

2.1.3 Community Impacts

2.1.3.1 Community Character and Cohesion

2.1.3.1.1 Regulatory Setting

Under the California Environmental Quality Act (CEQA), an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

2.1.3.1.2 Affected Environment

An area extending roughly 0.5 mi on either side of SR-74 project area was used for the community impacts analysis. The study area includes Census Tracts (CTs) 320.23 and 320.52 (see Figure 2.1.3-1).

Community Character

The proposed project site is located in the City of San Juan Capistrano, a unique community grounded in a history of Native American culture and the San Juan Capistrano Mission, established by Franciscan missionaries in 1776. In addition to the Mission, the City has a rural, village-like character that, together with its historical features, draws many tourists.

Although primarily a residential community, the City has a variety of land uses, providing open space, recreation, retail, and other commercial opportunities. Small retail complexes exist approximately one mile west of the project limits. The City has maintained an open space character by acquiring land to preserve its defining ridgelines, hillsides, and trails. Nearly 40 percent of the City is open space and/or parkland. A large recreational trail network provides many recreational opportunities for biking, hiking, and horseback riding within the City. The City is well known as an equestrian destination, with a large concentration of stables and boarding facilities.

The City is characterized by many distinct residential neighborhoods that are defined by both human-made and natural physical features, including but not limited to I-5, the Union Pacific Railroad (UPRR), steep hillsides, and three major creeks that cross the City: San Juan Creek, Oso Creek, and Trabuco Creek. The City has experienced

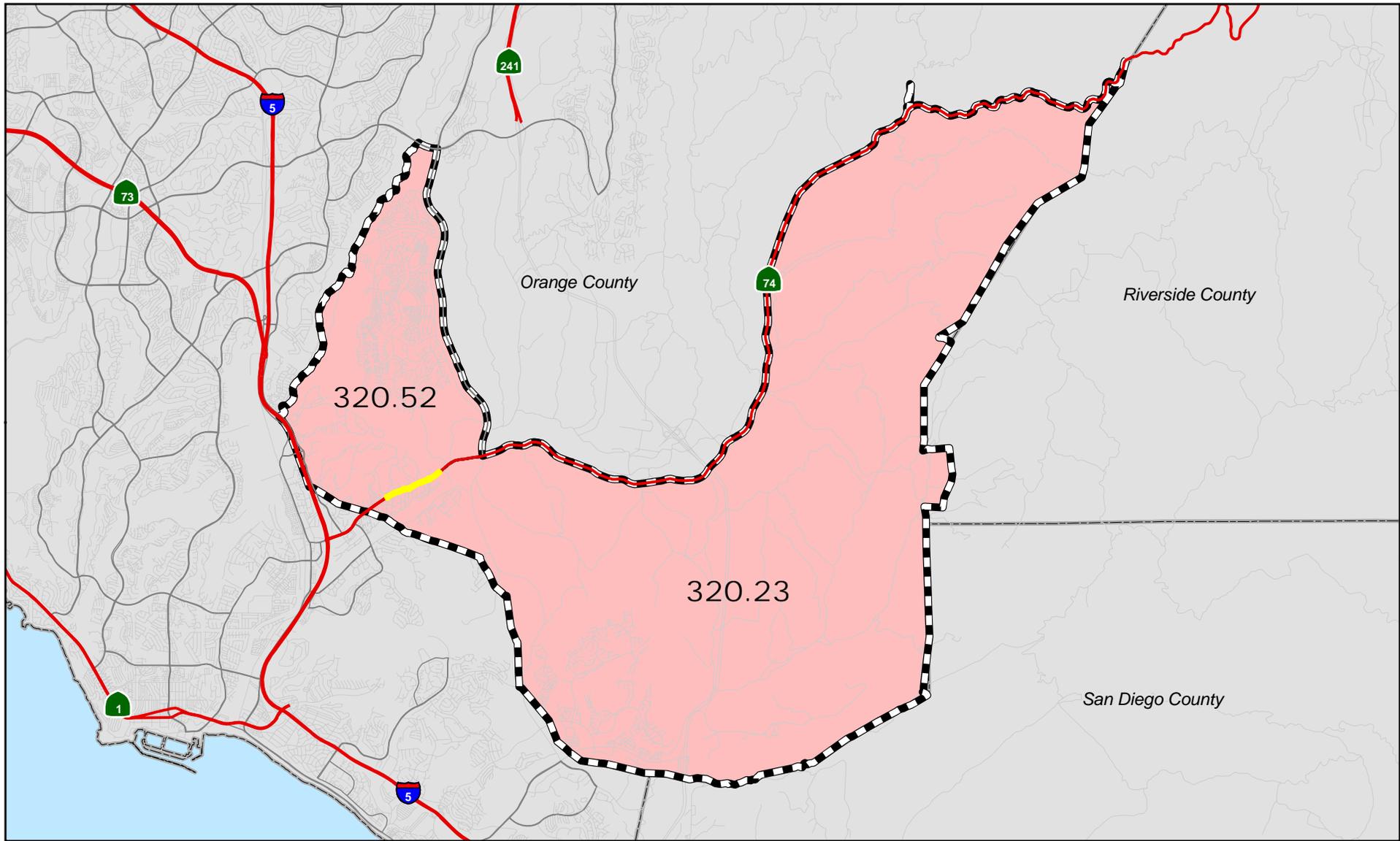
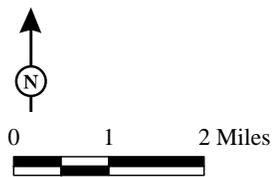


