

2.1.3 Community Impacts

This section evaluates potential impacts that could result from the Tier I Corridor Alternatives and Tier II Auxiliary Lane Alternative, including environmental justice impacts, property acquisition and relocations, and impacts to neighborhood cohesion. Community impacts that would occur during project construction are discussed in Section 2.4, and cumulative impacts are discussed in Section 2.5.

2.1.3.1 Community Character and Cohesion

Regulatory Setting

The National Environmental Policy Act of 1969, as amended, established that the federal government use all practicable means to ensure that all Americans have safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 United States Code 4331[b][2]). The Federal Highway Administration, in its implementation of the National Environmental Policy Act (23 Code of Federal Regulations 109[h]), directs that final decisions regarding projects are to be 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 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.

Affected Environment

The information in this section is derived from the proposed project's Community Impact Assessment (2014).

Community cohesion is defined as the degree to which residents have a sense of belonging to their neighborhood or experience attachment to community groups and institutions as a result of continued association over time. The proposed project would pass through portions of Santa Cruz County, a thriving region composed of a diverse mix of residential, commercial, and natural communities that includes the cities of Santa Cruz, Capitola, and unincorporated areas. Information regarding the communities and neighborhoods, demographics and economic base of the communities affected by the proposed project is presented below.

Communities and Neighborhoods

Tier I Corridor Alternatives

The Tier I Corridor Alternatives traverse the cities of Santa Cruz and Capitola; the villages of Live Oak, Soquel, and Aptos; and unincorporated Santa Cruz County. Each is described below.

City of Santa Cruz

There are two planning areas within the study area in the city of Santa Cruz: Upper Eastside and Lower Eastside. The Upper Eastside planning area, which straddles Route 1, is bounded by Soquel Avenue to the south and extends north of the northern project boundary. The planning area is primarily residential and is served by several neighborhood and community parks and four schools.

The Lower Eastside planning area, located to the south of the Upper Eastside planning area, is bounded by Soquel Avenue to the north and Monterey Bay to the south. The area is primarily residential, with some commercial and industrial areas, and is home to six neighborhood parks and two schools.

City of Capitola

The city of Capitola sits on the northeast shore of Monterey Bay between the unincorporated areas of Live Oak and Aptos. Capitola residential areas include neighborhoods such as Depot Hill, the Village, and parts of the Jewel Box, which have older, Victorian-era homes. More recent residential developments include the Venetian Court, Sunset-Riverview, Upper Village, and Cliffwood Heights areas. The main commercial area is the Village, and the only significant industrial area is the Kennedy Drive area, which fronts Route 1. In addition, there are five neighborhood parks and one community park scattered throughout the study area.

The Village of Live Oak

Live Oak straddles Route 1 between the cities of Santa Cruz and Capitola. North of Route 1, the area is primarily residential and open space, with development concentrated to the east and west of Thurber Lane. South of Route 1, the area is made up of diverse residential and commercial neighborhoods.

Unincorporated Area of Soquel

The unincorporated area of Soquel is north of Route 1 between Live Oak to the west and Aptos to the east and has a total area of approximately 1 square mile. Its major land uses include Anna Jean Cummings County Park, Soquel Village and Porter Library, Soquel High School, Soquel Elementary School, Soquel Lions Park, Richard Vessey Park, Willowbrook Park, and residential and industrial areas. The 97-acre O'Neill Ranch is northwest of the Village and adjacent to the high school.

Unincorporated Area of Aptos

The unincorporated area of Aptos straddles Route 1 east of Soquel and has a total area of approximately 7 square miles. Its land uses include commercial retail, office, industrial, and residential. Aptos is home to Cabrillo College, Aptos High School, Aptos Village, Aptos Village County Park, Aptos Branch Library, Calvary Cemetery, Polo Grounds Regional Park, Aptos Seascape Golf Course, and several interior and shoreline parks.

Tier II Auxiliary Lane Alternative

The Tier II Auxiliary Lane Alternative begins on Route 1 at the Soquel Avenue/Soquel Drive interchange and ends at the 41st Avenue interchange. The Tier II project is located in the City of Capitola and in unincorporated areas within the villages of Live Oak and Soquel.

Descriptions of each of these areas are provided above in the Tier I Corridor Alternatives section.

Census Tract Block Groups for Study Areas

Tier I Corridor Alternatives

An area consisting of Census Tract Block Groups fronting on the Route 1 corridor encompassing the project limits is the geographic basis for the community impact study for the Tier I Corridor Alternatives. Demographic characteristics of the Tier I Corridor Alternatives study area, including population, housing, and employment; household size and composition; ethnic composition; and household income, are based primarily on data from the 2010 U.S. Census. The Census Tract Block Groups that make up the Tier I Corridor study area are Census Tract 1001 (Block Groups 1 and 2), 1002 (Block Groups 1 through 5 and 7), 1211 (Block Group 2), 1212 (Block Groups 4 and 5), 1213 (Block Groups 1, 3, and 4), 1214.01 (Block Groups 1 and 2), 1214.02 (Block Groups 1 and 3), 1214.03 (Block Groups 1 and 2), 1217 (Block Groups 1 through 4), 1218 (Block Groups 1 through 3), 1220.01 (Block Groups 2, 3, and 5), 1220.02 (Block Groups 1 and 2), 1220.03 (Block Groups 1 through 5), 1221 (Block Groups 1 through 3), 1222.01 (Block Groups 5 and 6), 1222.02 (Block Group 1), 1222.03 (Block Groups 1 and 2), and 1224 (Block Groups 3 and 6). Figure 2.1.3-1 shows the location of these Census Tract Block Groups.

