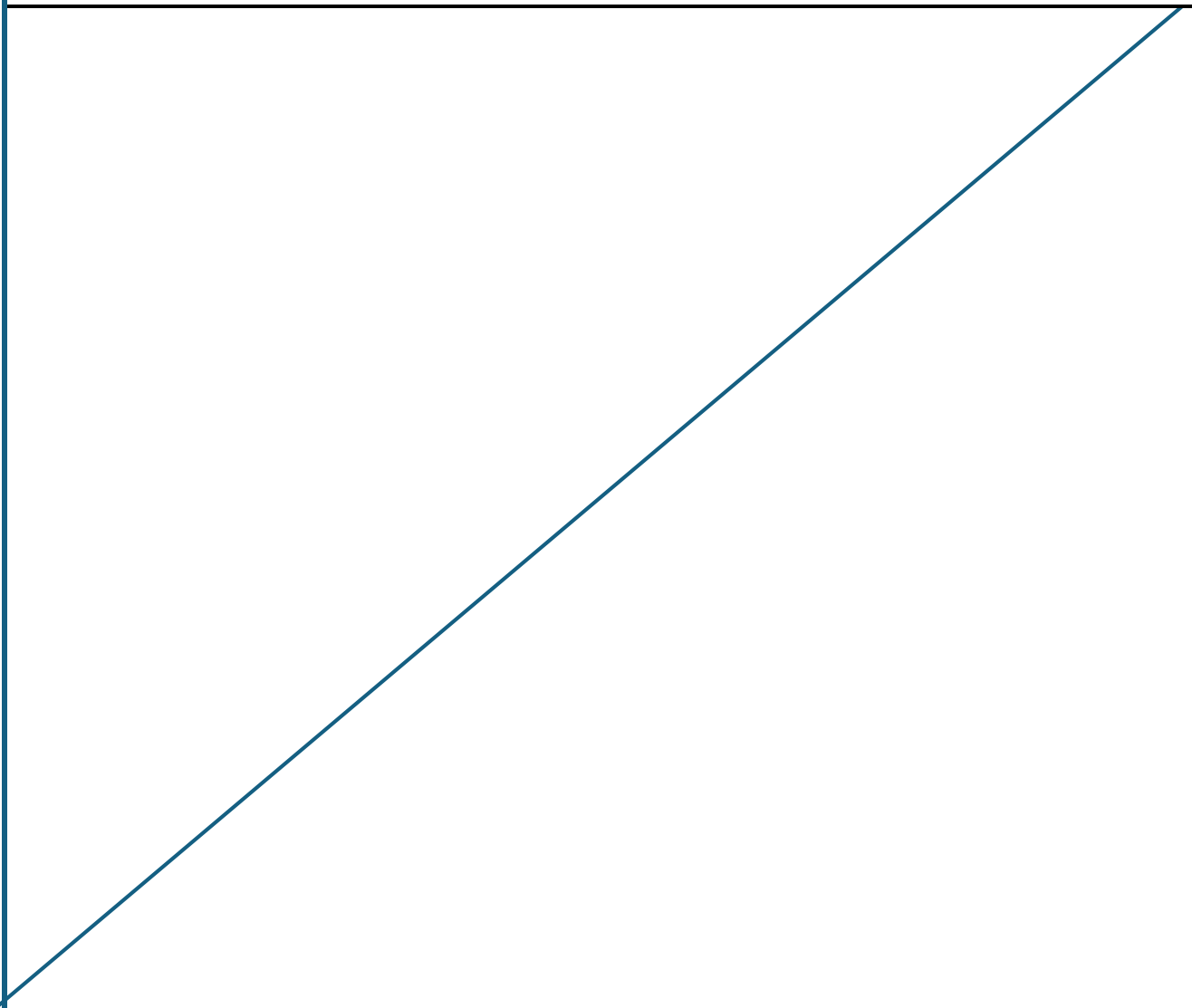


Exhibit "A"
Legal Description

PARCEL 104300-1: FEE

For State highway purposes, that portion of Lot 3 of Tract No. 8264, in the City of San Juan Capistrano, County of Orange, State of California as shown on a map recorded in Book 351, Pages 1 through 6, inclusive, of Miscellaneous Maps, in the office of the County Recorder of said County described as follows:

