Appendix C Agency Correspondence

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Appendix C Agency Correspondence

This appendix includes the following correspondence:

Date	To	From	Regarding
3/10/00	Praveen Gupta, Caltrans District 12	Thomas Tomlington, City of San Juan Capistrano	Comments on Scoping Document
3/21/00	Praveen Gupta, Caltrans District 12	William Tippets, Department of Fish & Game	Comments on Scoping Document
3/28/00	Praveen Gupta, Caltrans District 12	William Huber, City of San Juan Capistrano	Comments on Scoping Document
4/3/00	Praveen Gupta, Caltrans District 12	George Britton, County of Orange	Comments on Scoping Document
4/5/00	Praveen Gupta, Caltrans District 12	Jim Bartel, US Fish & Wildlife Services	Comments on Scoping Document
4/28/00	Praveen Gupta, Caltrans District 12	Senator Bill Morrow, California State Senate	Comments on Scoping Document
5/18/00	Senator Bill Morrow, California State Senate	Praveen Gupta, Caltrans District 12	Response to Inquiries regarding Scoping Document
8/24/04	Joe Soto, City of San Juan Capistrano	Todd Spitzer, Assembly Member, 71st District	Discussion of the Project
5/04/06	Dave Adams, City of San Juan Capistrano	Jim Beil, Caltrans District 12	Discussion of Cooperative Agreement
5/12/06	Home/Property Owner	Reza Aurasteh, Caltrans District 12	Soundwalls & Parkways Design
5/30/06	Dave Adams, City of San Juan Capistrano	Molly Bogh, City of San Juan Capistrano	Sound & Retaining Walls, and Landscaping
6/6/06	Ahmed Abou-Abdou, Caltrans District 12	Molly Bogh, City of San Juan Capistrano	Sound & Retaining Walls, and Landscaping
8/21/06	Ahmed Abou-Abdou, Caltrans District 12	Molly Bogh, City of San Juan Capistrano	Sound Walls
10/03/06	City Council of San Juan Capistrano	Residents of San Juan Capistrano	Petition
10/24/06	All concerned	City of San Juan Capistrano	Recap of Public Meeting
5/12/2006	Affected Residents	Caltrans District 12	Soundwall Surveys
August 2006	SCAG Conformity Working Group	District 12	PM Conformity Hot Spot Analysis
August 2006	Public	SCAG	PM Hot Spot Project Determination Web Page
2/6/2007	Smita Deshpande, Caltrans District 12	Nasser Abbaszadeh, City of San Juan Capistrano	Issue from SJC 1/22/07 Community Meeting
3/7/2007	Smita Deshpande, Caltrans District 12	Harry Persaud, County of Orange	County commitment for Landscaping

32400 Paseo Adelanto
San Juan Capistrano, CA 92675
(949) 493-1171
(949) 493-1053 (FAX)

MEMBERS OF THE CITY COUNCIL
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CITY MANAGER
GEORGE SCARBOROUGH

March 10, 2000

Praveen Gupta, Chief
Environmental Planning
Caltrans District 12
3347 Michelson Drive, Suite 100
Irvine, California 92612-0661

Subject: Operational Improvements on SR-74 (EA 08690K)
(our file: Inter-jurisdictional Project Review 00-01, Ortega Highway Widening).

Dear Mr. Gupta:

We have received a copy of the notice of preparation of an Environmental Assessment for the subject project. As you are probably aware, Ortega Highway, within our City, passes directly by and provides local access to several residential neighborhoods. Consequently, the proposed project will have a direct effect on our residents in those neighborhoods. In order to provide early public involvement in the design process and assure that project impacts are identified and appropriately mitigated, we ask that Caltrans conduct a public scoping meeting on this project.

We would be glad to assist your staff with scheduling either the City Council chambers or Community Center meeting hall to conduct such a meeting. Prior to doing so, we need to be briefed by your staff on the specific plan alternatives for this project. We are concerned with the potential impact of the project on the Ortega/I-5 interchange level of service (LOS). Your traffic impact analysis will need to evaluate that aspect of the project in detail. The proposed project may necessitate improvements to that interchange to accommodate increased traffic.

Please have your project manager contact Bill Ramsey, AICP, Principal Planner at (949) 443-6334 to arrange a staff briefing and for more detailed information on arranging a public workshop. We look forward to working with Caltrans on this important transportation system improvement.

Sincerely,

William A. Ramsey for

Thomas Tomlinson,
Planning Director

TT:WR:hs
C:\WINDOWS\TEMP\IJ0001L1.WPD

cc: George Scarborough, City Manager
William Huber, Engineering & Building Director
Angela Vasconcellos, Associate Environmental Planner

DRUG USE IS LIFE ABUSE

San Juan Capistrano: Preserving the Past to Enhance the Future

STATE OF CALIFORNIA - THE RESOURCES AGENCY GRAY DAVIS, Governor

DEPARTMENT OF FISH AND GAME
South Coast Region
4949 Viewridge Avenue
San Diego, California 92123
(858) 467-4201
(858) 467-4235 FAX

March 21, 2000

Praveen Gupta, Chief of Environmental Planning
Caltrans District 12
3347 Michelson Dr., Suite 100
Irvine, CA 92612-0661
Attn: Angela Vasconcellos

Comments on the Notice of Preparation of a Draft Environmental Impact Report for Plans to Widen State Route 74
Orange County
EA086900

Dear Ms. Vasconcellos:

The Department of Fish and Game (Department) appreciates this opportunity to comment on the above-referenced project, relative to impacts to biological resources. To enable Department staff to adequately review and comment on the proposed project, we recommend the following information be included in the Draft Environmental Impact Report (DEIR):

1. A complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats.

    a. A thorough assessment of rare plants and rare natural communities, following the Department's May 1984 Guidelines (revised August 1997) for Assessing Impacts to Rare Plants and Rare Natural Communities (Attachment 1).

    b. A complete assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service.

    c. Rare, threatened, and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, § 15380).

    d. The Department's California Natural Diversity Data Base in Sacramento should be contacted at (916) 327-5960 to obtain current information on any previously

Ms. Vasconcellos
March 21, 2000
Page 2

reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.

2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts.

   a. CEQA Guidelines, § 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.

   b. Project impacts should be analyzed relative to their effects on off-site habitats. Specifically, this should include nearby public lands, open space, adjacent natural habitats, and riparian ecosystems. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas, should be fully evaluated and provided.

   c. The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.

   d. A cumulative effects analysis should be developed as described under CEQA Guidelines, § 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

   e. This document should include an analysis of the effect that the project may have on completion and implementation of regional and/or subregional conservation programs. The project site is inside Orange County's proposed Natural Communities Conservation Planning (NCCP) area. The project should conform to the NCCP guidelines in regards to effects on habitat connectivity and habitat movement. Under § 2800-§ 2840 of the Fish and Game Code, the Department, through the NCCP program, is coordinating with local jurisdictions, landowners, and the Federal Government to preserve local and regional biological diversity. Coastal sage scrub is the first natural community to be planned for under the NCCP program. The Department recommends that the lead agency ensure that the development of this and other proposed projects do not preclude long-term preserve planning options and that projects conform with other requirements of the NCCP program. Jurisdictions participating in the NCCP program should assess specific projects for consistency with the NCCP Conservation Guidelines. Additionally, the jurisdictions should quantify and qualify: 1) the amount of

coastal sage scrub within their boundaries; 2) the acreage of coastal sage scrub habitat removed by individual projects; and 3) any acreage set aside for mitigation. This information should be kept in an updated ledger system.

3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.

   a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize project impacts. Off-site compensation for unavoidable impacts through acquisition and protection of high-quality habitat elsewhere should be addressed.

   b. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts (Attachment 2).

   c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.

4. A California Endangered Species Act (CESA) Permit must be obtained, if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of a 2081 permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a 2081 permit. For these reasons, the following information is requested:

   a. Biological mitigation monitoring and reporting proposals should be of sufficient

Ms. Vasconcellos
March 21, 2000
Page 4

detail and resolution to satisfy the requirements for a CESA Permit.

b. A Department-approved Mitigation Agreement and Mitigation Plan are required for plants listed as rare under the Native Plant Protection Act.

5. The Department has responsibility for wetland and riparian habitats and opposes any

alteration of a natural watercourse that would result in a reduction of wetland acreage or wetland habitat values. Alterations include, but are not limited to: conversion to subsurface drains, placement of fill or building of structures within the wetland and channelization or removal of materials from the streambed. All wetlands and watercourses, whether intermittent or perennial, should be retained and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations. A formal wetland delineation following U.S. Army Corps of Engineers (ACE) protocol may also be necessary prior to any construction in wetland or riparian habitats. Results should be included in the EIR. Please note, however, that wetland and riparian habitats subject to the Department's authority may extend beyond the areas identified in the ACE delineation.

a. The Department may require a Lake or Streambed Alteration Agreement, pursuant to Section 1600 *et.seq.* of the Fish and Game Code, with the applicant prior to the applicant's commencement of any activity that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank (which may include associated riparian resources) of a river, stream or lake, or use material from a streambed. The Department's issuance of a Lake or Streambed Alteration Agreement for a project that is subject to CEQA will require CEQA compliance actions by the Department as a responsible agency. The Department as a responsible agency under CEQA, may consider the local jurisdiction's (lead agency) Negative Declaration or EIR for the project. To minimize additional requirements by the Department pursuant to Section 1600 *et seq.* and/or under CEQA, the document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the agreement. A Streambed Alteration Agreement form may be obtained by writing to The Department of Fish and Game, 4949 Viewridge Ave. San Diego, California 92123 or by calling (858) 636-3160.

Ms. Vasconcellos
March 21, 2000
Page 5

The Department holds regularly scheduled pre-project planning/early consultation meetings. To make an appointment, please call our office at (858) 636-3160.

Thank you for this opportunity to comment. Questions regarding this letter and further coordination on these issues should be directed to Erinn Wilson at (858) 636-3167.

Sincerely,

William E. Tippets
Habitat Conservation Supervisor

cc: Department of Fish and Game
C.F. Raysbrook
San Diego

U.S. Fish and Wildlife Service
Carlsbad

U.S. Army Corps of Engineers
Los Angeles

State Clearinghouse
Sacramento

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MEMBERS OF THE CITY COUNCIL
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CITY MANAGER
GEORGE SCARBOROUGH

March 28, 2000

Praveen Gupta, Chief of Environmental Planning
Caltrans District 12
3347 Michelson Drive, Suite 100
Irvine, California 92612-0661

Subject: Operational Improvements on SR-74 (EA 08690K); our file: Inter-jurisdictional Project Review 00-01, Ortega Highway Widening (Caltrans).

Dear Mr. Gupta:

We have received a copy of the notice of preparation of an Environmental Assessment for the subject project. As you are probably aware, Ortega Highway, within our City, passes directly by and provides local access to several residential neighborhoods. Consequently, the proposed project will have a direct effect on our residents in those neighborhoods. Also in past meetings with Caltrans, an emphasis was put on improving the I-5 and Ortega Highway interchange in-lieu of this project as a higher priority. Both the City and Caltrans staff believed that to widen Ortega Highway ahead of the interchange improvements would only make it easier for traffic to get to the interchange, thus exacerbating an already congested intersection. The City therefore has the following comments:

1. Extend the response time for 90 days to allow the City time to conduct a traffic analysis on the impacts of the widening on the I-5 interchange and surrounding City road network.

2. Caltrans conduct a local public scoping meeting on this project, to allow for early public input into the project. We would be glad to assist your staff with scheduling either the City Council chambers or Community Center meeting hall to conduct such a meeting. Please have your project manager contact myself at (949) 443-6336 or Bill Ramsey, Principal Planner at (949) 443-6334 for more detailed information.

DRUG USE IS LIFE ABUSE

San Juan Capistrano: Preserving the Past to Enhance the Future

Caltrans
Page 2
March 28, 2000

We look forward to working with Caltrans on this important transportation system improvement.