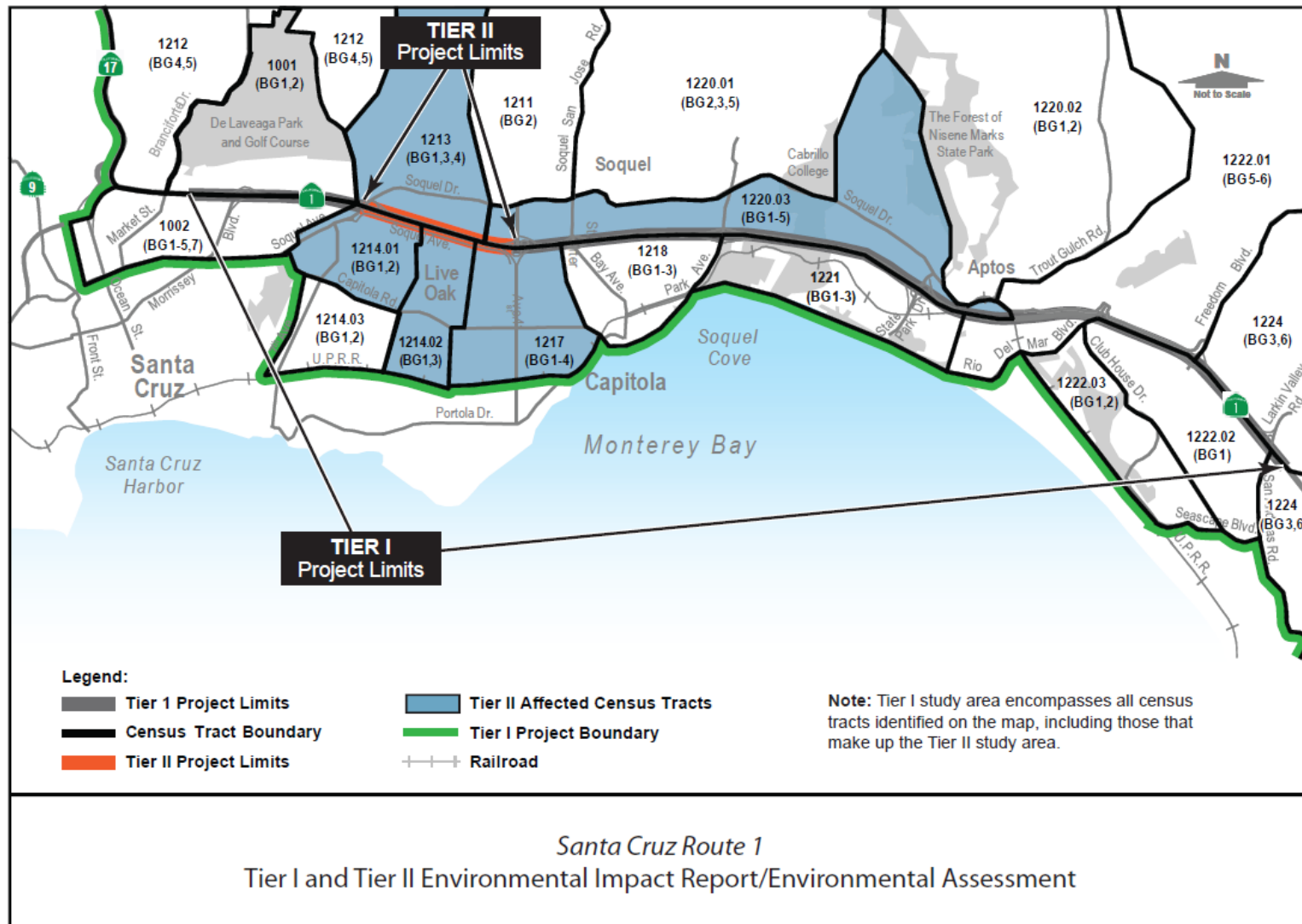


Figure 2.1.3-1: Tier I and Tier II Socioeconomic Study Area Census Tracts

Census Tract Block Group data were used when it was available for this analysis; however, not all 2010 U.S. Census data have been released at the block group level, such as for the categories of median household incomes and labor force characteristics. In those instances when Census Tract Block Group data were not available, Census Tract level information was used. Each table below states whether census tract data were used in place of block group data.

Tier II Auxiliary Lane Alternative

Demographic characteristics of the Tier II Auxiliary Lane Alternative study area, including population, housing, and employment; household size and composition; ethnic composition; and household income, are based primarily on data from the 2010 U.S. Census. For this analysis, the Tier II Auxiliary Lane Alternative study area is defined as the Census Tract Block Groups that intersect with the proposed project alignment, shown by the orange line in Figure 2.1.3-1 below. The Census Tract Block Groups included in the study area for the Tier II Auxiliary Lane Alternative are 1213 (Block Groups 1, 3, and 4), 1214.01 (Block Groups 1 and 2), 1214.02 (Block Groups 1 and 3), 1217 (Block Groups 1 through 4), and 1220.03 (Block Groups 1 through 5). The remaining, non-shaded census tracts, are only part of the Tier I study area.

