

Appendix H
Draft EIR/EA Public Hearing
(April 29, 2008) Meeting Materials
and Transcript



Meeting Itinerary

Interstate 5/State Route 74 (Ortega Highway) Interchange Improvement Project Draft Environmental Impact Report/ Environmental Assessment (EIR/EA)



Public Information Meeting / Hearing

Tuesday, April 29, 2008

5:30 PM to 8:00 PM

City of San Juan Capistrano, City Council Chambers
32400 Paseo Adelanto
San Juan Capistrano, CA 92675

- | | |
|---|-------------------|
| 1. Open House | 5:30 PM – 6:30 PM |
| 2. Court Reporter available to record verbal comments* | 5:30 PM – 8:00 PM |
| 3. Call to Order (Joint Planning Commission/
Transportation Commission Meeting) <ul style="list-style-type: none">• Refer to Attached Meeting Agenda | 6:30 PM |
| 4. Introductions / Project Information Presentation | 6:35 PM |
| 5. Open House Continued During Joint Planning
Commission/Transportation Commission Meeting | 7:10 PM |
| 6. Adjourn Open House / Expected Close of Public Hearing | 8:00 PM |

* Verbal comments will be transcribed by a court reporter during the meeting. Written comments may also be submitted on comment forms provided at the meeting. All comments received at the public meeting/hearing and via mail or email by May 12, 2008 will be included in the project's administrative record and will be considered during preparation of the final environmental document (Final EIR/FONSI).

32400 PASEO ADELANTO
SAN JUAN CAPISTRANO, CA 92675
(949) 493-1171
(949) 493-1053 FAX
www.sanjuancapistrano.org



MEMBERS OF THE CITY COUNCIL

SAM ALLEVATO
THOMAS W. HRIBAR
MARK NIELSEN
JOE SOTO
DR. LONDRES USO

**AGENDA
JOINT MEETING OF THE
PLANNING COMMISSION AND TRANSPORTATION COMMISSION**

**Adjourned Regular Meeting
Tuesday, April 29, 2008 – 6:30 P.M.**

**CITY COUNCIL CHAMBERS
32400 Paseo Adelanto**

Welcome to the City of San Juan Capistrano's planning process. The Planning and Transportation Commissions have a long tradition of carefully considering public testimony on land use planning issues, proposed development projects and transportation issues. The Commissions both encourage and value public comment and recognize the public hearing process as an important forum for participation by the City's residents and business people.

Should you wish to address the Commissions on a Planning or Transportation issue not on this evening's agenda, you may do so during the oral communication part of the agenda. The Chairman will announce when oral communication may be made. Should you want to address the Commissions on an Agenda Item, please complete and submit a "request to speak" form to the Recording Secretary seated at the front center table. This will allow the Commission Chairman to conduct the meeting more efficiently. While all persons wanting to address the Commissions will be given the opportunity to do so, those who submit a "request to speak" form will be called to speak first.

Persons who have submitted a "request to speak" form will be called individually by the Chairman. Speakers must limit their comments to no more than three (3) minutes. Speakers should state their position on a project or issue at the beginning of their statement. They should limit their comments to the introduction of new information or explanation of information previously introduced. Organizations or groups are encouraged to designate a single spokesperson and the Chairman may allow such individuals additional time to address the Commissions. Some topics and projects can evoke strong emotions. However, please refrain from verbal outbursts or applause because they can inhibit a rational discussion of issues.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Personnel Manager at (949) 443-6321 at least forty-eight (48) hours prior to the meeting to allow the City to make reasonable arrangements to ensure accessibility to this meeting (28CFR 35.102-35.104 ADA Title II).

San Juan Capistrano: Preserving the Past to Enhance the Future

A. ORGANIZATION

1. CALL TO ORDER: 6:30 p.m. for Business Session

2. ROLL CALL:

Planning Commission

Chairman Sheldon Cohen
Vice Chair Gene Ratcliffe
Robert Cardoza
Ginny Kerr
Tim Neely

Transportation Commission

Chairman Ken Ficklin
Vice Chair Matt Gaffney
Erin Kutnick
Charles Lange
Larry Kramer

3. PLEDGE OF ALLEGIANCE

B. PUBLIC HEARING

1. Interstate 5/State Route 74 (Ortega Highway) Interchange Improvement Project – Draft Environmental Impact Report/Environmental Assessment (DEIR/EA)

C. ORAL COMMUNICATIONS:

Persons wishing to address the Commissions on city business that is not listed on the agenda may do so at this time.

D. ADJOURNMENT:

1. Planning Commission: to Tuesday, May 13, 2008 at 7:00 p.m. in the City Council Chamber.
2. Transportation Commission: to Wednesday, May 14, 2008 at 7:00 p.m. in the City Council Chamber.

E. CERTIFICATION: The foregoing agenda was posted at City Hall, the San Juan Capistrano Library and the Community Center Reception Area on April 24, 2008, before 5:00 p.m.

Approved:



Steven A. Apple, AICP
Planning Director



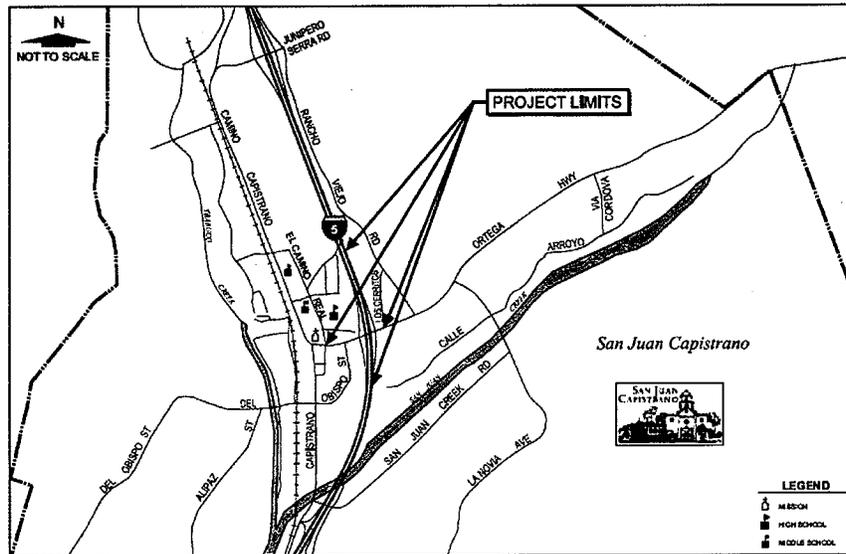
Alan P. Oswald
Secretary to the Transportation Commission

Those persons desiring to make public comments on agenda items will be given an opportunity to do so. Written information pertaining to any of the items must be submitted to the Planning Department by 5:00 p.m., on Monday, April 28, 2008 at 32400 Paseo Adelanto, San Juan Capistrano, CA 92675. E-mail correspondence may be sent to: planningdept@sanjuancapistrano.org and should reference the project name and/or project planner in the subject line. Individuals desiring to submit written information at the meeting must request and be granted approval by the Chairman.



PUBLIC NOTICE

Announcement of Public Hearing and Notice of Availability Interstate 5/State Route 74 (Ortega Highway) Interchange Improvement Project Draft Environmental Impact Report/Environmental Assessment



■ WHAT'S BEING PLANNED

CALTRANS, in cooperation with the City of San Juan Capistrano, is proposing to reconfigure the Interstate 5 (I-5)/State Route 74 (Ortega Highway) interchange located in the City of San Juan Capistrano.

■ WHY THIS AD

CALTRANS has prepared a Draft Environmental Impact Report/Draft Environmental Assessment (DEIR/EA) to document the proposed project's anticipated impacts and potential effects upon the environment. A public hearing will be held to provide interested parties the opportunity to review and comment on the DEIR/EA and speak with staff about the project before the Final EIR/EA is prepared and the final design is selected.

■ WHAT'S AVAILABLE

Copies of the DEIR/EA and other project information will be available for review beginning March 28, 2008 during normal business hours at the following locations:

CALTRANS District 12 Office, 3337 Michelson Dr., Ste. 100, Irvine, CA 92612

City of San Juan Capistrano, Planning Services Department, 32400 Paseo Adelanto, San Juan Capistrano, CA 92675

San Juan Capistrano Regional Library, 31495 El Camino Real, San Juan Capistrano, CA 92675

Online at: <http://www.dot.ca.gov/dist12/5-74EIR.htm>

■ WHERE YOU COME IN

Please attend the **public hearing on April 29, 2008** and/or send your comments during the **45-day DEIR/EA public review period scheduled from March 28, 2008 to May 12, 2008**. If you cannot attend the public hearing, you can **send your written comments by May 12, 2008** to:

California Department of Transportation, Environmental Planning
Smita Deshpande, Environmental Branch Chief, Attn: Scott Shelley
3337 Michelson Dr., Ste. 380, Irvine, CA 92612-0661

Comments can also be submitted via email to: 5-74_interchange_EIR_D12@dot.ca.gov

■ WHEN AND WHERE

Public Hearing: April 29, 2008, 5:30 P.M. – 8:00 P.M.

City of San Juan Capistrano, City Council Chambers, 32400 Paseo Adelanto, San Juan Capistrano, CA 92675

Open House: 5:30 – 6:30 P.M.

Introductions/Project Overview: 6:30 P.M.

■ CONTACT

To request a printed copy of the DEIR/EA (reproduction charges may apply), contact Amy Walston at (949) 263-9322 X271 or amy.walston@parsons.com.