FIGURE 2.1.3-1



- LEGEND**
- Project Study Area
 - Project Area Census Tracts
 - Individual Census Tracts

Lower SR-91 Widening Project
Study Area Census Tracts
 12-ORA-74 PM (1.0/1.9 (KP 1.7/3.0)
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substantial residential growth over the last 25 years, resulting in distinctive older and more recent neighborhoods.

Land uses within and immediately adjacent to the study area include residential, open space, and agriculture and can be described as semirural. Property values and growth patterns contribute considerably to the character of a community. With respect to property values, most properties within the study area have experienced substantial value increases over the past decade.

Community Cohesion

Community cohesion is the degree to which residents have a sense of belonging to their neighborhood; their level of commitment to the community; or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time (*Community Impact Assessment Handbook*, California Department of Transportation [Department], June 1997). One measure of community cohesion is to determine the length of time that a certain population has resided in its homes. Theoretically, the longer people live in a community, the more committed they are to it and the more cohesive the community becomes. Data on demographics, current and forecast population, ethnic distribution, and housing in the study area were obtained from the City of San Juan Capistrano Web site, the San Juan Capistrano Chamber of Commerce, the 2000 United States Census, and the 2006 Orange County Projections (OCP-2006).

As shown in Table 2.1.3-1, 2000 United States Census data reports that 60 percent of residents in CT 320.23 and approximately half (49 percent) of residents in CT 320. 52 resided in the same house in 1995. Similarly, Census data found that 50 percent of the City’s population resided in the same house in 1995. This medium-level percentage of long-term residents in the project area suggests that the community cohesion is present but is not at the high end of the scale, but the study area is similar in terms of residency characteristics to the City and County.

Table 2.1.3-1 2000 Community Cohesion–Residency Characteristics

Residency	CT 320.23		CT 320.52		City of San Juan Capistrano		Orange County	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Same house in 1995	1,520	60	1,525	49	15,664	50	1,262,786	48
Different House in 1995	1,028	40	1,619	51	15,938	50	1,369,622	52
Total	2,548	100	3,144	100	31,602	100	2,632,408	100

Source: United States Census, 2000.
CT = Census Tract

Another measure of community cohesion is if residents, either individually or through their representatives, express particular concern for their neighborhood at public meetings or other forums. Based upon the level of participation of community members at previous community meetings for this project, it is evident that the connectedness and cohesion within the community is high.

