

2.1.2 Community Impacts

This section discusses potential project effects to communities, property acquisitions, and environmental justice. Each section discusses the affected environment, environmental consequences, and proposed measures to minimize harm, if needed. Information and analysis presented in this section is based upon the Community Impact Assessment Report (Parsons, 2007f) and the Relocation Impact Report (Parsons, 2007e) prepared for the project.

2.1.2.1 Community Character and Cohesion

A Regulatory Setting

NEPA established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings [42 U.S.C. 4331(b)(2)]. FHWA, in its implementation of NEPA [23 U.S.C. 109(h)], directs that final decisions regarding projects are made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under 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.

B Affected Environment

Community Character

The proposed project site is located in the City of San Juan Capistrano, which is 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 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. The historic Mission District is located in a part of the downtown, and the central commercial/retail areas next to the Mission cater to the tourist industry. The San Juan Capistrano Metrolink station is situated adjacent to the downtown Mission, a few small blocks away from the proposed project site. More development of commercial and light industrial uses along major corridors within the City, such as Camino Capistrano, serves the local and regional population. 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 substantial residential growth over the last 25 years, resulting in distinctive older and more recent neighborhoods.

The proposed project site is situated approximately 0.2 mile east of the historic Mission San Juan Capistrano. Figure 2.1.1-2 (in Section 2.1.1 of this document) displays the proposed project site and surrounding buildings and landmarks in the project area. Land uses within and immediately adjacent to the project include:

- In the northwest quadrant of the project area: Mission Inn Motel, Calvary Church, San Juan Elementary School, Mission San Juan Capistrano, and residential uses.
- In the southwest quadrant of the project area: El Camino Real Playhouse, Jack-in-the-Box, Taco Bell, Chevron Gas Station (West), Arby's, Del Taco, McDonald's, Carl's Jr., and True-Value Hardware.
- In the southeast quadrant of the project area: Chevron Gas Station (East), Union 76 Gas Station, Forster Mansion/House of Photographic Art, Capistrano Collection Strip Mall, Best Western Capistrano Inn, Denny's Restaurant, and Capistrano Business Center.
- In the northeast quadrant of the project area: former site of a Shell Gas Station (proposed Capistrano Service Center site), Old Mission Cemetery, sporadic nursery/agricultural uses, South Coast Christian Assembly, and Marbella Plaza Shopping Center.

Property values and growth patterns contribute considerably to the character of a community. With respect to property values, most properties within the project 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, a level of commitment to the community, or a strong attachment to neighbors, groups, and institutions, usually because of continued association over time. Cohesion refers to the degree of interaction among the individuals, groups, and institutions that make up a community. One measure of community cohesion is to determine the length of time that a certain population has resided in their homes. Theoretically, the longer people live in a community, the more committed they are to it and the more cohesive the community becomes. As shown in Table 2.1.2-1, year 2000 U.S. Census data reports that less than half (47 percent) of the year 2000 residents in the study area (Census Tract 423.12) resided in the same house in 1995. Similarly, year 2000 Census data found that 50 percent of the City's year 2000 population and 48 percent of Orange County's year 2000 population resided in the same house in 1995. This relatively low percentage of long-term residents in the project area suggests that the community

cohesion could be on the lower end of the scale, but the project area is similar to the residency characteristics in the City and Orange County.

**Table 2.1.2-1
 Community Cohesion – Residency Characteristics**

Residency	Census Tract 423.12		City of San Juan Capistrano		Orange County	
	Number	Percent	Number	Percent	Number	Percent
Same house in 1995	3,539	47	15,664	50	1,262,786	48
Different house in 1995	3,996	53	15,938	50	1,369,622	52
Total	7,535	100	31,602	100	2,632,408	100

Source: U.S. Census, 2000.

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 connectedness and cohesion within the community is high.

Figure 2.1.2-1 displays the study area Census Tract 423.12, which encompasses the proposed project site.

C Environmental Consequences

Temporary Impacts

During the construction period, there would be temporary impacts to local businesses and residents associated with inconveniences related to potential construction detours, temporarily altered driveway/sidewalk access, and movement of construction equipment/vehicles within the interchange area. Streets would be maintained open for vehicle traffic, and pedestrian and driveway access to businesses and adjacent properties would be maintained at all times during the construction period. These impacts would not affect lifestyles or neighborhood character and stability; therefore, temporary adverse effects to community cohesion would be avoided during project construction.