Sincerely,

William M. Huber
Director of Engineering and Building

WMH/jt

cc: George Scarborough, City Manager
Tom Tomlinson, Director of Planning
Bill Ramsey, Principal Planner

County of Orange
Planning & Development Services Department

THOMAS B. MATHEWS
DIRECTOR

300 N. FLOWER ST.
SANTA ANA, CALIFORNIA

MAILING ADDRESS:
P.O. BOX 4048
SANTA ANA, CA 92702-4048

APR 03 2000

NCL 00-27

Praveen Gupta, Chief of Environmental Planning Services Division
Attn: Angela Vasconcellos
Caltrans District 12
3347 Michelson Dr., Suite 100
Irvine, CA 92612-0661

SUBJECT: IS/EA for the Operational Improvements on SR-74

Dear Ms. Vasconcellos:

The above referenced item is an Initial Study/Environmental Assessment (IS/EA) for the California Department of Transportation (Caltrans). The proposed project involves the widening of Route 74 from two lanes to four lanes from Kilo Post (KP) 2.09 (Post Mile 1.3) where existing four lanes end, to KP 4.67 (Post Mile 2.9) just past La Pata Avenue. This project also includes the widening of Lower San Juan Creek Bridge, which was re-constructed in the mid 1990's. Upon completion, Route 74 will be a continuous 4-lane highway from Interstate 5 to La Pata Avenue.

The County of Orange has reviewed the IS/EA and offers the following comments:

FLOOD

The following comments are submitted for your consideration:

1. The NOP indicates that the proposed project will have "no impact" on water quality. Since the amount of impervious area will be increased, it is likely that water quality will be affected by the proposed project. Therefore, discussion on impacts to water quality is, we believe, warranted in consultation with our Environmental Resources Section.

2. The project increases impervious area. Consequently, increases in the amount of runoff from the roadway will need to be ascertained and the potential impacts of the increase on downstream flood control facilities should be discussed in future analyses.

00 APR -6 PM 1:00

3. Impacts to San Juan Creek resulting from the proposed bridge widening should be determined and appropriately mitigated in consultation with the Program Development Division with the Public Facilities and Revenue Department.

Several hydrology reports and project reports for San Juan Creek are on file and available for review. Kevin Onuma should be contacted at (714) 834-2425 to review the hydrology reports. Lance Natsuhara should be contacted at (714) 834-5398 to review project reports. Since the U. S. Army Corps of Engineers is currently working on the San Juan Creek Watershed Management Study, Caltrans should also contact Elden Gatwood at (213) 452-3800 or James Adams at (213) 452-3803 regarding the Corp's study.

WATER QUALITY

4. The Initial Study should address how construction sites shall be maintained in such a condition that an anticipated storm does not carry wastes or pollutants off the site. Potential pollutants include but are not limited to:

   A) Solid or liquid chemical spills;
   B) Wastes from paints, stains, sealant, glues, lime, pesticides, herbicides, wood preservatives and solvents;
   C) Asbestos fibers, paint flakes or stucco fragments; fuels, oils, lubricants, and hydraulic, radiator or battery fluids;
   D) Fertilizers, vehicle/equipment wash water and concrete wash water;
   E) Concrete, detergent or floatable wastes;
   F) Wastes from any engine/equipment stream cleaning or chemical degreasing;
   G) Superchlorinated portable water line flushings;

Disposal of such materials during construction should occur in specified and controlled temporary areas that are physically separated from potential storm water run-off. Ultimate disposal should be in accordance with all local, state and federal requirements.

OPEN SPACE/RECREATION

Bikeways:

5. The OCTA Commuter Bikeway Strategic Plan identifies the San Juan Creek Bikeway, a regional Class I (paved off-road) bikeway along San Juan Creek. The bikeway is proposed to undercross SR-74 at San Juan Creek, and continue to La Pata Avenue.

6. The bikeway currently exists between Doheny State Beach and the eastern San Juan Capistrano City limits. The bikeway is used by both bicyclists and pedestrians.

7. The County's Bikeways Plan for the unincorporated areas depicts the continuation of the San Juan Creek Bikeway eastward to Caspers Wilderness Park.

8. We would support a project alternative that would provide an undercrossing for the San Juan Creek Bikeway. A grade-separated undercrossing of SR-74 is essential for the continuation of this regional bikeway.

9. The items within Comments # 5, 6, 7 & 8 above should be addressed within the environmental assessment for the proposed project.

Riding and Hiking Trails:

10. The Master Plan of Regional Riding and Hiking Trails identifies the San Juan Creek Trail along San Juan Creek. This regional trail currently exists between Trabuco Creek and the eastern city limits of San Juan Capistrano, and within Caspers Wilderness Park. The trail is proposed to continue eastward from the city limits to the existing segment in the park.

11. As with the regional bikeway, we should support a project alternative that would provide an undercrossing for the San Juan Creek Trail. A grade-separated undercrossing of SR-74 is essential for the continuation of this regional riding and hiking trail.

12. The items within Comments # 10 & 11 above should be addressed within the environmental assessment for the proposed widening.

13. La Pata Road is the sole access to the Prima Deshecha Landfill, an active County solid waste disposal facility that serves the cities and communities of Orange County. It is permitted to receive 4000 tons per day, and approximately 600 vehicles use the landfill every day.

14. For this reason, construction of the proposed improvements to SR-74 (Ortega Highway) must not block access to La Pata Road, even temporarily. Any temporary access provided during construction must be capable of supporting tractor-trailers that weight up to 40 tons each.

15. The County's Integrated Waste Management Department (IWMD) requests that Caltrans notify the Director of IWMD four weeks prior to the beginning of project construction, and again at least four weeks prior to the onset of the construction phase that will impact the intersection of SR-74 and La Pata Road, so that refuse haulers and the landfill site manager can make adjustments to minimize impacts on the regional impact of refuse and efficient circulation of landfill traffic.

16. These constitute the mitigation measures that IWMD believes should be specifically addressed in the IS/EA for the subject project.

    A) Continuous access to the La Pata Road that will accommodate landfill traffic (including tractor-trailers up to 40 tons).

    B) A six-week advance notice to the Director, IWMD prior to the beginning of project construction.

    C) A six-week advance notice to the Director, IWMD, prior to the beginning of construction of the phase which will impact the SR-74/La Pata Road intersection.

Thank you for the opportunity to respond to the IS/EA. If you have any questions, please contact me or feel free to call Charlotte Harryman directly. Charlotte may be reached at (714) 834-2522.

Very truly yours,

George Britton

George Britton, Manager
Environmental and Project
Planning Services Division

CH

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United States Department of the Interior
Fish and Wildlife Service
Ecological Services
Carlsbad Fish and Wildlife Office
2730 Loker Avenue West
Carlsbad, California 92008

00 APR 10 PM 1:36

APR 0 5 2000

Praveen Gupta
Chief, Office of Environmental Planning
Caltrans District 12
3347 Michelson Drive Suite 100
Irvine, California 92612-0661

Attn: Angela Vasconcellos

Re: Scoping Document, Caltrans District 12, State Route 74 Operational Improvement Project (Post Miles 1.3 to 2.9)

Dear Mr. Gupta:

This letter responds to your request for comments on a scoping document for operational improvements on State Route 74 (SR 74) dated February 18, 2000, and received by our office on March 6, 2000. According to your letter, the California Department of Transportation (Caltrans) proposes to widen SR 74 from two to four lanes from Kilo Post (KP) 2.09 (Post Mile 1.3) where the existing four lanes end to KP 4.67 (Post Mile 2.9) just past La Pata Avenue. Within the proposed project area, the highway is currently a two-lane roadway. This proposed project also includes the widening of the Lower San Juan Creek bridge, which was reconstructed in the mid-1990's. Upon completion of the proposed project, SR 74 would be a continuous 4-lane highway from Interstate 5 to La Pata Avenue. Caltrans, in cooperation with the Federal Highway Administration, will be the lead agency and will prepare an initial study/environmental assessment (IS/EA) for the proposed project.

Since the information describing the full nature of the project is preliminary, we cannot fully address potential impacts to fish and wildlife resources. Nevertheless, based on our knowledge of sensitive species and habitats within Orange County, we are concerned that the project as proposed could negatively impact wetlands and associated, federally listed species such as the endangered arroyo toad (*Bufo microscaphus californicus*, "toad") and least Bell's vireo (*Vireo belli pusillus*, "vireo").

Based on the preliminary information provided, the proposed widening of the Lower San Juan Creek bridge apparently will, at least, partially impact an existing wetland mitigation site. This approximately 1-acre mitigation and restoration area was required for impacts associated with the SR 74 Lower San Juan Creek bridge replacement in 1994. The IS/EA should address potential impacts to this mitigation area and identify how unavoidable impacts will be mitigated. Typically, higher mitigation ratios are appropriate for impacts to existing mitigation sites due to the temporal loss of habitat function and value.

The IS/EA should disclose what measures are being taken or are proposed to address the unresolved issue of the U.S. Army Corps of Engineers (Corps) notice of violation (Case No. 97-00223-LTM) and restoration order for the unauthorized discharge of dredge material into San Juan Creek, at the lower San Juan Creek bridge. According to this notice of violation issued to Rancho Mission Viejo, L.L.C. on May 1, 1997, "there was approximately 0.5 acre of direct impacts to wetlands, mature riparian habitat, and a Caltrans mitigation site (File No. 95-00110-BH)."

In addition to the above information, and to further facilitate the evaluation of the proposed project from the standpoint of fish and wildlife protection, we recommend that the IS/EA contain the following specific information.

1. A description of the environment in the vicinity of the project from both a local and regional perspective. Include any available aerial photos of the project site that are available.

2. A complete discussion of the purpose and need for the project and each of its alternatives.

3. A complete description of the proposed project, including the limits of the project area. This project description should include all practicable alternatives that have been considered to avoid and minimize project impacts, to the maximum extent practicable, to sensitive habitats (e.g., coastal sage scrub, wetlands) and endangered, threatened, or sensitive species, as well as measures to mitigate unavoidable impacts.

4. Quantitative and qualitative assessments of the biological resources and habitat types that will be impacted by the proposed project and its alternatives. These assessments should address direct, indirect, and cumulative project impacts to fish and wildlife associated habitats, particularly growth-related effects (e.g., increased population, increased development, increased traffic) of all facets of the project (e.g., construction, implementation, operation, maintenance). Proposed developments in the surrounding area should be addressed in the analysis of cumulative impacts.

   This assessment should include a list of Federal candidate, proposed, and listed species; State-listed species; and locally sensitive species that are on or near the project site, including a detailed discussion of these species and information pertaining to their local status and distribution. Therefore, we recommend comprehensive, current biological surveys be performed on the project site, including directed surveys for all potentially occurring Federal and State-listed species using standard survey protocols. Investigators conducting surveys for federally listed species must be qualified biologists who possess valid section 10(a)(1)(a) permits issued by the U. S. Fish and Wildlife Service. We are particularly interested in any and all information and data pertaining to potential impacts to populations of listed species, including the toad, vireo, and federally threatened coastal California gnatcatcher (*Polioptila californica californica*). The IS/EA should disclose all potential impacts to these sensitive resources and the proposed measures to avoid and minimize such impacts.

5. Maps and tables summarizing specific acreages and locations of all habitat types, as well as the number and distribution of all Federal candidate, proposed, or listed species; State-listed species; and locally sensitive species on or near the project site that may be affected by the proposed project or project alternatives.

6. A detailed analysis of impacts of the proposed project on the movement of wildlife, proposed measures to avoid and minimize such impacts, and mitigation for unavoidable impacts.

7. An assessment of potential impacts to wetlands and other jurisdictional waters of the United States. Section 404 of the Clean Water Act prohibits the unauthorized discharge of dredged or fill material into such waters, including wetlands. Under this section, the Corps may issue permits for discharges of dredged or fill material into jurisdictional waters, including wetlands. Potential areas of Corps jurisdiction should be evaluated and wetlands should be delineated using the methodology set forth in the *1987 U.S. Army Corps of Engineers Wetland Delineation Manual*. The IS/EA should disclose all impacts to jurisdictional waters, including wetlands, proposed measures to avoid and minimize such impacts, and mitigation for unavoidable impacts.

We appreciate the opportunity to provide these early comments and look forward to reviewing the IS/EA. If you should have any questions regarding these comments, please contact Fish and Wildlife Biologist Don Morgan of my staff at (760) 431-9440.

Sincerely,

Jim A. Bartel
Assistant Field Supervisor

1-6-00-NFTA-252

cc: Bill Tippets, CDFG, San Diego, CA
Mark Durham, USCOE, Los Angeles, CA

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STATE CAPITOL
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2755 JEFFERSON STREET
SUITE 101
CARLSBAD, CA 92008
(760) 434-7930
(760) 434-8223 FAX

California State Senate

SENATOR
BILL MORROW
THIRTY-EIGHTH SENATORIAL DISTRICT

00 MAY -1 AM 11:47

COMMITTEES:
JUDICIARY
VICE CHAIR
HEALTH & HUMAN SERVICES
INDUSTRIAL RELATIONS
TRANSPORTATION
SELECT COMMITTEES:
MOBILE AND MANUFACTURED HOMES
CAPITAL AREA FLOOD PROTECTION
DEFENSE CONVERSION, RETENTION & SPACE FLIGHT INDUSTRIES
DEVELOPMENTAL DISABILITIES & MENTAL HEALTH

April 28, 2000

Mr. Praveen Gupta
Chief of Environmental Planning
Caltrans District 12
3347 Michelson Dr., Suite 100
Irvine, California 92612-0661

Dear Mr. Gupta:

Thank you for your recent letter regarding the widening of Route 74. After reviewing this briefing, I did have a couple of questions.