Population and Housing

As shown in Table 2.1.3-2, between 1990 and 2000, San Juan Capistrano shows nearly a 30 percent (roughly 30 percent per year) increase in population growth. OCP-2006 population estimates (through the year 2035) for Orange County and San Juan Capistrano show that projected populations are expected to progressively increase through 2035, although at approximately the same rate. However, for the two census tracts within the project study area for population and housing, population is expected to minimally increase by approximately 5 percent between 2000 and 2035.

Table 2.1.3-2 Population Estimates

Area	1990	2000	2035	Percent Change per year (1990–2000)	Projected Percent Change per year (2000–2035)
Orange County	2,410,556	2,846,289	3,653,990	18.1%	28.4%
City of San Juan Capistrano	26,183	33,826	41,154	29.2%	21.7%
Study Area	**	6,086	6,407	**	5.3%
CT 320.23	**	2,738	42,818	**	2.9%
CT 320.52	**	3,348	43,589	**	7.2%

Source: 1990 & 2000 U.S. Census of Population and Housing; OCP 2006.

** The delineation and numbering of Census Tracts (CTs) changed from the 1990 to the 2000 Census. No comparable 1990 population numbers for CTs 320.23 and 320.52 were available, and therefore, percent change between 1990 and 2000 for the study area could not be calculated.

CT = Census Tract

OCP = Orange County Projections

Table 2.1.3-3 shows that the study area (CTs 320.23 and 320.52) has 1,994 households. The average number of persons per household is approximately three for Orange County, San Juan Capistrano, and the study area. In the 1990 Census, San Juan Capistrano had increased to about 2.89 persons per household. In San Juan Capistrano, the average household size as of 2000 was 3.06. The City shows an increase in household size that parallels the increase in population.

As shown in Table 2.1.3-4, the City is predominantly of Caucasian (78.5 percent) and Hispanic origin (33 percent). For the study area (a subset of the City), the population was predominantly of non-Hispanic white (92.3 percent) and Hispanic origin (9.05 percent). The total minority population in the study area is 14.4 percent.

Table 2.1.3-3 Number of Households and Average Number of Persons per Household

Area	Number of Households	Average Number of Persons per Household
Orange County	935,287	3.00
San Juan Capistrano	10,930	3.06
Study Area	1,994	3.09
CT 320.23	816	3.35
CT 320.52	1,178	2.82

Source: 2000 Census.
CT = Census Tract

Table 2.1.3-4 2000 Race/Ethnic Distribution in the Study Area

Jurisdiction	% NH White	% NH Black	% NH American Indian	% NH Asian	% NaH and OPI	% NH Other	% Hispanic Origin of Any Race
Orange County	64.8	1.7	0.7	13.6	0.3	14.8	30.8
City of San Juan Capistrano	78.5	0.8	1.1	1.9	0.1	14.2	33.1
Study Area	92.3	0.3	0.35	2.9	0.1	1.9	9.05
CT 320.23	91.8	0.3	0.5	2.1	0.1	2.9	11.6
CT 320.52	92.7	0.3	0.2	3.6	0.2	1.1	6.9

Source: 2000 U.S. Census of Population and Housing.
Note: Percentages do not add to 100 because the White, Black, American Indian, and Alaskan Native, Hawaiian, and Pacific Islander, and other categories involve persons identified with one race. Percentages only overlap within the Hispanic category.
CT = Census Tract; NH: Non-Hispanic; NaH: Native Hawaiian; OPI: Other Pacific Islander

As shown in Table 2.1.3-5, according to the 2000 Census, nearly 60 percent of the population within the study area was between 20 and 64 years of age, about 31 percent was less than 19 years of age, and less than 10 percent was over 65 years old.