Population and Demographics

Tier I Corridor Alternatives

Ethnic composition, household characteristics, and household income data are shown for the Tier I Corridor Alternatives in Tables 2.1.3-1, 2.1.3-2, and 2.1.3-3.

As illustrated by the 2010 U.S. Census data in Table 2.1.3-1, the ethnic composition of the Tier I study area is predominately white, with a greater percentage of the population identifying as white than in Santa Cruz County, the City of Santa Cruz, or Capitola. The percentage of the Tier I study area population that identifies as Hispanic is less than that of the County of Santa Cruz, but on par with the cities of Santa Cruz and Capitola. This indicates a relatively small minority population in the Tier I study area. The total percentage in Tables 2.1.3-1 and 2.1.3-4 does not add up to 100 percent because it is common for some people to count themselves more than once. For example, a person may self-identify as Hispanic or Latino and also self-identify as any of the races listed in the table. This double-counting leads to total percentages exceeding 100 percent.

Table 2.1.3-1: Ethnic Composition of the Tier I Corridor Alternatives Study Area

Residents, by Ethnicity	Study Area – Tier I		Santa Cruz County		City of Santa Cruz		City of Capitola	
	Number of Residents	%	Number of Residents	%	Number of Residents	%	Number of Residents	%
White	44,161	74	156,397	60	39,985	67	7,075	71
Black or African-American	551	1	2,304	1	979	2	109	1
American Indian and Alaska Native	193	>0.5	978	>0.5	238	>0.5	30	>0.5
Asian	2,277	4	10,658	4	4,476	7	407	4
Native Hawaiian and Other Pacific Islander	81	>0.5	292	>0.5	97	>0.5	8	>0.5
Some Other Race	138	>0.5	612	>0.5	187	>0.5	21	>0.5
Two or More Races	1,837	3	7,049	3	2,360	4	311	3
Hispanic or Latino (of any race)	10,627	18	84,092	32	11,624	19	1,957	20
Total	59,865		262,382		59,946		9,918	

Source: U.S. Census Bureau, 2010.

Table 2.1.3-2: Household Characteristics of the Tier I Corridor Alternatives Study Area

Geographic Area	Number of Households	Average Household Size	Total Number of Families	% of Family Households
Study Area – Tier I	24,480	2.46	14,647	60
Santa Cruz County	94,335	2.66	57,770	61
City of Santa Cruz	21,657	2.39	10,005	46
City of Capitola	4,626	2.11	2,286	49

Source: U.S. Census Bureau, 2010.

Table 2.1.3-3: Household Income of the Tier I Corridor Alternatives Study Area

Geographic Area	Median Household Income	% Households below Poverty Threshold
Study Area – Tier I*	\$75,610	9.1
Santa Cruz County	\$66,030	12.0
City of Santa Cruz	\$63,110	10.4
City of Capitola	\$50,696	17.1

*Block Group data not available; Census tract data used to determine study area totals.

Source: U.S. Census Bureau, 2010.

Tier II Auxiliary Lane Alternative

Ethnic composition, household characteristics, and household income data for the Tier II Auxiliary Lane Alternative study area, as defined above, are shown in Tables 2.1.3-4, 2.1.3-5, and 2.1.3-6. (See the Tier I Corridor Alternatives description of population and demographics for Santa Cruz County and the city of Capitola.)

Table 2.1.3-4: Ethnic Composition of the Tier II Auxiliary Lane Alternative Study Area

Residents, by Ethnicity	Number of Residents	%
White	13,741	67
Black or African-American	238	1
American Indian and Alaska Native	66	>0.5
Asian	1,020	5
Native Hawaiian and Other Pacific Islander	36	>0.5
Some Other Race	43	>0.5
Two or More Races	644	9
Hispanic or Latino (of any race)	4,800	23
Total Persons	20,588	

Source: U.S. Census Bureau, 2010.

Table 2.1.3-5: Household Characteristics of the Tier II Auxiliary Lane Alternative Study Area

Geographic Area	Number of Households	Average Household Size	Total Number of Families	% of Family Households
Study Area – Tier II	8,245	2.52	4,735	58.5

Source: U.S. Census Bureau, 2010.

**Table 2.1.3-6: Household Income of the
Tier II Auxiliary Lane Alternative Study Area**

Geographic Area	Median Household Income	% Households below Poverty Threshold
Study Area – Tier II	\$67,106	9.7

Census tract level data used to determine study area totals.

Source: U.S. Census Bureau, 2010.

Of the total population in the Tier II study area, a smaller percentage is white than in the Tier I study area, but this percentage is greater than the percentage of white residents in the county. In addition, a higher percentage of the Tier II study area population identified as minority ethnicities than in Tier I study area, but this percentage is lower than the percentage of minority residents in Santa Cruz County.

The percentage of family households in the Tier II study area is on par with the percentages for the Tier I study area and Santa Cruz County. The median household income in the Tier II study area is lower than the median household income in the Tier I study area; however the percentage of households below the poverty threshold is similar. This indicates the Tier II study area is composed of a more affluent resident population when compared to the county.