First, is the City of San Juan Capistrano aware of your plans, and can you tell me when this work will begin. Additionally, will the work be done at night, and will traffic be re-routed? Any information you can provide will be helpful to me in answering questions my constituents may have.

I look forward to hearing from you.

Sincerely,

BILL MORROW
Senator, 38th District

BM:cm

REPRESENTING SOUTH ORANGE COUNTY, NORTH SAN DIEGO COUNTY, INCLUDING THE FOLLOWING COMMUNITIES
AEGEAN HILLS, ALISO VIEJO, BONSALL, BUENA, CAMP PENDLETON, CAPISTRANO BEACH, CARDIFF, CARLSBAD, DANA POINT, DE LUZ, DEL MAR, ENCINITAS, ESCONDIDO, FALLBROOK, LAGUNA HILLS, LAGUNA NIGUEL, LEISURE WORLD, LEUCADIA, MISSION VIEJO, MONARCH BAY, OCEANA, OCEANSIDE, RANCHO SANTA FE, SAN CLEMENTE, SAN DIEGO, SAN JUAN CAPISTRANO, SAN LUIS REY HEIGHTS, SAN MARCOS, SAN ONOFRE, SOLANA BEACH, SOUTH LAGUNA, SOUTH OCEANSIDE, THREE ARCH BAY AND VISTA

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
3347 MICHELSON DRIVE, SUITE 100
IRVINE, CA 92612-0661

Honorable Bill Morrow
California State Senate, 38th District
27126-A Paseo Espada, Suite 1621
San Juan Capistrano, CA 92675

May 18, 2000

Dear Senator Morrow,

Thank you for your April 28, 2000, response letter to our scoping mailout for the Ortega Highway widening project.

In response to your inquiry, yes we are and will be working closely with the city of San Juan Capistrano during this project. The city is taking an active role in helping us to coordinate our public outreach effort during the environmental document phase. Although the project is still in the early stages of the process, we anticipate continuing to work with the city throughout the project's duration.

As part of our project scoping we have developed tentative dates for the various phases of this project. At the present time, we have a preliminary construction start date of October 2006. In addition, you asked specific questions regarding the timing of construction and the rerouting of traffic. These specific items are part of the construction staging of the project and will be determined pending the final project design. At this time we do not have a final design and therefore we have not detailed the specifics of how the construction will be staged. Never the less, we will be working closely with the city to ensure that we eliminate or minimize any negative impacts to area residents and the highway users themselves.

We hope the information provided adequately answers your questions. If you or your constituents have additional questions during this process, please do not hesitate to contact my office. I can be reached at (949) 724-2142.

Sincerely,

Praveen Gupta
Environmental Planning, Branch Chief

C: Rose Orem, Caltrans
Ahmed Abou-Abdou, Caltrans

32400 PASEO ADELANTO
SAN JUAN CAPISTRANO, CA 92675
(949) 493-1171
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City of San Juan Capistrano
California
1776 1961

MEMBERS OF THE CITY COUNCIL
SAM ALLEVATO
DIANE L. BATHGATE
WYATT HART
JOE SOTO
DAVID M. SWERDLIN

August 24, 2004

Office of the Mayor

The Honorable Todd Spitzer
Assembly Member, 71st District
1940 North Tustin, Suite 102
Orange, CA 92865

Subject: SR-74, Ortega Highway Widening Project

Dear Assembly Member Spitzer:

The City of San Juan Capistrano has been meeting with Caltrans staff representatives regarding the potential widening of State Route 74, Ortega Highway, through the easterly portion of our City. The project would widen Ortega Highway to four lanes from Antonio Parkway westerly to about Via Cordova to match up with the existing four-lane section, west of Via Cordova. The purpose of this letter is to solicit your support in halting the direction of this project as currently proposed by Caltrans.

While the City has supported the widening project subject to completion of the improvement of the Ortega/I-5 Interchange, we must object to the design as currently proposed. The proposed widening results in removal of the existing parkway landscaping and mature trees and will be replaced by asphalt, concrete curb and a sidewalk. Immediately behind the sidewalk on the south side will be a sixteen (16) foot high sound wall along the entire residential frontage from Calle Entradero to Via Eracarte a distance of about 3,400 feet (See attached plans). On the north side, there are no proposed sound walls. Instead, there will be about 1,500 feet of retaining walls ranging in height from twelve to fifteen (12-15) feet. As proposed, the improvements will destroy this scenic rural roadway, which we view as a primary entry into our community. This is truly an unacceptable condition in a community that values its natural and scenic beauty.

Our City's General Plan designates Ortega Highway as a scenic corridor. Further Caltrans has indicated to the City that Ortega Highway is designated by the State for eligibility as a Scenic Highway. This particular stretch of Ortega will serve as a gateway entrance into the City from the proposed Rancho Mission Viejo Project on our eastern border. It seems that when a project has eligibility potential, aesthetic impacts should be given serious

San Juan Capistrano: Preserving the Past to Enhance the Future

ATTACHMENT 1

The Honorable Todd Spitzer
August 24, 2004
Page Two

consideration. If the current unimaginative stark design is implemented, the impacts will be irreversible and the aesthetics on this beautiful stretch of road will be permanently destroyed. Caltrans has informed City staff that if we wish to do anything that exceeds the standard design all additional costs would be borne by the City, including obligations for long-term liability and maintenance.

Caltrans is presently marching down the road to prepare a Negative Declaration on the project. They plan to hold a public meeting on the project some time in late October or early November. We are informed that they intend to proceed even with the concerns raised by the City.

We are requesting several things. First, we would like to stop the process to give the City more time to meet with Caltrans and work out the aesthetic issues in a more satisfactory manner. Second, we would request Caltrans give more serious design consideration to the potential scenic route designation before it is lost forever. Third, since construction is far from being fully funded at this time, Caltrans work with the City, the County and the Rancho Mission Viejo Company to identify additional funding opportunities to accomplish our mutual objectives.

Your support and assistance in this matter is greatly appreciated. Please contact me if we can be of any assistance to you.

Sincerely,

Joe Soto
Mayor

Enclosures

cc: Supervisor Tom Wilson
Cindy Quon, Caltrans Director of District 12
Dave Adams, City Manager
William Huber, Assistant City Manager

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
District 12
3337 MICHELSON DRIVE, SUITE 380
IRVINE, CA 92612-8894
PHONE (949) 724-2010
FAX (949) 724-2019
TTY (949) 756-7813

Flex your power!
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May 4, 2006

Mr. Dave Adams, City Manager
City of San Juan Capistrano
32400 Paseo Adelanto
San Juan Capistrano, Ca 92675

Subject: Lower Ortega Widening Project Design Features Concurrence

Dear Mr. Adams,

The State of California Department of Transportation (Department) appreciates the opportunity to work in partnership with the City of San Juan Capistrano and the County of Orange to implement Ortega Highway improvements, which are safe, functional and acceptable to the community stakeholders.

We have endeavored over the past several weeks to reach consensus on specific design features for widening the subject State Highway between Calle Entradero and the easterly city limits. The Department and the City have discussed options for the highway, which include a reduced typical section, alternative noise abatement walls, and incorporation of aesthetic features for the retaining wall structures proposed on the north side of the roadway.

The proposed highway geometric section width of 70 feet with a painted median and minimal landscaping in the parkway areas adjacent to the roadway section is acceptable pending final review of the engineered plans and supporting specifications. We will also need to review and approve mandatory design exceptions for the proposed five-foot wide shoulders and for non-standard super-elevation sections proposed along the subject corridor. Department support of the 70-foot highway section assumes a gradual transition beginning within the city limits, designed to meet Department standards, joining the wider roadway section proposed by the County of Orange easterly of the city boundary. Acceptance of the proposal by the community and environmental clearance of the proposed project will also be required. The geometry will maintain the existing southerly curb line of the highway and will maintain the existing equestrian and hiking trail adjacent to the Hunt Club Development.

ATTACHMENT 2

The Department understands and supports the City's desire to maintain the scenic and historic character of the Ortega Highway corridor. Increased ambient noise levels have been identified as an impact caused by the proposed widening project. The Department is proposing to construct noise abatement walls along the south side of Ortega Highway unless we receive written waivers declining the proposed noise mitigation from 50% plus 1 of the impacted residents. The Department will be providing notice to the impacted community members relative to noise mitigation alternatives in May 2006. If the majority of the impacted community is in favor of constructing noise abatement sound walls then the Department will support the proposed glass and steel frame noise abatement wall alternative providing that said structure meets all Department requirements for noise attenuation, stability and safety. The walls will be located within right of way under City jurisdiction. The Department will need to look to the City to assure that the noise abatement wall will remain in place so that the Department can fulfill our noise mitigation obligations.

The proposed project will require construction of 12 to 18 foot high retaining structures at a minimum of three locations on the north sided of the Ortega Highway. The City is requesting The Department construct said walls with aesthetic treatments that include camouflage landscaping, form liners, and/or gunite faux rockscapes. The Department can support some aesthetic treatments including those requested by the city providing said aesthetic treatments do not impact the structural integrity of the wall and/or our ability to physically inspect the subject wall. We can generally support the form liner and gunite faux rockscape approaches that disguise the retaining structure without potentially compromising the wall integrity with root and water intrusion. Based on our discussions to date we believe the retaining structures can be constructed to blend into the existing landscape while providing a wall designed to meet Department structural and seismic standards. However, without benefit of specific geotechnical and engineering design information, a definitive acceptance of the proposed wall designs as presented cannot be made. The Department will work with the City to develop an acceptable final wall design that will provide a safe retaining structure acceptable to the community within the concepts that have been identified to date.

A Cooperative Agreement between the Department and the City will be prepared to address concerns relative to construction and funding of the noise abatement walls and retaining walls. Maintenance obligations will need to be agreed upon and documented in a Maintenance Agreement between the Department and the City.

Prior to the execution of the Cooperative Agreement, the Department requires the City's written concurrence for the following items:

1. Application of the general 70 foot roadway section from Calle Entradero to Avenida Siega consisting of:

   i. Four 12 foot mixed flow lanes
   ii. 12 foot painted median
   iii. 5 foot outside shoulders

2. Application of the general 76 foot roadway section from Avenida Siega to City/County boundary consisting of:

3.

   i. Four 12 foot mixed flow lanes
   ii. 12 foot painted median
   iii. 8 foot outside shoulders (as transition into the wider County section)

4. The eastbound right turn pocket at the intersection of via Cordova be replaced at the south side of the existing location. The curb return and sidewalk at this location will be reconstructed.
5. The intersections within the City reach (namely, Calle Entradero, Via Cordova, Via Crystal, Via Errecarte, and Avenida Siega) will remain non-signalized and free of pedestrian crossing treatment.
6. The elimination of the north side sidewalk from Calle Entradero to Via Cordova and obtain a Letter of Support from the Hunt Club (or the appropriate property owner), if appropriate, for the subject sidewalk elimination. It is also understood that the privately owned equestrian trail between Calle Entradero and Via Cordova will remain in place and may be used as a multi-purpose trail.
7. City responsibility for maintaining or effecting the maintenance of the proposed glass noise abatement walls. This may include, but not be limited to, coordination with the adjacent property homeowners or homeowners association for such maintenance.
8. Be responsible for the maintenance and upkeep of landscape treatment on Ortega Highway within the City reach, including landscaping on retaining walls.

Mr. Dave Adams
May 4, 2006
Page 4 of 5

We look forward to continuing our partnership with the City to deliver this important highway capacity enhancement project to the community of San Juan Capistrano. If you have any questions related to the project or the contents of this letter please contact The Departments Project Manager, Mr. Ahmed Abou-Abdou, at (949) 724-2768.

Sincerely,

JIM BEIL
Deputy District Director
Capital Outlay Program
District 12

Cc: Ahmed Abou-Abdou, Caltrans Project Manager
Mili Lim, Caltrans Design
William Huber, SJC, Assistant City Manager
Harry Persaud, County of Orange

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 12
3337 MICHELSON DRIVE
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TTY (949) 756-7813

Flex your power!
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Dear Home/Property Owner: May 12, 2006

The California Department of Transportation is in the design phase to widen Ortega Highway (State Route 74) east of Interstate 5 in south Orange County. This project would ease current and projected traffic congestion in the project area.