Permanent Impacts

No Build Alternative. No improvement of the I-5/Ortega Highway interchange would lead to further deterioration of traffic flow through the affected area. Further deterioration of traffic conditions in the project area has the potential to negatively affect the character, property values, and community cohesion in the project area.

Alternatives 3 and 5. The proposed project, regardless of which build alternative is selected, would improve an existing interchange within the City and would not require residential relocations. The proposed improvements would improve the flow of traffic, thereby providing enhanced access between the east and west sides of the City, enhanced public access to I-5, and improvement to the quality of life in the project area because of

improved traffic flow; thus, the proposed project would not create a new barrier to interaction between parts of a community.

Improvement of the I-5/Ortega Highway interchange would improve traffic flow through the affected area and would maintain the existing character of the project area. Alternatives 3 and 5 are not expected to result in a decrease in property values since there would be no change in the remaining land uses within the proposed project area and its surroundings. Because the proposed project is identified in the Circulation Element of the San Juan Capistrano General Plan, it would not be growth inducing, but it would instead accommodate the growth forecasted for the area.

Given these considerations, adverse effects upon community cohesion within the study area are not anticipated as a result of Alternative 3 or 5.

D Avoidance, Minimization, and/or Mitigation Measures

Temporary Measures

The following measure to minimize harm is recommended to reduce temporary inconveniences to residents and businesses of the community during the project construction period.

MM COM-1 Prior to and during project construction, the City and/or the Department will conduct public outreach with affected area residents, businesses, and the Capistrano Unified School District regarding construction schedules and potential temporary inconveniences during project construction.

Permanent Measures

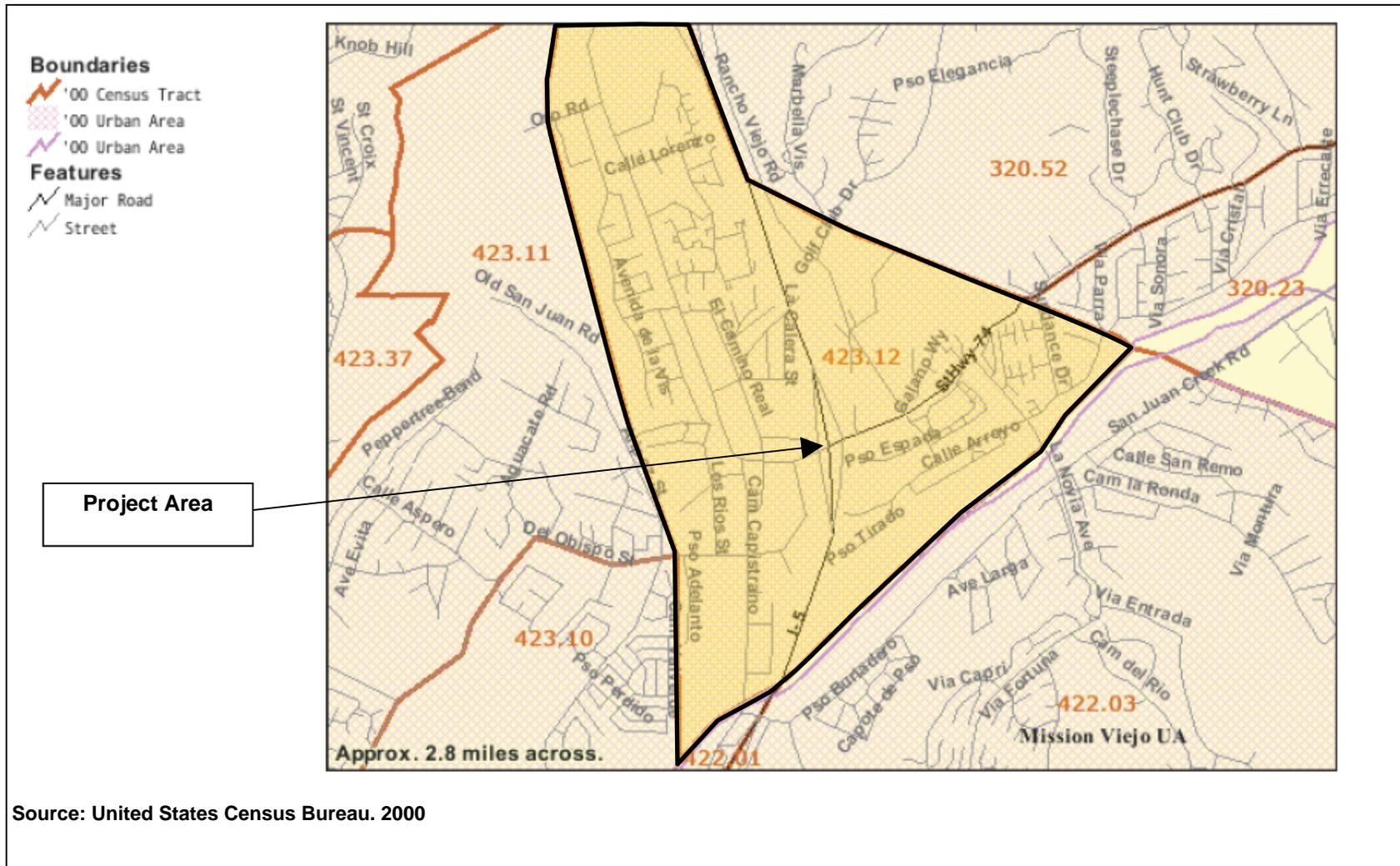
None required.