If you require documents in alternative formats or special accommodations for the public hearing, contact Amy Walston at (949) 263-9322 X271 or amy.walston@parsons.com prior to the hearing. TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922.

For more information about the project or DEIR/EA, please contact Nasser Abbaszadeh at (949) 443-6398 or nabbaszadeh@sanjuancapistrano.org.

Interstate 5 (I-5)/State Route 74 (Ortega Highway) Interchange Improvement Project

Draft Environmental Impact Report/Environmental Assessment

PUBLIC INFORMATION MEETING AND HEARING

April 29, 2008

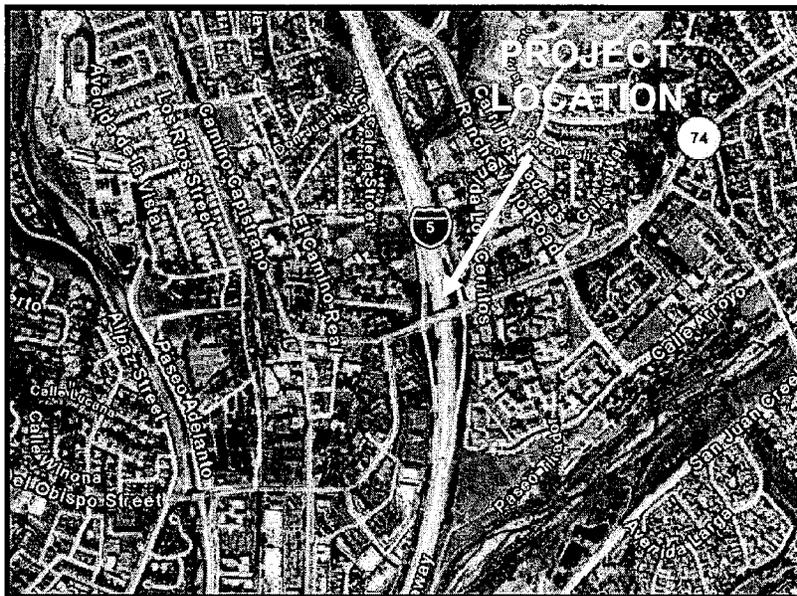
Welcome to the public information meeting and hearing for the I-5/Ortega Highway Interchange Improvement Project. As an optional measure during the circulation of the Draft Environmental Impact Report/Environmental Assessment (Draft EIR/EA) for the project, the California Department of Transportation (Caltrans) and the City of San Juan Capistrano are hosting this "open house" style informational meeting and public hearing for interested parties. This is your opportunity to:

- find out about the project history, purpose, and alternatives;
- explore exhibits illustrating the project features and documents detailing the environmental analysis;
- interact with and ask specific questions of project team members; and
- provide your comments on the project and Draft EIR/EA in writing or to a court reporter (who will record your verbal comments).

Your participation is encouraged. The comments you provide at this meeting and during the public review period for the environmental document are your opportunity to comment on the proposed project. Comments are due on or before May 12, 2008.

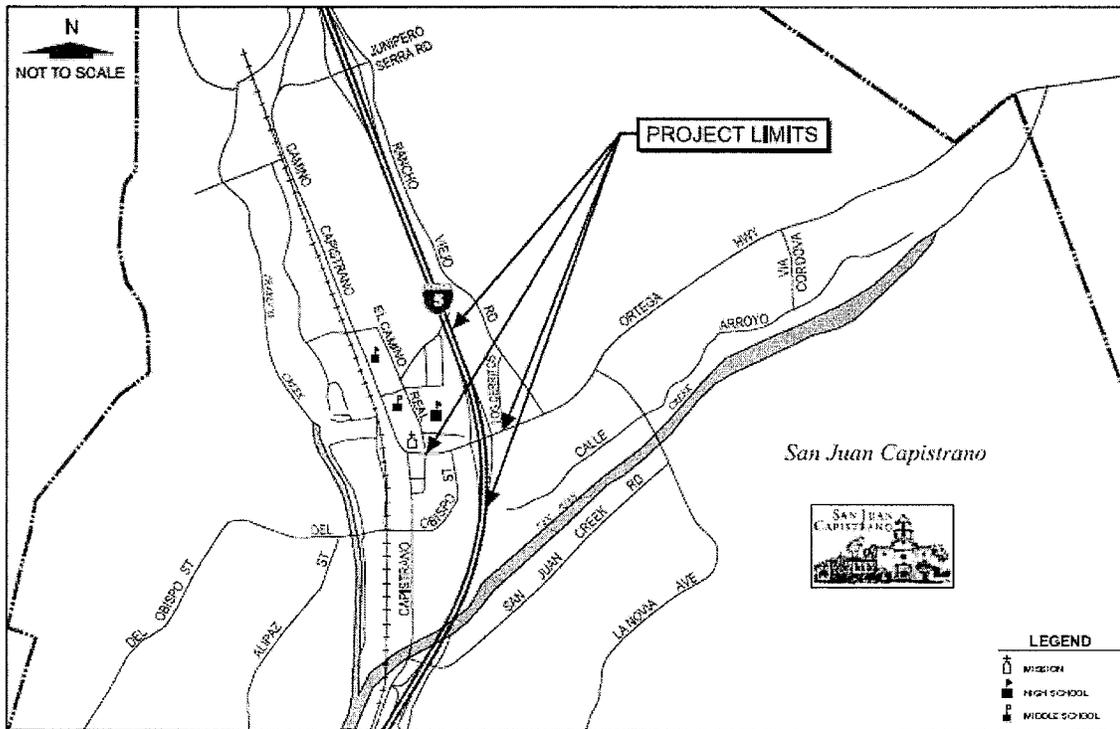
Lead Agency: California Department of Transportation (Caltrans)

Project Information Contact: Nasser Abbaszadeh, City of San Juan Capistrano, (949) 443-6398, nabbaszadeh@sanjuancapistrano.org



I-5/ORTEGA HIGHWAY INTERCHANGE

Project Description: Caltrans, in cooperation with the City of San Juan Capistrano, proposes to reconfigure the existing I-5/Ortega Highway interchange in the City. Two improvement alternatives (Alternatives 3 and 5), in addition to a No Build Alternative, are currently under consideration and have been evaluated in the Draft EIR/EA.



Project Vicinity Map

Project Background: The I-5/Ortega Highway interchange was identified by Caltrans and OCTA as a “Chokepoint” along the I-5. Project studies to improve this condition were initiated in July 2000. Caltrans and the City of San Juan Capistrano, in coordination with a consultant team, originally developed sixteen different project design alternatives to alleviate the congestion. Between 2000 and 2006, two public workshops, a public scoping meeting and a series of City Council, City Transportation Commission, City Planning Commission, and City Blue Ribbon Panel meetings were held in order to seek input and consensus on the project alternatives that should be studied in more detail. After completion of detailed studies and with consideration of the input received from community members and project stakeholders, the original sixteen original alternatives were reduced to a set of five proposed build alternatives (Alternatives 1 through 5).

In September 2006, an updated traffic analysis for Alternatives 1 through 5 was completed which concluded that:

- Alternatives 1 and 2 would not fix the current traffic operational problems (intersections that are currently spaced too closely together), would not provide adequate future traffic congestion relief needed at the interchange, and would not allow space for the future potential widening of I-5 freeway (which may be initiated as a separate project in the future).
- Alternative 4 would present traffic safety problems due to a skewed intersection angle that would decrease visibility at the intersections within the interchange area for drivers making turns.
- As a result of these findings, Alternatives 1, 2, and 4 were removed from further consideration.
- Alternatives 3 and 5 were found to both meet the project purpose and needs since they would fix the current traffic operational problems (intersections that are currently spaced

too closely together), provide adequate current and future traffic congestion relief needed at the interchange, and allow space for the future potential widening of I-5 freeway (which may be initiated as a separate project in the future).

Project Alternatives Currently Under Consideration: Based upon the finding of the detailed traffic study and input from the project stakeholders, two of the five alternatives (Alternatives 3 and 5) were selected for more detailed engineering studies and environmental evaluation in the project's Draft EIR/EA. Refer to the attached exhibits for the proposed layouts and project footprints for Alternatives 3 and 5.

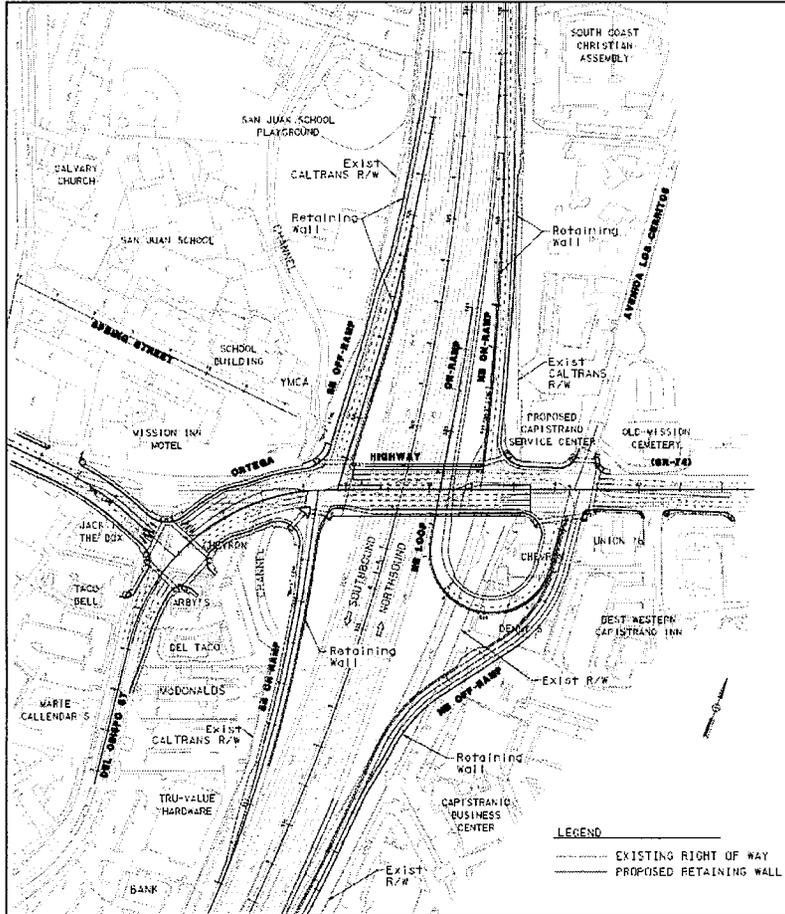
Brief descriptions of the proposed interchange improvement alternatives currently under consideration are as follows:

Alternative 3 – Relocated Del Obispo Street Intersection and Single Cloverleaf Interchange: This alternative realigns Ortega Highway west of the I-5 southbound ramps and widens the I-5 southbound off-ramp. Proposed improvements would relocate the Del Obispo Street and Ortega Highway intersections so that the eastern branch of Ortega Highway curves into Del Obispo Street forming a new intersection south of the existing intersection. A new curved roadway would also be constructed connecting the current El Camino Real/Ortega Highway intersection with this new intersection. In addition, Ortega Highway would be widened and restriped east of the proposed northbound I-5 freeway ramps to accommodate the eastbound and westbound through/turn lanes and to allow for lane widening to current design standards. The east side of the interchange would feature a partial cloverleaf ramp configuration. The current I-5 northbound off-ramp would be relocated to the east to provide room for a loop ramp in the southeast corner of the interchange.

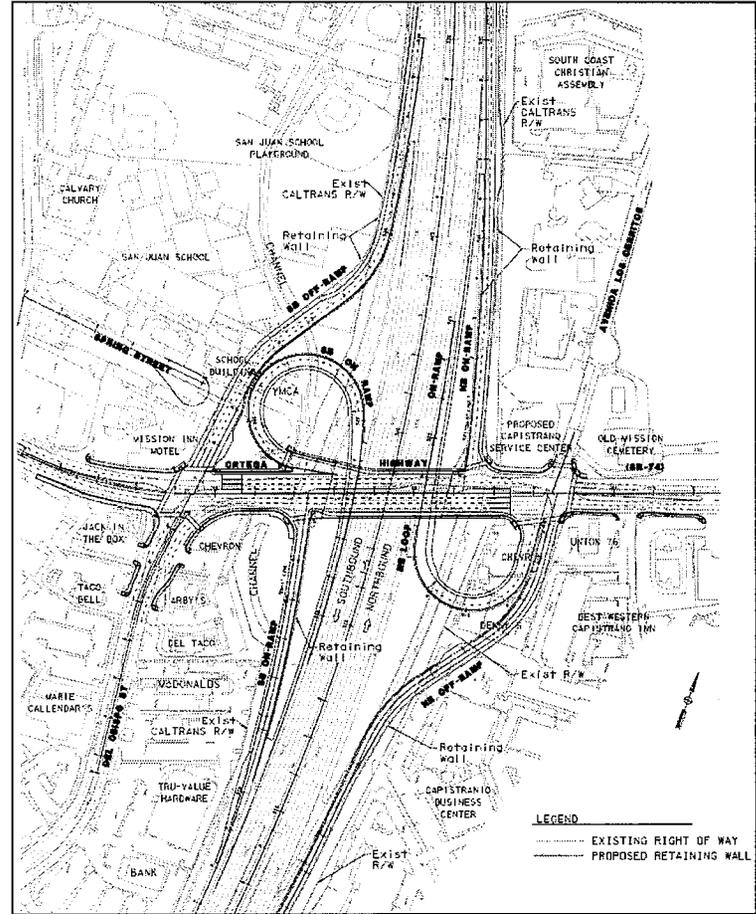
The project development team has identified Alternative 3 as the “Locally Preferred Alternative,” subject to public review. Alternative 3 has been identified as the Locally Preferred Alternative because of its smaller direct impact footprint and associated smaller amount of property acquisition required for ROW, as compared to Alternative 5.

Alternative 5 – Double Cloverleaf Interchange: Del Obispo Street would be widened and realigned to meet the modified southbound off-ramp configuration. Ortega Highway would be widened and/or restriped to accommodate the additional eastbound and westbound through/turn lanes and to allow for lane widening to current design standards. This alternative provides a double cloverleaf design with dual-lane loop on-ramps located in the northwest and southeast corners of the interchange for southbound and northbound freeway access, respectively. The existing southbound and northbound off-ramps would be realigned to terminate at the intersections of Del Obispo Street and Los Cerritos Avenue, respectively.