SR-74 and I-5 are the two major transportation corridors serving the project area. The average commute time for people living in San Juan Capistrano is roughly 25 minutes. As shown in Table 2.1.3-6, approximately 93 percent either traveled alone or carpooled by car, truck, or van; about 1 percent indicated use of public transit; and less than 1 percent either walked or used other means of transportation.

Table 2.1.3-7 shows that 88 percent of households in the study area live in either attached or detached single-family homes, while nearly 3 percent live in multifamily homes. Approximately 10 percent live in mobile homes or another type of housing. However, no mobile homes are directly adjacent to the project site.

Table 2.1.3-5 2000 Age Distribution in the Study Area

Area	Median Age	Less than 19 years old		20–45 years old		45–64 years old		Greater than 65 years old	
		Number	%	Number	%	Number	%	Number	%
Study Area	41	1,898	31.3	1,593	26.3	2,009	33.1	9	9.32
CT 320.23	37	985	36.0	776	28.4	816	29.8	158	5.78
CT 320.52	44	913	15.1	817	13.5	1,193	19.7	407	6.71

Source: 2000 Census.
CT = Census Tract

Table 2.1.3-6 2000 Mode Choices for the Work Commute in the Study Area

Area	Car, Truck, or Van–Alone		Carpool		Public Transportation		Walk		Other Transportation	
	Number	%	Number	%	Number	%	Number	%	Number	%
Study Area	2,248	85.2	214	8.11	30	1.14	18	0.68	15	0.57
CT 320.23	1,054	84.9	111	8.9	10	0.8	8	0.6	15	1.2
CT 320.52	1,194	85.5	103	7.4	20	1.4	10	0.7	0	0

Source: 2000 Census.
CT = Census Tract

Table 2.1.3-7 Summary of Housing in the Study Area

Area	Single-family Residences ¹		Multifamily Residences		Mobile Homes		Other (Boats, RVs, etc.)	
	Number	%	Number	%	Number	%	Number	%
Study Area	1,869	88.0	44	2.7	208	9.8	2	0.09
CT 320.23	846	98.3	0	0.0	13	1.5	2	0.20
CT 320.52	1,023	81.1	44	3.5	195	15.5	0	0.00

Source: 2000 Census.
¹ Single-family Residences may be attached or detached homes.
CT = Census Tract
RV's = recreational vehicles

There are no existing or future planned developments within the study area. However, several developments are planned adjacent to the study area Section 2.1.1, Land Use Table 2.1.1-1). The projects shown in Table 2.1.1-1 are projects that were planned from the issuance date of the Notice of Preparation (January 16, 2008).

Economics

Orange County has a wide range of economic generators, including industry, agriculture, tourism, and commercial operations. According to the San Juan Capistrano Chamber of Commerce, the City has approximately 2,000 businesses that employ 8,800 people. The top five employers for the City are: Costco Wholesale;

Fluid Master, Inc.; Endevco; 24 Hour Fitness; and St. Margaret's of Scotland School (City of San Juan Capistrano, November 2007).

According to the California Employment Development Department's (CEDD) *Labor Force Data for Sub-County Areas (April 2004)*, the 2004 civilian labor force for Orange County was 1,581,300. The CEDD indicates that over the next 10 years Orange County's employment is projected to grow by 23 percent. Based on the 2000 Census, with a labor force of 16,140 people, San Juan Capistrano has a lower unemployment rate (2.5 percent) than the County as a whole (3.3 percent). The study area has an unemployment rate of 2.06, which is slightly less than the City. Per the 2000 Census data, nearly three-fourths of employed individuals in Census Tracts 320.23 and 320.52 hold managerial, professional, sales, or office occupations.

As shown in Table 2.1.3-8, the 2000 Census indicates that the median household income for San Juan Capistrano is \$62,392. At \$108,395, the median income for the study area is substantially higher than that of San Juan Capistrano and Orange County. About 5 percent of the households in the study area are at or below the poverty line (\$14,999 to represent the poverty line). As compared to the County or the City, the study area contains a lower percentage of households at or below the poverty line.