2.1.2.2 Relocations

A 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 49 CFR 24. The purpose of RAP is to ensure that individuals, families, businesses, and others that are required to relocate because of a transportation project are treated fairly, consistently, and equitably so that people and businesses will not suffer disproportionate injuries because of projects designed for the benefit of the public as a whole.

Through RAP, displaced businesses would be assisted with finding alternative locations, either within or outside the city limits or Relocation Resource Area as appropriate. Displaced businesses are also eligible for reimbursement of certain relocation costs, such as



Source: United States Census Bureau. 2000

Figure 2.1.2-1
 Year 2000 Project Area Census Tract

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the replacement of business stationary or telephone connection fees, and moving costs. A small business displacee may be eligible to choose a fixed payment “in lieu” of the payments for actual moving and related expenses and actual reasonable reestablishments expenses. The in-lieu payment is based on the previous two taxable years, with certain exceptions. See Appendix B for a full summary of the RAP, which includes a description of relocation benefits.

Relocation assistance payments and counseling will be provided to businesses in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended, to ensure adequate relocation for businesses and a decent, safe, and sanitary home for displaced residents, if applicable. All eligible displacees will be entitled to moving expenses. All relocation benefits and services will be provided equitably to all business relocates without regard to race, color, religion, age, national origins, and disability as specified under Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d, et seq.). See Appendix A for a copy of the Department’s Title VI Policy Statement.

B Affected Environment

Refer to Section 2.1.2.1.B, Affected Environment, under Community Character and Cohesion.

C Environmental Consequences

Temporary Impacts

Alternative 3. Temporary impacts would involve project effects during the construction phase that would conflict with an established commercial, recreational, or religious use. These impacts would cease at completion of the project. During project construction, Alternative 3 has the potential for short-term traffic, air quality, and noise impacts related to construction activities that could affect commercial land uses and San Juan Elementary School. In addition, a temporary disruption in commercial operations could occur if relocated businesses are unable to operate during the construction of their replacement facilities. Alternative 3 would also temporarily affect those businesses that would be relocated to existing facilities during the relocation process. Once the affected businesses are relocated, their commercial activities would recommence.

Alternative 5. Temporary impacts would involve project effects during the construction phase that would conflict with an established commercial, recreational, educational, or religious use. These impacts would cease at completion of the project. As with Alternative 3, during project construction, Alternative 5 would have the potential for short-term traffic, air quality, noise, and facility impacts that could conflict with the operation of commercial land uses and San Juan Elementary School/YMCA buildings. In addition, a temporary disruption in commercial operations could occur if relocated businesses are unable to operate during the construction of their replacement facilities. Alternative 5 would also temporarily affect those businesses that would be relocated to existing facilities during the relocation process. Once the affected businesses are relocated, their commercial activities would recommence.

Permanent Impacts

Relocations/Acquisitions

Alternative 3. Alternative 3 would be consistent with the San Juan Capistrano General Plan, SCAG’s 2004 RTP (SCAG 2004), and with the objectives of the Central Redevelopment Plan. Alternative 3 would result in six nonresidential acquisitions (see Table 2.1.2-2). No residential property acquisitions would result from this alternative. Alternative 3 would not impact San Juan Elementary School.