Alternative Design Layouts

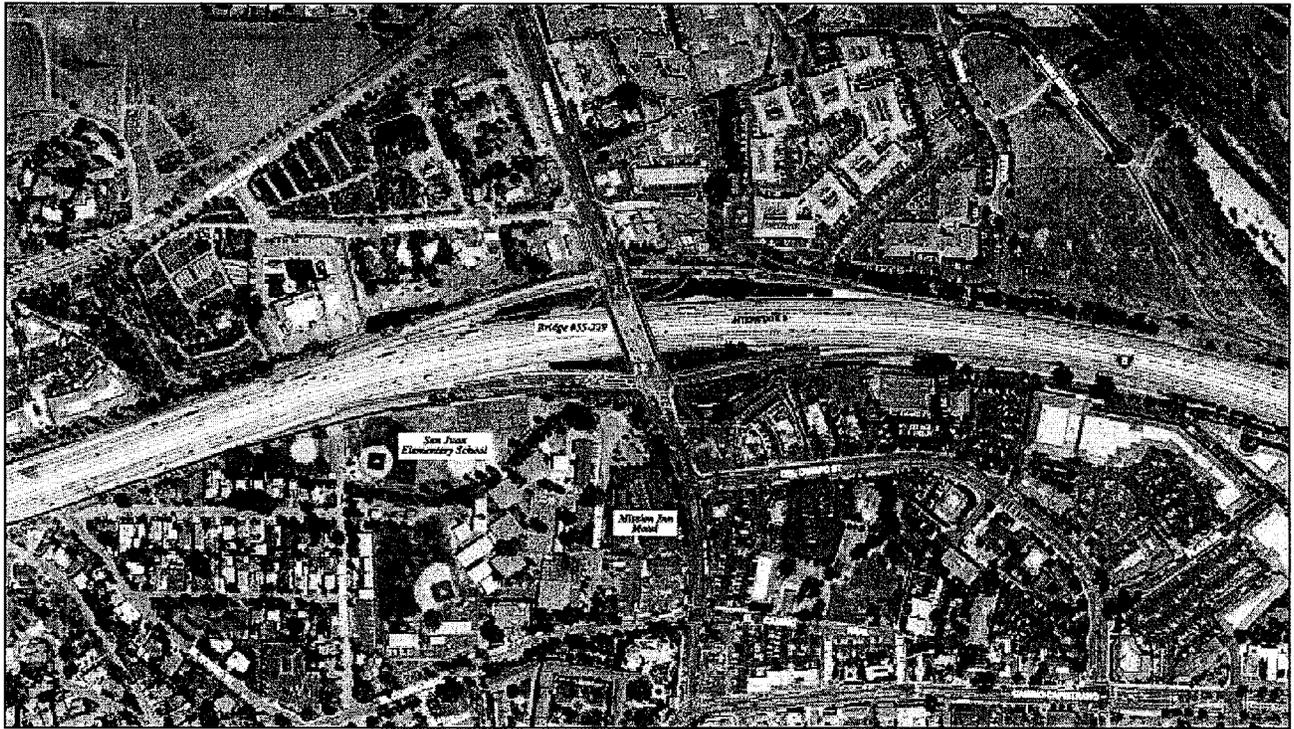


Alternative 3

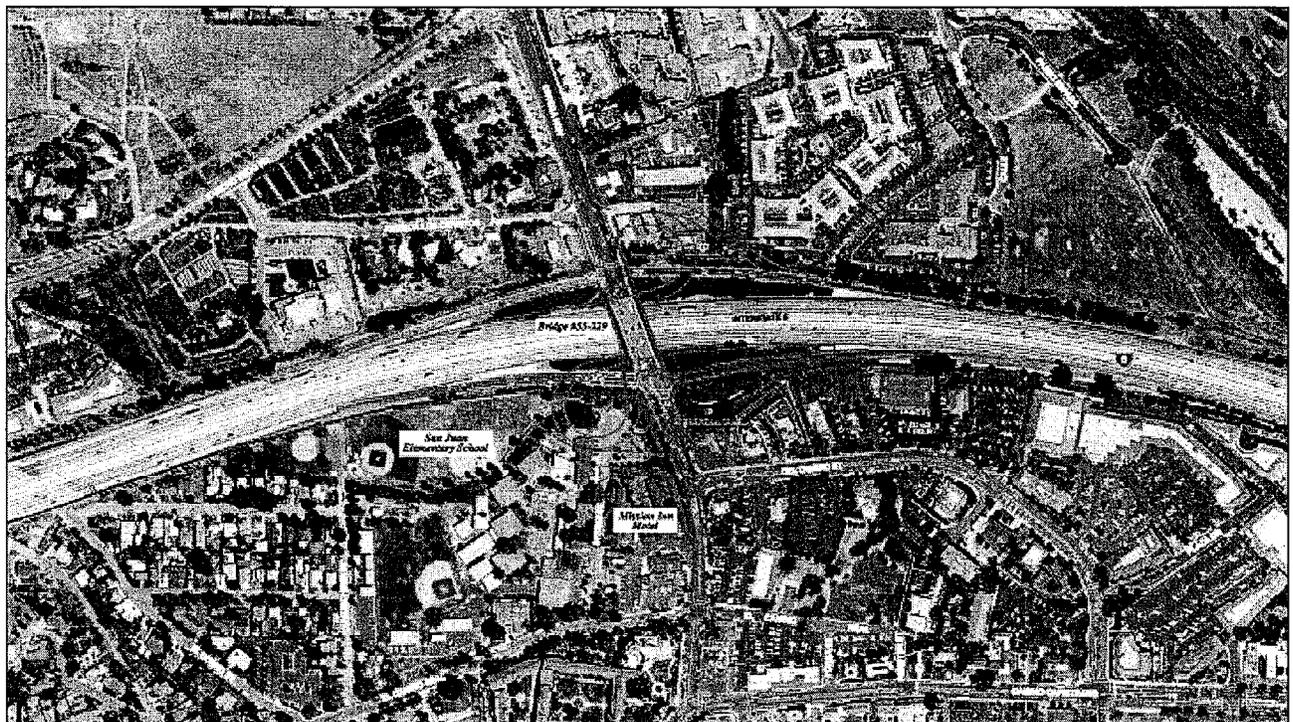


Alternative 5

Aerial Photos with Project Footprints



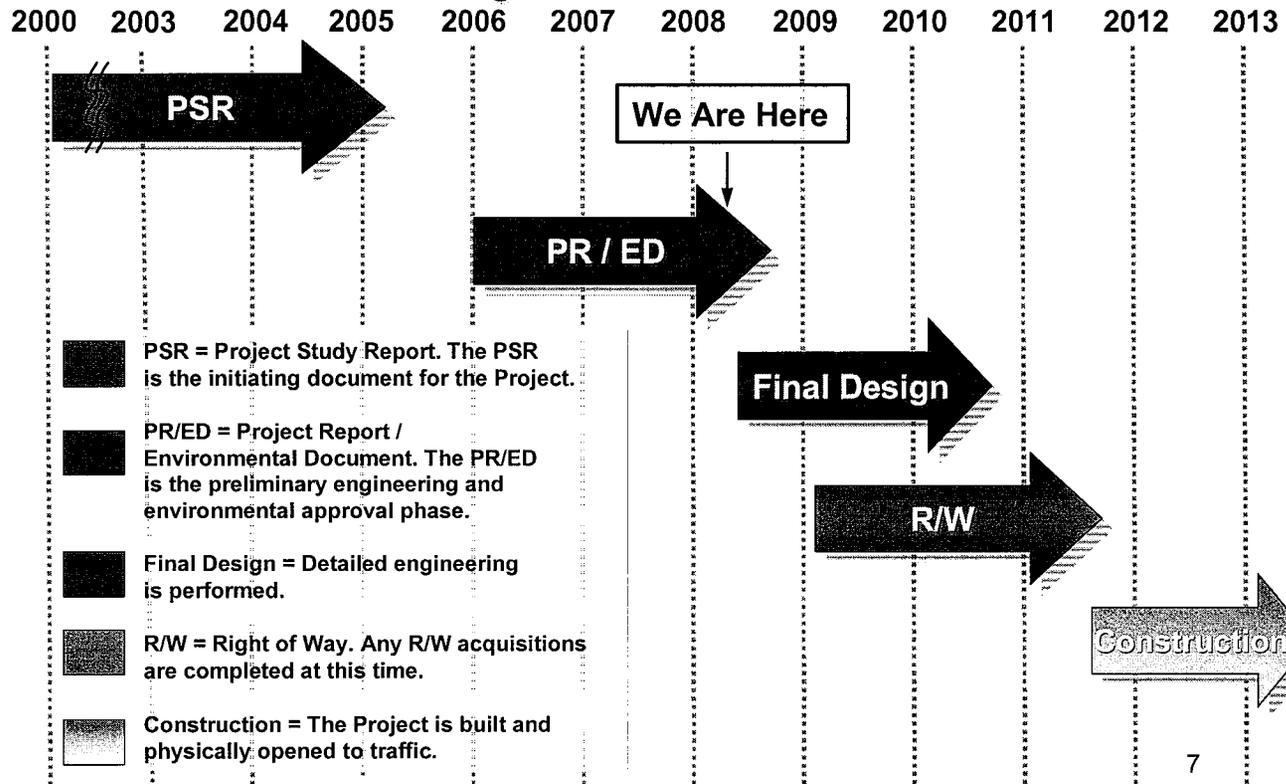
Alternative 3



Alternative 5

I-5/Ortega Highway Interchange

Project Milestones



7

Anticipated Project Schedule

PHASE	COMPLETION
Project Report and Environmental Document Approval	Fall 2008
Right-of-Way Certification / Begin Construction	Fall 2011
Completion of Construction	Fall 2013

PLEASE FOLD ALONG THIS LINE FOR MAILING

PLACE
STAMP
HERE

Smita Deshpande, Environmental Branch Chief
Attn: Scott Shelley
Caltrans District 12, Environmental Planning
3337 Michelson Dr., Ste. 380
Irvine, CA 92612-0661

I-5/Ortega Highway Interchange Improvement Project

Draft Environmental Impact Report / Environmental Assessment



Public Hearing Presentation

San Juan Capistrano City Council Chambers

April 29, 2008

Project Development Team

- **State / Federal:**

Caltrans acting on behalf of the Federal Highway Administration (FHWA)



- **Local:**

City of San Juan Capistrano



- **Consultant:**

PARSONS



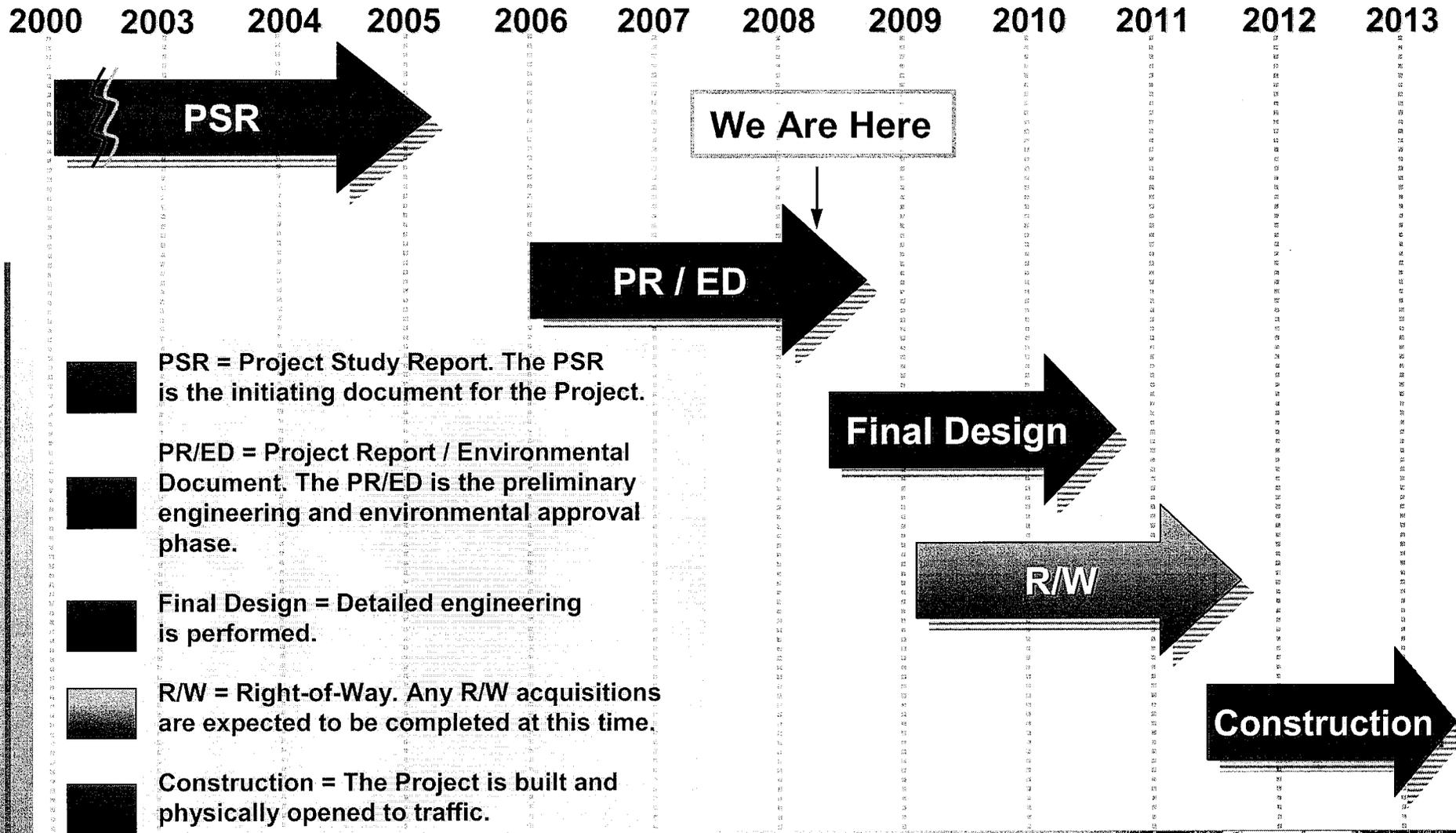
Your Feedback is Important

- A Draft Environmental Impact Report/Environmental Assessment (Draft EIR/EA) has been prepared
- What is Your Role?
 - Review the Draft EIR/EA
 - Provide feedback on the project
 - Comments are due by May 12, 2008