Economic Base

Tier I Corridor Alternatives

The labor force within the Tier I Corridor Alternatives study area is characterized by exceptionally high educational attainment. Within the city of Santa Cruz, more than 57 percent of the labor force has a college degree or higher. The largest local private employers include a diverse array of manufacturing, business services, retail, hotel and food services, and biotechnology companies. According to the 2010 U.S. Census data, occupational patterns are similar in the County of Santa Cruz and the cities of Santa Cruz and Capitola, as shown in Table 2.1.3-7.

Tier II Auxiliary Lane Alternative

Like the Tier I Corridor Alternatives study area, the Tier II Auxiliary Lane Alternative study area labor force is also characterized by exceptionally high educational attainment. The largest local private employers include a diverse array of manufacturing, business services, retail, hotel and food services, and biotechnology companies. Occupational patterns for the Tier II Auxiliary Lane Alternative study area are shown in Table 2.1.3-8.

**Table 2.1.3-7: Labor Force by Occupation for the
Tier I Corridor Alternatives Study Area (Civilians, Aged 16+)**

Labor Force Sector	Study Area – Tier I		Santa Cruz County		City of Santa Cruz		City of Capitola	
	Number	%	Number	%	Number	%	Number	%
Agriculture, forestry, fishing and hunting, and mining	903	2.2	7,401	5.8	407	1.3	31	0.6
Construction	3,222	7.9	9,591	7.5	1,725	5.7	221	4.4
Manufacturing	3,598	8.8	11,591	9.1	2,307	7.6	515	10.3
Wholesale trade	1,465	3.6	3,784	3.0	727	2.4	90	1.8
Retail trade	4,706	11.5	13,612	10.6	3,110	10.3	711	14.2
Transportation and warehousing, and utilities	975	2.4	3,115	2.4	636	2.1	65	1.3
Information	1,045	2.5	2,626	2.1	553	1.8	206	4.1
Finance, insurance, real estate and rental and leasing	2,182	5.3	6,084	4.8	961	3.2	298	5.9
Professional, scientific, management, administrative, and waste management	5,058	12.4	15,321	12.0	3,453	11.4	456	9.1
Educational, health and social services	9,173	22.4	30,300	23.7	9,503	31.3	1,273	25.4
Arts, entertainment, recreation, accommodation and food services	4,080	10.0	12,779	10.0	3,926	12.9	609	12.1
Other services (except Public Administration)	2,767	6.7	7,180	5.6	1,773	5.8	439	7.0
Public Administration	1,698	4.1	4,563	3.6	1,240	4.1	193	3.8
Employed Labor Force	40,872	92.6	127,947	91.6	30,321	92.5	5,017	90.4
Unemployed Labor Force	3,242	7.4	11,698	8.4	2,452	7.5	532	9.6
Total Labor Force	44,129		139,645		32,773		5,549	

Census tract level data used to determine study area totals.

Source: U.S. Census Bureau, 2010.

**Table 2.1.3-8: Labor Force by Occupation for the
Tier II Auxiliary Lane Alternative Study Area (Civilians, Aged 16+)**

Labor Force Sector	Tier II Auxiliary Lane Alternative Study Area	
	Number	%
Agriculture, forestry, fishing and hunting, and mining	11	>0.1
Construction	950	7.1
Manufacturing	1,171	8.7
Wholesale trade	352	2.6
Retail trade	1,556	11.7
Transportation and warehousing, and utilities	271	2.0
Information	349	2.6
Finance, insurance, real estate and rental and leasing	468	3.5
Professional, scientific, management, administrative, and waste management	1,593	11.9
Educational, health and social services	2,768	20.8
Arts, entertainment, recreation, accommodation and food services	1,344	10.1
Other services (except Public Administration)	998	7.4
Public Administration	470	3.5
Employed Labor Force	12,301	92.2
Unemployed Labor Force	1,036	7.8
Total Labor Force	13,337	

Census tract level data used to determine study area totals.

Source: U.S. Census Bureau, 2010.

Environmental Consequences

Neighborhood Cohesion

None of the communities and neighborhoods adjacent to Route 1 would experience disruption in cohesion, nor would there be placement of physical barriers nor loss of community facilities or institutions, as a result of the proposed project.

Tier I Corridor HOV Lane Alternative

The Tier I Corridor HOV Lane Alternative would reduce congestion and diversion of freeway traffic to local streets, which would also improve local circulation and access. The HOV Lane Alternative would also encourage carpooling and public transit use, increasing the use of community-oriented transportation options. Pedestrian/bicycle overcrossings constructed with the HOV Lane Alternative would improve local circulation and safety and reduce the highway barrier effect.

There are 20 recommended soundwalls under the HOV Lane Alternative, none of which would divide or introduce a new physical barrier to the communities and neighborhoods in the study area described in the Affected Environment section. These communities and neighborhoods along Route 1 are already divided by a multi-lane highway; therefore, the addition of soundwalls would not further divide any communities or neighborhoods. In addition, the character of existing communities and neighborhoods would not be altered, as soundwalls are already present along the Route 1 corridor.