**Table 2.1.2-2
Potential Full Acquisition Requirements**

Assessor’s Parcel Number	Business/Organization Name	Address	Approximate Business Size (square feet)	Approximate Number of Employees	Total ROW Requirement (square feet) ¹	
					Alternative 3	Alternative 5
124-160-47	Jack-in-the-Box	26942 Ortega Highway	1,050	15	22,400	–
124-170-16	Vacant	26891 Ortega Highway	N/A	N/A	–	16,988
668-241-02,-03	Chevron Gas Station (West)	26988 Ortega Highway	2,422	4	19,820	19,820
668-241-26	Arby’s / Del Taco	31776 Del Obispo Street	5,845	15	17,772	17,772
666-131-04	Denny’s Restaurant	27142 Ortega Highway	6,243	20	47,916	47,916
666-131-03	Chevron Gas Station (East)	27112 Ortega Highway	2,960	4	19,367	19,367
666-131-18	Vacant	27164 Ortega Highway	N/A	N/A	1,130	1,130
TOTAL			18,520	58	128,405	163,068

¹ ROW estimates used in this report are based upon preliminary field surveys and subject to change after final project design plans are developed.

Source: Parsons 2006.

Potential partial nonresidential acquisitions are listed in Table 2.1.2-3. Alternative 3 would potentially partially impact four properties (i.e., total of 18,070 ft²).

**Table 2.1.2-3
Potential Partial Acquisition Requirements**

Business/Organization Name	Total Property ROW Requirement (square feet) ¹	
	Alternative 3	Alternative 5
Mission Inn Motel	–	4,179
San Juan Elementary School	–	47,197
Chevron Gas Station (West)	–	–
Business Park	12,426	12,865
Arby’s/Del Taco	4,807	159
McDonald’s	282	–
Union 76 Gas Station	555	1,747

**Table 2.1.2-3
Potential Partial Acquisition Requirements**

Business/Organization Name	Total Property ROW Requirement (square feet) ¹	
	Alternative 3	Alternative 5
Best Western Capistrano Inn	-	2,136
Spring Street	-	16,183
TOTAL	18,070	84,466
¹ ROW estimates used in this report are based upon preliminary field surveys and subject to change after final project design plans are developed.		

Source: Parsons 2006.

Relocation assistance payments and counseling will be provided to businesses in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended. All eligible business displacees will be entitled to relocation assistance and moving expenses. All benefits and services will be provided equitably to all business relocatees without regard to race, color, religion, age, national origins, and disability as specified under Title VI of the Civil Rights Act of 1964.

Through the Department’s RAP, displaced businesses would be assisted with finding alternative locations, either within or outside the city limits or Relocation Resource Area, as appropriate. This is a stock of several available parcels with similar zoning to those businesses being displaced. Although there may be some difficulty in relocating a few of the displacements, it is anticipated that all of the displacements would find suitable relocation sites within either the City or a neighboring city. Displaced businesses are also eligible for reimbursement of certain relocation costs, such as the replacement of business stationary or telephone connection fees, and moving costs.

A small business displacee may be eligible to choose a fixed payment in “lieu of” the payments for actual moving and related expenses and actual reasonable reestablishments expenses. The in-lieu payment is based on the previous two taxable years, with certain exceptions.

With adherence to these established laws and project requirements governing property acquisitions and relocation assistance, impacts to an established educational institution and businesses would not be significant.

Alternative 5. Alternative 5 would also be consistent with the San Juan Capistrano General Plan, SCAG’s 2004 RTP (SCAG, 2004), and with the objectives of the Central Redevelopment Plan. Alternative 5 would require ROW acquisitions at commercial properties and San Juan Elementary School (school buildings and YMCA building), resulting in the actual loss of business, and parking spaces. See Table 2.1.2-2 for potential full property acquisitions and Table 2.1.2-3 for potential partial property acquisitions.

Alternative 5 would require the relocation of an approximately 1,600-square-foot YMCA building and an 8,500-square-foot classroom building at San Juan Elementary School.

The proposed ramps on the school property would result in the loss of school land. As part of the required Alternative 5 building relocation plan, Horno Creek, which is located on school property, would be covered over and would result in gaining back useable land on the school site. The net result of loss of usable land on the school site would be negligible. In fact, the covering over of Horno Creek on the school site would provide an overall more cohesive and usable school site since the existing Horno Creek bisects the school site and limits access to a portion of the current school site.