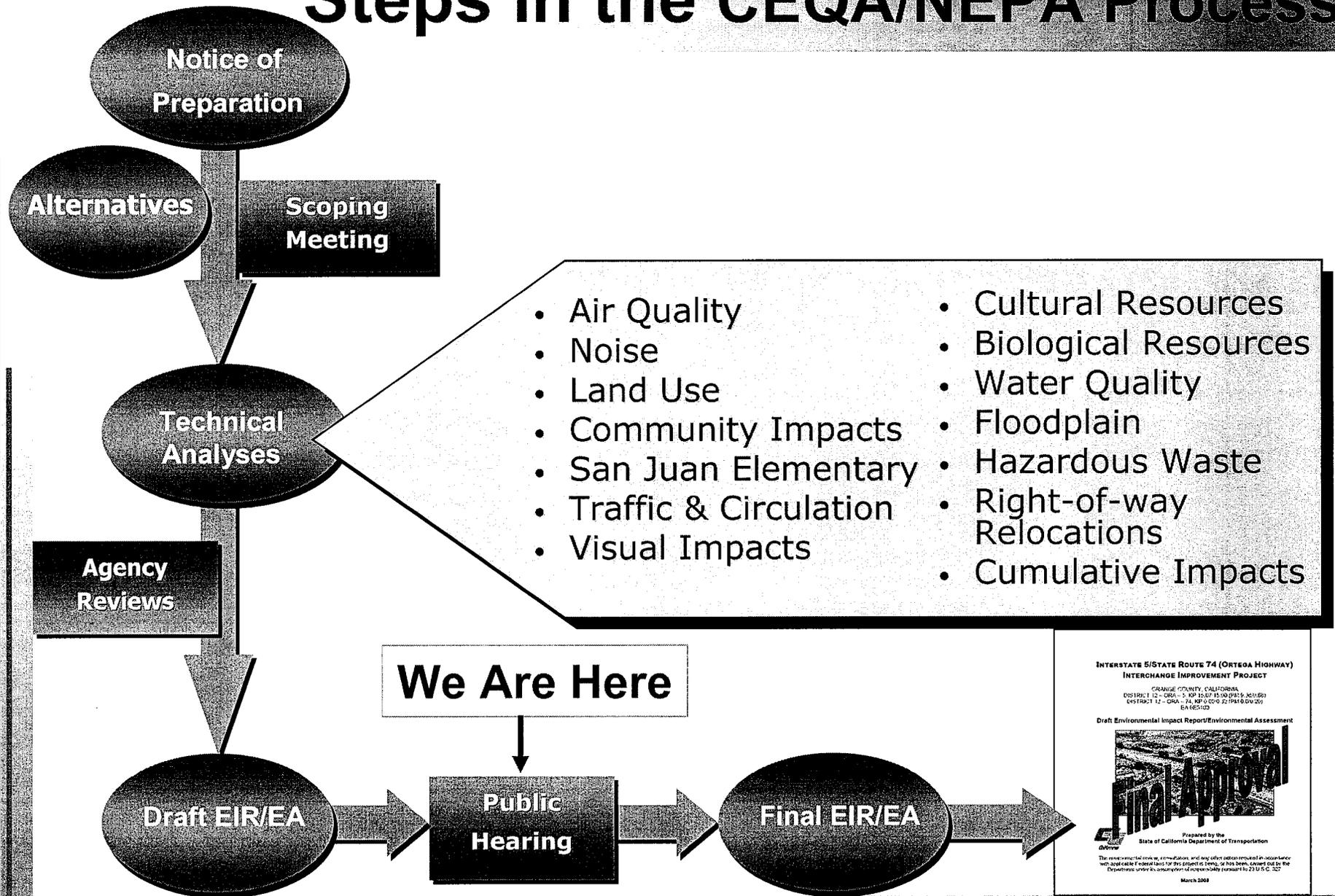


I-5/Ortega Highway Interchange

Project Milestones



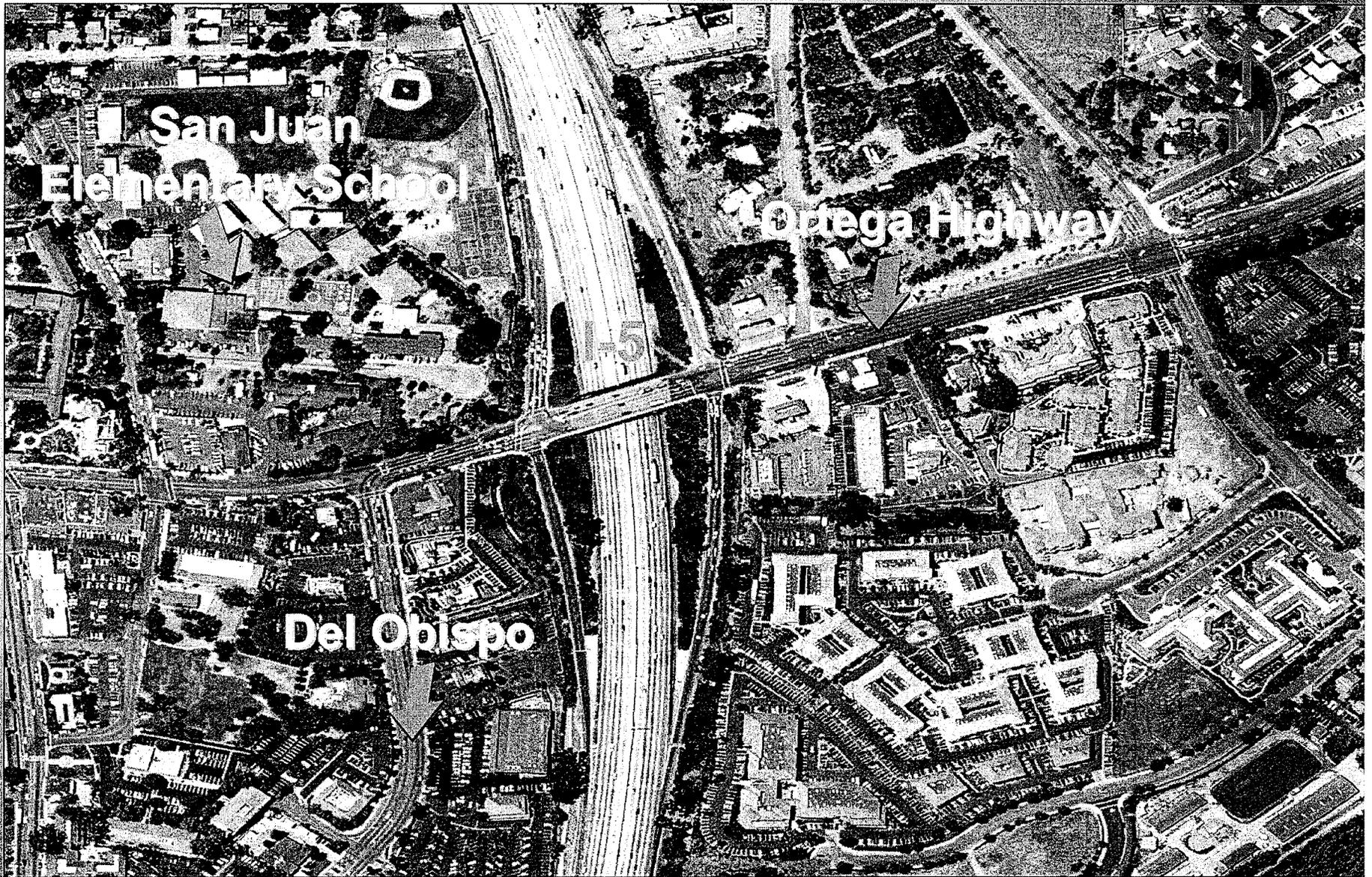
Steps in the CEQA/NEPA Process



I-5/Ortega Highway Interchange Improvement Project Draft EIR/EA



Existing Conditions



I-5/Ortega Highway Interchange Improvement Project Draft EIR/EA



Project Purpose and Need

- Minimize Congestion
 - 99,000 vehicles per day in 2006
 - “Failing” traffic conditions during peak hours
 - Traffic operational problems from closely spaced intersections
- Respond to Traffic Increase
 - 121,000 vehicles per day by 2030
- Reduce Accidents
 - Accident rates above state average on Ortega Highway and I-5 southbound off-ramp



Project Background

- I-5/Ortega Highway interchange was identified by Caltrans & OCTA as a “**Choke Point**” where major traffic congestion occurs.
- Preliminary studies on potential project alternatives were initiated by the City in cooperation with Caltrans.
- A series of Outreach Meetings were held between 2000 and 2006 to seek input from community and project area stakeholders.