Commencing at the southwest corner of Lot 3 shown on said map as having a bearing of North 20°13'24" West and a length of 113.83 feet, the bearing of said course being North 19°21'48" West for the purpose of this description, thence along the westerly line of said Lot 3, North 19°21'48" West 111.23 feet to the **Point of Beginning**; thence continuing along said westerly line, North 19°21'48" West 2.59 feet to northwest corner of said Lot 3, said point being the beginning of a non-tangent curve concave southerly and having a radius of 3,447.85 feet; a radial line to said curve bears North 16°07'56" West; thence easterly 81.54 feet long said curve and the northerly line of said Lot 3 through a central angle of 1°21'18" to the Northeast corner of said Lot 3; thence leaving said northerly line and along the easterly line of said Lot 3, South 20°50'57" East 1.35 feet; thence leaving said easterly line, South 73°40'34" West 81.50 feet to the **Point of Beginning**.

Lands abutting the highway shall have no right or easement of access thereto.

Unless otherwise noted, all bearing and distances are in terms of the California Coordinate System of 1983, Zone 6, based on the North American Datum of 1983 Epoch 1991.35. All distances are grid distances, divide distances by 0.99995716 to obtain ground distances.

PARCEL 104300-2: Temporary Construction Easement

An easement for temporary construction purposes in, on, over, and across that portion of Lot 3 of Tract No. 8264, in the City of San Juan Capistrano, County of Orange, State of California as shown on a map recorded in Book 351, Pages 1 through 6, inclusive of Miscellaneous Maps, in the office of the County Recorder of said County described as follows:

Commencing at the southwest corner of Lot 3 shown on said map as having a bearing of North 20°13'24" West and a length of 113.83 feet, the bearing of said course being North 19°21'48" West for the purpose of this description, thence along the westerly line

of said Lot 3, North 19°21'48" West 111.23 feet to the **Point of Beginning**; said Point of Beginning being distant South 19°21'48" East 2.59 feet from the northwest corner of said Lot 3, thence leaving said westerly line, North 73°40'34" East 81.50 feet to the easterly line of said Lot 3, said point being distant South 20°50'57" East 1.35 feet from the northeast corner of said Lot 3; thence along the easterly line of said Lot 3, South 20°50'57" East 5.02 feet; thence leaving said easterly line, South 73°40'34" West 81.63 to the westerly line of said Lot 3, thence along said westerly line, North 19°21'48" West 5.01 feet to the **Point of Beginning**.

Rights to the above described temporary easement shall cease and terminate on March 6, 2030. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Unless otherwise noted, all bearing and distances are in terms of the California Coordinate System of 1983, Zone 6, based on the North American Datum of 1983 Epoch 1991.35. All distances are grid distances, divide distances by 0.99995716 to obtain ground distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22575**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 12-Ora-74-PM 1.4 PARCEL 104306-1
9 OWNER: Alan P. Robinson and Susan L. Robinson, Trustees of the Robinson Family Trust
10 dated January 20, 2021

11 Resolved by the California Transportation Commission after notice (and hearing)
12 pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
13 hereby declares that:

14 The hereinafter described real property is necessary for State Highway purposes
15 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
16 102; and Code of Civil Procedure Section 1240.510 in that the property being acquired is
17 for a compatible use;

18 The public interest and necessity require the proposed public project, namely a State
19 highway;

20 The proposed project is planned and located in the manner that will be most
21 compatible with the greatest public good and the least private injury;

22 The property sought to be acquired and described by this resolution is necessary for
23 the public project;

24 The offer required by Section 7267.2 of the Government Code has been made to the
owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Orange, State of California, Highway 12-Ora-74 and described as follows:

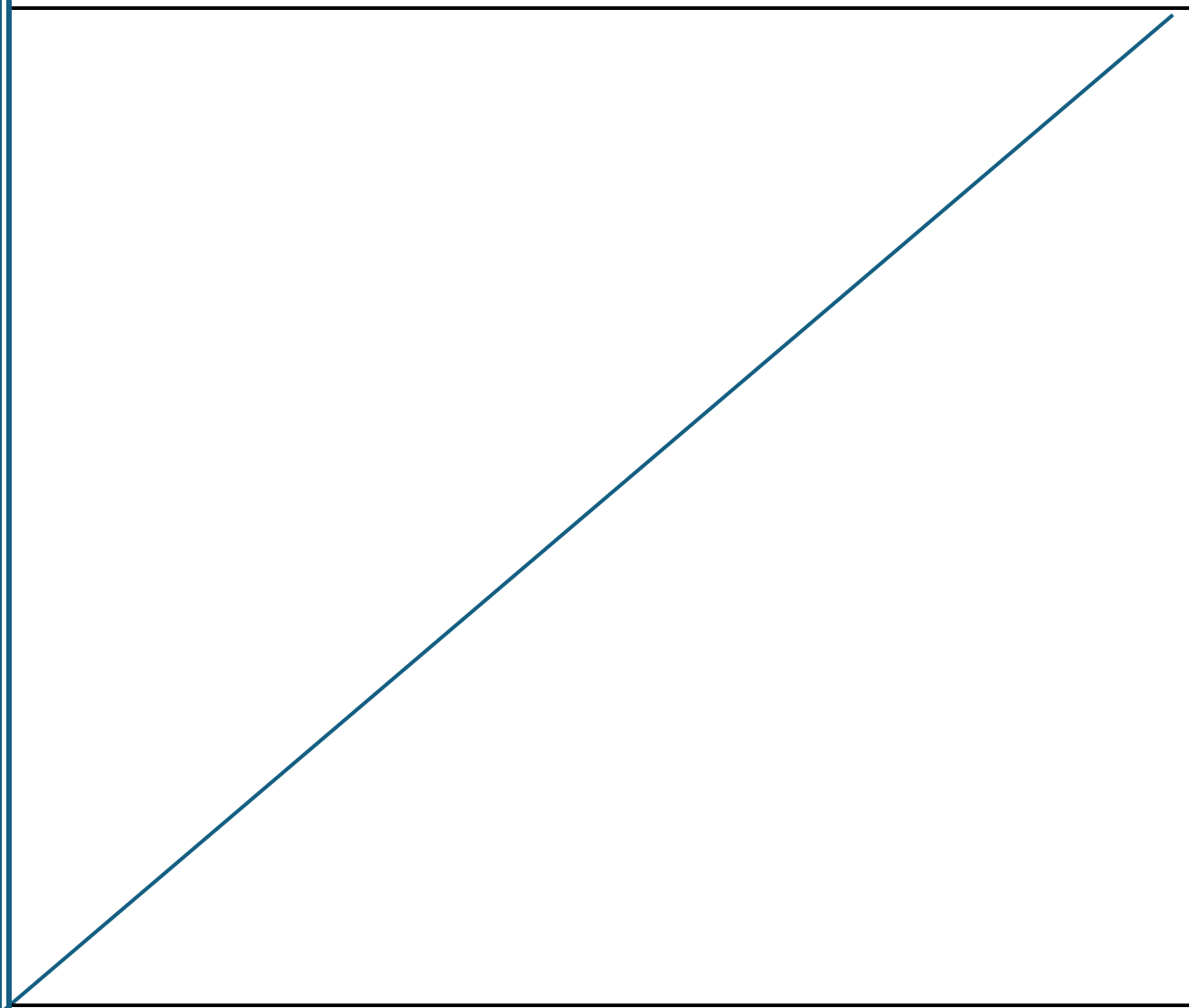


Exhibit "A"
Legal Description

PARCEL 104306-1: Temporary Construction easement

An easement for temporary construction purposes in, on, over, and across that portion of Parcel 4 of Parcel Map No. 92-107, in the City of San Juan Capistrano, County of Orange, State of California as shown on a map filed in Book 285, Pages 28 and 29 of Parcel Maps, in the office of the County Recorder of said County described as follows:

Beginning at the northwest corner of Parcel 4, said point of beginning being a non-tangent curve concave northwesterly and having a radius of 2041.91 feet; a radial line to said curve bears South 14°17'11" East; thence northeasterly 95.79 feet along said curve and the northerly line of said Parcel 4 through a central angle of 02°41'16" to the northeast corner of said Parcel 4; thence leaving said northerly line and along the northeasterly line of said Parcel 4, South 52°46'11" East 6.97 feet; thence leaving said northeasterly line, South 73°18'40" West 65.25 feet; thence South 76°26'44" West 36.44 feet to the westerly line of said Parcel 4, thence along the westerly line of said Parcel 4, North 1°27'11" East 5.69 feet to the **Point of Beginning**.