Alternative 5 would also require the displacement of fast-food restaurants and gas stations. In addition, Alternative 5 would require the removal of approximately 1,875 square feet of temporary occupancy space (i.e., four rooms) at the Mission Inn Motel. It appears that sufficient property and other motel structures would remain to minimize the likelihood of further damages.

Relocation assistance payments and counseling will be provided to businesses in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended. All eligible business displacees will be entitled to relocation assistance and moving expenses. All benefits and services will be provided equitably to all business relocatees without regard to race, color, religion, age, national origins, and disability as specified under Title VI of the Civil Rights Act of 1964.

Through the Department's RAP, displaced businesses would be assisted with finding alternative locations, either within or outside the city limits or Relocation Resource Area, as appropriate. This is a stock of several available parcels with similar zoning to those businesses that are being displaced. Although there may be some difficulty in relocating a few of the displacements, it is anticipated that all of the displacements would find suitable relocation sites within either the City or a neighboring city. Displaced businesses are also eligible for reimbursement of certain relocation costs, such as the replacement of business stationary or telephone connection fees, and moving costs.

A small business displacee may be eligible to choose a fixed payment "in lieu" of the payments for actual moving and related expenses and actual reasonable reestablishments expenses. The in-lieu payment is based on the previous two taxable years, with certain exceptions.

With adherence to these established laws and project requirements governing property acquisitions and relocation assistance, impacts to an established educational institution and businesses would not be significant.

Parking

Table 2.1.2-4 shows the potential loss of parking spaces associated with Alternatives 3 and 5. Alternative 3 would result in the loss of 25 parking spaces from a local business park, which is owned by Capistrano Enterprises. Alternative 5 would result in the loss of 63 lost parking places (this total includes the loss of parking on Spring Street since Alternative 5 would involve shortening this cul-de-sac). The table addresses only anticipated parking losses for partial displacements since it is assumed that full displacements would make the need for parking unnecessary.

Tax Revenue

Overall, the potential loss of property and sales tax revenue from Alternatives 3 and 5 commercial displacements would be small in comparison to the City’s annual revenue generated. As such, project effects are not considered significant.

Alternative 3. While there is potential for a temporary loss in sales tax revenue (e.g., service stations and restaurants), it is anticipated that this loss would be small and is in direct correlation with the number of businesses potentially displaced with each alternative, compared to the large number of businesses within the City. The potential loss in annual tax revenues for Alternative 3 (Table 2.1.2-5) would be approximately \$40,620. This loss in property tax revenue would result from the displacement of existing businesses within the City, and it represents 0.08 percent of the City’s annual tax revenue in FY 2005-2006.

**Table 2.1.2-4
Potential Parking Space Losses**

Business/Organization Name	Parking Spaces*	
	Alternative 3	Alternative 5
Mission Inn Motel	–	–
San Juan Elementary School	–	23
Chevron Gas Station (West)	– ¹	– ¹
Business Park	25	25
Arby’s/Del Taco	– ¹	– ²
Best Western Capistrano Inn	–	–
Jack-In-The-Box	– ¹	–
Vacant	N/A	N/A
Denny’s Restaurant	– ¹	– ¹
Chevron Gas Station (East)	– ¹	– ¹
Union 76 Gas Station	–	–
Vacant	N/A	N/A
Spring Street (cul-de-sac)	–	15
TOTAL	25	63
* Potential parking space losses are estimated based upon preliminary engineering and are subject to change. – No loss of either on-street or off-street parking. ¹ Full acquisition of business and lot. ² Full acquisition presumed because drive-through driveway would be taken.		

Source: Parsons, 2006

It is anticipated that most of the businesses would be relocated within the City, thereby minimizing any sales tax impacts. Sales tax impacts resulting from Alternative 3 would be temporary and cease as impacts once the relocation of businesses within the City is complete.

Alternative 5. While there is potential for a temporary loss in sales tax revenue (e.g., service stations and restaurants), it is anticipated that this loss would be small and is in direct correlation with the number of businesses potentially displaced with each alternative, compared to the large number of businesses within the City. The potential loss in annual tax revenues for Alternative 5 (Table 2.1.2-5) would be approximately \$37,142. This loss in property tax revenue would result from the displacement of existing businesses within the City, and it represents 0.03 percent of the City’s annual tax revenue in FY 2005-2006.