Project Development History

- **Public Workshop:** *December 2000*
- **Public Workshop:** *October 2003*
- **City Transportation Commission Meeting:** *November 2003*
- **City Planning Commission Meeting:** *December 2003*
- **City Planning Commission Meeting:** *February 2004*



Project Development History

- **Blue Ribbon Panel & City Council Meetings:** *February/March 2004*
 - Preliminary studies and community input = Alternatives 1-5 selected for further evaluation
- **Draft EIR/EA Notice of Preparation Issued:** *May 2006*
- **Draft EIR/EA Scoping Meeting:** *June 2006*
- **Detailed Traffic Analysis Completed:** *September 2006* (for Alts. 1-5)



Project Development History

Community Concerns Expressed During Public Outreach:

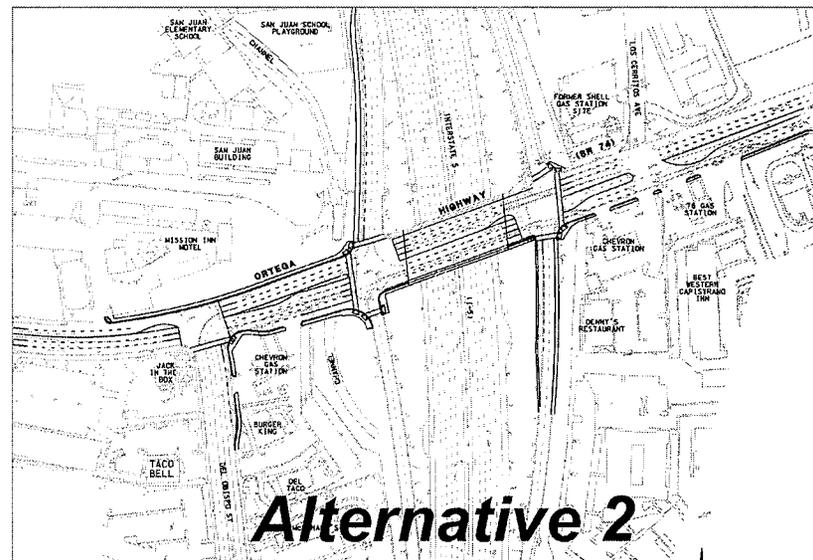
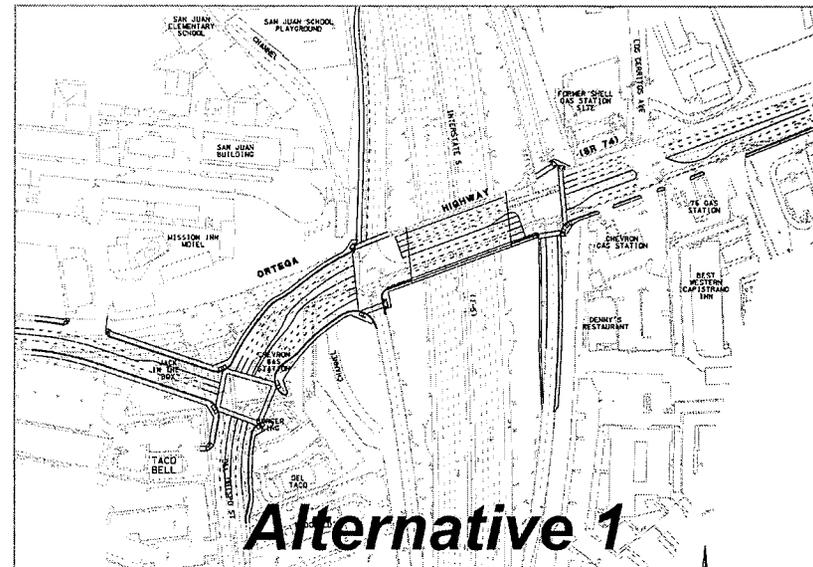
- Visual character of community
- Traffic congestion at interchange
- Right-of-Way impacts to community
- Need to reduce traffic in front of Mission
- Existing interchange acts as a barrier between east and west for bicycles and pedestrians



Alternatives Analyzed in Preliminary Studies

Alternatives 1 & 2

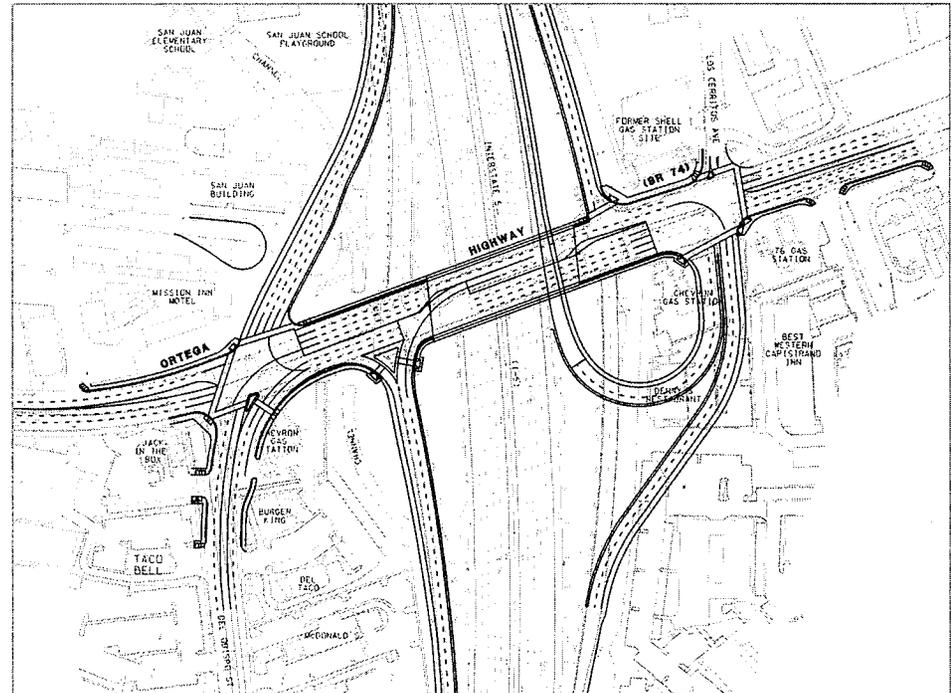
- Would not fix traffic operational problems, Ortega/I-5 ramp congestion, and intersections spaced too closely together
- Would not provide adequate future traffic congestion relief
- Would not allow space for the future potential widening of I-5 freeway (potential future project)



Alternatives Analyzed in Preliminary Studies

Alternative 4

- Would cause traffic safety problems from skewed intersection angle = decreased visibility for drivers making turns



Alternative 4



Results of Preliminary Studies

- Due to problems found with Alternatives 1, 2, and 4, they were removed from further consideration.
- Traffic Analysis concluded that Alternatives 3 and 5 would both:
 - Fix the current traffic operational problems, Ortega/I-5 ramp congestion, and intersections spaced too closely together;
 - Provide adequate current and future traffic congestion relief; and
 - Allow space for the future potential widening of I-5 freeway (potential future project).
- Alternatives 3 and 5 were carried forward and included in the Draft EIR/EA.

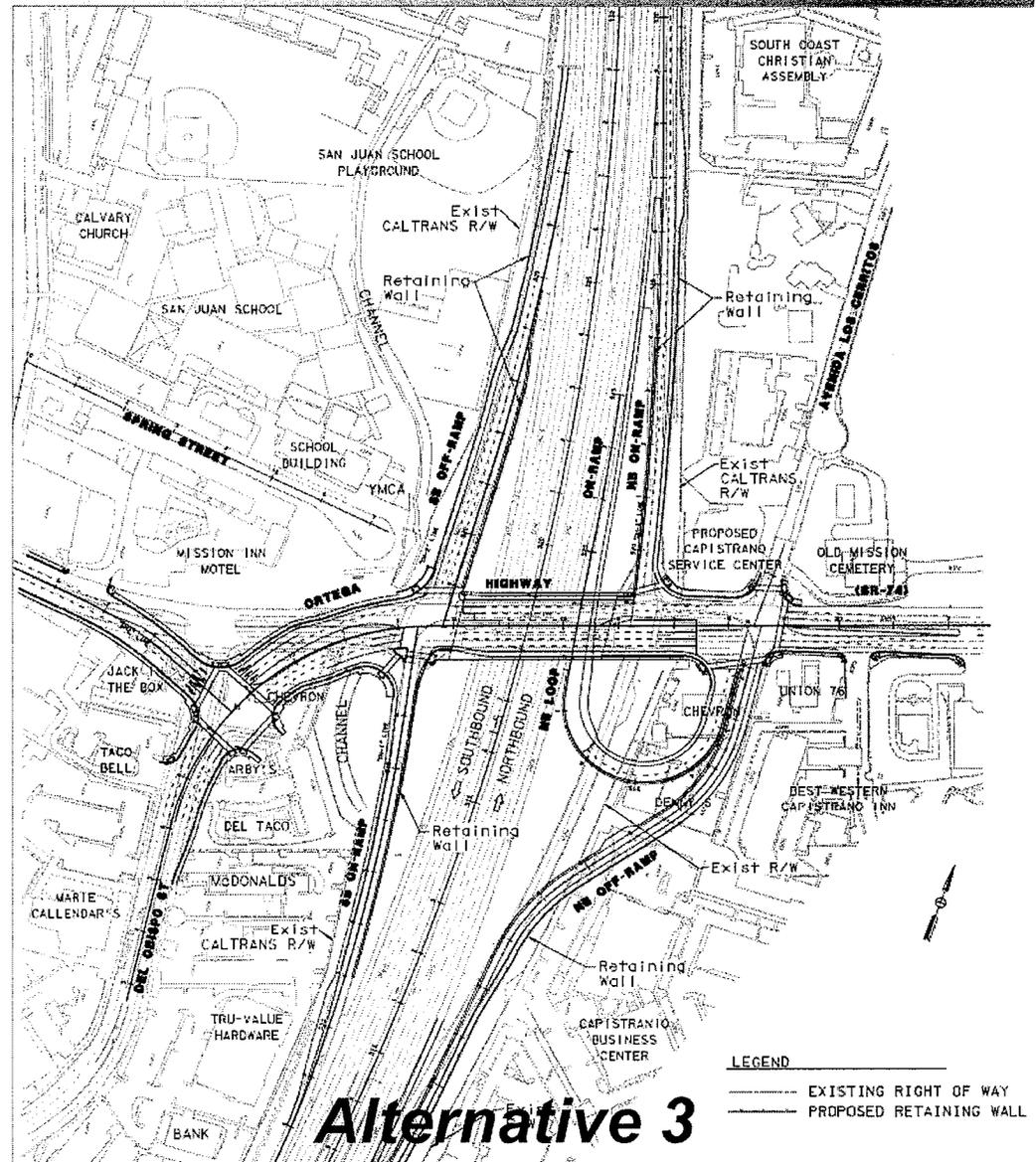


Results of Preliminary Studies

Alternative 3

Relocated Del Obispo Street Intersection And Single Cloverleaf Interchange

- Realign Ortega Hwy west of I-5
- Widen I-5 SB off-ramp
- Relocate Del Obispo/Ortega Hwy intersection
- Relocate I-5 NB off-ramp to the east and provide partial cloverleaf on-ramp
- Replace Ortega Hwy overcrossing structure

