13TH STREET BRIDGE PROJECT
LAND USE AND COMMUNITY IMPACTS
TECHNICAL MEMORANDUM

13th Street Crossing Over Santa Maria Creek at Maple Street and Walnut Street, in the Unincorporated Community of Ramona, San Diego County

San Diego County, California
District 11-SD

Federal-Aid Project Number BRLO-NBIL(515)

October 2020

TABLE OF CONTENTS

Section **Page**

LIST OF FIGURES

Figure **Page**

LIST OF TABLES

Table **Page**

This page intentionally left blank.

1.0 INTRODUCTION

The County of San Diego (County) Department of Public Works (DPW), in cooperation with the California Department of Transportation (Caltrans), proposes to replace the existing undersized culvert with a bridge where 13th Street/Maple Street crosses Santa Maria Creek, in the unincorporated community of Ramona, San Diego County, California (hereafter "proposed project"). See Figures 1 and 2 for regional and local vicinity maps. To alleviate flooding during rain events, the County is undertaking the replacement of the existing culvert crossing with a bridge including channel improvements, roadway improvements along 13th Street/Maple Street and Walnut Street, and storm drain systems that will ultimately discharge into Santa Maria Creek. The proposed project is approximately 1,650 feet long.

This Land Use and Community Impacts Technical Memorandum summarizes the existing socioeconomic and demographic setting of the proposed study area and evaluates potential community and neighborhood impacts related to the proposed project, such as mobility and connectivity impacts. This technical memorandum includes a discussion of social impacts related to implementation of the proposed project, including minority and low-income populations, environmental justice, and neighborhood disruptions within the project study area. This report also includes a discussion of economic impacts related to project implementation, including displacements. This document describes potential impacts of the proposed project and suggests minimization measures available to reduce potential adverse impacts.

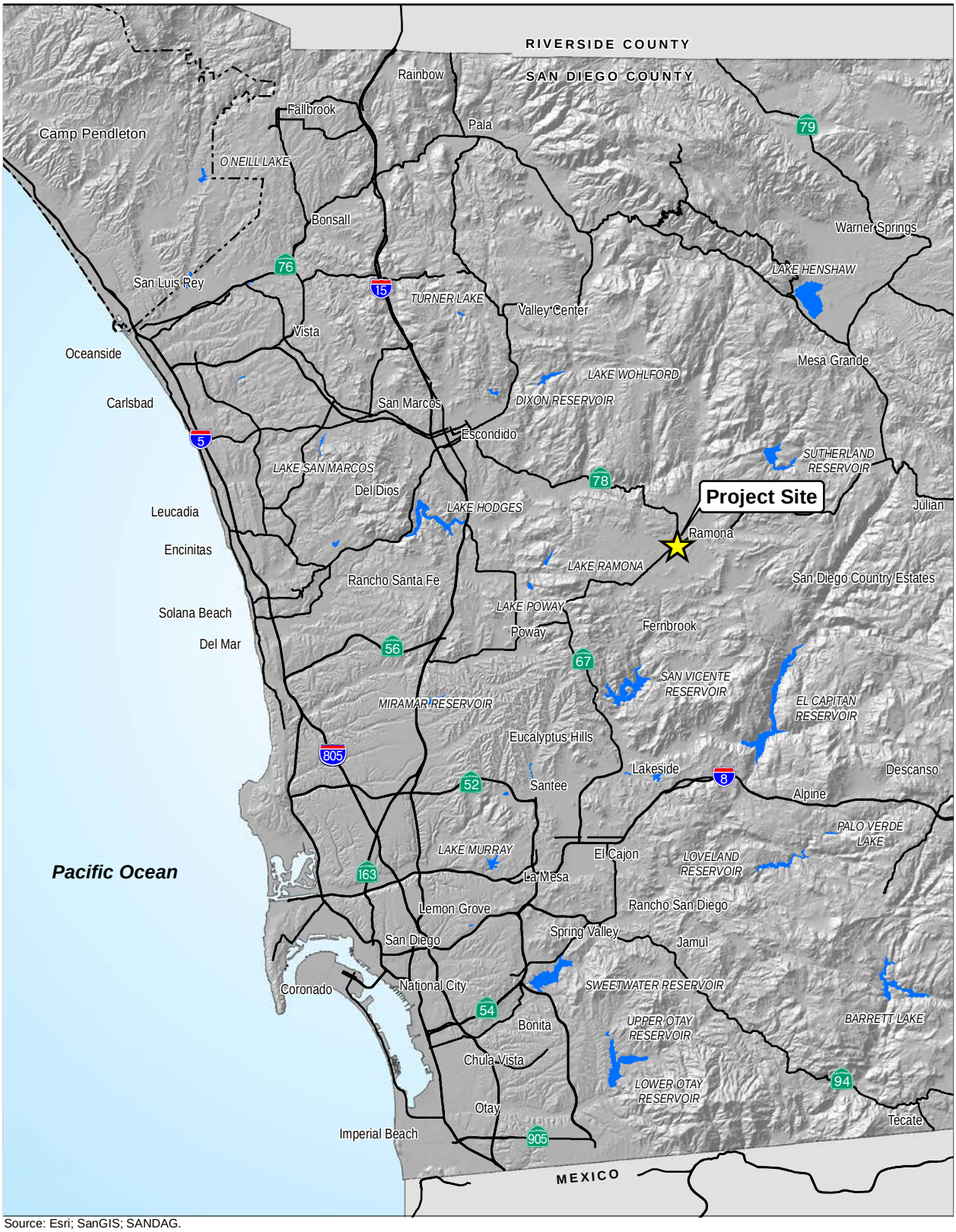
1.1 Proposed Project

1.1.1 Purpose and Need

The purpose of the proposed project is to provide an adequate and safe crossing that allows for the conveyance of water from 100-year flood events. The existing condition of 13th Street/Maple Street between Walnut Street and Main Street is unimproved (dirt), except for gravel at the Santa Maria Creek culvert crossing and an approximately 250-foot-long segment of paved roadway immediately north of Main Street. The existing, undersized corrugated steel culvert does not have the sufficient capacity to convey the volume of water during storm events, and flooding at this crossing makes the roadway impassable for roadway users during portions of the rainy season. Replacement of the culvert with a bridge would improve safety along the roadway and creek crossing for vehicular, equestrian, bicycle, and pedestrian traffic by providing designated travel lanes and a multi-use pathway. Mobility would also be improved by connecting the improved roadway segments that exist north and south of the project site.

1.1.2 Proposed Project

The proposed project consists of improvements to 13th Street/Maple Street between Main Street and Walnut Street and construction of a bridge over Santa Maria Creek to replace the existing corrugated steel culvert. The proposed bridge would be a 4-span cast-in-place pre-stressed, post-tensioned concrete box girder structure, approximately 480-feet long and approximately 42-feet wide with three singular-column bents and two abutments. The bridge and approaches would include two 12-foot travel lanes, 3-foot shoulders on



Source: Esri; SanGIS; SANDAG.

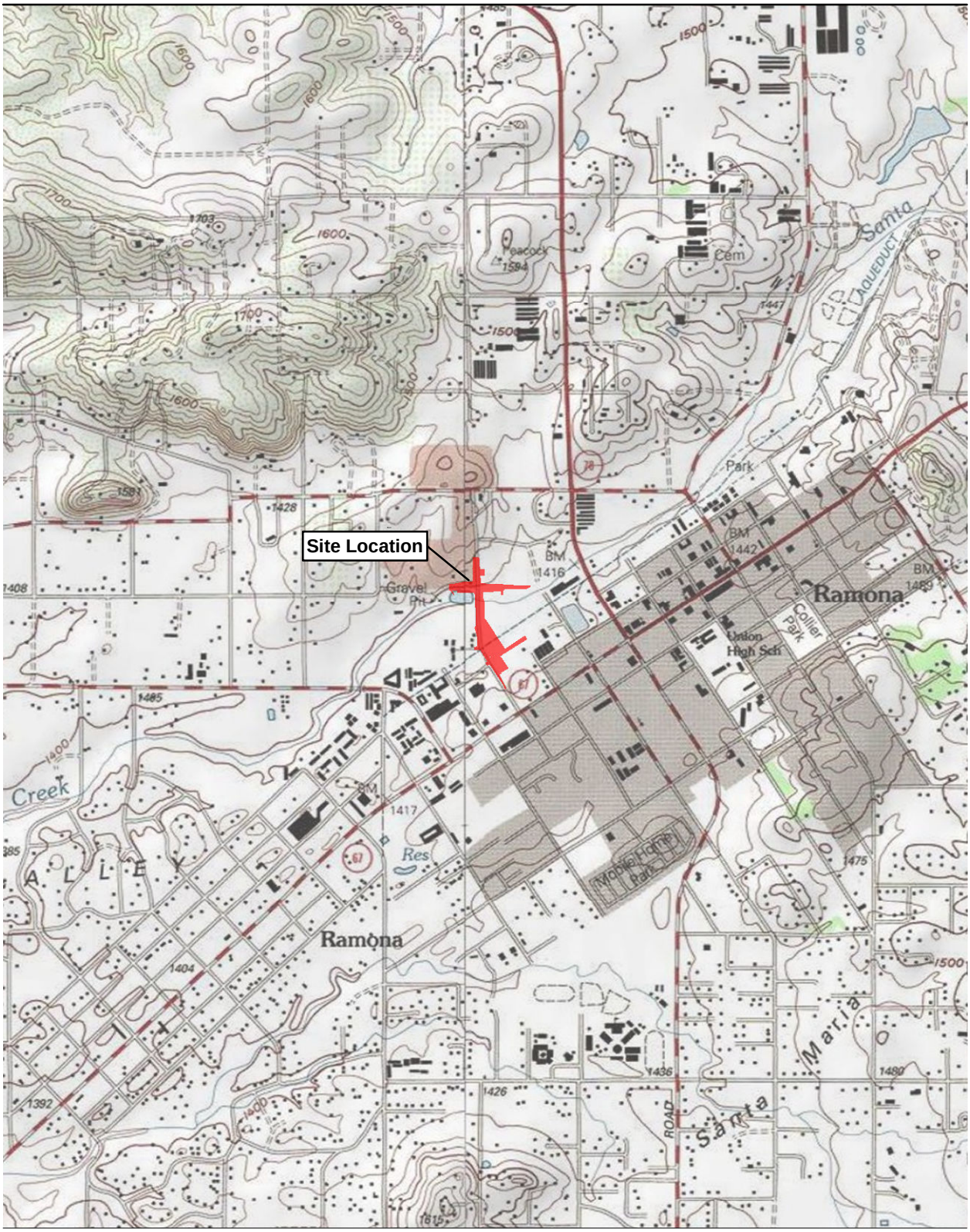
8 4 0 8 Miles

Scale: 1:506,880; 1 inch = 8 miles

Figure 1
Regional Map

13th Street Bridge Project

Path: \\na.aecomnet.com\lfs\AMER\SanDiego-USSDG1\DCS\Projects_6056\60562978_13thStBridge\900-CAD-GIS\920 GIS\map_docs\mxd\Land Use\Fig1_Regional.mxd, 10/16/2020, AugelloP