Because the improved highway will accommodate additional traffic, noise levels are expected to increase in the project area. Therefore, the Department of Transportation has determined that it might be appropriate to construct three sound walls on the south side of Ortega Highway between Calle Entradero and Via Errecarte. You have received this letter because you own a property that might be affected by noise increases associated with the roadway improvement project (see attached aerial photograph) and one of the proposed walls. The Department of Transportation is, therefore, seeking your opinion as to whether a sound wall should be built between Calle Entradero and Via Cordova to reduce the level of traffic noise at the properties on the south side of Ortega Highway behind sound wall number 1.

Please note that the sound walls are planned to be around 14-feet high. Properties closer to the highway would experience greater noise reductions than properties farther away if the sound walls were built. Taller sound walls would also achieve greater noise reductions. The potential noise increase would most directly impact the first and second row of houses immediately next to the highway. The impact of traffic noise on houses beyond the second row would be significantly less. Similarly, sound walls would most directly benefit the first and second row of houses. Noise reductions resulting from the sound walls would be much less for houses beyond the second row.

If a majority of the affected homeowners is in favor of the sound walls, then sound walls will be considered for construction. If, however, fifty percent or more of the affected homeowners are opposed to the sound walls, they will not be built. Therefore, it is very important that you share your opinion with the Department of Transportation. Please complete and return the enclosed survey sheet in the provided, addressed envelope. In order to be counted, the survey sheet must be signed by the property owner(s) and postmarked by no later than June 15, 2006.

The City of San Juan Capistrano will be holding a joint workshop of the City Council and Planning Commission to review design concepts for walls and parkways, for the Ortega Highway Project. You are invited to this workshop to view conceptual plans and renderings of the widening project and learn more about the project. A representative from the California Department of Transportation will attend the meeting to provide information about the sound walls and traffic noise. You may mail your survey sheet to us without attending the meeting. However, we encourage you to attend the meeting prior to completing the survey sheet. The City's workshop is scheduled as follows:

May 30, 2006, 7:00 PM
City of San Juan Capistrano, City Council Chambers
32400 Paseo Adelanto, San Juan Capistrano, CA 92675

If you have any questions please call Ms. Cindy Krebs of BonTerra Consulting at (714) 444-9199.

Reza Aurasteh, Ph.D., PE
Branch Chief,
Environmental Engineering
California Department of Transportation

ATTACHMENT 4

Survey Sheet

For homeowners between Calle Entradero & Via Cordova (Sound Wall #1)
Ortega Highway Project Sound Wall

Please complete this survey and mail to:
BonTerra Consulting
Attn: SR-74 Soundwall Survey151 Kalmus Dr., Suite E-200
Costa Mesa, CA 92626

This survey sheet is for properties located on the south and north side of Ortega Highway between Calle Entradero & Via Cordova. Please look at the enclosed aerial photograph, complete the following, sign and return to the address above.

As an option, the Department of Transportation and the City are working on the possibility of a transparent sound wall in lieu of a concrete block wall. If funding of the higher cost of a transparent wall can be arranged, construction of a transparent wall will be considered. Otherwise, a concrete block wall will be considered for construction.

My property is located within the area explained above. (Please check only one of the three "Yes" lines)

[ ] Yes, I am in favor of the proposed sound wall # 1 only if it is a transparent wall

[ ] Yes, I am in favor of the proposed sound wall # 1 only if it is a concrete block wall

[ ] Yes, I am in favor of the proposed sound wall # 1 either as a transparent wall or a concrete wall

[ ] I would prefer a ____ft wall (please circle your choice: 12 foot, 14 foot, 16* foot)

[ ] No, I am not in favor of the proposed sound wall #1.

[ ] I prefer that wall #1 is NOT constructed at any height or with any material.

*Please note that if a 16-ft sound wall is not possible because of safety concerns, a 14-ft wall will be constructed instead. The final roadway design will establish this.

The property owner should sign below:

Print First, Last Name(s) _____ Signature _____

Street Address of the Property _____ Date _____

City, Zip Code _____

AGENDA ITEM

May 30, 2006

TO: Dave Adams, City Manager

FROM: Molly Bogh, Planning Director

SUBJECT: Consideration of Conceptual Design Alternatives with Respect to Sound walls, Retaining Walls, and Landscaping for Caltrans' Proposed Widening of Ortega Highway (SR-74) from Calle Entradero to the Easterly City Limit

RECOMMENDATION

Conduct the public workshop; and,

By motion: provide direction on the proposed conceptual design alternatives with respect to design section, sound walls, retaining walls, and landscaping for Caltrans proposed widening of Ortega Highway (State Route-74) and provide responses to the following issues as requested by Caltrans:

1. Does the City concur with the proposed 70'-0" wide geometric design section for the Calle Entradero-Avenida Siega road segment, and a 76'-0" wide geometric design section for the Avenida Siega-City limit road segment?
2. Does the City concur with reconstructing the existing eastbound right-turn lane curb return and sidewalk at Via Cordova?
3. Does the City concur with maintaining the 5 intersections within the City as non-signalized and free of pedestrian crossings, until such future date that signal warrants may justify the need for signalization?
4. Does the City concur with eliminating the existing sidewalk along the north side of Ortega Highway from Calle Entradero to Via Cordova, and retaining the existing multi-purpose trail along the Hunt Club frontage?
5. What is the City's preferred material for sound walls on the south side of the highway? If the City prefers glass sound walls, does the City agree to fund the additional cost of glass walls over the cost of standard Caltrans-approved masonry block walls?
6. If the City prefers a glass sound wall design for the south side of the highway, will the City agree to accept maintenance responsibility for these glass sound walls on the south side of Ortega Highway?
7. What is the City's preferred material for retaining walls on the north side of the highway?
8. What is the City's preferred landscaping concept for the north side of the highway? If this concept exceeds normal Caltrans landscaping guidelines, will the City agree to fund the difference in cost?
9. Will the City agree to maintain all landscaping for the project located within City limits (including landscaping on retaining walls)?

SITUATION

A. **Summary and Recommendation**

The California Department of Transportation has proposed to widen Ortega Highway (SR-74) to four lanes with construction of left-turn lanes, from Calle Entradero to east of Antonio Parkway. Rancho Mission Viejo Company in cooperation with Caltrans is preparing preliminary design plans for the proposed widening of Ortega Highway. While the City does not have any legal jurisdiction over the proposed project, Caltrans has invited the City to participate in the project design process in order to address City concerns regarding aesthetics along the highway, designated as a scenic route in the City's General Plan.

Staff recommends that the City Council and Planning Commission conduct a public workshop to provide direction to Caltrans on the proposed conceptual design alternatives with respect to proposed design concepts, including the roadway section, sound walls, retaining walls, and landscaping for Caltrans-proposed widening of Ortega Highway.

C. **Background**

In 2004 Caltrans provided conceptual design plans to the City for input on proposed retaining walls and sound walls for the widening of Ortega Highway from 2 lanes to 4 lanes east of Calle Entradero to the City limits. Those design plans proposed to construct about 1,500 linear feet of 12'-0" to 15'-0" high concrete retaining walls along the north side of Ortega Highway and about 3,400 linear feet of 16'-0" high masonry sound wall along the south side. Staff determined that the proposed retaining and sound walls had the potential to impact the scenic quality of the current roadway corridor, which provides views of the valley and ridgelines and a rural ambiance consistent with the General Plan. In an August 24, 2004 letter to Assemblyman Todd Spitzer, then-Mayor Joe Soto outlined the City's concerns about the project (see Attachment 1).

In response to the City's concerns Caltrans presented revised wall and landscaping plans, but staff was unable to reach final agreement on the design concepts with Caltrans. At the same time, Rancho Mission Viejo (RMV) Company moved ahead with plans for widening Ortega Highway within Planning Area 1 of The Ranch Plan, and brought the parties together in an effort to plan the highway widening in a coordinated effort. Based on several meetings between the City, the County, RMV and Caltrans in 2005, it was agreed that RMV would assist the City and Caltrans in finalizing the roadway section for the portion of Ortega Highway within the City limits in order to provide a basis for identifying wall locations and heights. The City agreed to retain RMV's landscape consultant, Land Concern, in order to draft design concepts for walls and landscaping which would maintain the City's scenic character while creating a uniform theme for the Ortega corridor from I-5 to La Pata. Caltrans agreed to accept the City's input regarding wall and landscape design for

IS
Initial Study | EA

consideration in their environmental document and final design plans. The County agreed to use funds allocated to the Ortega Widening project from the Ladera traffic mitigation in order to fund some of the up-front design costs.

To assist staff and the consultant in exploring design concepts for walls and landscaping, staff formed an ad hoc advisory group consisting of three City Commission members including Tony Soto, Transportation Commissioner, Ilse Byrnes, Cultural Heritage Commissioner, and Robert Cardoza, Planning Commissioner and Design Review Committee member. The working group met four times to review concepts and provide input.

Environmental Processing: The design direction provided by the City Council and Planning Commission will assist Caltrans in the completing the Environmental Impact Report/Environmental Impact Study for the proposed project. The City's design direction will be incorporated into preparation of the "aesthetics" section of the environmental documentation by Caltrans. No additional environmental review of the City's recommendations is necessary.

D. **Project Description**

The project consists of the proposed widening of Ortega Highway from two lanes to four lanes from the existing four lane road section near Calle Entradero to east of Antonio Parkway/La Pata. The City is focusing its review on that segment of the project situated within the City. The project proposes the following elements:

- Maintaining the existing south edge of Ortega Highway at the present curb line, maintaining the existing sidewalk and landscaped parkway, and erecting sound walls in three locations to block noise from adjacent residential neighborhoods. Sound wall heights would vary from 12 to 16 feet.
- Widening the roadway by adding two additional travel lanes and a continuous left turn lane, and taking additional right-of-way on the north side of the highway.
- Constructing 12'-0" to 18'-0" retaining walls at three different locations along the north side of Ortega Highway at the edge of the existing/proposed right-of-way to accommodate the proposed road widening.
- Reconstructing existing private driveway entrances along the north side to maintain access to existing homes.
- Landscaping along the north side of Ortega Highway.

In a letter to the City dated May 4, 2006 Caltrans requested that the City provide direction or design concurrence on several aspects of the proposed project (see Attachment 2), as summarized below:

1. The proposed 70'-0" wide geometric design section for the Calle Entradero-Avenida Siega road segment.
2. The proposed 76'-0" wide geometric design section for the Avenida Siega-City limit road segment.

3. The proposed reconstruction of the existing eastbound right turn lane curb return and sidewalk at Via Cordova.
4. Maintaining the existing 5 intersections within the City as non-signalized and free of pedestrian crossings.
5. Eliminating the existing sidewalk along the north side of Ortega Highway from Calle Entradero to Via Cordova.
6. City acceptance of responsibility for maintaining any glass sound walls (or having the corresponding Homeowners Association maintain the walls).
7. City acceptance of responsibility for maintaining all landscaping including retaining wall landscaping within the City.

E. Issues & Staff Analysis

North Side Improvements

Caltrans proposed widening project will occur primarily along the north side of Ortega Highway. Retaining walls are proposed at three locations along the north side of Ortega Highway. About 380 linear feet of 12'-0" to 15'-0" high retaining wall is proposed between Palm Hill Drive and the private entrance across from Via Cristal along Ortega. An additional 150 linear feet of retaining wall is proposed along the north edge of Palm Hill Drive. While the plans depict a potential 20 foot wide parkway for landscaping, the sections depict minimum 5'-0". About 240 linear feet of 12'-0" to 15'-0" high retaining wall is proposed along the slope across from Via Errecarte. The layout plans also depict a 20 foot wide parkway but the sections show minimum 5'-0". The most significant retaining wall is a 600 linear foot 15'-0" to 18'-0" high retaining wall proposed between Shade Tree Lane and the most easterly private entrance near the City limit. The plans depict a 10 foot wide parkway at this location but the sections again show a minimum 5'-0".

While the existing sidewalk in the vicinity of Hunt Club would be eliminated, the existing equestrian (multi-purpose) trail would be retained. Several roads and private drives would be reconstructed as a result of widening and the grades (steepness) would increase. Caltrans plans propose to increase the Palm Hill Drive grade from about 16.7% to 23.0% and the existing easterly private drive from 15.0% to 21.1%.

Staff, the consultant and the ad hoc committee reviewed several design concepts for the proposed retaining walls, including the Caltrans standard wall design, a decorative masonry block, a stepped wall with landscaping, and a reinforced gunite wall designed to look like native rock. These concepts are summarized in the following table.