It is anticipated that most of that businesses would be relocated within the City, thereby minimizing any sales tax impacts. Sales tax impacts resulting from Alternative 5 would be temporary and cease as impacts once the relocation of businesses within the City is complete.

**Table 2.1.2-5
Potential Loss in Annual Tax Revenues**

Assessor’s Parcel Number	Business / Organization Name	Address	Property Tax FY 2005-2006 (\$) ²	Nonresidential Property Tax Loss (\$) ¹	
				Alternative 3	Alternative 5
124-160-47	Jack-In-The-Box	26942 Ortega Highway	4,442	4,442	–
124-170-16	Vacant	26891 Ortega Highway	964	–	964
668-241-02	Chevron Gas Station (West)	26988 Ortega Highway	4,547	4,547	4,547
668-241-03	Chevron Gas Station (West)	26988 Ortega Highway	6,964	6,964	6,964
666-131-04	Denny’s Restaurant	27142 Ortega Highway	12,706	12,706	12,706
666-131-03	Chevron Gas Station (East)	27112 Ortega Highway	8,218	8,218	8,218
666-131-19	Union 76 Gas Station	27164 Ortega Highway	3,743	3,743	3,743
TOTAL				40,620	37,142
¹ Based on potential full acquisition requirements.					
² Rounded to nearest dollar.					

Source: County of Orange, 2006.

D Avoidance, Minimization, and/or Mitigation Measures

Temporary Measures

No mitigation is specifically required for this impact category. See mitigation for Air Quality (Section 2.2.6); Noise (Section 2.2.7); and Traffic & Transportation/ Pedestrian and Bicycle Facilities (Section 2.1.4).

Permanent Measures

No permanent mitigation measures to minimize harm would be required for business and public municipal relocation because established laws and project requirements are already in place to offset the effects of acquisitions and relocations. The following measure is included to summarize the existing laws and project requirements that must be adhered to with respect to property acquisitions and relocations:

MM COM-2 Federal, state, and local government property acquisition programs shall be followed for the acquisition of privately and publicly owned properties. Compensation and relocation assistance shall be provided in accordance with the Uniform Relocation and Real Properties Acquisition Policies act of 1970 as Amended (42 U.S.C. 4601–4655) (Uniform Act), as well as FHWA regulations implementing the Uniform Act. Additional Department and/or City assistance shall be provided, if applicable.

2.1.2.3 Environmental Justice

A Regulatory Setting

All projects involving a federal action (i.e., funding, permit, or land) must comply with Executive Order (E.O.) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President Clinton on February 11, 1994. This Executive Order directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and/or low-income populations to the greatest extent practicable and permitted by law.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. The Department’s commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director of Caltrans, which can be found in Appendix A of this document.

According to FHWA Order 6640.23 on Environmental Justice (1998), a “minority” is an individual classified as the following:

- Black (a person having origins in any of the black racial groups of Africa)
- Hispanic (a person of Mexican, Puerto Rican, Cuban, Central, or South American, or other Spanish culture or origin, regardless of race)
- Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands)
- American Indian and Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition)

Further, a “minority population” is defined as any readily identifiable group of minority persons who lives in geographic proximity and, if circumstances warrant, who will be similarly affected by a proposed federal program, policy, or activity.

The FHWA Order also defines “low-income” as “a person whose household income is at or below the Department of Health and Human Services (HHS) poverty guidelines.” The HHS poverty guidelines are used as eligibility criteria for the Community Services Block Grant Program and many other federal programs; however, a state or locality may adopt a higher threshold for low income if the higher threshold is not selectively implemented and is inclusive of all persons at or below the HHS poverty guidelines.

For this project, low income is based on the 1999 HHS poverty guidelines for a family of three (Note: Year 1999 poverty threshold is used to be consistent with the Census 2000 data referenced in this study [U.S. Census Bureau, 2003]).

B Affected Environment

Population, housing, and income data for the City and Orange County (County) was obtained from the Year 2000 U.S. Census, the City’s General Plan Housing Element, project site visits, and the City Planning Department.