There would be approximately five single-family and three multi-family residential units and 12 businesses relocated with the Tier I Corridor HOV Lane Alternative. (See Section 2.1.3.2, Relocation and Real Property Acquisition, below for more information.) Seven of the residential units to be relocated are in the vicinity of the Morrissey Boulevard/Pacheco Avenue Interchange. Five are located east of Morrissey Boulevard along the alignment of the proposed widening of the southbound Route 1 on-ramp from Morrissey Boulevard. Two are located west of Morrissey Boulevard, at the location of the proposed redesigned off-ramp from southbound Route 1 to Morrissey Boulevard. The other residential unit to be relocated is in the vicinity of the Soquel Drive Interchange, located south of Route 1 and west of Soquel Avenue, on the same assessor's parcel as six commercial units to be relocated, as described below.

Eleven of the commercial units to be relocated are in the vicinity of the Soquel Drive/Route 1 Interchanges. Two are located immediately north of the Route 1 right of way, at the locations of the proposed reconfigured northbound Route 1 on- and off-ramps to Soquel Drive; one of these units is east of Soquel Drive and the other west of Soquel Drive. Nine of the units are located immediately south of the Route 1 right of way, west of Soquel Drive, at the location of the proposed on-ramp to southbound Route 1. Six of these nine commercial units are located on one assessor's parcel (which is shared with one residential unit, described above), and three are located on an adjacent assessor's parcel. The other commercial unit to be relocated is in the vicinity of the Porter Street/Bay Avenue Interchange, immediately north of Route 1 right of way at the location of the proposed widening of the northbound off ramp from Route 1 to Porter Street.

These relocations are not expected to cause a substantial adverse effect on community cohesion or character. The neighborhoods in which relocations would occur are adjacent to Route 1, and the relocation of these properties, which are all located along the existing right of way, would not alter the existing character. The settings of these neighborhoods currently include highway infrastructure. Additionally, the cohesion of the overall neighborhoods in which the relocations would occur would not be affected. Because all properties that would be relocated are along the existing Route 1 right of way, there would be no dividing of neighborhoods, and no separation of neighborhoods from community facilities. No community facilities would be displaced. No growth or increase in urbanization is anticipated

in these areas, as they are already fully developed. More information on the locations of property acquisitions is provided in Section 2.1.3.2. It is anticipated, based on market research, which includes research from internet real estate sites and local boards of realtors, that the affected residents and businesses can be relocated within the immediate area (Draft Relocation Impact Study 2013). In instances of partial property acquisitions, access would be maintained to avoid long-term effects on residents, businesses, and communities.

Tier I Corridor TSM Alternative

The Tier I Corridor TSM Alternative would provide incremental congestion relief and improve freeway on and off movements. Pedestrian/bicycle overcrossings constructed with the TSM Alternative would improve local circulation and safety and reduce the highway barrier effect. There would be no relocations with the TSM Alternative.

There are 15 recommended soundwalls under the TSM Alternative, none of which would divide or introduce a new physical barrier to the communities and neighborhoods in the study area. These communities and neighborhoods along Route 1 are already divided by a multi-lane highway; therefore, the addition of soundwalls would not further divide any communities or neighborhoods. In addition, the character of existing communities and neighborhoods would not be altered, as soundwalls are already present along the Route 1 corridor.

Tier II Auxiliary Lane Alternative

None of the communities or neighborhoods adjacent to Route 1 would experience a direct disruption in neighborhood cohesion as a result of the Tier II Auxiliary Lane Alternative. Proposed modifications would not require substantial property or any community facilities.

There is one recommended soundwall under the Tier II Auxiliary Lane Alternative, which would not divide or introduce a new physical barrier to the community. The communities and neighborhoods along Route 1 are already divided by a multi-lane highway; therefore, the addition of soundwalls would not further divide any communities or neighborhoods. In addition, the character of existing communities and neighborhoods would not be altered, as soundwalls are already present along the Route 1 corridor.

There would be no relocations with the Tier II Auxiliary Lane Alternative. In instances of partial property acquisitions, access would be maintained to avoid long-term effects on residents, businesses, and communities.

No Build Alternative

Continued worsening of congestion under the No Build Alternative, leading to increased diversion of freeway traffic to local streets, would adversely affect the small-town “feel” of these local communities.

Avoidance, Minimization, and/or Mitigation Measures

The proposed alternatives would have no economic impacts and no impacts to community cohesion; therefore no avoidance, minimization and/or mitigation measures are proposed.

2.1.3.2 Relocations and Real Property Acquisition

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 the Relocation Assistance Program 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. Please see Appendix D for a summary of the Program.

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 United States Code [USC] 2000d, et seq.). Please see Appendix C for a copy of the Department's Title VI Policy Statement.

Affected Environment

The information presented in this section is based on the Draft Relocation Impact Study (2013) and the Community Impact Assessment (2014). The following description focuses on two planning areas within the City of Santa Cruz in which direct impacts would occur. These planning areas, the Upper Eastside and Lower Eastside, are located in the eastern half of the Tier I study area.