Table 2.1.3-8 2000 Household Incomes in the Study Area

Area	Median Household Income	% Households <\$14,999 ¹ Income	% Households \$14,999 to \$34,999	% Households \$35,000 to \$74,999	% Households >\$75,000 Income
Orange County	\$58,820	8.7%	18.5%	35.3%	37.4%
San Juan Capistrano	\$62,392	7.2%	17.7%	34.5%	40.6%
Study Area	\$108,395	4.7%	4.75%	15.3%	66.3%
CT 320.23	\$102,068	1.96%	6.61%	22.3%	62.4%
CT 320.52	\$114,721	6.63%	3.45%	10.3%	69.0%

Source: 2000 Census.

¹ Income below \$14,999 was used to represent the percent of households below the poverty line.

CT = Census Tract

Community Facilities and Services

Community facilities and services (i.e., schools, libraries, community centers, and community corridors) are discussed in this section as they pertain to community character and cohesion.

The project site is within the service boundaries of the Capistrano Unified School District. There are no adult education centers or public intermediate or high schools within approximately 0.5 mi of the study area. However, San Juan Hills High School,

located near the end of San Juan Creek Road off La Pata Avenue, opened in September 2007. Harold J. Ambuehl Elementary School for kindergarten through fifth grade (28001 San Juan Creek Road, San Juan Capistrano, CA 92675) is the closest public school to the project area. St. Margaret's Episcopal School (31641 La Novia Avenue, San Juan Capistrano, CA 92675) is the closest private school to the project area. However, neither is within a 0.5 mi radius of the limits of the study area.

There are no public libraries, community centers, police departments, fire stations, or post offices located within 0.5 mi of the project site. Utilities such as gas, water, sewer, telephone, and electric are present within the project limits, and some may be relocated within the project limits (see Section 2.1.4, Utilities and Emergency Services).

2.1.3.1.3 Environmental Consequences

This section examines the potential for impacts to community cohesion. Impacts to community cohesion relate to changes in land use, neighborhoods, visual quality, the economy, or community facilities and services. Changes in the visual impacts and noise are discussed in Sections 2.1.6 and 2.2.7, respectively.

There are two Build Alternatives being considered under the proposed project. Alternative 1 would remove the sidewalk on the north side of SR-74 from Calle Entradero to Via Cordova to accommodate the widening of the facility from two to four lanes. A new sidewalk on the south side would be constructed just east of Avenida Siega and would connect to the County sidewalk system to provide continuity. Alternative 2 replaces the existing meandering sidewalk on the north side with a straight sidewalk. The new straight sidewalk would be constructed slightly to the north of the existing sidewalk to accommodate the widened roadway. Alternative 2 would also construct a small retaining wall between the new sidewalk and the existing horse trail.

Temporary Impacts to Population and Housing

No Build Alternative

The No Build Alternative would not impact population and housing because it does not increase or decrease population or housing, change its distribution, affect the household types found in the area, or affect travel mode choices made by the population.

Build Alternatives 1 and 2

Construction of the Build Alternatives would temporarily affect local communities. Temporary construction impacts would include disruption of local traffic patterns and access to residences and businesses; increased traffic congestion; and increased noise, vibration, and dust. As described in Section 1.5.1.12, a TMP would be implemented for the project in a cost-efficient and timely manner with minimal interference to the traveling public. The TMP, when implemented, would result in minimized project-related traffic delay and accidents by the effective application of traditional traffic mitigation strategies and innovative combinations of public and motorist information, demand management, incident management, system management, and alternative route and construction strategies. With implementation of the TMP.

Permanent Impacts to Population and Housing

No Build Alternative

The No Build Alternative would not impact population and housing, as it does not increase or decrease population or housing, change its distribution, or affect the household types found in the area. Other developments previously approved and not associated with the SR-74 Widening project (including the Ranch Plan) may be built and may have an effect on population and housing.