According to Census 2000 data, the City’s population is 33,826 persons. Table 2.1.2-6 shows the racial and ethnic distribution of the City in comparison to the County. According to Table 2.1.2-6, the City is predominately white, approximately 26,543 or 78.5 percent, as compared to the County’s white population of approximately 1,884,652 or 64.8 percent (U.S. Census Bureau, 2000). The second largest ethnic group in both the City and County is people of Hispanic or Latino origin (any race), which comprise 33.1 and 30.8 percent of the population, respectively. In the Census, Hispanics may be comprised of any race. The terms “Hispanic” and “Latino” were used interchangeably in the Census.

**Table 2.1.2-6
Racial and Ethnic Composition**

Race/Ethnicity	San Juan Capistrano		Orange County	
	Number	Percent	Number	Percent
Total Population	33,826	–	2,846,289	–
One Race	32,666	96.6	2,729,138	95.9
White	26,543	78.5	1,884,652	64.8
Black or African American	265	0.8	47,649	1.7
American Indian & Alaska Native	363	1.1	19,906	0.7
Asian	651	1.9	386,785	13.6
Native Hawaiian & Other Pacific Islander	38	0.1	8,938	0.3
Some other race	4,806	14.2	421,208	14.8
Two or more races	1,160	3.4	117,151	4.1
Hispanic or Latino (any race)	11,206	33.1	875,579	30.8

Source: U.S. Census Bureau, 2000.

Table 2.1.2-7 compares the income and poverty levels for households within the City and County. The average household size in the City is 3.06 persons, which is slightly higher than the average household size of 3.00 in the County. As shown in Table 2.1.2-7, the median annual household income in the City is \$62,392, which is higher than the median annual household income of \$58,820 in the County. The median annual family income in the City (\$69,481) is also higher than that of the County (\$64,611).

**Table 2.1.2-7
Annual Family and Household Income and Poverty Levels**

Socioeconomic Characteristic	San Juan Capistrano		Orange County	
	Number	Percent	Number	Percent
Total Families	8,229	–	667,917	–
Average Family Size	3.45	–	3.48	–
Median Family Income	\$69,481	–	\$64,611	–
Families below Poverty Level	549	6.6	46,894	7.0
Total Households	10,930	–	395,287	–
Average Household Size	3.06	–	3.00	–
Median Household Income	\$62,392	–	\$58,820	–

Source: U.S. Census Bureau, 2000.

Approximately 6.6 percent of the 1999 annual family income of the population within the City was lower than the poverty level (U.S. Census Bureau, 2000). Approximately 7.0 percent of the 1999 annual family income of the population within the County was lower than the poverty level. (Note: The poverty thresholds in 1999, which were used for Census 2000 data, that were established by the HHS for an average household size of 3 was \$13,060 per year [U.S. Census Bureau, 2003]).

The City has identified the following special needs groups within the City that require affordable or low-income housing: mentally or physically disabled, the elderly, large families, displaced farm workers, female-headed households, and homeless people (City of San Juan Capistrano, 2001).

C Environmental Consequences

Temporary Impacts

Alternative 3. Temporary adverse effects may result from increased traffic congestion and associated delays to the study area during project construction; however, these effects would not be substantial and would be temporary. Access through the interchange and to local businesses would be maintained for the community throughout the construction period. The construction effects would affect equally all those normally using the I-5/Ortega Highway interchange; therefore, a disproportionate high and adverse effect on an environmental justice population would not occur during the construction period.

Alternative 5. Temporary impacts related to environmental justice for Alternative 5 are the same as discussed for Alternative 3.

Permanent Impacts

Alternative 3. Once operational, Alternative 3 would provide improved accessibility to and from the freeway to points within the community because of improved traffic flow in and around the ramps, which would be a beneficial effect.

The project would result in increased noise exposure for San Juan Elementary School, as well as for nearby hotels and other businesses. For both build alternatives, see Section 2.2.7 for more information on noise impacts and soundwall implementation analysis.

Alternative 5. Permanent impacts related to environmental justice for Alternative 5 are the same as discussed for Alternative 3.

Based upon the above discussion and analysis, Alternatives 3 and 5 would not cause disproportionately high and adverse effects upon any minority or low-income populations as per E.O. 12898 regarding environmental justice.

D Avoidance, Minimization, and/or Mitigation Measures

Temporary Measures

No mitigation is specifically required for this impact category. See mitigation for Utilities/Public & Emergency Services (Section 2.1.3); Air Quality (Section 2.2.6); Noise (Section 2.2.7); and Traffic & Transportation/ Pedestrian and Bicycle Facilities (Section 2.1.4).

Permanent Measures

None required.