Upper Eastside

The Upper Eastside Planning Area, which straddles Route 1, is bounded by Soquel Avenue to the south and extends to north of the northern project limit. The planning area is primarily residential and is served by several neighborhood and community parks, and by four school sites: De Laveaga Elementary, Costanoa Continuation School, Branciforte Junior High, and Harbor High. De Laveaga Park, which constitutes more than a third of the area's total acreage, provides recreational opportunities for area residents. Upper Eastside neighborhoods and communities include the Carbonera, Branciforte Drive/Goss Street, De Laveaga, and Emeline/County Health Center areas.

Lower Eastside

The Lower Eastside planning area, located to the south of the Upper Eastside planning area, is bounded by Soquel Avenue to the north and Monterey Bay to the south. The area is primarily residential, with some commercial and industrial areas, and is home to six

neighborhood parks and two school sites (Gault Elementary and Branciforte Elementary). The Yacht Harbor, beaches, San Lorenzo Park, San Lorenzo River, and Arana Gulch provide recreational opportunities and neighborhood identity. Neighborhoods and communities in the planning area include the Mentel Avenue, South Park Way, and Seabright Avenue/Murray Street areas.

Environmental Consequences

Tier I Corridor HOV Lane Alternative

The Tier I Corridor HOV Lane Alternative would convert 11.59 acres of land to transportation use and would require full and partial acquisition of residential, commercial, governmental, and vacant property adjacent to Route 1. The following information is taken from the Draft Relocation Impact Study (2014). Table 2.1.3-9 summarizes the full and partial acquisitions for residential and commercial properties. Table 2.1.3-10 summarizes the potential residential and nonresidential relocations. A total of 55 permanent partial acquisitions and 10 full permanent acquisitions would be required for the Tier I HOV Lane Alternative. During construction, 54 temporary acquisitions would also be required.

Table 2.1.3-9: Residential and Nonresidential Permanent Property Acquisitions for the Tier I Corridor HOV Lane Alternative

	Partial Acquisitions	Full Acquisitions
Residential	9	5
Commercial¹	30	4
Total	55	10

¹ The category of commercial property includes industrial properties.
² Governmental properties consist of parcels (mostly city street right of way) owned by units of government.

Table 2.1.3-10: Residential and Nonresidential Relocations for the Tier I Corridor HOV Lane Alternative

	Single-Family Units	Mobile Homes	Multi-Family		Estimated Total Residential Units (Units/Residents) ¹	Nonresidential Units (Businesses/Employees) ²
			Buildings	Units		
HOV Lane Alternative	5	0	2	3	8 / 20	11 / 48

¹ Estimate of residents based on an average of 2.46 residents per unit (2010 U.S. Census).
² Estimate of employees based on a visual survey of potentially affected parcels; members of the study team observed potentially affected parcels to determine the approximate number of employees at each (Draft Relocation Impact Study, 2013).

Eight residential units would be subject to relocation under the Tier I Corridor HOV Lane Alternative. This represents less than 1 percent of the total occupied dwelling units in the study area. Based on review of 2010 Census Tract Block data, approximately 20 residents would be relocated. In addition, 11 businesses would be relocated under the HOV Lane Alternative (one of the 12 businesses identified in the Draft Relocation Impact Study [2014] is vacant, and therefore relocation would not be required). In total, 119 parcels — including those parcels requiring full acquisition, partial acquisition, and temporary construction easements — would be required for this alternative.

The areas in which relocations would occur can be seen on the Tier I Corridor HOV Lane Alternative Plan Drawings in Appendix G. The planning concept footprint, shown with a dotted blue line, shows the footprint of the project. Relocations would occur in the vicinities of the Morrissey Boulevard Interchange (plan sheet HOV-1), the Soquel Drive Interchange (plan sheet HOV-3), and the Porter Street/Bay Avenue Interchange (plan sheet HOV-7).

Market research documented in the Draft Relocation Impact Study (2014), which includes research from internet real estate sites and local board of realtors, indicates that there are adequate resources in the cities of Santa Cruz and Capitola to accommodate relocation of the displaced residential and nonresidential units. A full inventory of available relocation resources and a correlation with the units taken will be conducted and identified in the Final Relocation Impact Study, prior to project approval.

Tier I Corridor TSM Alternative

The Tier I Corridor TSM Alternative would convert 1.80 acres of land to transportation use and would affect 52 parcel ownerships. There would be some partial acquisitions under the TSM Alternative; however the impacted properties would not be displaced, and therefore relocations are not anticipated. Table 2.1.3-11 summarizes the full and partial acquisitions for residential and commercial properties. No full acquisitions would be required. The Tier I TSM Alternative would require a total of 18 partial acquisitions, including two residential, nine commercial, and seven governmental properties. . These acquisitions would include partial acquisitions of parking or storage space for some parcels or a reduction in expansion area. The resulting final impacts will be determined during the acquisition phase of the project, as some of the partially affected properties may request some sort of relocation assistance. The remainder of the affected parcels would be subject to temporary construction easements.

Table 2.1.3-11: Residential and Nonresidential Permanent Property Acquisitions for the Tier I Corridor TSM Alternative

	Partial Acquisitions	Full Acquisitions
Residential	2	0
Commercial	9	0
Total	18	0
¹ The category of commercial property includes industrial properties. ² Governmental properties consist of parcels (mostly city street right of way) owned by units of government.		