Rights to the above described temporary easement shall cease and terminate on March 6, 2030. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Unless otherwise noted, all bearing and distances are in terms of the California Coordinate System of 1983, Zone 6, based on the North American Datum of 1983 Epoch 1991.35. All distances are grid distances, divide distances by 0.99995716 to obtain ground distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22576**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 12-Ora-74-PM 1.5 PARCEL 104311-1
9 OWNER: Jorge Alberto Lopez and Laura Lopez, husband and wife as Community Property
10 with right of survivorship

11 Resolved by the California Transportation Commission after notice (and hearing)
12 pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
13 hereby declares that:

14 The hereinafter described real property is necessary for State Highway purposes
15 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
16 102; and Code of Civil Procedure Section 1240.510 in that the property being acquired is
17 for a compatible use;

18 The public interest and necessity require the proposed public project, namely a State
19 highway;

20 The proposed project is planned and located in the manner that will be most
21 compatible with the greatest public good and the least private injury;

22 The property sought to be acquired and described by this resolution is necessary for
23 the public project;

24 The offer required by Section 7267.2 of the Government Code has been made to the
owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Orange, State of California, Highway 12-Ora-74 and described as follows:

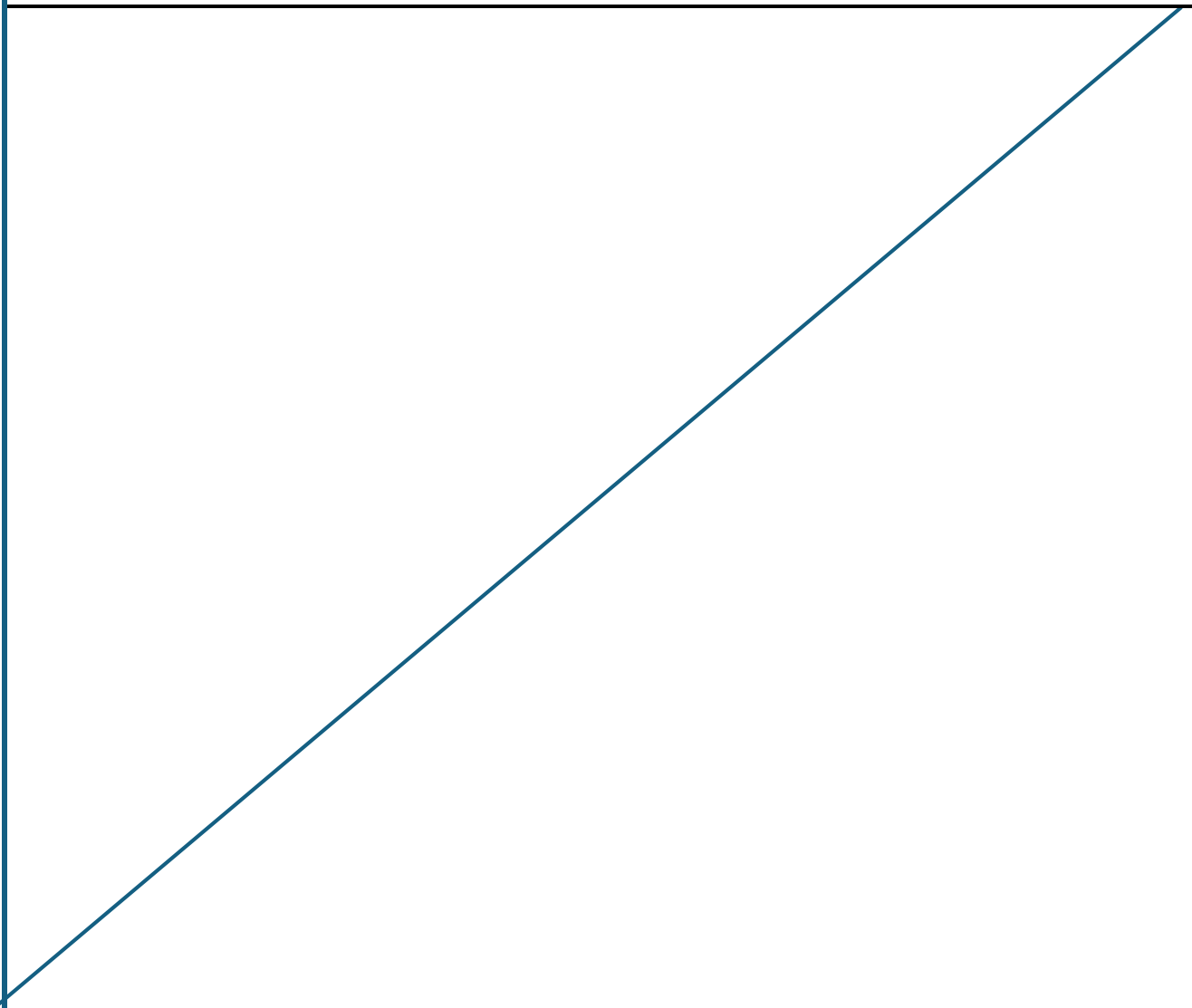


Exhibit "A"
Legal Description

PARCEL 104311-1: Temporary Construction Easement

An easement for temporary construction purposes in, on, over, and across that portion of Lot 65 of Tract No. 8485, in the City of San Juan Capistrano, County of Orange, State of California as shown on a map recorded in Book 426, Pages 41 through 43, inclusive of Miscellaneous Maps, in the office of the County Recorder of said County described as follows:

Beginning at the most northwesterly corner of Lot 65 shown on said map as having a bearing of North 59°14'52" East and a length of 65.28 feet, the bearing of said course being North 59°14'58" East for the purpose of this description, thence along the northwesterly line of said Lot, North 59°14'58" East 65.28 feet the northeasterly corner of said Lot 65; thence leaving said northwesterly line and along the northeasterly line of said Lot 65, South 47°30'47" East 7.01 feet; thence leaving said northeasterly line, South 59°39'20" West 69.62 feet; thence North 29°19'50" West 2.63 feet to the westerly line of said Lot 65, thence along the westerly line of said Lot 65, North 01°22'26" East 4.24 feet to the **Point of Beginning**.

Rights to the above described temporary easement shall cease and terminate on March 6, 2030. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Unless otherwise noted, all bearing and distances are in terms of the California Coordinate System of 1983, Zone 6, based on the North American Datum of 1983 Epoch 1991.35. All distances are grid distances, divide distances by 0.99995716 to obtain ground distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22577**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 12-Ora-74-PM 1.5 PARCEL 104312-1
9 OWNER: Robert Jon Prun as Trustee of the Robert Jon Prun Separate Property Trust
10 established December 15, 2015

11 Resolved by the California Transportation Commission after notice (and hearing)
12 pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
13 hereby declares that:

14 The hereinafter described real property is necessary for State Highway purposes
15 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
16 102; and Code of Civil Procedure Section 1240.510 in that the property being acquired is
17 for a compatible use;

18 The public interest and necessity require the proposed public project, namely a State
19 highway;

20 The proposed project is planned and located in the manner that will be most
21 compatible with the greatest public good and the least private injury;

22 The property sought to be acquired and described by this resolution is necessary for
23 the public project;

24 The offer required by Section 7267.2 of the Government Code has been made to the
owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Orange, State of California, Highway 12-Ora-74 and described as follows:

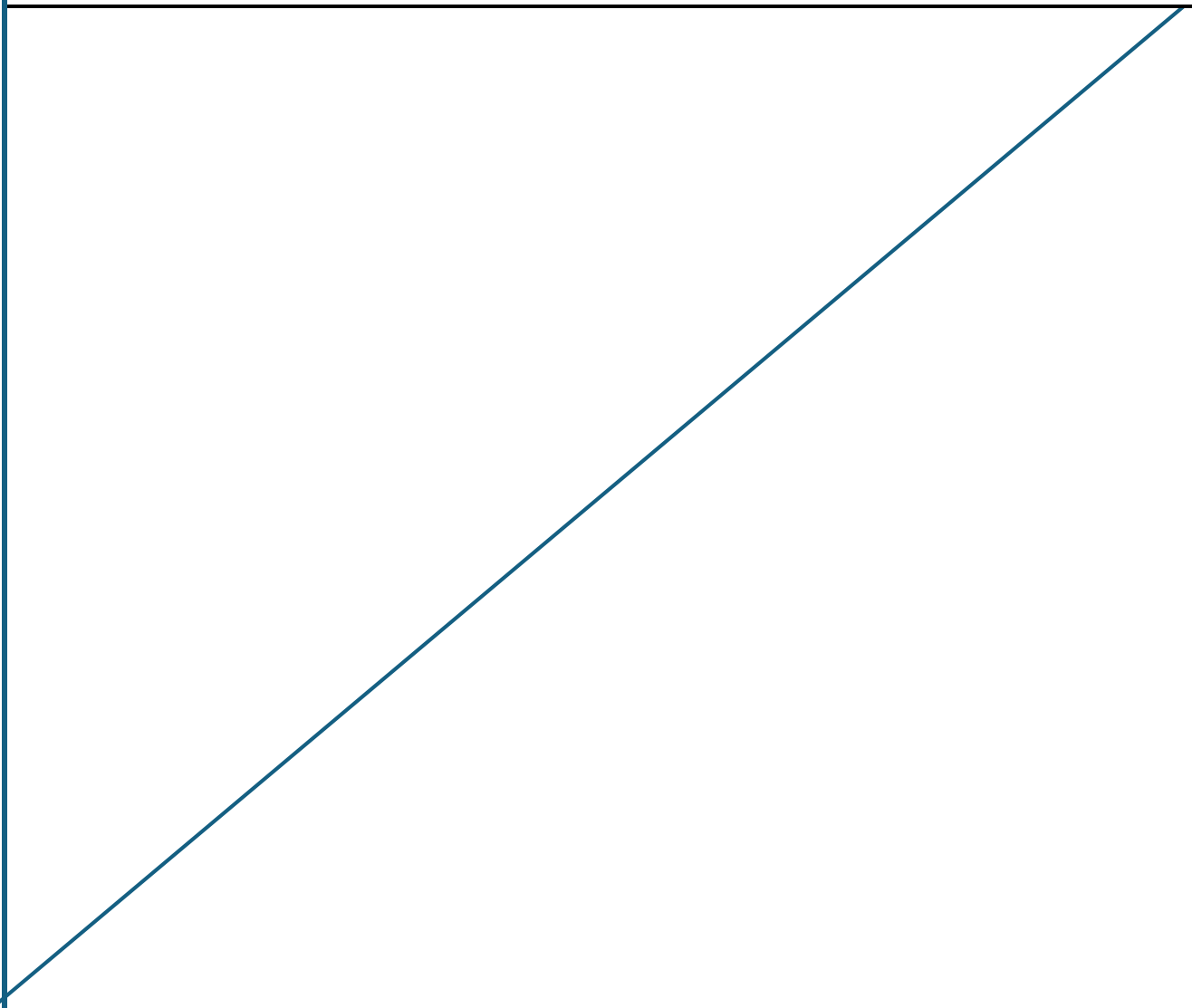


Exhibit "A"
Legal Description

PARCEL 104312-1: Temporary Construction easement

An easement for temporary construction purposes in, on, over, and across that portion of Lot 66 of Tract No. 8485, in the City of San Juan Capistrano, County of Orange, State of California as shown on a map recorded in Book 426, Pages 41 through 43, inclusive of Miscellaneous Maps, in the office of the County Recorder of said County described as follows:

Beginning at the most northwesterly corner of Lot 66 shown on said map as having a bearing of North 59°14'52" East and a length of 80.00 feet, the bearing of said course being North 59°14'58" East for the purpose of this description, thence along the northwesterly line of said Lot 66, North 59°14'58" East 80.07 feet to the beginning of a curve concave southeasterly and having a radius of 1,947.92 feet; thence northeasterly 27.37 feet along said curve and northwesterly line of said Lot 66 through a central angle of 0°48'18" to the northeast corner of said Lot 66; thence leaving said northwesterly line and along the northeasterly line of said Lot 66, South 29°56'44" East 7.26 feet; thence leaving said northeasterly line, South 59°39'20" West 105.31 feet to the southwesterly line of said Lot 66, thence along the southwesterly line of said Lot 66, North 47°30'47" West 7.01 feet to the **Point of Beginning**.

Rights to the above described temporary easement shall cease and terminate on March 6, 2030. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Unless otherwise noted, all bearing and distances are in terms of the California Coordinate System of 1983, Zone 6, based on the North American Datum of 1983 Epoch 1991.35. All distances are grid distances, divide distances by 0.99995716 to obtain ground distances.