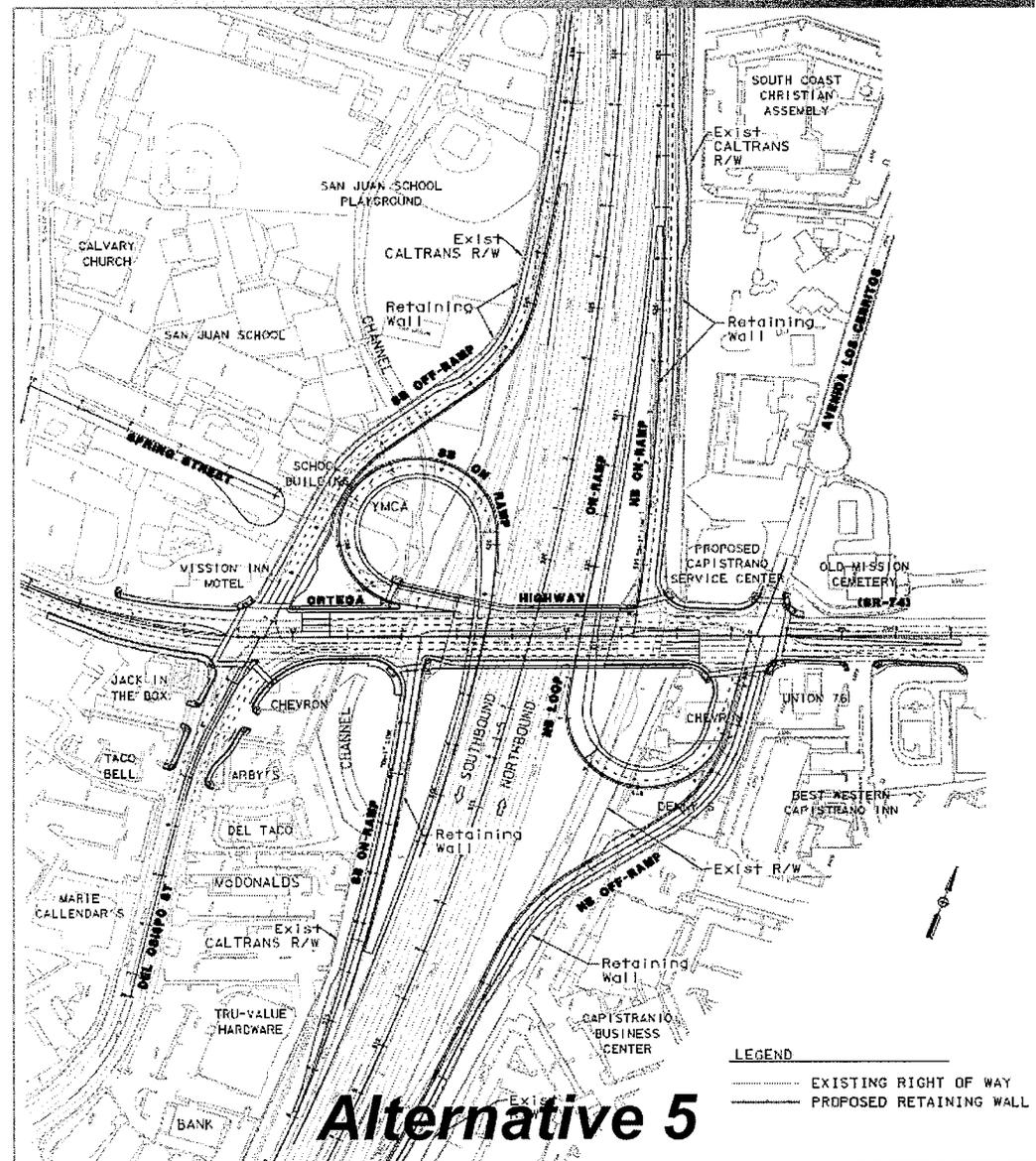


Results of Preliminary Studies

Alternative 5

Double Cloverleaf Interchange

- Widen & realign Del Obispo Street to connect to modified I-5 SB off-ramp
- Widen and/or restripe Ortega Hwy
- Provide two cloverleaf on-ramps to I-5 NB & I-5 SB
- Realign I-5 SB & I-5 NB off-ramps
- Replace Ortega Hwy overcrossing structure



Comparison of Alternative Impacts

Right-of-Way (ROW) Requirements:

- **Alternatives 3 & 5:** Same ROW requirements on east side of I-5
- **Alternative 3 (west side of I-5):** No ROW required from San Juan Elementary School or Mission Inn Motel
- **Alternative 5 (west side of I-5):** Greater ROW impacts, including displacement of two buildings and part of playground at San Juan Elementary School, plus portion of Mission Inn Motel



Comparison of Alternative Impacts

Noise Effects:

- **Alternative 5:** would bring I-5 SB off-ramp (traffic noise source) closer to onsite buildings at San Juan Elementary School
 - Would require new 10-ft soundwall on I-5 SB off-ramp shoulder
- **Alternative 3:** would keep alignment of I-5 SB off-ramp at current location and maintain existing soundwall

Construction Cost:

- Much greater for **Alternative 5**



What's Next?

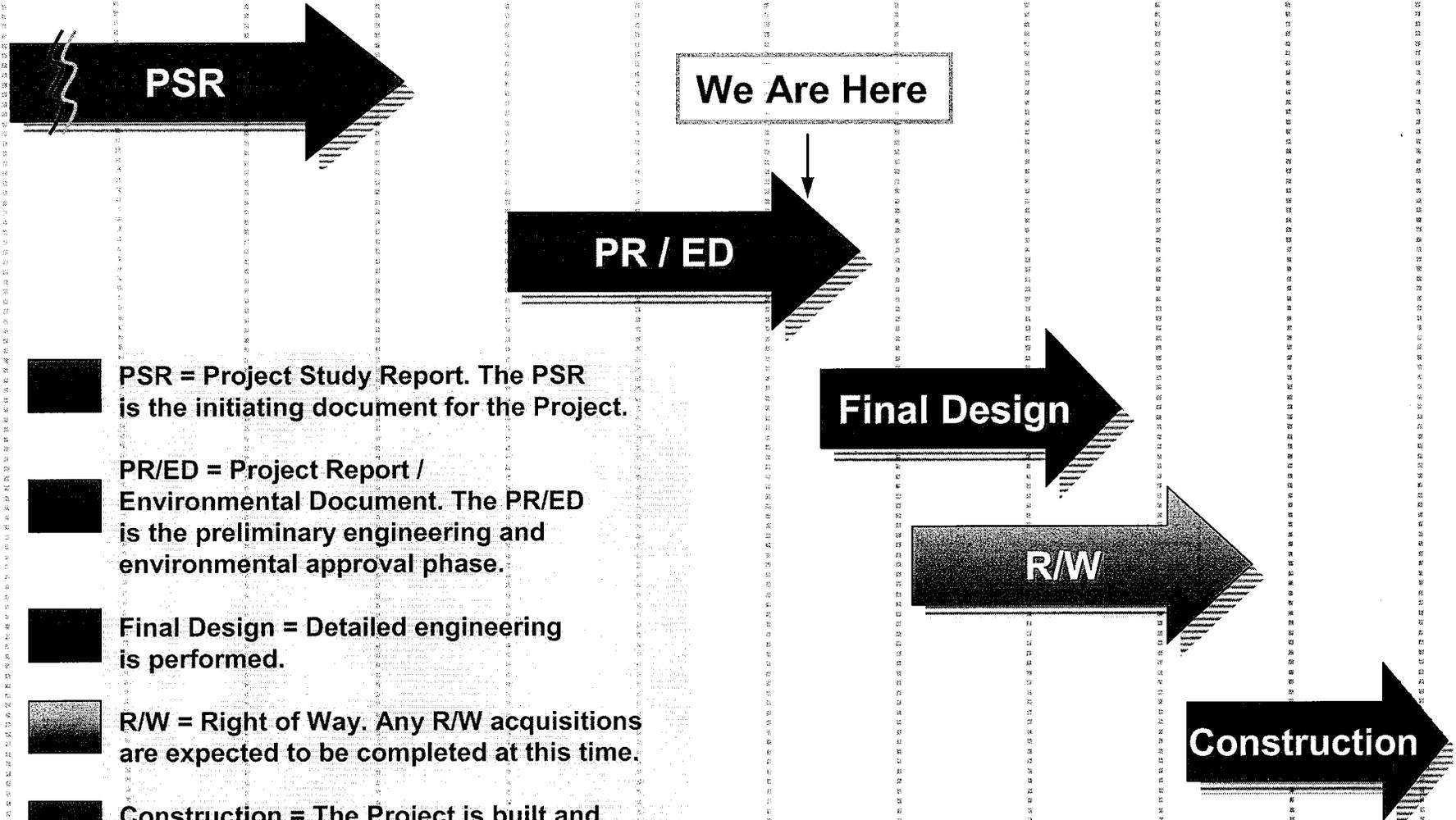
- Public Hearing (tonight)
- Public review of Draft EIR/EA (comments due by May 12, 2008)
- Respond to public comments and prepare Final EIR/Finding of No Significant Impact (FONSI)
- Caltrans to approve Final EIR/FONSI



I-5/Ortega Highway Interchange

Project Milestones

2000 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013



PSR = Project Study Report. The PSR is the initiating document for the Project.