Source: USA Topo Maps.

2,000 1,000 0 2,000 Feet

Scale: 1:24,000; 1 inch = 2,000 feet

Figure 2
Site Location Map

13th Street Bridge Project

Path: P:_6056\60562978_13thStBridge\900-CAD-GIS\920 GIS\map_docs\mxd\Hazmat\Fig1_LocationMap.mxd, 11/14/2018, daniel.arellano

each side, and an approximately 8-foot wide multi-use pathway to accommodate pedestrians, bicyclists, and equestrians. In addition, three bridge barriers with a total width of approximately 4-feet, consisting of two edge deck rails and one pedestrian barrier would be installed to separate pathway users from the travel lane and creek. The pathway across the bridge would connect to the existing southern segment near the Ramona County Library and transition users across the bridge to existing and planned facilities north of the bridge. The grade of 13th Street/Maple Street would be raised approximately 10-feet at the Santa Maria Creek crossing to comply with current Federal Highway Administration (FHWA) requirements.

Storm drain systems are proposed directly to the north and south of the bridge to capture runoff and direct it towards the existing creek. Permeable pavement areas would be incorporated into the project as Green Street features to facilitate meeting water quality requirements and for storm-water management. An existing bio-retention basin located south of the bridge that currently treats stormwater from the library and associated parking lot would be redesigned to continue treating those existing areas in addition to the proposed paved roads south of Santa Maria Creek.

The total quantity of cut for the project is approximately 6,200 cubic yards (cy), the total quantity of fill is approximately 8,442 cy, and the total quantity of import is approximately 13,000 cy. Construction is anticipated to last approximately 12 months. During the bridge foundation construction, dewatering may be required for the project.

The proposed project will not require the relocation of residential or business properties. Right-of-way (ROW) acquisition is anticipated for slope and drainage easements.

1.1.4 Construction Limits and Schedule

The proposed project is approximately 1,650 feet long and would result in improvements along 13th Street/Maple Street, consisting of improvements to an approximately 250-foot-long paved segment towards Main Street and improvements on an approximately 1,300-foot-long paved segment towards Walnut Street. Construction is anticipated to last approximately 12 months. Construction of the proposed project would result in the closure of 13th Street during construction. 13th Street may be closed up to 12 months, but access to the adjacent neighborhoods and businesses would be maintained during construction. Two potential detour alternatives have been identified for the single stage construction of the 13th Street Bridge Project. Detour Alternative 1: from Main Street, go north onto Montecito Road and continue west on Montecito Road, turn north on Alice Street, and turn east on Walnut Street. Detour Alternative 2: from Main Street, go north on 10th Street/Pine Street, turn west on Olive Street, and turn south on Maple Street/13th Street.

1.1.5 Relevant Goals and Policies of the General Plan

Relevant circulation and land use-related goals and policies stipulated in the Ramona Community Plan and County of San Diego General Plan are summarized in Table 1. Table 1 also notes project consistency with each policy.

Table 1
Relevant Goals and Policies of the General Plan

Relevant Plan/Element	Relevant Goals	Relevant Policies	Consistent?
Ramona Community Plan – Mobility Element	***2.1 Integrated Mobility and Access*** *Goal CM 1.1 A circulation system that accommodates pedestrian, equestrian, cycling as well as vehicular users.*	*Policy CM 1.1.3 Roads not requiring paved sidewalks should be improved with a cleared and graded walkway within the unpaved right-of-way.*	Yes
	2.2 Local Road Network *Goal CM 2.1 A circulation network which will efficiently serve present and future land uses, will facilitate movement between Ramona and other communities, but will not negatively impact the character of the community.*	*Policy CM 2.1.3 Ensure that road design follows the natural contours thereby minimizing any impact upon the aesthetic and environmental character of the planning area.*	Yes
County of San Diego General Plan – Land Use Element	***GOAL LU-6 Development - Environmental Balance***	*LU-6.12 Flooding. Document and annually review areas within floodways and 100- and 200-year floodplains to ensure areas subject to flooding are accurately mapped in accordance with AB 162 (enacted January 1, 2008). (See also Policy S-9.1)*	Yes
County of San Diego General Plan – Mobility Element	***GOAL M-2 Responding to Physical Constraints and Preservation Goals***	*M-2.5 Minimize Excess Water Runoff. Require road improvements to be designed and constructed to accommodate stormwater in a manner that minimizes demands upon engineered stormwater systems and to maximize the use of natural detention and infiltration techniques to mitigate environmental impacts.*	Yes
	GOAL M-4 Safe and Compatible Roads	*M-4.1 Walkable Village Roads. Encourage multi-modal roads in Villages and compact residential areas with pedestrian-oriented development patterns that enhance pedestrian safety and walkability, along with other non-motorized modes of travel, such as designing narrower but slower speed roads that increase pedestrian safety.*	Yes
		M-4.5 Context Sensitive Road Design. Design and construct roads that are compatible with the local terrain and the uses, scale and pattern of the surrounding development. Provide wildlife crossings in road design and construction where it would minimize impacts in wildlife corridors.	Yes
	Goal M-11 Bicycle and Pedestrian Facilities	*M-11.4 Pedestrian and Bicycle Network Connectivity. Require development in Villages and Rural Villages to provide comprehensive internal pedestrian and*	Yes

Relevant Plan/Element	Relevant Goals	Relevant Policies	Consistent?
		bicycle networks that connect to existing or planned adjacent community and countywide networks.	
		M-11.7 Bicycle and Pedestrian Facility Design. Promote pedestrian and bicycle facility standards for facility design that are tailored to a variety of urban and rural contexts according to their location within or outside a Village or Rural Village.	Yes
		M-11.8 Coordination with the County Trails Program. Coordinate the proposed bicycle and pedestrian network and facilities with the Community Trails Master Plan's proposed trails and pathways.	Yes
	Goal M-12 County Trails Program	*M-12.1 County Trails System. Implement a County Trails Program by developing the designated trail and pathway alignments and implementing goals and policies identified in the Community Trails Master Plan.*	Yes
		M-12.2 Trail Variety. Provide and expand the variety of trail experiences that provide recreational opportunities to all residents of the unincorporated County, including urban/suburban, rural, wilderness, multi-use, staging areas, and support facilities.	Yes

1.2 Project Study Area

The Study Area for the project includes Census Tracts 208.06, 208.05, and 208.09. The Study Area was based on which Census Tracts that fall within a 0.5 mile of the project. The proposed project falls within Census Tract 208.06. Other census tracts that fall within 0.5 mile of the project site include Census Tract 208.05 and Census Tract 208.09 (See Figure 5 in Section 1.2.4). The 0.5-mile radius was determined adequate for analysis of potential impacts associated with the proposed project. The census tracts within 0.5 mile of the project site were chosen to be included in the analysis to incorporate populations that may not be directly impacted by the proposed project but may be indirectly affected by project construction and operation. As such, the Study Area includes the entirety of all three census tracts that fall, fully or partially, within the 0.5-mile buffer.

1.2.1 Existing Land Use

The project site consists of an approximate 1,650-foot, roughly "t"-shaped section of 13th, Maple, and Walnut Streets in the unincorporated community of Ramona, in northeastern San Diego County (Figure 2).