	Discussion Points
Retaining Wall Design Concepts	
Option 1a: Standard Caltrans Retaining Wall.	• This Caltrans standard retaining wall consists of a concrete, poured-in-place wall system. The existing retaining wall along the north side of Ortega between the I-5 northbound on-ramp and Rancho Viejo Road is an example of a standard retaining wall, but with a "fractured-fin" finish to give the wall a textured appearance. • The Caltrans standard retaining wall is functional but provides no aesthetic enhancement.
Option 1b: Standard Caltrans Masonry Block Retaining Wall (with Sack Finish)	• This Caltrans standard retaining wall consists of a concrete block wall and provides a more aesthetic appearance than the poured-in-place wall system. • This retaining wall with a plastered and painted finish would convey the appearance of an adobe wall. The paint finish would probably consist of an earthtone color, typical of the Mission buildings, which would compliment the landscape palette of the corridor. • This concept was used adjacent to the Rancho Madrina housing project on Rancho Viejo Road. If properly landscaped, this concept could blend into the Mission theme and become less visible than some of the other alternatives.
Option 2a: Single Wall System with River-rock Form Liner.	• The "River-rock Form liner" retaining wall concept, as the name implies, involves the use of a "form liner in the concrete wall forms which create a "river-rock" appearance. An example of this wall system occurs along the west side I-5 in San Diego County north of the San Diego city limits. • This design approach reflects the rock materials found in other areas of the City, such as Stone Field. However, unless the treatment is done carefully, it may convey an unauthentic appearance. The form liner approach results in a high degree of uniformity in material, color, and surface variation which distinguishes it from a retaining wall with a river-rock façade (veneer).

Option 2b: Single Wall System with Gunite Faux Rockscape.	• The gunite-faced retaining wall system would involve the installation of steel mesh with slope tie-backs to which earth-toned gunite would be applied. The gunite would be hand-troweled to convey the appearance of a rock outcropping. While the technique is labor intensive and expensive, it effectively conveys a natural appearance. Two local examples of the effective use of "gunite faux rockscape" include (1) the bluffs along the north side of Coast Highway in San Clemente between Camino Capistrano and Avenida Pico, and (2) the slope along the north side of Pacific Coast Highway (PCH) in Dana Point just south of Crown Valley Parkway. • The use of "gunite faux rockscape" in these two locations reflects the coastal geology where exposed rock faces occur as a result of water and wind erosion. However, exposed rock bluffs is not a geologic feature common in San Juan Capistrano and therefore is not generally appropriate within the City. In addition, the treatment is more expensive than other wall designs.
Option 3: Two-tiered Wall System (river rock form liner or gunite faux rockscape)	• The "Two-tiered Wall System" would provide a mid-wall break to accommodate landscaping so that a 12'-0" retaining wall could be constructed as two 6'-0" walls or an 18'-0" high retaining wall could be constructed as two 9'-0" walls. In terms of visual impact of the retaining wall, the two-tiered system could be superior to a single wall system if right-of-way were no constraint to design. However, existing residential development along the north side of Ortega Highway limits the ability to expand the area of right-of-way. • This concept would either require additional public right-of-way from adjoining private properties or would result in a reduced parkway width at the base of the retaining wall. The ad hoc committee felt that providing adequate landscaping at the top and base of the walls is necessary. The 2-tiered wall design may not allow this given right of way constraints.
Landscaping	• The ad hoc committee recommended covering as much of the retaining walls as possible with vines and landscaping. • In areas without retaining walls, the committee recommended use of California native plant material, including trees (per Caltrans standards) where possible, to be spaced in natural groupings with shrub massing and ground cover.

South Side Improvements

While the proposed widening project occurs primarily along the north side of Ortega Highway, improvements are also proposed to the south side. The most significant proposed improvements to the south side of the road include three segments of proposed sound wall with a maximum height of 12'-0" to 16'-0". Proposed sound walls would be constructed between Calle Entradero and Via Cordova (about 730 linear feet), between Via Cordova and Via Cristal (about 710 linear feet), and between Via Cristal and Via Errecarte (1,170 linear feet). Caltrans does not propose a sound wall between Via Errecarte and Avenida Siega, nor east of Avenida Siega. According to Caltrans guidelines, sound walls are constructed only in areas where they will reduce noise levels by at least 5 decibels. The proposed sound walls would be situated along the outside of the parkway so as to accommodate the existing sidewalk and 5'-0" wide landscape area.

The existing sidewalk would be maintained and a new sidewalk would be constructed from Avenida Siega to the City limit. An eastbound right-turn lane would be constructed at Via Cordova which would also require replacement of the existing sidewalk. Between Avenida Siega/Shadetree and the City limit, the proposed road widening would occur almost equally to both the north and south sides of the road.

Staff, the consultant and the ad hoc committee reviewed two design concepts for the proposed sound walls including the Caltrans standard masonry sound wall design and combination glass and masonry sound wall design. These concepts are summarized in the following table.

Sound wall Design Concepts	
Option 1: Masonry & glass sound wall	• The "Masonry & glass sound wall" would consist of the installation of glass wall panels above existing masonry walls. The glass panels would be self-supporting on steel posts embedded in concrete footings. There would be no additional bearing weight on the existing property owner/HOA walls. • Along the easterly portions of the widening area, existing wall heights are variable. In these areas, a solid wall would be constructed adjacent to the existing walls and topped with glass panels. • The use of glass sound wall panels would maintain the existing views of the southerly hills and San Juan Creek Valley from along the Ortega corridor, and provide light and transparency for adjacent residents, avoiding a tunnel-like look.
Caltrans standard masonry sound wall	• The "Caltrans standard masonry sound wall" would consist of the installation of a solid masonry wall of 12'-0" to 16'-0" foot high. • The standard masonry wall would block all ridgeline and San Juan Creek valley views to the south of the Ortega corridor.
Landscaping	• Parkway landscaping on the south side of the highway already exists adjacent to residential subdivisions. Existing landscaping generally contains turf, shrubs and trees. There is no proposal by Caltrans to replace this landscaping. Any new landscaping in this area would be at the City's expense. • The ad hoc committee recommended that this area be replanted at some point with a more natural plant palette similar to that used at the Rancho Madrina project on Rancho Viejo Road.

OTHER DESIGN ISSUES

In addition to the wall and landscaping concepts outlined above, the City's Engineering Department has reviewed the design plans and has no comments on the proposed roadway cross sections. However, Engineering staff identified the following issues which should be addressed in the final design:

1. The design should clarify whether existing utilities will be under-grounded. The City recommends undergrounding of utilities as part of the widening project.

2. The design, bidding and construction of the road improvements should be coordinated with the City Water Department to accommodate installation of a 12-inch water line from Antonio Parkway to Toyon Drive, in order to avoid the need for subsequent road closures and trenching after the road widening project is completed. The City will use the same engineer (HDR) for design of the water line project as Caltrans is using for roadway design. The City requests that Caltrans integrate the City Water Department into the bidding and construction process, such that the plans and specifications for the water line are part of the same bid package as the road improvements, that the same contractor is awarded both projects, and that bid amounts for both components of the project are considered in the award of contract.
3. The City needs an equestrian crossing of Ortega Highway to connect trail systems north and south of the highway. The City is currently evaluating the feasibility of using the La Novia signal to accommodate an equestrian crossing. However, the City wants to retain the future option to establish an equestrian crossing at Errecarte or Via Cristal.
4. The preliminary design proposes to increase the grade (steepness) of the Palm Hill Drive access road from 16.7% to 23.0% and of the existing easterly private entrance from 15.0% to 21.1%. The existing and proposed grades exceed Orange County Fire Authority (OCFA) standards. The proposed private street and private driveway grades cannot exceed the existing grades where the existing grades presently exceed OCFA standards for emergency vehicle and fire apparatus accessibility.

FINANCIAL

The cost of retaining Land Concern to assist in developing preferred design concepts for the Ortega Widening Project is not to exceed $20,000. The County has agreed to reimburse the City for the cost of this work through a cooperation agreement regarding Ortega Highway improvements. Therefore, there is no fiscal impact to the City from the process of developing design recommendations.

HDR Engineering has prepared construction cost estimates for the various types of retaining walls and sound walls. The estimates provide a rough, order-of-magnitude cost comparison of the various alternatives under consideration (see Attachment 3). Should the City recommend design alternatives which require additional expense above and beyond the Caltrans standard designs, the City would be expected to cover the additional cost.

For non-standard retaining walls, Caltrans expects the City to pay for the additional construction cost which exceeds the basic Caltrans wall design standard. However, Caltrans would be responsible for maintaining the retaining walls. The retaining wall with sack-finish design for north side retaining walls would increase the construction cost. The City has requested HDR Engineering to provide a cost estimate.

For non-standard sound walls (glass and masonry), Caltrans expects the City to pay the difference between the cost of such walls and the Caltrans standard masonry sound wall, and also maintain the sound walls. The financial impact is unknown at this point, but could be significant. HDR estimates that the glass-masonry sound wall could add $0.9 to $1.2

million to the construction cost. The maintenance cost for the glass-masonry sound wall alternative is unknown.

The City presently has responsibility for maintaining landscaping along the south side of Ortega Highway between Via Cordova and Avenida Siega. Staff will provide estimates of annual landscape maintenance cost at the workshop. Caltrans has requested that the City maintain all landscaping on the north and south sides (including on the retaining walls). The annual cost of this maintenance is unknown.

PUBLIC NOTIFICATION

Although this workshop is not a public hearing, the City has mailed a public meeting notice by first-class mail to all owners of real property (as listed on the latest Orange County Real Property Tax Assessment rolls) situated within five-hundred (500) feet of the project. The meeting agenda has been posted consistent with State law and City policy.

Caltrans also mailed a sound wall survey to potentially affected property owners along the Ortega Highway Corridor to determine their preferences with respect to sound wall heights and treatments (see Attachment 4). That survey included reference to the City's public workshop this evening. Consequently, some meeting attendees may have received notice via the Caltrans survey.

RECOMMENDATION

Conduct the public workshop; and,

By motion: that the City Council and Planning Commission conduct a public workshop and provide direction on the proposed conceptual design alternatives with respect to sound walls, retaining walls, and landscaping for Caltrans proposed widening of Ortega Highway (State Route-74) and provide responses to the following issues as requested by Caltrans:

1. Does the City concur with the proposed 70'-0" wide geometric design section for the Calle Entradero-Avenida Siega road segment, and a 76'-0" wide geometric design section for the Avenida Siega-City limit road segment?
2. Does the City concur with reconstructing the existing eastbound right-turn lane curb return and sidewalk at Via Cordova?
3. Does the City concur with maintaining the 5 intersections within the City as non-signalized and free of pedestrian crossings, until such future date that signal warrants may justify the need for signalization?
4. Does the City concur with eliminating the existing sidewalk along the north side of Ortega Highway from Calle Entradero to Via Cordova, and retaining the existing multi-purpose trail along the Hunt Club frontage?
5. What is the City's preferred material for sound walls on the south side of the highway? If the City prefers glass sound walls, does the City agree to fund the additional cost of glass walls over the cost of standard Caltrans-approved masonry block walls?
6. If the City prefers a glass sound wall design for the south side of the highway, will the City agree to accept maintenance responsibility for these glass sound walls on the south side of Ortega Highway?
7. What is the City's preferred material for retaining walls on the north side of the highway?
8. What is the City's preferred landscaping concept for the north side of the highway? If this concept exceeds normal Caltrans landscaping guidelines, will the City agree to fund the difference in cost?
9. Will the City agree to maintain all landscaping for the project located within City limits (including landscaping on retaining walls)?

Respectfully submitted,

Molly Bogh
Planning Director

Prepared by,

William Ramsey, AICP
Principal Planner

Enclosures: Ortega Highway Retaining Wall and Sound Wall View Simulations (to be provided under separate cover)

Attachments:

1. August 24, 2004 letter from then-Mayor Joe Soto to Assemblyman Todd Spitzer.
2. May 4, 2006 Letter from Jim Bell, Caltrans to Dave Adams, City Manager.
3. Retaining Wall and Sound Wall Construction Cost Estimates by HDR.
4. Caltrans Ortega Highway Sound Wall Survey dated May 12, 2006.