Build Alternatives 1 and 2

Neither of the Build Alternatives would increase or decrease population nor housing figures for the area in relation to growth, composition, or demographic since no full property acquisitions are required. As described in Section 2.1.2, the Build Alternatives would not allow for increased development beyond what is already planned or approved, nor would they affect the type of housing built in the area. Both of the Build Alternatives would improve the traffic conditions in the area to accommodate for the planned and approved growth and development, meeting the purpose and need outlined in Chapter 1. Implementation of either of the Build Alternatives would have no impact on population and housing given that there are no full property acquisitions and they would not affect the level of development in the vicinity of the study area.

Temporary Impacts to Economics

No Build Alternative

The No Build Alternative would not result in temporary economic impacts since it does not result in construction.

Build Alternatives 1 and 2

Since the Build Alternatives do not displace any businesses; no loss of employment, loss of tax revenue, or reduction in income level is expected. The Build Alternatives would have a short-term beneficial effect on employment by generating direct and indirect employment opportunities. Direct temporary employment involves jobs directly created by highway construction activity. These jobs include all on-site laborers, specialists, engineers, and managers involved with the highway improvement project. Indirect jobs are workers in industries, which supply highway construction manufacturers with materials and off-site construction industry workers such as administrative, clerical, and managerial workers. Expenditures by these workers on various goods and services stimulate demand for additional employees in many industries, resulting in employment being supported throughout the general economy. Construction activities associated with the Build Alternatives would potentially have a net benefit on the local economy through the increase in temporary employment and additional goods and services purchased by construction workers in the City, and temporary economic impacts associated with the Build Alternatives are considered less than significant.

Permanent Impacts to Economics

No Build Alternative

The No Build Alternative does not include any residential or nonresidential displacements or capital improvements. SR-74 west of the project limits is currently four lanes and upon completion of the County portion, the highway east of the project limits will be four lanes, resulting in a bottleneck under the No Build Alternative. Therefore, the No Build Alternative would result in a significant increase in traffic delays. The purpose of the project is to accommodate traffic associated with existing and future planned development. Employment and tax revenue could be adversely affected due to such delays for commuters and consumers. The delay in the movement of goods and services can result in increased costs to businesses, which are often passed on to the consumer. Therefore, the No Build Alternative would have a substantial impact on economics within the local community.

Build Alternatives 1 and 2

Since the Build Alternatives do not displace any businesses and no loss of employment, loss of tax revenue, or reduction in income level is expected, the Build Alternatives would not have an impact on tax revenue. Improvement in traffic conditions is not expected to result in a decrease in property values within the adjacent community or the City, since there would be no change in the remaining

land uses within the study area and its surroundings. Additionally, because the Build Alternatives would result in sliver acquisitions rather than full residential or nonresidential acquisitions, the amount of tax revenue lost from the small number of partial acquisitions would not substantially alter the tax base. As discussed in Section 2.3.1.2, property owners would be compensated with fair market value for property acquisitions consistent with the State and Federal regulations including the Department's Right of Way Manual. Therefore, potential permanent economic effects associated with the Build Alternatives are considered less than significant.

The Build Alternatives would not increase City taxes, since certain features of the project, such as noise barriers, retaining walls, and sidewalks, would be part of the City's existing maintenance program.

Therefore, the permanent economic effects associated with the Build Alternatives are considered less than significant.

Temporary Impacts to Community Facilities and Services

No Build Alternative

There are no community facilities (such as schools, libraries, community centers, or law enforcement/fire department stations) located within 0.5 mi of the project site. The No Build Alternative would not result in any temporary impacts to community facilities or services. It would not result in any removal or change of access to facilities or services, nor would it create new demand for community services since no capital improvements are included with this alternative.

Common Effects of Build Alternatives 1 and 2

As there are no community facilities within 0.5 mi of the project site, the Build Alternatives would not impact any community facilities during construction. During construction (short-term), response times for the California Highway Patrol, Orange County Sheriff's Department, and Fire Department may be slightly increased as part of temporary traffic control and traffic delays. These impacts are discussed in Section 2.1.4 (Utilities and Emergency Services).