As shown on the U.S. Geological Survey 7.5-minute Ramona Quadrangle map, the project area is situated within Township 13 South, and Range 1 East. The project area is bounded by Olive Street to the north, 12th Street to the east, Main Street to the south, and 14th Street and Brazos Street to the west. Interregional access to

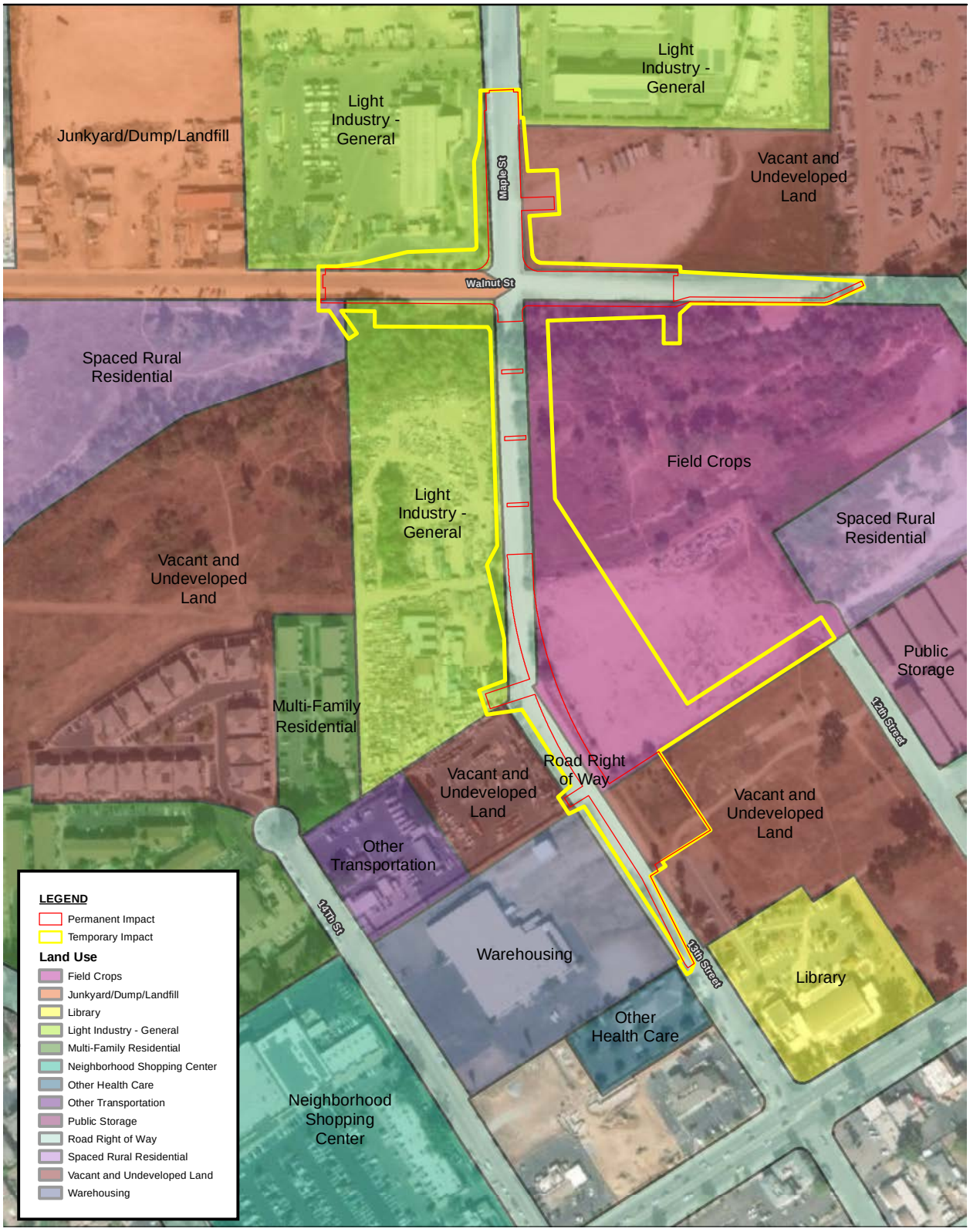
Ramona is from the southwest via State Route 67 (SR-67) and from the northwest via State Route 78. SR-67, a two-lane route connecting west to Poway Road and south into Lakeside frequently experiences congestion. Secondary access into Ramona is provided by San Vicente Road/Wildcat Canyon Road, which travels south into Lakeside. San Vicente Road is also the primary access to San Diego Country Estates. Additional secondary access is also provided by Highland Valley Road, a two-lane, east-west connector to the San Pasqual Valley and Interstate 15 (County of San Diego 2011).

The project site is composed of paved and unpaved sections of road. The project site includes a section of 13th Street that begins just north of the Ramona Branch Library on Main Street and extends to the north where it terminates adjacent to the southwestern boundary of 405 North Maple Street. There is an approximately 250-foot-long section of paved roadway at the southern end of 13th Street, near Main Street; however, this portion of 13th Street is not included within the subject site boundary. The subject site begins approximately where the pavement ends in this area. Near the central portion of the subject site, Santa Maria Creek runs parallel to (and south of) Walnut Street.

The site also includes an approximately 800-foot-long, east-west–trending section of road on Walnut Street, just north of Santa Maria Creek (Figure 3). The northern portion of the site, north of the Walnut and Maple Street intersection is paved, as well as the western end of Walnut Street. The bulk of this section of 13th, Maple, and Walnut Streets is County-maintained, two-lane undivided roadways that are unclassified in the County of San Diego General Plan, Ramona Mobility Element Network. The unpaved section of Walnut Street to the east of Maple Street, which dead ends approximately 600 feet east of Maple Street, is not shown as a County-maintained road in DPW mapping records.

As described in the County of San Diego General Plan, Ramona Mobility Element Network, several bike ways and lanes are located in the project area. Pedestrian sidewalks are also located north and south of the project area along 13th and Maple Streets, and further to the south along Main Street. Several community trails and pathways are also proposed in the project area, as shown in the Ramona Community Tails and Pathways Plan (RCTPP) (County of San Diego 2009).

The subject site crosses portions of 10 contiguous parcels; however, no buildings or other structures are present within the site boundary. In several areas, the site boundary extends beyond the limits of the roadway and onto the outer edges of several adjacent properties. Property uses of parcels included within the site boundary include a San Diego Gas & Electric (SDG&E) storage yard, a towing facility, a vehicle storage and salvage yard, a construction contracting facility and warehouse, a transfer and recycling station, a construction company, and undeveloped areas. The southeastern portion of the site is composed of an unpaved, undeveloped privately-owned parcel and a portion of a County-owned property currently utilized as a bioretention basin. No address is associated with the undeveloped property, but it is listed on 12th Street. Although designated as field crops on Figure 3, the parcel is not currently used for agricultural purposes and is not designated as Prime or Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation 2020). The County-owned property is at 115 12th Street. A drainage swale is on this property along the eastern side of 13th Street, south of the bioretention basin.



Source: Maxar 2019; Esri 2009; SanGIS 2018

300 150 0 300 Feet

Scale: 1:3,600; 1 inch = 300 feet

Figure 3
Existing Land Use

13th Street Bridge Project

Path: \\na.aecomnet.com\lfs\AMER\SanDiego-USSDG1\DCS\Projects_6056\60562978_13thStBridge\900-CAD-GIS\920 GIS\map_docs\mxd\Land Use\Fig3_Existing_Land_Use.mxd, 10/19/2020, AugelloP

The County intends the vacant parcel described above for temporary use as a construction laydown and staging area during the proposed bridge construction project. The bioretention basin will be redesigned and regraded, and roadway and drainage improvements are planned at the northern and southern ends of 13th and Maple Streets, and along Walnut Street. A temporary construction access road is also planned from the cul-de-sac at the northern end of 12th Street to the west, which will provide access to the southern end of the site during construction.

1.2.2 Surrounding Land Uses

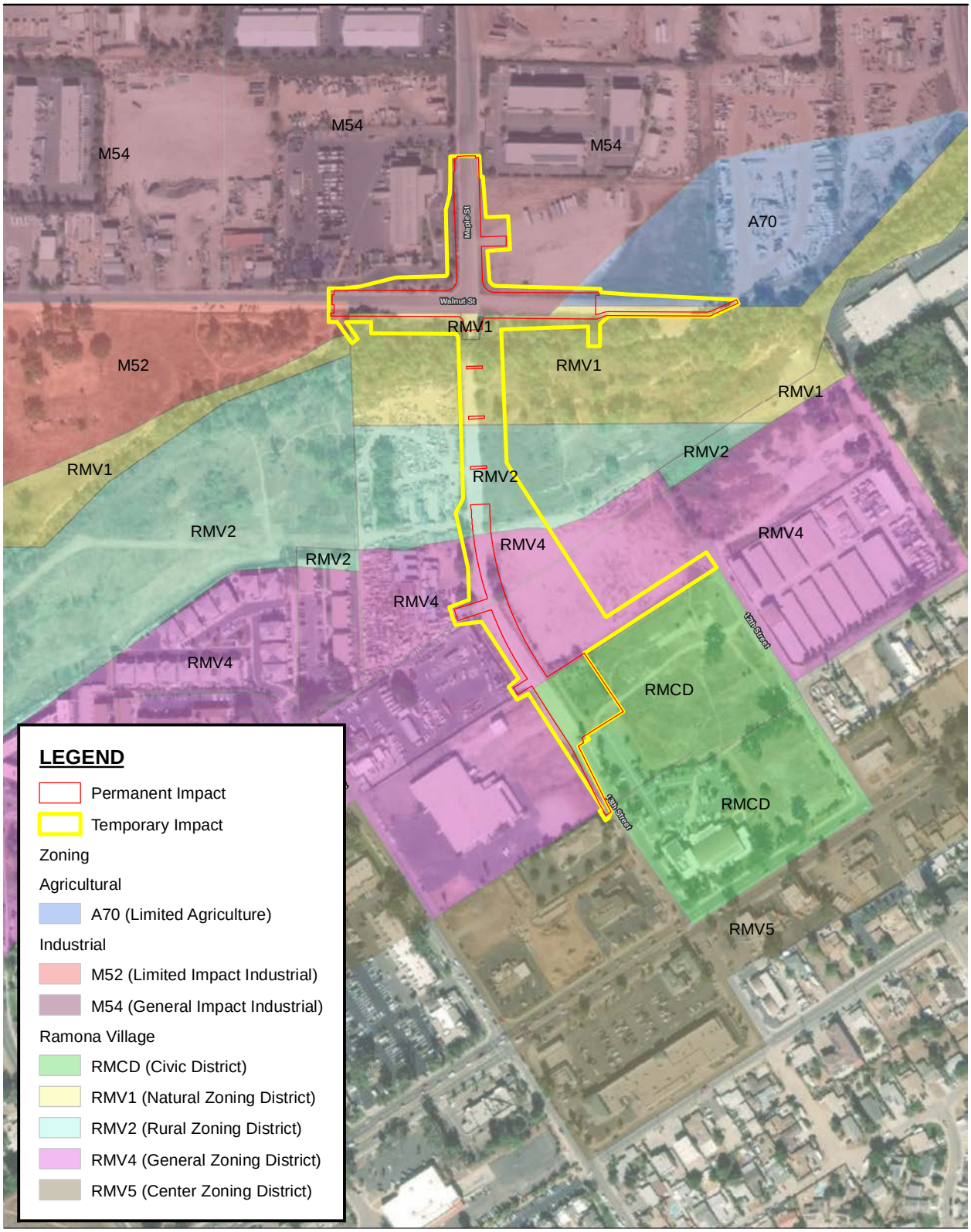
The proposed project area vicinity is characterized by residential, commercial, and industrial development. Single- and multi-family residences are present west of the project area along 14th and Brazos Streets, and commercial properties are present along 12th Street, Main Street, and Maple Streets. Industrial properties are present along 13th Street, 14th Street, Walnut Street, and Maple Street. An equipment storage yard was present on the northeast corner of Maple and Walnut Streets. A private residence is located on the southeast corner of Brazos Street and Walnut Street. Vacant land was also identified west of 14th Street, south of 13th Street, and east of Maple Street. Other surrounding area properties include a public library (1275 Main Street), a self-storage facility (12th Street), retail gasoline filling stations, retail shopping plazas, office buildings, and a lumber yard (425 Maple Street). Santa Maria Creek is an intermittent stream located adjacent to (south of) Walnut Street, in the northern portion of the site.