Tier II Auxiliary Lane Alternative

Right-of-way would be acquired on both sides of Route 1 to accommodate the pedestrian/ bicycle overcrossing approach ramps for the Tier II Auxiliary Lane Alternative. Six permanent partial acquisitions would be required, as shown in Table 2.1.3-12. In addition, one temporary acquisition would be required during construction. In total, just under one-third of an acre of land would be required. These would be partial acquisitions, and no relocations would be required.

These acquisitions can be seen on the Tier II Auxiliary Lane Alternative Plan Drawings in Appendix I. Locations where acquisitions would occur are labeled as such.

Table 2.1.3-12: Residential and Nonresidential Property Acquisitions for the Tier II Auxiliary Lane Alternative

	Partial Acquisitions	Full Acquisitions
Residential	1	0
Commercial	4	0
Public	1	0
Total	6	0

No Build Alternative

No residential or nonresidential uses would be subject to property acquisition or relocations for the No Build Alternative.

Avoidance, Minimization, and/or Mitigation Measures

Tier I Corridor Alternatives

No actual construction would take place as a result of selecting a Tier I Corridor Alternative; therefore, no avoidance, minimization, and/or mitigation measures are required at this time. Each of the construction projects tiered from the Tier I Corridor Alternatives would be subject to separate environmental review. Based on the currently known environmental consequences, the measures discussed below are provided on a conceptual basis to inform the reader of what might be required. In the future, design refinements, changes in the setting, or revised regulatory requirements could alter the measures that would ultimately be required. The Tier I Corridor TSM Alternative is not anticipated to result in permanent community impacts that would require impact avoidance, minimization, or mitigation measures.

The conceptual measures anticipated to be implemented under the Tier I Corridor HOV Lane Alternative include the following related to relocations:

- Caltrans' Relocation Assistance Program would be applied 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 (see Appendix D for a summary of the Relocation Assistance Program).
- Relocation services and benefits would be administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 United States Code 2000d, *et seq.*). (See Appendix C, Caltrans' Title VI Policy Statement.)

The conceptual measures anticipated to be implemented under the Tier I Corridor HOV Lane Alternative include the following related to partial acquisitions:

- Modifications to the design of future Tier II projects to avoid or further minimize partial acquisitions.
- Adjustments of the project profile to reduce the right-of-way requirements.
- Provision of financial compensation for partial property loss in accordance with procedures in the Caltrans Right-Of-Way Manual.

Tier II Auxiliary Lane Alternative

The Tier II Auxiliary Lane Alternative would not result in short-term or permanent community impacts that would require impact avoidance, minimization, or mitigation measures. However, in addition to the minimization of right-of-way requirements that is incorporated into the project design, financial compensation for partial property loss will be provided in accordance with procedures in the Caltrans Right-Of-Way Manual.

2.1.3.3 Environmental Justice

Regulatory Setting

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by President William J. Clinton on February 11, 1994. This EO 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 low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 2013, this was \$23,550 for a family of four.

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 demonstrated by its Title VI Policy Statement, signed by the Director, which can be found in Appendix C of this document.

Affected Environment

The information presented below is based on the Community Impact Assessment (2014).

Tier I Corridor Alternatives

Executive Order 12898 directs federal agencies to address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations. "Low income" is not officially defined by the Department of Health and Human Services or the U.S. Census Bureau. The U.S. Census Bureau annually updates poverty thresholds that are used for calculating all official poverty population statistics (the Department of Health and Human Services poverty guidelines are a simplified version of the poverty thresholds that is used for administrative purposes). The U.S. Census Bureau's poverty threshold was used to obtain the "low income" statistics presented in Tables 2.1.3-13 and 2.1.3-14. The 2013 U.S. Census poverty threshold is \$23,707 for a family of four.

The Tier I Corridor Alternatives study area includes a variety of neighborhoods and a multi-ethnic population. The ethnic composition of the Tier I Corridor Alternatives study area and vicinity, as summarized in Table 2.1.3-13, is comparable to that of Capitola. The city of Santa Cruz is slightly more diverse, with minorities representing approximately 33 percent of the population, while Santa Cruz County has a 40 percent minority population.

Table 2.1.3-13: Minority and Low-Income Populations in the Tier I Corridor Alternatives Study Area

	Study Area – Tier I*	Santa Cruz County	City of Santa Cruz	City of Capitola
Percentage of Population Identified as Minority	26	40	33	29
Percentage of Persons Identified as Low-Income (defined as below the US Census poverty threshold)	9.9	13.7	20.2	10.4

*Census tract level data were used to determine study area low-income percentages because block group level data were not available. Block group level data were used to determine minority percentages.

Source: U.S. Census Bureau, 2010.

Table 2.1.3-13 also shows that the percentage of persons living below the poverty threshold is lower in the Tier I Corridor Alternatives study area (just under 10 percent) than within either the City or County of Santa Cruz (20.2 and 13.7 percent, respectively). Capitola has the second lowest percentage (10.4 percent) of persons living under the poverty threshold in the study area.¹

Table 2.1.3-14: Minority and Low-Income Populations in the Tier II Auxiliary Lane Alternative Study Area

	Study Area – Tier II*	Santa Cruz County	City of Capitola
Percentage of Population Identified as Minority	33.2	40	29
Percentage of Persons Identified as Low-Income (defined as below the US Census poverty threshold)	11.3	13.7	10.4

*Census tract level data were used to determine study area totals.