Modifications to the pedestrian system under both Build Alternatives 1 and 2 would include the realignment of the south sidewalk at the intersection of Via Cordova. In this location, the sidewalk would be shifted to the south and reconstructed to provide for the right-turn pocket at this intersection. This would be a short-term inconvenience; however, these short-term impacts are considered less than significant. A new sidewalk would be constructed east of Avenida Siega and would

connect to the County sidewalk system to provide continuity. This would be a beneficial effect of the project. With implementation of a TMP (as outlined in 2.1.5.4), impacts to pedestrian circulation are less than significant. The two Build Alternatives would modify the pedestrian system (as described below).

Unique Effects of Alternative 1

Alternative 1 would necessitate the removal of 1,056 ft of sidewalk on the north side of SR-74 from Calle Entradero to east of Hunt Club Drive. Temporary impacts associated with this removal would be limited. With implementation of a TMP temporary construction impacts to pedestrian circulation are considered less than significant.

Unique Effects of Alternative 2

Alternative 2 would straighten the existing sidewalk on the north side of SR-74 from Calle Entradero and Via Cordova. This would result in temporary impacts only on community cohesion from a pedestrian movement perspective during construction of the realigned sidewalk. These temporary impacts would be limited, and with implementation of a TMP, temporary construction impacts to pedestrian circulation are considered less than significant.

Permanent Impacts Community Facilities and Services

No Build Alternative

The No Build Alternative would not result in any removal or change of access to facilities or services, nor create new demand for community services since no capital improvements are included with this alternative. However, SR-74 west of the project limits is currently four lanes and upon completion of the County portion, the highway east of the project limits will be four lanes; if not built a bottleneck results under the No Build Alternative. Therefore, the proposed project would affect access to community facilities and services, since traffic demand will exceed capacity and speeds will vary greatly, which will result in significant delays. The No Build Alternative would have a significant impact on community facilities and services.

Build Alternative 1

Build Alternative 1 would necessitate the removal of 1,056 ft of sidewalk on the north side of SR-74 from Calle Entradero and Via Cordova. A new sidewalk would be constructed east of Avenida Siega and would connect to the County sidewalk system to provide continuity. This would be a beneficial effect of the project

Additionally, in the future, should the need for a signal/pedestrian crossing arise, the current design would not preclude the opportunity to install such a facility. Please refer to Section 2.1.5, Traffic and Transportation, for more information about this topic.

There would be no impact to the existing equestrian trail or to any future signal/pedestrian crossing under Build Alternative 1.

Build Alternative 2

Similar to Build Alternative 1, the existing sidewalk from Calle Entradero and Via Cordova would be removed; however, it would be reconstructed as part of this alternative. The existing meandering sidewalk would be reconstructed slightly to the north as a straight sidewalk (not curvilinear) within the existing public right-of-way. There would be approximately 12 ft of public land remaining on the north side behind the proposed back of curb. However, a short retaining wall would be required along the existing limit of the public right-of-way, which is delineated by the southern edge of the existing equestrian trail. With this variation, most, if not all, trees within this section along the north side of the roadway would be removed as a part of construction. With replacement of the sidewalk, potential impacts associated with removal of the existing sidewalk are considered less than significant.

There would be no significant impact to the existing equestrian trail or any future signal/pedestrian crossing under Build Alternative 2. Therefore, Build Alternative 2 would have a less than significant permanent impact on community facilities and services.

Temporary Impacts to Community Character and Cohesion

No Build Alternative

The No Build Alternative would have no temporary impact on community character and cohesion.

Build Alternatives 1 and 2

With implementation of the TMP, Build Alternatives 1 and 2 would have a less than significant impact on community character and cohesion.