Zoning within the project area consists of agriculture, industrial, and lands subject to the Ramona Village Regulations. Areas zoned for agriculture (A70 – Limited Agriculture) are east of the project site. Areas designated industrial (M52 – Limited Impact Industrial and M54 – General Impact Industrial) are north and west of the project site. Lands subject to the Ramona Village Regulations are identified south of Walnut Street (RMV1 – Natural Zoning District; RMV2 – Rural Zoning District; RMV4 – General Zoning District; RMV5 – Center Zoning District; and RMCD – Civic District) (Figure 4) (County of San Diego 2017) (County of San Diego 2014).

1.2.3 Sensitive Receptors

Schools

School service in the area is provided by Ramona Unified School District. The project study area includes three school facilities, which are within roughly 0.5 mile to the southeast of the project site: Ramona Elementary School, Montecito High School, and Ramona Lutheran School. Ramona Elementary School is at 415 8th Street and Montecito High School is at 720 9th Street. Ramona Lutheran School is at 520 16th Street. No other school facilities are adjacent to the project site.



Source: NAIP 2016; Esri 2009.

400 200 0 400 Feet

Scale: 1:4,800; 1 inch = 400 feet

Figure 4
Zoning

13th Street Bridge Project

Path: \\na.aecomnet.com\lfs\AMER\SanDiego-USSDG1\DCS\Projects_6056\60562978_13thStBridge\900-CAD-GIS\920 GIS\map_docs\mxd\Land Use\Fig4_Zoning.mxd, 10/19/2020, AugelloP

Libraries

The project study area includes the Ramona Branch Library at 1275 Main Street, directly south of the project site.

Medical Facilities

The project study area includes an Urgent Care Center at 211 13th Street, directly south of the project site. No other medical facilities are adjacent to the project site.

Religious Institutions

Nine religious institutions were identified within the project study area. These are Calvary Chapel (114 14th Street D); Church in Ramona (1142 D Street); New Life Presbyterian Church (1039 D Street); Church of Christ (530 11th Street); Hope Christian Fellowship (850 Main Street, #205); Ramona First Baptist Church; First Congregational Church of Ramona (404 8th Street); Ramona Lutheran Church (520 16th Street); and Spirit of Joy Lutheran Church (1735 Main Street A).

Parks and Recreational Facilities

There are no parks within the project study area. The closest park is Ramona Community Park, which is approximately 0.6 mile east of the proposed project. Other nearby parks include Collier Park, which is 0.8 mile east of the project site.

The Community Trails Master Plan (CTMP) involves both trail development and management on public, semi-public, and private lands. The CTMP has established two forms of nonmotorized facilities called "Trails" and "Pathways" that provide passive recreational and alternative modes of transportation. According to the RCTPP, community trails are considered "local public facilities" in proximity to residents that provide transportation, recreation, access, infrastructure linkages, and safe routes throughout a community. The vision of the RCTPP is to "develop a system of interconnected regional and community trails and pathways intended to address an established public need for recreation and transportation, which also providing health and quality of life benefits associated with hiking, biking, and horseback riding." The proposed project includes an 8-foot-wide multi-use pathway separated from the travel lane by a concrete barrier and equestrian railing. According to the Ramona Trails Map Index of the RCTPP, the trail component of the proposed project, which is identified as Trail #122 – Library Trail, would connect Trail #30 – Cedar Pathway (specifically, #30A [Proposed Community Pathway] and #30D [Proposed Community Pathway]; Trail #54 – Old El Paso Pathway (Proposed Community Pathway); and Trail #8 – Santa Maria Creekside Trail (Proposed Community Trail) (County of San Diego 2009).

1.2.4 Demographic Profile

A demographic profile consists of population, race and ethnicity, income, and community characteristics in the study area. Because the proposed project does not have the potential to affect housing availability, housing characteristics are not addressed in the following discussion.

Population

Population trends for the State of California, County of San Diego, and community of Ramona are shown in Table 2. The growth rate in the community of Ramona was higher than the State of California and that of the County of San Diego between 2010 and 2016. The population in the community of Ramona increased by 7.2 percent between 2010 and 2016, from 34,870 to 37,387 people. Growth rates in the State of California and County of San Diego were 3.8 percent and 5.1 percent, respectively, during this same timeframe.

Table 2
State, Regional, and Local Population Change

Geographic Area	2010	2016	Change	Percent Change
State of California	37,253,956	38,654,206	1,400,250	3.8%
County of San Diego	3,095,313	3,253,356	158,043	5.1%
Community of Ramona	34,870	37,387	2,517	7.2%

Source: U.S. Census Bureau, 2010 Census and 2012-2016 5-Year American Community Survey

Race and Ethnicity

As reported in the 2016 American Community Survey 5-year estimate (U.S. Census Bureau 2016), the population of the community of Ramona is 37,387. Of the total population, the largest group was white (approximately 68.2 percent), and persons of Hispanic or Latino origin of any race made up the next largest group (25.1 percent). The remaining population in descending order of proportion was Two or More Races, Black/African American, Asian, American Indian and Alaskan Native, Some Other Race, and Native Hawaiian/Pacific Islander (see Table 3). The total minority population in the community of Ramona is 31.8 percent, which is less than the County of San Diego. The individual census tracts identified for this analysis are more ethnically diverse than the community of Ramona as a whole, but still less than the County of San Diego. Table 3 provides the ethnic distribution of the census tracts studied in this analysis.

Table 3
Existing Regional and Local Race and Ethnicity Characteristics (2016)

Geographic Area	Total Population	Hispanic or Latino of Any Race	Not Hispanic or Latino							Total Minority
			White Alone	Black/African American	American Indian and Alaskan Native	Asian	Native Hawaiian/ Pacific Islander	Some Other Race	Two or More Races	
Census Tract 208.05	3,834	38.0% (1,460)	51.1% (1,959)	7.2% (279)	0% (0)	2.1% (81)	0% (0)	0% (0)	1.4% (55)	48.9% (1,875)
Census Tract 208.06	6,031	31.0% (1,868)	65.3% (3,937)	0.4% (25)	0.8% (46)	0.2% (13)	0% (0)	0.5% (33)	1.8% (109)	34.7% (2,094)
Census Tract 208.09	8,308	36.8% (3,065)	52.9% (4,392)	0.3% (26)	0% (0)	3.9% (322)	0.5% (38)	0% (0)	5.6% (465)	47.1% (3,916)
Community of Ramona	37,387	25.1% (9,380)	68.2% (25,491)	1.6% (621)	0.4% (148)	1.7% (649)	0.1% (38)	0.1% (42)	2.7% (1,018)	31.8% (11,896)
San Diego County	3,253,356	33.1% (1,076,319)	46.7% (1,519,704)	4.7% (154,251)	.36% (11,833)	11.3% (369,052)	0.4% (14,043)	0.2% (5,543)	3.1% (102,611)	53.3% (1,733,652)

Source: U.S. Census Bureau, 2012-2016 5-Year American Community Survey

As shown in Table 3, the majority of the population within the study area is white. There is a higher minority population in the adjacent Census Tracts, 208.05 and 208.09, than Census Tract 208.06, which contains the proposed project (Figure 5). Persons of Hispanic or Latino origin of any race are the largest minority group in all three census tracts. Generally, the demographic makeup of the study area appears to match that of the entire community; however, a larger minority population is found throughout the entire region compared to the study area and community. Typically, an area must have 50 percent or more of its population made up by minority groups to be significant for consideration of environmental justice impacts.

Income

According to the 2016 American Community Survey 5-year estimate (U.S. Census Bureau 2016), the census tracts in the study area generally have a lower median household income and per capita income than the community of Ramona and the County of San Diego (see Table 4). In terms of poverty characteristics, Census Tracts 208.05 and 206.06 have a higher poverty level than the community of Ramona, while only Census Tract 208.06 has a higher poverty level than the County of San Diego.