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SAN JUAN CAPISTRANO, CA 92675
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(949) 493-1053 FAX
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MEMBERS OF THE CITY COUNCIL
SAM ALLEVATO
DIANE BATHGATE
WYATT HART
JOE SOTO
DAVID M. SWERDLIN

June 6, 2006

Ahmed Abou-Abdou, P.E. Project Manager
Department of Transportation
District 12
3337 Michelson Drive
Irvine, CA 92612-1699

Subject: Consideration of Conceptual Design Alternatives with Respect to Sound Walls, Retaining Walls, and Landscaping Related to Caltrans' Proposed Widening of Ortega Highway (SR-74) from Calle Entradero to the Easterly City Limits (820.20)

Mr. Abou-Abdou:

This letter is in response to your correspondence to the City dated May 4, 2006 requesting City input on various design features for the Lower Ortega Widening Project. Thank you for the opportunity to provide input in the design of the project. On May 30, 2006, the City Council and Planning Commission of the City of San Juan Capistrano conducted a joint public workshop to review conceptual design alternatives related to Caltrans' proposed widening of Ortega Highway within the City. The proposed widening would extend from Calle Entradero easterly to a point about 0.4 miles east of Antonio Parkway/La Pata Avenue; however, the City has limited its review to that portion of the project located within the City's corporate limits.

In your letter you requested City concurrence on several aspects of the project design. At the May 30, 2006 joint workshop, the City Council and Planning Commission discussed the following issues and gave direction to staff as described below:

1. The City Council and Planning Commission concurred with the Caltrans proposal for a 70'-0" wide geometric design section for the Calle Entradero-Avenida Siega road segment; the proposed 76'-0" wide geometric design section for the Avenida Siega-City limit road segment; and the proposal to reconstruct the existing eastbound, right-turn lane curb return and sidewalk at Via Cordova.

2. Regarding signalized crossings on this portion of Ortega Highway, your letter proposed that Calle Entradero, Via Cordova, Via Crystal, Via Errecarte, and Avenida Siega would remain non-signalized and free of pedestrian crossings. The City Council and Planning Commission indicated that at least one signalized

San Juan Capistrano: Preserving the Past to Enhance the Future

intersection and pedestrian/equestrian crossing is needed in this area, noting that the City would fund any traffic signal that did not meet established signal warrants.

3. The City Council and Planning Commission concurred with the proposed removal of the existing sidewalk along the north side of Ortega Highway between Calle Entradero and Via Cordova, and with no proposed construction of new sidewalk on the north side of Ortega Highway. The existing sidewalk on the south side of the highway would remain and be extended east of Avenida Siega to the City limits. Although the Planning Commission and City Council concurred with the need for sidewalks on only the south side of the highway in this area, they reiterated the need for a future signalized pedestrian crossing.

4. The City Council and Planning Commission concurred that sound walls on the south side of the highway should be designed to be aesthetically compatible with the scenic highway designation in the General Plan. Various materials were discussed, including glass and masonry block with sacked finish. General consensus was reached that more study of sound wall materials is needed to address both aesthetics and sound reduction (including sound deflection to properties on the north side of Ortega Highway), and acknowledging the City's willingness to fund the cost of aesthetic sound wall treatments/materials that exceed Caltrans standards. The environmental document prepared by Caltrans for the project should evaluate and propose mitigation for both the direct traffic noise impacts to homes along the south side and indirect noise impacts (reflected noise) to homes along the north side of the highway.

5. The City Council indicated general consensus that the City is willing to fund maintenance of glass sound walls or other sound walls that exceed Caltrans standards, provided that such materials can reduce sound deflection affecting residences on the north side of the highway.

6. The City Council and Planning Commission reached general consensus that for retaining walls on north side of Ortega Highway, faux rock is the preferred material, except that if the walls can be completely covered with landscape material such as vines, another material may be acceptable. A batter wall would be preferable to a vertical wall.

7. The City Council and Planning Commission directed that landscaping along the north side of Ortega Highway should consist primarily of drought tolerant, native or historical California plant materials. The City is open to funding any cost differential between this type of plant material and Caltrans standard planting plans.

8. The City Council indicated a general consensus that the City would agree to maintain all landscaping for the project located within City limits.

In addition to the above design-related issues for which Caltrans has sought concurrence, the City has identified the following issues which should be addressed.

a. The design should clarify whether existing utilities will be under-grounded. The City recommends undergrounding of overhead utilities as part of the Ortega Highway widening project.

b. The design, bidding and construction of the road improvements need to be coordinated with the City Water Department to accommodate installation of a 12-inch water line from Antonio Parkway to Toyon Drive, in order to avoid the need for subsequent road closures and trenching after the road widening project is completed. The City will use the same engineer (HDR) for design of the water line project as Caltrans is using for roadway design. The City requests that Caltrans integrate the City Water Department into the bidding and construction process, such that the plans and specifications for the water line are part of the same bid package as the road improvements, that the same contractor is awarded both projects, and that bid amounts for both components of the project are considered in the award of contract.

c. The City needs an equestrian crossing of Ortega Highway to connect trail systems north and south of the highway. The City is currently evaluating the feasibility of using the La Novia signal to accommodate an equestrian crossing. However, the City wants to retain the future option to establish an equestrian crossing at Errecarte or Via Cristal.

d. The preliminary design proposes to increase the grade (steepness) of the Palm Hill Drive access road from 16.7% to 23.0% and of the existing easterly private entrance from 15.0% to 21.1%. The existing and proposed grades exceed the Orange County Fire Authority (OCFA) standard which we understand is a maximum 15.0% grade. The proposed street and driveway grades cannot exceed the existing grades where the existing grades already exceed OCFA standards for emergency vehicle and fire apparatus.

e. The City supports the provision of bicycle facilities in conformance with the Orange County Transportation Authority (OCTA) Commuter Bikeways Strategic Plan (CBSP).

The City Council and Planning Commission greatly appreciated the opportunity afforded by Caltrans to review the project, take public input, consider design alternatives, and provide recommendations to Caltrans for completing the design and environmental work for the Lower Ortega Widening Project. In particular, Mayor Swerdlin has asked that thanks be extended to District Director Cindy Quon and all members of the Caltrans staff involved in this project, for creating a process that invited City input on context sensitive design within San Juan Capistrano.

Please feel free to call me at (949) 443-6323 with any questions about this letter or the City's recommendations on the project.

Sincerely,

Molly Bogh
Planning Director

Cc: Dave Adams, City Manager
William Huber, Assistant City Manager
Nasser Abbaszadeh, Engineering & Building Director
Brian Perry, Senior Civil Engineer
Alan Oswald, Senior Engineer-Traffic
William Ramsey, AICP, Principal Planner
Planning Commission
Ilse Byrnes, Parks, Recreation, & Equestrian Commissioner
Tony Soto, Transportation Commissioner
Reza Aurasteh, PhD, P.E., Caltrans, District 12
Milli Lim, P.E., Caltrans District 12
Deedee Martinez, L.A., Caltrans District 12
Jeff Thompson, Rancho Mission Viejo
Laura Eisenberg, Rancho Mission Viejo
Bill Bennett, HDR, Engineering
Mike Sweeny, L.A., Land Concern
Kathleen Brady, BonTerra Consulting
Cindy Krebs, BonTerra Consulting

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
3337 MICHELSON DRIVE, SUITE 380
IRVINE, CA 92612-8894
PHONE (949) 724-2007
FAX (949) 724-2019
TTY (949) 756-7813

Flex your power!
Be energy efficient

August 21, 2006

Ms. Molly Bogh, Planning Director
City of San Juan Capistrano
32400 Paseo Adelanto
San Juan Capistrano, CA 92675

Subject: **Lower Ortega Highway Widening Project (EA 12-086900)**
Sound Wall Type

Dear Ms. Bogh:

As you are aware, the Department conducted a sound wall survey for the Lower Ortega Highway widening project in May 2006. We are pleased to inform you that the results of the sound wall surveys have been compiled and analyzed. Over 84% of the respondents are in favor of sound walls. In regards to the type of sound walls, 13% preferred glass walls, 19% preferred concrete walls, and 68% indicated no preference. Since over 50% are in favor of the sound walls, the project is required to have sound walls in accordance with the Department's noise abatement protocol. Additionally, to comply with the desire of the residents, the walls should be made of concrete or non-transparent material.

In your letter dated June 6, 2006, Paragraph 4 states that "...more study of sound wall materials is needed to address both aesthetics and sound reduction (including sound deflection to properties on the north side of Ortega Highway) and acknowledging the City's willingness to fund the cost of aesthetic sound wall treatments/materials that exceed Caltrans standards..." Paragraph 5 further states that "...the City is willing to fund maintenance of glass sound walls or other sound walls that exceed Caltrans standards, provided that such materials can reduce sound deflection affecting residences on the north side of the highway."

In response to your concerns in aesthetics and sound deflection, we have identified two sound absorbing wall systems for your consideration: QUILITE® Noise Barriers, , and Sound Fighter® LSE Noise Barrier Wall System. These products are among the Department's current list of pre-qualified sound wall systems. The construction details for the specific project application need to be reviewed and approved by the Department's Office of Structure Design.

Among the two products listed, Sound Fighter® LSE Noise Barrier has the best sound absorbing capability; (According to the manufacturer, it has a very high absorptive value and it weighs approximately 5.0 lbs./sqft). QUILITE® weighs approximately 6 lb./sqft, but is not a transparent wall. Both systems require some additional structural support. Additional structural support requirements may result in more construction impacts to the south side parkway. Among the two types of walls, only QUILITE® allows natural light penetration and the manufacturer claims that it reduces reflected noise by more than 60%. Attached please see some sample applications of these sound wall systems. More detailed information on these walls can be found on the following web sites.
www.quilite.com/highway.html and www.soundfighter.com/wall.htm

Please note that reflective noise reductions indicated here are claimed by manufacturer. Caltrans has not verified these claims by actual field measurements.

The following are two other pre-qualified noise barrier systems web sites. These are sound barriers and not sound absorption type.

Carsonite Sound Barrier can be found @ http://www.carsonite.com/

Port-o-Wall System Sound wall can be found @ www.port-o-wall.com

The web site for Pre-qualified Paraglas material is http://www.paraglassoundstop.com
This material is transparent but does not reduce reflected noise.

Since these sound walls will be located within right of way under City jurisdiction, the Department will also be willing to support other wall type that City determines feasible provided that it meets all Department requirements for noise attenuation, and is approved by Caltrans structural engineers. However, the height and length of the walls have already been established to be 14' for sound wall No. 1, 16' for the sound wall No. 2, and 16' for soundwall No. 3, according to the July 20, 2006 memorandum from Caltrans' Environmental Engineering (copy attached).

In relation to the sound wall material, the sound wall survey reflects the desire of the respondents. According to the survey, more people prefer a concrete wall versus a transparent wall. As such if the City prefers transparent wall, we suggest that the City contact those residents. Caltrans will be happy to provide the address of property owners who prefer concrete wall.

As you are aware, this project is progressing on an accelerated basis. The following item need to be addressed in order for the project to proceed as planned:

1) City needs to notify the Department in writing its selection of the sound wall type and aesthetic treatment by September 29, 2006.

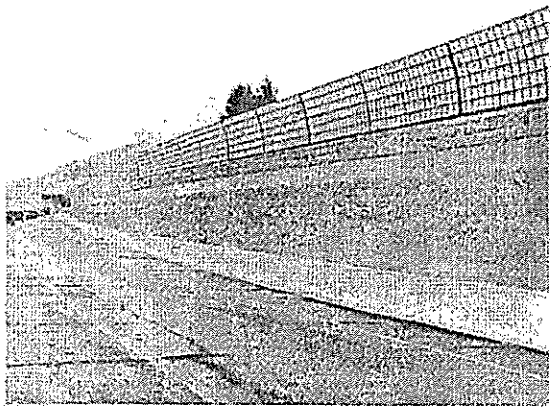
Thank you for your support on this important project. Should you have further questions, please feel free to contact me at (949) 724-2768.