Permanent Impacts to Community Character and Cohesion

No Build Alternative

The No Build Alternative will have a direct permanent impact on community character and cohesion, as there will be a bottleneck created since SR-74 within the

project limits will be two lanes and the highway on either side of the project limits will be four lanes. Therefore, an increase in forecasted congestion for the study area under the No Build Alternative would result in substantial impacts to community character and cohesion by increasing noise, air pollution, and traffic congestion.

Build Alternatives 1 and 2

Build Alternatives 1 and 2 would not have an impact on community cohesion, since SR-74 is an existing highway traversing the study area. However, Build Alternatives 1 and 2 propose to widen the existing SR-74, moving the road closer to residences adjacent to the highway and removing existing vegetation (including trees) and constructing noise barriers. Therefore, based on the subjective human perception of community character, the widening of SR-74 in this area is a potentially significant impact on community character. The existing setting is more rural, and with the project it would change to a more suburban setting and there would be visual impacts associated with vegetation removal and wall construction. As discussed in Section 2.1.6, Visual/Aesthetics, implementation of Mitigation Measures V-1, V-2, V-3, and V-4 would not reduce the permanent impacts to community character to less than significant. The Visual Impact Assessment determined that Key Views 1, 4 and 5 would remain a significant impact even after the incorporation of mitigation measures V-1, V-2, V-3, and V-4. Please refer to Section 2.1.6, Visual/Aesthetics.

2.1.3.1.4 Avoidance, Minimization, and/or Mitigation Measures

Implementation of a TMP during construction would reduce temporary construction-related impacts to local communities. Please refer to Section 1.5.1.12, Construction, and Section 2.1.5, Traffic and Transportation, for more detail on the TMP.

Implementation of Mitigation Measure V-1, V-2, V-3, and V-4, as discussed in Section 2.1.6, Visual/Aesthetics, would reduce impacts (for Key Views 2 and 3) due to vegetation/tree removal and construction of walls as a result of both Build Alternatives.

2.1.3.1.5 Level of Significance

Community character impacts would result with implementation of the No Build Alternative due to increased and air quality effects and traffic congestion.

Impacts under the Build Alternatives would be significant for community character based on visual effects, irrespective of differential findings for the various key views. Specifically, Key Views 1, 4, and 5 would have a significant impact on community

character. Permanent direct or indirect impacts to Key Views 2 and 3 would be less than significant for community character and community cohesion.

2.1.3.2 Relocations

2.1.3.2.1 Regulatory Setting

The Department's Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 U.S.C. 2000d, et seq.).

2.1.3.2.2 Affected Environment

Residential characteristics in the project area are described in Section 2.1.3.1, Community Character and Cohesion.

2.1.3.2.3 Environmental Consequences

Temporary Impacts

No Build Alternative

No temporary residential or business relocations necessitating relocation would be required under the No Build Alternative, and this alternative would have no temporary relocation impacts.

Build Alternatives 1 and 2

No temporary residential or business relocations necessitating relocation would be required under either Build Alternative. Therefore, Build Alternatives 1 and 2 would have no temporary relocation impacts.

Permanent Impacts

No Build Alternative

No residential or business relocations necessitating relocation would be required under the No Build Alternative. Therefore, the No Build Alternative would have no permanent relocation impacts.

Build Alternatives 1 and 2

Ten small “sliver” acquisitions of right-of-way would be required in various locations throughout the project limits for both Build Alternatives. However, after compliance with the Department’s Right of Way Manual, no permanent impacts are anticipated.

2.1.3.2.4 Avoidance, Minimization, and/or Mitigation Measures

Compliance with the State and Federal regulations, including the Department’s Right of Way Manual, which requires compensation at fair market value for property acquisitions, minimizes project impacts as a result of sliver acquisitions. Additionally, coordination with property owners regarding the construction schedule and phasing will be included in the TMP.

2.1.3.2.5 Level of Significance

The No Build Alternative would have no relocation impacts.

The Build Alternatives do not result in permanent, temporary, direct or indirect residential or business relocation.