Table 4
Income and Poverty Statistics for the Region and the Study Area (2016)

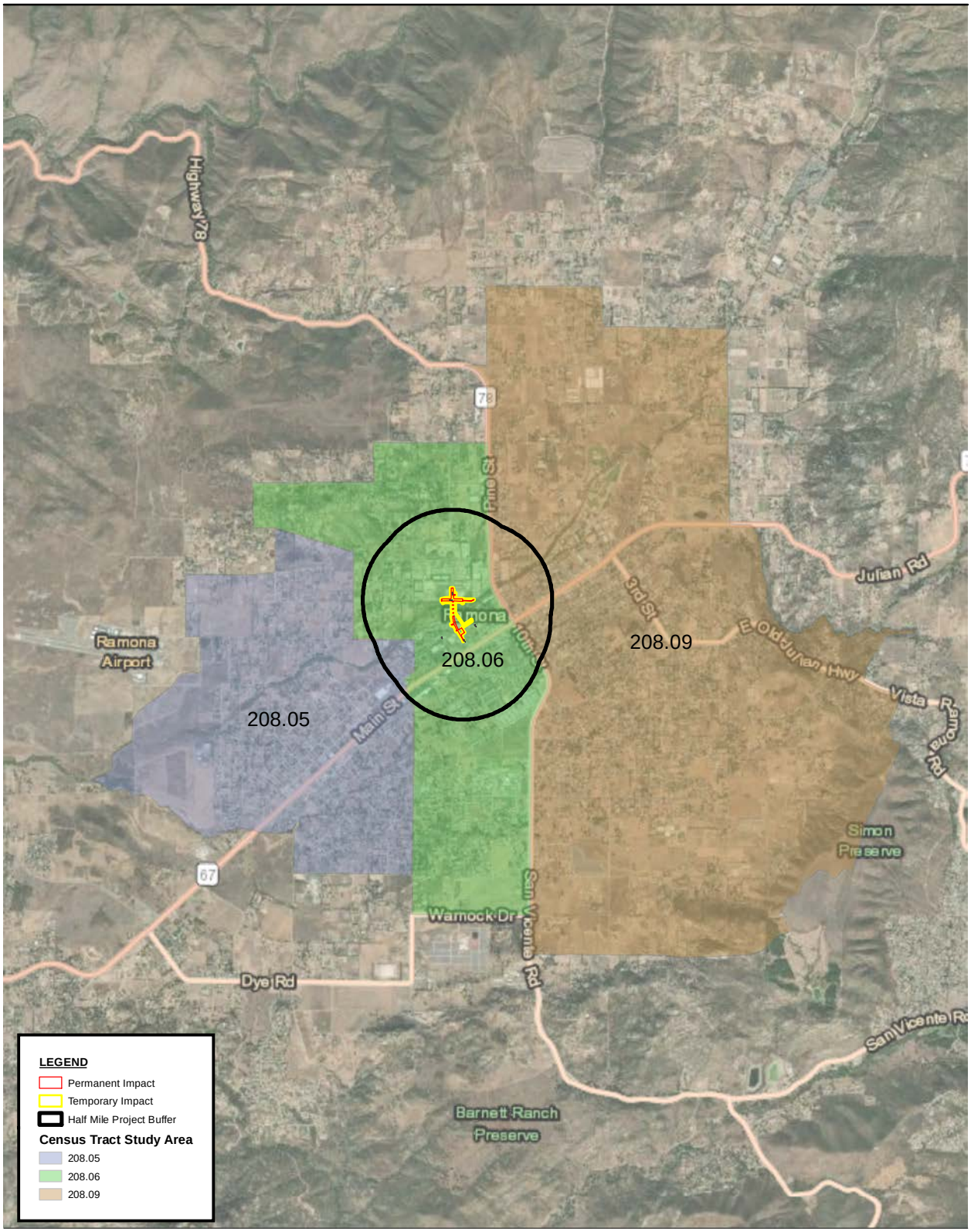
Geographic Area	Median Household Income	Per Capita Income	Percent Below Poverty Line	Number Below Poverty Line	Total Population
Census Tract 208.05	$60,944	$24,299	10.8%	411	3,805
Census Tract 208.06	$53,919	$21,706	15.4%	920	5,976
Census Tract 208.09	$72,443	$22,730	6.7%	555	8,276
Community of Ramona	$78,376	$31,573	7.9%	2,943	37,387
County of San Diego	$66,529	$32,482	14.0%	444,024	3,253,356

Source: U.S. Census Bureau, 2012-2016 5-Year American Community Survey

Community Characteristics

Community Character and Cohesion

The vision outlined in the Ramona Community Plan states that the community will strive to "maintain and preserve the rural/country ambiance of the past well into the future" (County of San Diego 2011). The community of Ramona is composed primarily of rural, semi-rural, and open space land. At the core of the



Source: NAIP 2016; Esri 2009.

5,000 2,500 0 5,000 Feet

Scale: 1:60,000; 1 inch = 5,000 feet

Figure 5
Existing Census Tract

13th Street Bridge Project

Path: \\na.aecomnet.com\lfs\AMER\SanDiego-USSDG1\DCS\Projects_6056\60562978_13thStBridge\900-CAD-GIS\920 GIS\map_docs\mxd\Land Use\Fig5_Existing_Census_Tract_v2.mxd, 10/21/2020, AnguianoM

community planning area, most of the existing land use is village residential semi-rural residential, and commercial, and some industrial uses. The community of Ramona is largely undeveloped and provides views of the nearby mountains and valleys. The community aims to concentrate future growth and development within and adjacent to the existing town area in order to keep the rural community character (County of San Diego 2011). One of the main circulation and mobility goals of the Ramona Community Plan is to provide a circulation system that accommodates pedestrian, equestrian, cycling, and vehicular users. The community also aims to connect neighborhood serving commercial uses via pedestrian and equestrian facilities. As stated previously, land uses in the immediate vicinity of the proposed project include residential, industrial, and commercial uses. The proposed project falls within a relatively small area compared to the entire community, with several light industrial and undeveloped/vacant lots immediately adjacent to it.

2.0 GROWTH

2.1 Affected Environment

Growth inducement is defined as the relationship between the proposed project and growth within the project area. Under the National Environmental Policy Act (NEPA), a federal agency must evaluate the direct and indirect effects of a proposed action. Indirect effects are those that are caused by the proposed project but will occur later in time or further removed in distance, but are still reasonably foreseeable. Indirect effects may include ”growth inducing effects” and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on environmental resources. Council on Environmental Quality NEPA regulations, 40 Code of Federal Regulations 1508.8, define indirect effects including those that are growth related.

2.2 Environmental Consequences

The proposed project would involve the construction of a bridge to alleviate flooding during rain events by replacing the existing undersized culvert with a bridge where 13th Street/Maple Street crosses Santa Maria Creek. Replacement of the culvert with a bridge would improve safety along the roadway and creek crossing for vehicular, equestrian, bicycle, and pedestrian traffic and improve mobility by connecting the improved roadway and pathway segments that exist north and south of the project area. The bridge improvements would accommodate existing and anticipated future vehicle travel. Construction of the proposed project would not induce growth; it instead would serve to accommodate anticipated growth and enable passage over Santa Maria Creek during storm events, which would improve community connectivity.

2.3 Minimization Measures

Because the proposed project is not expected to induce growth, no applicable growth-related minimization measures are necessary.

3.0 COMMUNITY CHARACTER

3.1 Neighborhoods/Communities/Community Character

3.1.1 Affected Environment

Community cohesion is the degree to which residents have a ”sense of belonging” to their neighborhood, a level of commitment of the residents to the community, or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time. Cohesion refers to the degree of interaction among the individuals, groups, and institutions that make up a community. Roadway improvements may affect communities and neighborhoods in ways other than direct property acquisition and displacements. Roadway improvement projects have the potential to physically or psychologically divide neighborhoods, separate resident children from schools, or fragment the edges of cohesive groups of people, thereby adversely affecting how a community or neighborhood functions.

3.1.2 Environmental Consequences

The proposed project would result in a bridge over Santa Maria Creek to alleviate flooding during events. The majority of the area adjacent to the project site includes undeveloped/vacant and various light industrial uses. There is some multi-family residential use near the project site to the southwest. The project site does not appear to possess a high level of community cohesiveness due to the sporadic nature of development and number of undeveloped/vacant lots immediately adjacent to it. Additionally, replacement of the culvert with a bridge would improve safety along the roadway and creek crossing for vehicular, equestrian, bicycle, and pedestrian traffic. Further, the proposed project would improve community cohesion and mobility by connecting the improved roadway segments that exist north and south of the project area. The proposed project would also improve community connectivity for pedestrians, bicyclists and equestrians within Ramona.

There are single-family residential units to the north of the project site farther from the project site but within the study area. These tend to be more sporadically placed, which does not suggest a cohesive neighborhood. Single-family residences to the south of the project site within the study area do appear to constitute a cohesive neighborhood. However, construction associated with the proposed project would not occur within these neighborhoods, and construction of the bridge does not propose any alignments that would result in the division of a neighborhood.

The proposed project would not change the aesthetic character of the Ramona community described in Section 1.2.4. The proposed project involves improvements of the existing bridge to allow for safe crossing for vehicle traffic, pedestrians, bicyclists, and equestrians. These improvements are not anticipated to be growth-inducing and would not change the rural characteristics in the area.

Long-term operational impacts regarding air quality impacts to sensitive receptors such as community services and facilities are not anticipated with project implementation.

Construction Impacts

Construction activities associated with the proposed project may result in short-term impacts to the nearby neighborhoods, community facilities, and public services with regard to noise, air quality, access, and traffic congestion within the project study area. Sensitive land uses, which include schools, libraries, medical facilities, religious institutions, and recreational facilities, are discussed in further detail in Section 3.3. Access to surrounding neighborhoods would not be affected by project construction. Construction of the proposed project would result in closure of 13th Street/Maple Street during construction. No detour route is required due to anticipated low traffic volumes. However, access to the adjacent neighborhoods and businesses would be maintained during construction. These impacts would be temporary and would cease at project completion, and implementation of minimization measures discussed below would prevent construction-related impacts to neighborhood and community facilities and public services access.