Sincerely,

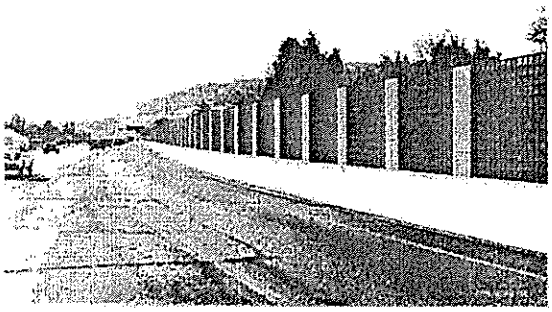
Ahmed Abou-Abdou, PE, PMP
Project Manager
Caltrans, District 12

Cc: William Huber, City of SJC
Harry Persaud, County of Orange

QUILITE© Noise Barriers



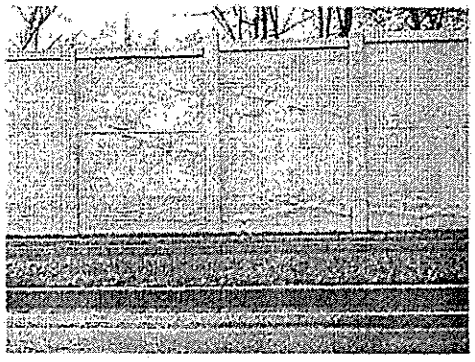
Computer model



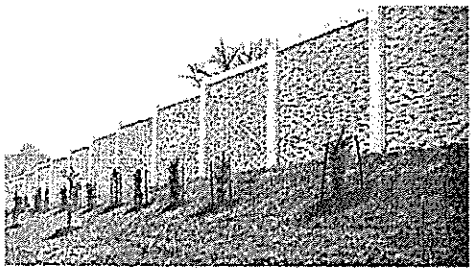
Computer model

Source: http://www.quilite.com/opt2.jpg

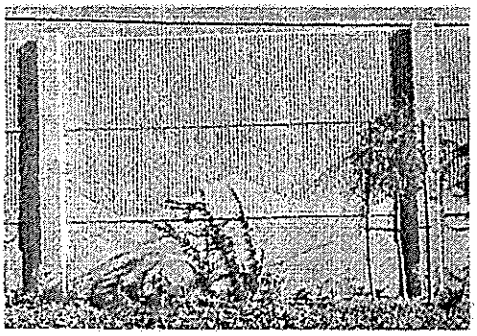
SoundSorb® Noise Barrier



MD Rt. 216
Graphic art panels



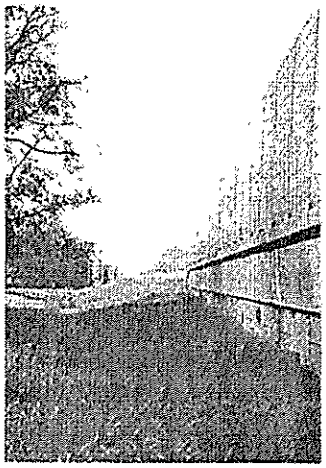
MD Rt. 216
Old Brick Pattern



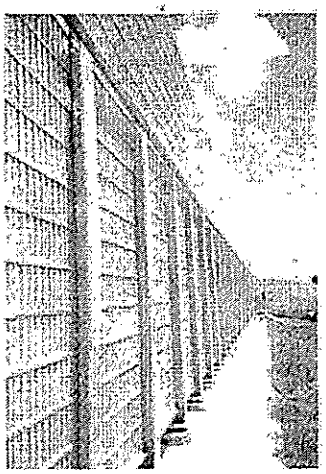
Custom Texture
MTA Busway , CA

Source: http://www.soundsorb.com/projects.html

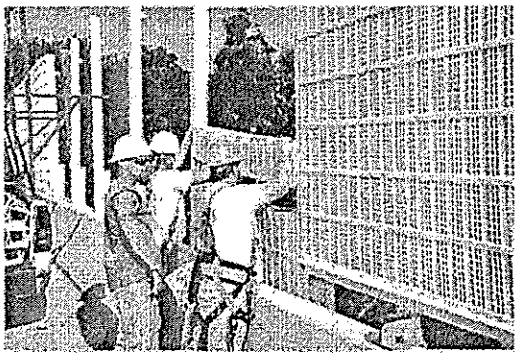
Sound Fighter® LSE Noise Barrier Wall System



I-49
Shreveport, LA



I-10
Baton Rouge, LA



I-10 Installation
Baton Rouge, LA

Source: http://www.soundfighter.com/Walls_gallery.aspx

Rec'd at City Council mtg 10/3/2006 MMM

Outline of comments for presentation of Petition to SJC City Council 3/3/06

To: Members of the City Council

We are members of a committee involved in information collection, discussion and collective action regarding some important issues affecting the City.

We are hereby submitting a set of petitions to the Council that ask for your restraint in connection with:

1. The widening of the Ortega Highway where it already consists of four lanes
2. The erection of soundwalls on the south side of the Ortega
3. The removal of any mature trees and the existing sidewalk on the north side of the Ortega
4. The construction of a cloverleaf interchange at the intersection of the Ortega and the I-5.

Thus far, close to 275 residents have signed the petitions and we are receiving daily calls for copies so additional signatures are sure to come.

Bernard J. Hale, Spokesperson
30981 Steeplechase Drive
San Juan Capistrano, CA 92675

10/04/06 Council, CM, ACM, E&B

Petition to the City Council of San Juan Capistrano
In Opposition to the Widening of Ortega and New I-5/Ortega Interchange

We, the undersigned residents of San Juan Capistrano, hereby request the members of our City Council to use all available means to stop turning Ortega Highway into a "driveway to the I-5 for surrounding communities."

Specifically, we oppose the current plans of Caltrans to widen Ortega Highway and build a massive new I-5/Ortega Interchange. We call on the City Council to stop spending our tax dollars to facilitate these projects and inform Caltrans that it needs to build/improve other access points to the I-5 before the City will consider supporting the widening of Ortega and the new interchange.

The proposed Ortega/I-5 interchange improvements are extremely destructive of the character of San Juan and our historic downtown, and will merely attract a great deal more traffic to use our City as a driveway to the I-5, further degrading arterial street traffic and causing bigger headaches for the citizens and businesses of our town. The proposed sound walls will create a "tunneling effect" on Ortega, destroy the rural character and numerous trees lining Ortega, and badly degrade the quality of life for literally thousands of our residents. We should be insisting that Ortega and the interchange CANNOT be acceptably improved to meet the traffic needs of 2030 and therefore Caltrans must look at other alternatives to handle the regional traffic at access points for the I-5 other than Ortega.

The City needs to make findings that Ortega Highway and the Ortega interchange cannot bear the brunt of the increased traffic accessing the I-5 in 2030 due to the negative impact on our historic downtown and our residents along the Ortega corridor. Therefore, CALTRANS must focus on alternative access points to the I-5 (such as Stonehill, Avery, etc.) and the City should only support limited changes to Ortega that will not add sound walls, destroy trees, nor add "cloverleafs" to the interchange. The rural entryway from the East needs to be preserved as it is the last entrance to our City that reflects our rural, small-village character.

SIGNATURE LISTING-PETITION

NAME (PRINTED)	ADDRESS	SIGNATURE
Viki Berg	30661 Hunt Club Dr.	
Fred Berg	"	
D Hughes	30661 Hunt Club Dr	
Pat Kelly	30697 Hunt Club Dr	
Brett Kelly	30692 Hunt Club Dr	
Patricia M Hughes	30641 Fox Run Ln.	
Neal Hughes	30641 Fox Run Ln	
Osman Castillo	30701 Fox Run Ln	
Denise Castillo	30701 Fox Run Ln	
Kathi Sterling	30741 Fox Run Lane	
Sally M Dullen	30741 Fox Run	
Scott Sterling	30741 Fox Run	
Pat Wesselink	30641 Hunt Club	
Suzanne McCardle	30671 Hunt Club Dr SJC	
Alfred Cangelosi	27579 Paseo Castilla	
Jim Priestley	30776 Hillside Ter. SJC	
Gail Hayad	30731 Calle Chuera	
Pat Koehler	32122 Calle Los Elegantes	
Dan Koehler	32122 Calle Los Elegantes	
Patty Collins	30582 Steeplechase Dr	
Madelyn Weber	30932 Via Mirador SJC	
Kathleen Roth	30712 Hunt Club Dr	
Erica C Baker	27203 Ortega SJC	
Robert Molloy	28221 Paseo Andante SJC	
John Wells	37251 Calle Bolero SJC	
Wesley Dragoil	32515 Via Ramona SJC	
Thomas + Michelle Spieker	38483 Calle Mira Monte, SJC, CA	
Holly Sokol	30501 Steeplechase Dr	SJC, CA
Elena Armenta Diaz	30741 Steeplechase Dr	SJC CA
[illegible]	30591 Steeplechase Dr SJC, CA	92675
[illegible] Upton	29811 Summerwalk SJC, 92675	
Lindsey Tanner	194 Del Rado Rd	
Maria Falkson	30710 W. Canada Dr	
Jim Reynolds	24452 Paseo Alto	
Peter Hartman	27332 Silver Creek Dr SJC 92675	
Bonnie Hartman	27332 Silver Creek Dr SJC 92675	

A RECAP OF THE MEETING HELD ON 10/24/06

LOCATION: MEETING WAS HELD AT City offices at 31411 La Matanza

ATTENDEES: Representing the City Of San Juan Capistrano were Mayor David Swerdlin, Assistant City Manager William Huber, and Engineering and Building Director Nasser Abbaszadeh.

Representing a wide part of the communities on both the north and south sides of the Ortega were 20 individuals including:
Ed Dahlen, Lennie DeCaro, Bernie Hale, Suzanne McCardle, Don Merkle, Gail Fayad, Renee Ritchie, Mark Rottmann, Susan Turner, Monique Rea, Terry McCardle, Cheryl Trotsky, Mark Nielsen, Art Cusolito, Dick McEwen, Cici and Fred Barry, & Charles Rea

ISSUES DISCUSSED:

Mayor Swerdlin started the meeting off with a brief statement that the city leadership understands that the Ortega is an important entrance into the city, that the widening project can have a wide variety of impacts...some positive and some negative, and that he and his staff want to see it done correctly.

Mr. Huber followed with a discussion of the history of the Ortega Widening Project. It was begun by CalTrans in the late 1990's. He stated that Caltrans has "superior" rights over the city because of the nature of Highway 74 and it is a State Highway. . CalTrans could force the project through without city approval, but has thus far shown a willingness to listen to the input of the City leaders as well as concerned citizens and revised the original approach after they prepared a project report and then held a scoping meeting open to the public at Ambuel Elementary School . The project report began to emerge in 2004, but it
Was not considered acceptable by the city and a protest was filed. CalTrans did agree to make a number of modifications to the scope. We now are seeing what the results of all that effort have produced so far.

The EIR is due out in draft form around March of 2007. It will be made available to the public and in particular to any interested parties on record with the city. It will include technical information about the projected traffic loads, decibel levels for sound, and information about the sound walls, projected traffic lanes, and areas affected by plant and sidewalk removal . Input from interested citizens will be sought during forums. Construction is currently expected to begin in late 2008 to early 2009.

Mr. Huber stated that the project not only involves San Juan Capistrano but also the County of Orange. The County has elected to take the lead in the overall direction of the project, but the engineering must meet CalTrans guidelines.

Page 2.

A additional traffic signal on the Ortega is currently not a part of the project.

A lively discussion then followed. Major items discussed included the sound concerns that can reverberate from a sound wall, the elimination of the sidewalk and some trees on the north side of the Ortega between the two entrances to the Hunt Club, safety concerns related to exiting from such developments as Belford Terrace and the Hunt Club onto the Ortega on the north side as well as from the south side of the street, the design of the interchange at Ortega and the I-5.

Two issues that were repeatedly brought up were the need for a stop light somewhere near or east of the Hunt Club entrance as well as sidewalks for students to use in going to the new high school in the fall of 2007.

Mr. Huber and Mr. Abbaszadeh placed a large rendering of the proposed project on the wall of the meeting room for all of us to view and ask questions about.

Mr. Abbaszadeh then presented us with hard copies of a slide presentation that discussed the I-5 and Ortega Interchange project. It included a depiction of the five alternatives now under consideration. Key milestones for the future include:
Public review/comment on the draft EIR (June/July 2007)
Holding public hearings (June/July 2007)
Respond to public comments in final EIR
CalTrans approval of final EIR and Project Report (March 2008)

Mr. Abbaszadeh then presented a list of the eleven questions that I had presented to him a few days before the meeting along with staff developed answers. Unfortunately some of the answers were in conflict with what the CalTrans Project Description included, so the answers are going to be updated and supplied to me for dissemination.

In summary, The mayor, Mr. Huber and Mr. Abbaszadeh were polite and patient with our many questions and I think they heard our concerns loud and clear. One issue that the mayor called attention to was a traffic signal on the Ortega. He asked staff to give it "fast track" attention.
We concluded that it would be best if we worked as a team with the city rather than as adversaries, and all agreed to that. To that end, we were invited to create a small advisory group of around six people which would then meet with the City Staff and Caltrans in an attempt to develop some mutually acceptable approaches to try to address our concerns. I invite each neighborhood community to name someone to be on that committee. I will submit the names to Nasser and ask that a meeting schedule be developed.