Source: U.S. Census Bureau, 2010.

There would be a potential for environmental justice impacts if the population in any Census Tract Block Group met or exceeded either of the following criteria, as suggested by the Council on Environmental Quality:

1. The Census Tract Block Group contained 50 percent or more minority or low-income population; or

¹ Please note that the percentages of persons living below the poverty threshold shown in Table 2.1.3-10 differs from the percentages shown in Table 2.1.3-3 in Section 2.1.3.1 (Community Character and Cohesion), because Table 2.1.3-3 presents the percentages of households living below the poverty threshold.

2. The percentage of minority or low-income population in any Census Tract Block Group was more than 10 percentage points greater than the average in the city and/or county in which the Census Tract Block Group is located.

Based on the above criteria and 2010 U.S. Census Data for the study area, the population in one out of the 16 Census Tracts adjacent to Route 1 contains a higher than average proportion of low-income or minority individuals. This Census Tract is described as follows:

- **Census Tract 1213; Block Group 4** – Located north of Route 1, between Soquel Drive and South Rodeo Ranch Road, minorities represent approximately 75 percent of the population in the block group. Low-income residents represent slightly more than 9 percent of the local population.

Environmental Consequences

Tier I Corridor Alternatives

The congestion relief and enhanced operational and accessibility benefits of the Tier I Corridor Alternatives would accrue to area residents and other users of the Route 1 corridor. In addition, the HOV Lane Alternative would also benefit low-income ethnic communities in Watsonville who use public transit to and from the city of Santa Cruz and other areas north of Santa Cruz. Noise and visual impacts of the Tier I Corridor Alternatives would primarily affect area residents, but these impacts would be distributed along the entire 8.9-mile-long corridor. Because the project study area includes somewhat wealthier residents and a lesser proportion of minorities than within Santa Cruz County or the city of Santa Cruz as a whole, impacts would not fall disproportionately on low-income and minority populations.

No residential or business displacements would occur under the TSM Alternative and the minor land acquisitions would not affect the functionality of the residential or commercial land-uses. Five residential units and 11 businesses establishments, affecting approximately 20 residents and 48 employees would occur under the HOV Lane Alternative. Some sliver acquisitions of land associated with residential and commercial properties, primarily affecting parking, would also occur. These relocations and land acquisitions would be located at a various locations along the project, including Census Tract 1213 Block Group 4 which was identified as a minority and/or low-income population subject to environmental justice review.

Tier II Auxiliary Lane Alternative

The Tier II Auxiliary Lane Alternative study area includes a variety of neighborhoods and a multi-ethnic population reflective of the Tier I Corridor Alternatives study area. The minority composition for the Tier II Auxiliary Lane Alternative study area and vicinity, as summarized in Table 2.1.3-14, is comparable to Santa Cruz County, with a lower minority population residing in the city of Capitola.

Table 2.1.3-14 also shows that the percentage of persons living below the poverty threshold is lower in the Tier II Auxiliary Lane Alternative study area (just over 11 percent) than within the County of Santa Cruz (13.7 percent).²

Based on the criteria discussed above (under the Tier I Corridor Alternatives) and 2010 U.S. Census Data for the Tier II Auxiliary Lane Alternative study area, the population in one out of five Census Tracts adjacent to Route 1 contains a higher than average proportion of low-income or minority individuals. This Census Tract is described as follows.

- **Census Tract 1213; Block Group 4** – Located north of Route 1, between Soquel Drive and South Rodeo Ranch Road, minorities represent approximately 75 percent of the population in the area. Low-income residents represent slightly more than 9 percent of the local population.

Under the Auxiliary Lane Alternative, right-of-way requirements would be limited to the acquisition of small portions of parcels adjacent to Route 1. There would be five permanent partial acquisitions and one temporary acquisition required, with acquisition amounts ranging from 100 square feet to 9,200 square feet; cumulatively one third of an acre would be required. No displacements would occur. There would be no disproportionate adverse effects on minority and low-income populations.

Noise and visual impacts of the Tier II Auxiliary Lane Alternative would also affect area residents along the 1.4-mile section of Route 1, including Census Tract 1213, Block Group 4, which has a higher proportion of low-income and minority population than Santa Cruz County. However, these impacts would be realized throughout the Tier II project area; therefore, impacts would not fall disproportionately on low-income and minority populations.

No Build Alternative

No residential or business displacements would occur under this alternative; the benefits of improved access for low-income and minority populations, as well as the general population, would not be realized under this alternative. Therefore, disproportionately high and adverse effects on minority and low-income populations within the project area would not occur.

Avoidance, Minimization, and/or Mitigation Measures

Based on the above discussion and analysis, the Tier I Corridor Alternatives and the Tier II Auxiliary Lane Alternative would not cause disproportionately high and adverse effects on any minority or low-income populations per Executive Order 12898 regarding environmental justice. Therefore no avoidance, minimization and/or mitigation measures are proposed.

² Please note that the percentages of persons living below the poverty threshold shown in Table 2.1.3-11 differs from the percentages shown in Table 2.1.3-6 in Section 2.1.3.1 (Community Character and Cohesion), because Table 2.1.3-6 presents the percentages of households living below the poverty threshold.

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