Construction would also result in increased truck traffic on local streets, which could contribute to air quality and noise impacts on sensitive receptors within the study area. Regarding air quality, an Air Quality Technical Memorandum (AECOM 2020a) prepared for the proposed project states that sources of construction-related air emissions include exhaust emissions and potential odors from construction equipment used on the construction site, as well as the vehicles used to transport materials to and from the site, and exhaust emissions from the motor vehicles of the construction crew. The Air Quality Technical Memo provides minimization measures to reduce potential air quality impacts to sensitive receptors within the study area, which include the following (these are specific to air quality impacts rather than community impacts and, thus, are not included in community impact minimization measures below): regular water and dust preventive measures as specified in the San Diego Air Pollution Control District's Rules 50, (Visible Emissions), Rule 51 (Nuisance), Rule 55 (Fugitive Dust Control), and Rule 67.7 (Cutback and Emulsified Asphalts); construction equipment engine maintenance to control ozone precursor emissions; compliance with State Vehicle Code Section 23114 regarding prevention of excavated or graded material spilling onto public roads and streets; and adherence to Caltrans Standard Specifications for Construction (Sections 14-9.01 "Air Pollution Control" and Section 14.02"Dust Control"). Truck trips may increase the amount of traffic on surrounding roadways during construction. These impacts would be temporary and would cease at project completion.

Regarding noise, the Noise Screening Technical Memorandum (AECOM 2020b) prepared for the proposed project states that the closest sensitive receptor locations may also be subject to short-term noise generated by construction activities. The Noise Screening Technical Memorandum provides best practices to reduce potential noise impacts to sensitive receptors within the study area, which include the following (these are specific to noise impacts rather than community impacts and, thus, are not included in community impact minimization measures below): locating staging and construction areas far from existing residences and occupied receptors; ensuring the use of properly operating mufflers on all construction equipment; and compliance with pertinent equipment noise standards of the U.S. Environmental Protection Agency. Temporary construction

noise impacts to sensitive users would be reduced by compliance with the measures identified in the Caltrans Standard Specifications and the County Noise Ordinance.

3.1.3 Minimization Measures

The proposed project would not divide neighborhoods, or separate residences from the above-mentioned community facilities. Construction of the proposed project would result in the closure of 13th Street during construction. No detour route is required due to anticipated low traffic volumes. During construction and closure of 13th Street, it is expected that through traffic (about 510 ADT) on Maple Street/13th Street would shift to Main Street and 10th Street. This may cause additional delays to Main Street and Pine Street/10th Street, especially at the Main Street/10th Street intersection. However, significant delay changes are not expected. The closure would be temporary in nature and not expected to cause impacts to other roadways. To minimize any potential impacts with respect to community character and cohesion, pedestrian access points to adjacent neighborhoods, businesses, and facilities within the construction area would be maintained throughout the construction period. If usual access points are lost, provisions for alternative access to the affected parcels would be made.

As recommended in the Traffic Impact Analysis and Technical Memorandum (LLG 2013; Chen Ryan 2019), the following measures are recommended to manage and control traffic on Main Street, Walnut Street, Maple Street, and 13th Street during construction.

- It is recommended that formal construction traffic control plans be prepared based on the County of San Diego Standards and Guidelines.
- During construction of the 13th Street Bridge, a portion of 13th Street/Maple Street (south of Walnut Street) will be closed. To inform motorists and bicyclists of other potential routes, advance warning signs should be placed on Main Street, Montecito Road, Maple Street and Walnut Street.
- Construction activities may impact access to or from adjacent land uses. Therefore, businesses should be notified of potential obstructions. Blocked access to nearby properties would require advance coordination with property owners and tenants.
- Construction activities could impede pedestrian and bicyclist movements in the construction area. Therefore, alternative pedestrian access and bicycle routes should be provided and signed/marked appropriately.

In addition to the measures listed above, construction updates could be posted on the County's and Community of Ramona's websites to inform the public of road closures and detours.

3.2 Economic Conditions

3.2.1 Affected Environment

The community of Ramona's employment is shown in Table 5 in comparison to the County of San Diego. The percentages for the economic sectors are similar between the two geographies.

Table 5
Employment for the Community of Ramona and the County of San Diego (2012–2016)

Economic Sector	Community of Ramona		County of San Diego	
	Number	Percent	Number	Percent
Management, Professional, and Related	5,975	34.0%	612,682	40.9%
Service	3,616	20.6%	292,603	19.6%
Sales and Office	4,032	22.9%	347,966	23.3%
Natural Resources, Construction, Extraction, and Maintenance	2,224	12.7%	115,150	7.7%
Production, Transportation, and Moving Material	1,726	9.8%	127,375	8.5%
Total Civilian Employed Occupation 16 Years and Over	**17,573**		**1,495,776**	

Source: U.S. Census Bureau, 2012-2016 5-Years American Community Survey

3.2.2 Environmental Consequences

No adverse impacts to employment and income are anticipated with project implementation. The proposed project would provide more efficient access across Santa Maria Creek for vehicles, bicyclists, and pedestrians, and equestrians, which is currently not provided by the existing roadway configuration on 13th Street/Maple Street. Because economic development in the area is seen as a benefit to the community, the roadway improvements included in the proposed project would contribute to this economic development by providing the necessary access to the industrial sites along this road. Light industrial land uses such as those found along 13th Street/Maple Street are encouraged in the Ramona Community Plan (2011) as uses that will serve Ramona's employment needs.

Both short-term construction and long-term operational benefits to employment and income would be experienced by area residents because both short-term and long-term employment opportunities are anticipated during and following project implementation. Short-term construction would provide the direct benefit of employment opportunities made available to construct the proposed project, while long-term operational benefits would be experienced by vehicular, equestrian, bicycle, and pedestrian traffic as proposed designated travel lanes, and a multi-use pathway would improve safety along the roadway and creek crossing. The proposed project would also improve mobility by connecting the improved roadway and pathway segments that exist north and south of the project area.

As discussed in the Ramona Community Plan, the community vision is to "maintain a viable and sustainable economy resulting in local sales and services, jobs, and increased income" and to maintain a community transportation network that "allows efficient movement of people and goods throughout the community while accommodating an equestrian trails and pathways network and non-motorized pathways for

pedestrians and bicycles." Implementation of the proposed project provides necessary improvements to the local circulation system that will enable the realization of the Community Plan.

3.2.3 Minimization Measures

Implementation of the proposed project would not require any minimization measures because no adverse impacts would be anticipated with regard to employment and income.

3.3 Community Facilities and Services

3.3.1 Affected Environment

The project study area boundaries described in Section 1.5 comprise the affected environment for utilities and emergency services. Typical urban utilities are present throughout the project corridor, both as aboveground and underground installations. Connection to the existing storm drain system would occur as part of the proposed project.

Performance standards are included in Chapter 7, Safety Element of the County of San Diego General Plan. Table S-1 in the General Plan Safety Element establishes a service level standard for fire and first responder emergency medical services that is appropriate to the area where a development is located. Standards are intended to (1) help ensure development occurs in areas with adequate fire protection and/or (2) help improve fire service in areas with inadequate coverage by requiring mitigation for service-level improvements as part of project approval. As stated above, 13th Street is a County-maintained roadway that is unclassified in the County of San Diego General Plan – Ramona Mobility Element Network.

Utilities

The project study area boundaries described in Section 1.5 comprise the affected environment for utilities and emergency services. Typical urban utilities are present throughout the project corridor, both as aboveground and underground installations. Connection to the existing storm drain system would occur as part of the proposed project.

Fire Protection Services

Fire Protection and Emergency Medical Services in the Ramona area are provided by the Ramona Municipal Water District (RMWD), which contracts with the California Department of Forestry and Fire Protection (CAL FIRE) for these services. These services include 33 full-time firefighters, 11 per day, covering three fire engines, one rescue unit, and two paramedic transport ambulances (County of San Diego 2011). Outside of the RMWD, services are provided by CAL FIRE; Volunteer Fire Companies; and for federal lands surrounding the Ramona area, the US Forest Service, Cleveland National Forest. The RMWD-Ramona Fire Department covers approximately 75 square miles, which is within the RMWD boundaries (RMWD 2020)

The RMWD operates three fire stations within the district. These include Ramona 80 (Station 80) at 829 San Vicente Road, Ramona 81 (Station 81) at 24462 San Vicente Road, and Ramona 82 (Station 82) at 3410 Dye Road. CAL FIRE operates two fire stations, one within the RMWD (Station 86 at 16310 Highway 67), and one in the Witch Creek area (Station 87 at 277330 Highway 78) (RMWD 2020). Inter-Mountain Fire and Rescue Department also operates a fire station in the Witch Creek area (Station 85 at 25858 A Highway 78). As of 2011, there is a Mutual Aid agreement between CAL FIRE, Inter-Mountain Fire, the RMWD, and the San Diego Rural Fire Protection District, whose jurisdiction includes Barona Mesa, as well as the San Pasqual Volunteer Fire Department, which covers a large portion of the Rangeland Road area of the Ramona Planning Area (County of San Diego 2011).

In addition, the U.S. Forest Service operates two fire stations within the boundaries of the RMWD, one at Station 81, San Diego Country Estates, and one on Black Canyon Road. Agreements with all fire service providers provide first responder services for any emergency incident, known as the closest resource concept. County Service Area 135, which includes areas outside of the RMWD, is currently funded with enhancement funding by the County of San Diego. Future fire station locations proposed are in the Montecito Road/Airport area of the RMWD (County of San Diego 2011).