Bernie Hale

California Department of Transportation

Survey Sheet

For homeowners between Calle Entradero & Via Cordova (Sound Wall #1)
Ortega Highway Project Sound Wall

Please complete this survey and mail to:
BonTerra Consulting
Attn: SR-74 Soundwall Survey, 151 Kalmus Dr., Suite E-200
Costa Mesa, CA 92626

This survey sheet is for properties located on the south and north side of Ortega Highway between Calle Entradero & Via Cordova. Please look at the enclosed aerial photograph, complete the following, sign and return to the address above.

As an option, the Department of Transportation and the City are working on the possibility of a transparent sound wall in lieu of a concrete block wall. If funding of the higher cost of a transparent wall can be arranged, construction of a transparent wall will be considered. Otherwise, a concrete block wall will be considered for construction.

My property is located within the area explained above. (Please check only one of the three "Yes" lines)

_____ Yes, I am in favor of the proposed sound wall # 1 only if it is a transparent wall

_____ Yes, I am in favor of the proposed sound wall # 1 only if it is a concrete block wall

_____ Yes, I am in favor of the proposed sound wall # 1 either as a transparent wall or a concrete wall

I would prefer a ____ft wall (please circle your choice: 12 foot, 14 foot, 16* foot)

_____ No, I am not in favor of the proposed sound wall #1.

I prefer that wall #1 is NOT constructed at any height or with any material.

*Please note that if a 16-ft sound wall is not possible because of safety concerns, a 14-ft wall will be constructed instead. The final roadway design will establish this.

The property owner should sign below

_____ Print First, Last Name(s)

_____ Signature

_____ Street Address of the Property

_____ Date

_____ City, Zip Code

California Department of Transportation

Survey Sheet

For homeowners between Via Cordova and Via Cristal (Sound Wall #2)
Ortega Highway Project Sound Wall

Please complete this survey and mail to:
BonTerra Consulting
Attn: SR-74 Soundwall Survey, 151 Kalmus Dr., Suite E-200
Costa Mesa, CA 92626

This survey sheet is for properties located on the south and north side of Ortega Highway between Via Cordova and Via Cristal. Please look at the enclosed aerial photograph, complete the following, sign and return to the address above.

As an option, the Department of Transportation and the City are working on the possibility of a transparent sound wall in lieu of a concrete block wall. If funding of the higher cost of a transparent wall can be arranged, construction of a transparent wall will be considered. Otherwise, a concrete block wall will be considered for construction.

My property is located within the area explained above. (Please check only one of the three "Yes" lines)

_____ Yes, I am in favor of the proposed sound wall # 2 only if it is a transparent wall

_____ Yes, I am in favor of the proposed sound wall # 2 only if it is a concrete block wall

_____ Yes, I am in favor of the proposed sound wall # 2 either as a transparent wall or a concrete wall

I would prefer a ____ft wall (please circle your choice: 10 foot, 12 foot, 14 foot, 16* foot)

_____ No, I am not in favor of the proposed sound wall #2.

I prefer that wall #2 is NOT constructed at any height or with any material.

*Please note that if a 16-ft sound wall is not possible because of safety concerns, a 14-ft wall will be constructed instead. The final roadway design will establish this.

The property owner should sign below

_____ _____
Print First, Last Name(s) Signature

_____ _____
Street Address of the Property Date

_____
City, Zip Code

California Department of Transportation

Survey Sheet

For homeowners between Via Cristal and Via Errecarte (Sound Wall #3)
Ortega Highway Project Sound Wall

Please complete this survey and mail to:
BonTerra Consulting
Attn: SR-74 Soundwall Survey, 151 Kalmus Dr., Suite E-200
Costa Mesa, CA 92626

This survey sheet is for properties located on the south and north side of Ortega Highway between Via Cristal and Via Errecarte. Please look at the enclosed aerial photograph, complete the following, sign and return to the address above.

As an option, the Department of Transportation and the City are working on the possibility of a transparent sound wall in lieu of a concrete block wall. If funding of the higher cost of a transparent wall can be arranged, construction of a transparent wall will be considered. Otherwise, a concrete block wall will be considered for construction.

My property is located within the area explained above. (Please check only one of the three "Yes" lines)

_____ Yes, I am in favor of the proposed sound wall # 3 only if it is a transparent wall

_____ Yes, I am in favor of the proposed sound wall # 3 only if it is a concrete block wall

_____ Yes, I am in favor of the proposed sound wall # 3 either as a transparent wall or a concrete wall

I would prefer a ____ft wall (please circle your choice: 12 foot, 14 foot, 16* foot)

_____ No, I am not in favor of the proposed sound wall #3.

I prefer that wall #3 is NOT constructed at any height or with any material.

*Please note that if a 16-ft sound wall is not possible because of safety concerns, a 14-ft wall will be constructed instead. The final roadway design will establish this.

The property owner should sign below

_____ _____
Print First, Last Name(s) Signature

_____ _____
Street Address of the Property Date

_____
City, Zip Code

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT NA **RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT** NA
Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)* Since there are few parallel routes, the redistribution effects will be minimal.
Comments/Explanation/Details *(attach additional sheets as necessary)* The Project is included in the FY 1996/2003 RTIP and the 2006 FTIP. The purpose of the project is to improve the traffic flow within the project limits. Currently, the existing traffic demand exceeds traffic capacity. The roadway operates at the LOS F, the traffic forecast for the year 2030 will be LOS F (No Built) and LOS C (Built).

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT NA **RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT** NA
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PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# *(required)* 0RA120535

Project Description *(clearly describe project)*
In the City of San Juan Capistrano and County of Orange from Calle Entradero to San Antonio Parkway. Widen from 2 Lanes to 4 Lanes.

Type of Project *(use Table 1 on instruction sheet)*
Change to existing State Highway

County Orange	Narrative Location/Route & Postmiles 12-Ora-74-KP 1.6/4.7 **Caltrans Projects – EA#** 12-086900

Lead Agency: Caltrans

Contact Person	**Phone#**	**Fax#**	**Email**
Ahmed Abou-Abdou	949-724-2768	949-440-4465	aabouabd@dot.ca.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	X	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action:

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	July 1999	March 2006	February 2007	March 2008
End	February 2007	February 2008	February 2008	May 2010

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
The purpose of this project is to improve the traffic flow within the project limits. Currently the existing traffic demand exceeds traffic capacity. The roadway operates at the level of service (LOS) F. The traffic forecast for the year 2030 is 41,000 vehicles per day (ADT) and 3,530 vehicles for the peak hour for both directions. Based on the traffic forecast the roadway will continue to operate at LOS F in the year 2030.

Smita Deshpande/D12/Caltrans/CA Gov
03/07/2007 11:23 AM

To "Harry Persaud" <Harry.Persaud@rdmd.ocgov.com>
cc "Jeff Thompson" <Jthompson@ranchomv.com>, "Saadatnejadi, Lan" <Lan.Saadatnejadi@hdrinc.com>, alison army
bcc
Subject Re: SR 74 Project

Thanks Harry.

Smita Deshpande, Branch Chief
Environmental Planning Branch 'A'
Caltrans District 12
(949) 724-2245
"Harry Persaud" <Harry.Persaud@rdmd.ocgov.com>

"Harry Persaud" <Harry.Persaud@rdmd.ocgov.com>
03/07/2007 10:18 AM

To <smita_deshpande@dot.ca.gov>
cc "Saadatnejadi, Lan" <Lan.Saadatnejadi@hdrinc.com>, "Jeff Thompson" <Jthompson@ranchomv.com>
Subject SR 74 Project

Good Morning Smita

As a follow up to the SR 74 environmental coordination meeting and to facilitate the release of Caltrans draft environmental document, this email serves to advice you that the County is willing/planning to take the lead for construction administration for the widening project, including the landscaping. The landscaping may be accomplish within the construction widening contract or as a separate contract immediately following completion of the widening project.

If you have any questions or need additional information please contact me.

Thanks-Have a great day

Harry Persaud AICP, PMP
Manager, Subdivision & Infrastructure Services
Resources & Development Management Department
Phone: 714-834-5282
Fax: 714-834-5413

California Department of Transportation

Survey Sheet

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_____ _____
Street Address of the Property Date

_____
City, Zip Code

TCWG Project-Level PM Hot Spot Analysis Project Lists

Review of PM Hot Spot Interagency Review Forms

August 2006	Determination
LA0C40.pdf	Not a POAQC - hot spot analysis not required (needs clarifying information in NEPA document)
ORA120535.pdf	Not a POAQC - hot spot analysis not required
LA17850.pdf	Not a POAQC - hot spot analysis not required
LA18850.pdf	Not a POAQC - hot spot analysis not required
LA0D477_a.pdf | LA0D477_b.pdf	Not a POAQC - hot spot analysis not required
ORA00147_a.pdf | ORA00147_b.pdf | ORA00147_c.xls	Not a POAQC - hot spot analysis not required
RIV010203.pdf	Not a POAQC - hot spot analysis not required
RIV060118.pdf	Not a POAQC - hot spot analysis not required
SBd0H760_a.pdf | SBd0H760_b.pdf	Not a POAQC - hot spot analysis not required
LA0C8057.pdf	Exempt from hot spot analysis
LA995381.pdf	Not a POAQC - hot spot analysis not required
LA996348.pdf	Not a POAQC - hot spot analysis not required

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SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

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Contact Person	**Phone#**	**Fax#**	**Email**
Ahmed Abou-Abdou	949-724-2768	949-440-4465	aabouabd@dot.ca.gov

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PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Areas of the City of San Juan Capistrano and unincorporated Orange County are located in the Trabuco RSA. A substantial portion of this large, sparsely populated region occupying eastern Orange County contain unincorporated, undeveloped land including designated open spaces such as O'Neil and Caspers Parks and a large section of the Cleveland National Forest. Trabuco RSA is framed by Santiago and Black Star Canyons on the west, I-405 on the south, and Riverside County to the east. Although this RSA contains the Cities of Mission Viejo, Lake Forest, Rancho Santa Margarita, areas of San Clemente and San Juan Capistrano, and the rural communities of Silverado, Modjeska, and Trabuco Canyons, over 26% of the land area remains developable. This represents the highest percentage of all Orange County's RSAs. Approximately three-quarters of the County's planned communities with future growth potential are located here, primarily Ladera Ranch and Rancho Mission Viejo.

The Ladera Ranch planned community development consists of 8,100 residential units plus commercial uses and the nearby Talega residential development comprises 4,965 units.

The Rancho Mission Viejo Planned Community development projected land use consists of 22,815 gross acres and the following types of uses:

Residential: Gross acres = 7,277 Maximum Dwelling Units = 14,000

Urban Activity Center:Gross acres = 251 Maximum Square Footage = 3,480,000

Neighborhood Center:Gross acres = 50 Maximum Square Footage = 500,000

Business Park:Gross acres = 80 Maximum Square Footage = 1,220,000

Golf Resort:Gross acres = 25

Open Space Use: Open space acres = 15,132

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Build	No Build
LOS D (AM and PM)	LOS F (AM and PM)
AADT = 28,000	AADT = 28,000
% Trucks = 7%	% Trucks = 7%
Truck AADT = 1,960	Truck AADT = 1,960

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Build	No Build
LOS C (AM and PM)	LOS F (AM and PM)
AADT = 42,000	AADT = 42,000
% Trucks = 5%	% Trucks = 5%
Truck AADT = 2,200	Truck AADT = 2,200

Nasser Abbaszadeh
<NAbbaszadeh@SanJuanCapistrano.org>
02/06/2007 05:33 PM

To "'Smita Deshpande'" <smita_deshpande@dot.ca.gov>
cc "'Ahmed Abou-Abdou'" <ahmed_abou-abdou@dot.ca.gov>, "'Saadatnejadi, Lan'" <Lan.Saadatnejadi@hdrinc.com>
bcc
Subject Issues from the Community Meeting on January 22, 2007

History: This message has been forwarded.

Hi Smita:

Following is a list of the issues we discussed at the 1/22/07 community meeting (it was a working group with 12 or 13 people in attendance). I grouped the issues into three main areas.

Issues:

1. No widening

2. If there is a project - main issues:
   a. Safe and attractive project
   b. Traffic signal/pedestrian crossing
   c. Sound walls

3. Other issues if there is a project
   a. Air pollution
   b. Retaining walls/step them back
   c. Landscaping/loss of trees
   d. Sidewalks on the north side
   e. Right turn lane (deceleration lanes) into side streets
   f. Coordination with the Ortega Interchange project
   g. Future of trash trucks on Ortega/ can they go somewhere else?

Engineering & Building Department Mission Statement - "To enhance the quality of life and preserve the City's heritage and charm through timely response, effective design, environmental sensitivity, quality construction, and neighborhood improvement."