The total daily staffed engine companies for the Ramona Planning area, July through November is 10 engine companies and December through June, seven engine companies. As of 2011, a major enhancement program with funding to address needed volunteer and Reserve Firefighter programs is currently being implemented in the area, which includes the RMWD (County of San Diego 2011).

Police Protection Services

The Ramona Planning Area is served primarily by the County of San Diego Sheriff's Department. The Sheriff's Department has offices nearby in Ranchita, Julian, and Poway. The California Highway Patrol provides support of the highway system. The Sheriff's Department operates a substation in the Ramona Town Center at 1424 Montecito Road. The Ramona Substation business office is open Monday through Friday from 8:00 a.m. to 5:00 p.m.

The Ramona Substation provides continuous law enforcement patrol services to the citizens of Ramona 24 hours a day. The substation is staffed by 24 deputies, five professional staff members, five sergeants, and one lieutenant. The substation also consists of 35 Senior Volunteer Patrol members, 11 Mounted Patrol volunteers, and two Explorers (Ramona Substation 2018).

3.3.2 Environmental Consequences

For construction of the proposed project, 13th Street would be closed and a detour would not be established. This, plus the increased number of truck trips due to construction within the study area would contribute to a reduction in level-of-service (LOS) on local streets, which could result in impacts to emergency fire and police protection services with regard to access and traffic congestion within the project area. However,

with the provision of agency—approved detours for emergency vehicles, these impacts would be minimal and the County's usual emergency response times could be maintained. In the event that a road section is temporarily closed due to an unusual circumstance, the County's street system is set up in a grid pattern to easily accommodate a logical rerouting of traffic (inclusive of emergency services). For example, Pine Street to the northeast and 15th Street/Montecito Road could be used to reroute traffic around the project site. Any delay in response time would be minimal.

Beneficial long—term operational impacts would result with regard to emergency response vehicles because implementation of the proposed project would improve LOS on local streets. Implementation of the proposed roadway improvements would not increase the need for additional utilities or fire and police protection. In addition, the proposed project would include connection to the existing storm drain system. Therefore, no operational impacts are anticipated.

3.3.3 Minimization Measures

The inclusion of agency—approved detour routes around the construction site as part of the recommended traffic management plan would minimize potential impacts to emergency services and allow emergency response time performance standards to be maintained during construction.

3.4 Relocations and Real Property Acquisition

3.4.1 Affected Environment

The project study area boundaries described in Section 1.5 above comprise the affected environment for relocations and real property acquisitions.

3.4.2 Environmental Consequences

The Uniform Relocation Assistance and Real Property Acquisitions Policy Act (Uniform Act) of 1970 (Public Law 91646, 84 Stat. 1894) mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced by its projects. The act provides for uniform and equitable treatment by federal or federally assisted programs of persons displaced from their homes, businesses, or farms, and establishes uniform and equitable land acquisition policies.

No displacements would occur with project implementation. Implementation of the proposed project would not require acquisition of any private residences or businesses and no relocations would occur. No structures would be affected, nor would any displacements be required. It is not anticipated that any residents or employees would be displaced, or that the businesses affected by the acquisitions would be significantly impacted as a result of these partial acquisitions. However, there would be ROW acquisition for the purpose of slope and drainage easement. This includes partial acquisition of private property listed in Table 6.

The partial acquisition of the properties from the parcels, listed in Table 6, would result in an alteration of existing use and conditions, but it is not anticipated that any residents or employees would be displaced, or that the businesses affected by the acquisitions would be significantly impacted as a result of these partial acquisitions. Additionally, as stated in Section 1.2.1, no crop land or farmland of importance would be impacted by these partial acquisitions. The partial acquisitions are necessary for road, slope and drainage, and temporary construction easements. They would not result in any permanent changes, or reductions, in access to the affected parcels.

3.4.3 Minimization Measures

No minimization measures are necessary because no displacements or relocations would occur with the proposed project.

Table 6
Proposed Partial Acquisitions

Assessor's Parcel Number	Street Address	Owner of Record	Current Occupant	Building Area (sq. ft.)	Lot Size (sq. ft.)	ROW Acquisition and Type
281-122-25	405 North Maple Street	Private Owner	Burch Construction	43,786	198,929	Easement
281-122-29	343 Maple Street	Private Owner	Mobile Storage Units; vacant	0	182,426	Easement
281-121-32	324 Maple Street	Private Owner	Ramona Disposal Services	25,593	452,377	Easement
281-100-01	1356 Walnut Street	Private Owner	Residential	3,345	366,207	No Easement
281-100-18	156 Maple Street	Private Owner	Conveyor & Storage Solutions; County Wide Towing	593	278,067	Easement
281-182-09	Walnut Street	Private Owner	Undeveloped	0	61,419	Easement
281-182-14	Walnut Street	Private Owner	Undeveloped	0	121,311	Easement
281-182-18	12th Street	Private Owner	Undeveloped	0	287,684	Easement
281-182-17	12th Street	Private Owner	Undeveloped	0	96,951	Easement
281-181-06	110 14th Street[1]	SDG&E Co	Storage Yard	0	32,200	Easement
281-182-06	115 12th Street	County of San Diego	Undeveloped	0	105,793	No Easement
281-122-14	242 Pine Street	Private Owner	Storage Yard	0	200, 381	Easement

3.5 Environmental Justice

3.5.1 Affected Environment

Title VI requires that no person, because of race, color, religion, national origin, sex, age, or handicap, be excluded from participation in, denied benefits of, or be subjected to discrimination by any federal aid activity. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, requires federal agencies to identify and address, as appropriate, disproportionately

high and adverse human health or environmental effects of its programs, policies, and activities on minority and low—income populations, and to avoid or minimize such effects to the extent feasible.

The environmental justice analysis was conducted using census tract information from the 2016 American Community Survey 5-year estimate (U.S. Census Bureau 2016). The following analysis provides a comparison of four measures with which to evaluate environmental justice:

- Percentage of non-White residents
- Percentage of Hispanic residents (the Census Bureau considers Hispanic or Latino ethnicity distinct from racial background)
- Percentage of population below poverty level
- Median household income

Non-White Population. The percentage of non-White residents was calculated by subtracting the number of White residents (one race only, as identified by the 2016 American Community Survey 5-year estimate (U.S. Census Bureau 2016)) from 100 percent. Hispanic or Latino residents are not included in the non-White population. As identified in Table 3, the community of Ramona has a lower percentage of non-White residents (6.7 percent) than the County of San Diego (20.2 percent). The study area Census Tracts 208.05 and 208.09 have a higher percentage of non-White residents than the community of Ramona. All study area census tracts have a lower percentage of non-white residents than the County of San Diego. (Tract 208.05 has 89.1 percent, Tract 208.06 has 96.3 percent, and Tract 208.09 has 89.7 percent) than the County of San Diego, and Tract 208.06 has a higher percentage than the community of Ramona. The presence of minority populations does not exist at a percentage greater than 50 percent within any of the study area census tracts. This does not constitute the potential presence of an environmental justice community.

Hispanic Population. As shown in Table 3 above, the proportion of Hispanic or Latino residents in the community of Ramona (25.1 percent) was lower than in the County of San Diego (33.1 percent). The Hispanic or Latino population in Census Tracts 208.05 (38.0 percent) and 208.09 (36.8 percent) was higher than the community of Ramona and the County of San Diego.

Poverty. As shown in Table 4, percentage of the population below the poverty line in the project study area census tracts range from 6.7 percent (Census Tract 208.09) to 15.4 percent (Census Tract 208.06). Both the community of Ramona (7.9 percent) and the County of San Diego (14.0 percent) fall within this range. None of the areas within the project study area contain a poverty population greater than 50 percent. According to the 2018 Poverty Guidelines of the U.S. Department of Health and Human Services, the poverty threshold for a family of four in the State of California is $25,100 (DHHS 2018).

Median Household Income. As shown in Table 4, the median household income in the community of Ramona ($78,376) is slightly higher than the County of San Diego ($66,529). The median household income in Census Tract 208.09 ($72,443) falls within this range, while the median household income in

Census Tracts 208.05 ($60,944) and 208.06 ($53,919) falls below. However, none of the median household incomes in the study area fall below the poverty threshold for the State of California according to the U.S. Department of Health and Human Services thresholds.

3.5.2 Environmental Consequences

As identified above, an elevated level of minority populations or low-income populations does not occur within the study area. In addition, the proposed project would not result in any displacements, nor would it divide a minority population. The proposed bridge construction would not adversely impact the economic vitality of the populations living in this area. Additionally, environmental impacts related to air quality, noise, and traffic associated with construction activities of the proposed project would not disproportionately impact minority or low-income populations in the study area. Further, the minimization measures proposed above for sensitive receptors would reduce potential adverse impacts to minority and low-income populations. No minority or low-income populations have been identified that would be adversely affected by the proposed project; therefore, this project is not subject to the provisions of Executive Order 12898 and does not disproportionately impact an Environmental Justice population.

3.5.3 Minimization Measures

See minimization measures proposed in Neighborhoods/Communities/Community Character above.

4.0 TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES

4.1 Affected Environment

As stated previously, the existing condition of 13th Street/Maple Street between Walnut Street and Main Street is unimproved (dirt), except for gravel at the Santa Maria Creek culvert crossing and an approximately 250-foot-long segment of paved roadway immediately north of Main Street. The section of 13th Street/Maple Street included in the proposed project is generally constructed as a two-lane undivided roadway that is unclassified in the County of San Diego General Plan – Ramona Mobility Element Network. Currently, all of the roadways and intersections in the study area operate at LOS D or better.

Bus stops and bike lanes are not provided along 13th Street/Maple Street within the study area. Bus stops for routes 371, 891, and 892 are provided along Main Street at 14th Street and 11th Street, close to the project area. Sidewalks are provided on both sides of the Maple Street roadway, and curbside parking is permitted. Sidewalks are provided on a portion of 13th Street adjacent to Main Street but do not exist throughout the roadway. Sidewalks exist along the northern edge of Walnut Street to the west of 13th Street/Maple Street. No sidewalks are present along Walnut Street to the east of 13th Street/Maple Street.

4.2 Environmental Consequences

With implementation of the proposed project, all street segments and intersections within the study area are projected to operate at LOS D or better for the near and long term. This is the same as existing conditions. However, the proposed project is anticipated to reduce traffic volumes on surrounding streets and redistribute traffic from 10th Street to 13th Street/Maple Street. This will have a positive effect on LOS and reduce impacts on existing roadways, and no operational impacts to traffic would occur (Chen Ryan 2019).

Construction of the proposed project would require the temporary closure of 13th Street/Maple Street. Due to the current low traffic volume on this road, a detour would not be provided and it is not anticipated that a significant impact would occur as a result of this closure. However, minimization measures are still provided below to reduce potential construction-related traffic impacts.

The proposed project would include a multi-use pathway that would improve safety along the roadway and creek crossing for vehicular, equestrian, bicycle, and pedestrian traffic, implementing Trail #122 – Library Trail of Ramona Trails Map Index of the RCTPP. The proposed project would also improve mobility by connecting the improved roadway and pathway segments that exist north and south of the project area. The project's multi-use pathway would also connect to the following proposed trails and pathways: Trail #30 – Cedar Pathway (specifically, #30A [Proposed Community Pathway] and #30D [Proposed Community Pathway]; Trail #54 – Old El Paso Pathway (Proposed Community Pathway); and Trail #8 – Santa Maria Creekside Trail (Proposed Community Trail) (County of San Diego 2009). This will have a positive effect on the circulation system and is consistent with the circulation and mobility goals of the Ramona Community Plan.

4.3 Minimization Measures

To reduce potential impacts associated with the construction of the proposed project, the following minimization measures are provided, as recommended in the Traffic Impact Analysis and Technical Memorandum (LLG 2013; Chen Ryan 2019):

- It is recommended that formal construction traffic control plans be prepared based on the County of San Diego Standards and Guidelines.
- During construction of the 13th Street Bridge, a portion of 13th Street (south of Walnut Street) would be closed. To inform motorists and bicyclists of other potential routes, advance warning signs should be placed on Main Street, Montecito Road, Maple Street, and Walnut Street.
- Construction activities may impact access to or from adjacent land uses. Therefore, businesses should be notified of potential obstructions. Blocked access to nearby properties would require advance coordination with property owners and tenants.

- Construction activities could impede pedestrian and bicyclist movements in the construction area. Therefore, alternative pedestrian access and bicycle routes should be provided and signed/marked appropriately.

As stated previously, no official detour route would be designated for the closure of 13th Street during construction due to low traffic volumes on this road.

5.0 CUMULATIVE IMPACTS

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of the proposed project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time.

As of March 26, 2020, there are five projects are within an approximately 1-mile radius of the project site, as shown in Table 7. It should also be noted that the County is undertaking a comprehensive update of its Land Development Code. The update will help implement the General Plan and is intended to make the Land Development Code easier to understand and use, and reform regulations to be more effective, produce predictable results, and create a streamlined permit process. The update is a multi-year process with expected adoption in 2023 (County of San Diego 2020a).

The proposed project would result in no adverse impacts to growth, relocations and real property acquisition, and economic conditions. Therefore, the proposed project would not contribute considerably to cumulative impacts to these environmental resources. The discussion below is limited to topics that have the potential to be cumulatively-impacted by the proposed project and reasonably foreseeable projects in the project area.

Table 7
Cumulative Projects for the 13th Street Bridge Project

Project Name	Location	Land Use/Project Type	Number of Units/ Square Feet
Elliott Pond	Northeast corner of Ramona and H Streets	Residential and Commercial	Unknown
Creekside at Village Walk	North of the intersection of Pala and Robertson Streets	Residential	40 units
Sprint DO Macro	516 Maple Street	Modification of existing wireless telecommunication facility	N/A
Aldi Ramona	West corner of 16th and Main Streets	Commercial	19,857 square feet
Montecito Boundary Adjustment	Montecito Road and North Ramona Street	Lot line adjustment	N/A

Source: County of San Diego 2020b

5.1 Cumulative Community Character Impacts

Neighborhoods/Communities/Community Character

Construction activities associated with the proposed project may result in short-term impacts to the nearby neighborhoods, community facilities, and public services with regard to noise, air quality, access, and traffic congestion within the project study area. However, the proposed project would be required to adhere to the prescribed air quality minimization measures provided in Section 5.0 of the Air Quality Technical Memorandum (AECOM 2020a), which would reduce short-term air quality impacts. While not required, noise best practices, as provided in the Noise Screening Technical Memorandum (AECOM 2020b), may be implemented to reduce short-term noise impacts in addition to traffic control recommendations, as provided in the Traffic Impact Analysis and Technical Memorandum (LLG 2013; Chen Ryan 2019), to reduce short-term traffic impacts. Additional measures would be implemented if a specific noise complaint is received during construction of the project (AECOM 2020b).

Cumulative projects have the potential to be constructed at the same time as the proposed project and result in similar construction-related impacts to noise, air quality, access, and traffic congestion which could result in impacts to community character and cohesion. However, construction-related impacts would be short-term and cease once construction is complete, which would not result in any long-term community character and cohesion impacts. In addition, it is possible cumulative projects may implement similar measures to minimize or avoid impacts, which would reduce cumulative effects. The potential cumulative impact would not be significant.

Environmental Justice

Environmental impacts related to air quality, noise, and traffic associated with construction activities of the proposed project would not disproportionately impact minority or low-income populations in the study area. However, the minimization measures proposed above for sensitive receptors would reduce potential adverse impacts to minority and low-income populations. It is assumed the cumulative projects in the vicinity would be required to implement similar measures to minimize or avoid impacts. The potential cumulative impact would not be significant.

Community Facilities and Services

For construction of the proposed project, 13th Street would be closed and a detour would not be established. This, plus the increased number of truck trips due to construction within the study area would contribute to a reduction in LOS on local streets, which could result in impacts to emergency fire and police protection services with regard to access and traffic congestion within the project area. As such, with the provision of agency—approved detours for emergency vehicles as part of the project's required traffic control plan, these impacts would be minimal and the County's usual emergency response times could be maintained. Cumulative projects have the potential to be constructed at the same time as the proposed project. If these projects require road closures or detours in the same time frame as the construction of the proposed project,

a cumulative effect could result in increased response times for emergency services. However, each project, would be responsible for alerting emergency services to any road closures or detours to help avoid increased response times. The potential cumulative impact would not be significant.

5.2 Traffic and Transportation/Pedestrian and Bicycle Facilities Impacts

Construction of the proposed project would require the temporary closure of 13th Street/Maple Street. Due to the current low traffic volume on this road, a detour would not be provided and it is not anticipated that a significant impact would occur as a result of this closure. However, minimization measures would be provided to reduce potential construction-related traffic impacts. Measures include preparing a formal traffic control plan, placing advance warning signage to inform motorists and bicyclists of the temporary closure, notify nearby businesses, and providing alternative pedestrian and bicycle routes. Cumulative projects have the potential to be constructed at the same time as the proposed project. If these projects require road closures or detours in the same time frame as the construction of the proposed project, a cumulative effect could result in traffic and transportation impacts. However, it is assumed cumulative projects that would require road closures or detours would implement similar measures to help avoid increased traffic and transportation. In fact, the proposed project when considered cumulatively with future projects, may result in traffic and transportation benefits to the project area because of increased community mobility and connectivity. The potential cumulative impact would not be significant.

6.0 REFERENCES

AECOM. 2020a. County of San Diego 13th Street Bridge Report Air Quality Technical Memorandum San Diego, California. May.

AECOM. 2020b. 13th Street Bridge Project Noise Screening Technical Memorandum. April.

California Department of Conservation. 2020. "California Important Farmland Finder". Accessed October 14, 2020. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/.

Chen Ryan. 2019. 13th Street Bridge – Data Validation Memorandum. February 28.

County of San Diego.

Part 8700: Ramona Village Center Form-Based Code. San Diego: County of San Diego, 2014.

Ramona Community Plan. Ramona, CA, 8 3, 2011.

Ramona Community Trails and Pathway Plan. San Diego: County of San Diego, 2009.

Zoning Ordinance. San Diego: County of San Diego, 2017.

Ramona Substation. 02 08, 2018. Available at: http://www.sdsheriff.net/patrolstations/ramona.html.

Land Development Code Comprehensive Update webpage, 2020a. Available at: https://www.sandiegocounty.gov/content/sdc/pds/advance/ldc.html

13th Street Bridge Project Cumulative Projects List, 2020b.

Linscott Law & Greenspan (LLG). 2013. Traffic Impact Analysis 13th Street Bridge Project County of San Diego, California. October 1.

Ramona Municipal Water District (RMWD). 2020. About Us – Fire Department web page. Accessed March 27, 2020. Available at: https://www.rmwd.org/about-us/fire-department.

U.S. Census Bureau. 2010 Census. Accessed February 7, 2018. Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml.

U.S. Census Bureau. 2012-2016 5-Year American Community Survey. Accessed February 7, 2018. Available at: https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml.

U.S. Department of Health and Human Services (DHHS). 2018. "U.S. Federal Poverty Guidelines Used to Determine Financial Eligibility for Certain Federal Programs". Poverty Guidelines. Accessed February 7, 2018. Available at: https://aspe.hhs.gov/poverty-guidelines.

This page intentionally left blank.