PR/ED = Project Report / Environmental Document. The PR/ED is the preliminary engineering and environmental approval phase.

Final Design = Detailed engineering is performed.

R/W = Right of Way. Any R/W acquisitions are expected to be completed at this time.

Construction = The Project is built and physically opened to traffic.



How You Can Be Involved

Comments may be submitted:

At this meeting

Via email at: 5-74_interchange_EIR_D12@dot.ca.gov

Mail to: Smita Deshpande, Env. Branch Chief
Attn: Scott Shelley
Caltrans District 12, Environmental Planning
3337 Michelson Drive, Suite 380
Irvine, CA 92612-0661

~ Provide Comments by May 12, 2008 ~

Additional project information online at:

<http://www.dot.ca.gov/dist12/5-74EIR.htm>



AGENDA ITEM

April 29, 2008

TO: Planning Commission
Transportation Commission

FROM: Steven A. Apple, Secretary to the Planning Commission
Alan P. Oswald, Secretary to the Transportation Commission

SUBJECT: Public Hearing for Interstate 5/State Route 74 (Ortega Highway)
Interchange Improvement Project – Draft Environmental Impact
Report/Environmental Assessment (DEIR/EA)

RECOMMENDATION

Open the Public Hearing, take public comment, close the public hearing and provide input from each of the Commissions.

The Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) has been completed for the I-5 / Ortega Highway Interchange Improvement project. The document was released for public comment on March 28, 2008. All comments are due by May 12, 2008.

Attachment 1 provides a summary of the results from the DEIR/EA. A brief history of the process taken by the City to get to this point is provided in Attachment 2, along with the two alternatives selected for further analysis. Lastly, Attachment 3 is a copy of the PowerPoint presentation that will be made at the public hearing.

COMMISSION/BOARD REVIEW AND RECOMMENDATIONS

Not applicable.

FINANCIAL CONSIDERATIONS

Not applicable.

PUBLIC NOTIFICATION

Notification included all required public notification for a public hearing. In addition, per City policy, City-wide notification was mailed to each San Juan Capistrano resident.

RECOMMENDATION

Open the Public Hearing, take public comment, close the public hearing and provide input from each of the Commissions.

Respectfully submitted and prepared by,



Steven A. Apple, AICP
Planning Director



Alan P. Oswald
Senior Engineer/Traffic

SAA:APO:ao

- Attachments:
1. DEIR/EA Summary
 2. Project History
 3. Public Hearing PowerPoint Presentation

Summary

The California Department of Transportation (Caltrans; Department), in participation with the City of San Juan Capistrano (City) proposes to improve the existing Interstate 5 "San Diego Freeway" (I-5)/State Route 74 "Ortega Highway" (SR-74) interchange, which is located in San Juan Capistrano, California. The I-5/Ortega Highway Interchange Project (project) is needed to facilitate traffic flows and ease congestion along Ortega Highway and the I-5 freeway on-/off-ramps, accommodate an expected increase in regional traffic, and accommodate increased traffic generated by planned development east of the interchange along Ortega Highway. Caltrans, as the lead agency for this project, has prepared this Environmental Impact Report/Environmental Assessment (EIR/EA) in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Overview of the Project Area

The existing I-5/Ortega Highway interchange is located in an urbanized area of the City just east of its downtown area, and it provides the primary entrance to the City. The area surrounding the interchange is characterized by commercial, retail, hotel, and community facility uses. The limits of the project on I-5 are between Post Mile (PM) 9.36 and PM 9.88, and on Ortega Highway between El Camino Real (PM 0.0) and approximately 394 feet (ft) east of Los Cerritos Avenue (PM 0.20). The project regional location and vicinity are depicted in Figures ES-1 and ES-2, respectively.

Additional cumulative development in the project vicinity consists of twenty-two development projects in the City of San Juan Capistrano and seven Caltrans roadway projects. Table ES-1 lists the Caltrans roadway projects in the project vicinity. Section 2.4 (Cumulative Impacts) provides a full list of all cumulative development projects (including the Caltrans roadway projects) in Table 2.4-1 and discusses the potential cumulative effects of this project and concurrent cumulative development.

Table ES-1
Caltrans Roadway Projects in the Project Vicinity

Caltrans Roadway Projects		
Related Project Name	Description	Project Type
Caltrans EA 0G940K	Soundwalls approximately 660 ft (201 m) long from El Camino Real to Avenue Ramona in San Clemente.	Transportation
Caltrans EA 0E5700	This road project is located on Interstate 5 (I-5) (PM 8.58/9.35) at the Camino Capistrano interchange approximately 0.7 mile south of the I-5/Ortega Highway interchange. This project proposes to install an auxiliary lane and to widen the I-5/Camino Capistrano southbound off-ramp. This project also proposes to widen Camino Capistrano near the ramp intersection in the city of San Juan Capistrano.	Transportation

Table ES-1
Caltrans Roadway Projects in the Project Vicinity

Caltrans Roadway Projects		
Related Project Name	Description	Project Type
Caltrans EA 086900	State Route 74 Lower Ortega Highway Widening (EA 086900) proposes to widen State Route 74 (SR-74) from two lanes to four through lanes from Calle Entradero [Kilopost (KP) 1.7/Postmile (PM) 1.0] in the City of San Juan Capistrano (City) to the City/Orange County line (KP 3.0/PM 1.9). The existing SR-74 alignment consists of four through lanes from I-5 to approximately 330 feet (ft) [100 meters (m)] east of Calle Entradero where it transitions to two through lanes.	Transportation
Caltrans EA 0G6300	The Middle Ortega Safety Project (EA 0G6300) is located on Ortega Highway (PM 5.2/13.1). This project proposes to restore the eroded and damaged shoulder; replace all of the existing traffic stripes with inverted thermoplastic traffic stripes; and where conditions allow, create a 1-ft soft barrier on Ortega Highway beginning at PM 5.2 and extending to PM 13.1. This project is completely within state right-of-way (ROW).	Transportation
Caltrans EA 0F5100	The San Juan Creek Scour Project will repair streambed scouring that has exposed and endangered the existing I-5 support columns.	Transportation
Caltrans EA 043214	Upper Ortega widening is located on Ortega Highway (PM 13.30/16.28) from Trabuco Road to the Orange/Riverside County line. This project will widen the roadway for safety purposes along portions of the Cleveland National Forest.	Transportation
SR-74 /Antonio Parkway/La Pata Avenue	This is an intersection improvements project that is currently under construction.	Transportation

Purpose and Need

The proposed project is intended to facilitate traffic flows and ease existing and future congestion along Ortega Highway and the I-5 freeway on-/off-ramps. Ortega Highway at the I-5 interchange has been identified by the Department and the Orange County Transportation Authority (OCTA) as a "Choke Point," where substantial delay and congestion occur, necessitating improvement to alleviate the problem.

The I-5 Ortega Highway interchange currently experiences congestion during the morning and afternoon peak periods, resulting in unacceptable Level of Service (LOS) F conditions. Without any improvements to the interchange, traffic congestion would increase and LOS would further degrade in the future. Although the current year (2006) calculated theoretical LOS values range from LOS A through LOS E, the actual delays currently experienced in the project study area are equivalent to LOS F conditions due to

current traffic operational deficiencies resulting from closely spaced intersections (i.e., traffic queue blockage between intersections). Such operational problems are apparent from the existing traffic queue lengths, which exceed the available vehicle storage space for various turning movements within the interchange area. Approximately 99,000 vehicles per day (vpd) use this interchange, which represents an increase over year 2004 conditions, which were approximately 71,000 vpd.

With the planned development east of the project area, year 2030 traffic at the I-5/Ortega Highway interchange is projected to reach approximately 121,000 vpd. Without any improvements, the interchange will experience more congestion, continued safety deficiencies leading to higher accident rates, and further degradation of traffic operations at the interchange. The proposed project would improve the I-5/Ortega Highway interchange to alleviate existing and future traffic congestion and delays within the interchange and improve safety.

Proposed Action

Two interchange improvement alternatives have been proposed to meet the project purpose and need. In addition, a no build alternative is under consideration. All three alternatives are evaluated in this Environmental Impact Report/Environmental Assessment (EIR/EA). The potential interchange improvement alternatives are as follows.

No Build Alternative: No changes to the existing roadway configuration are anticipated for the analysis of this alternative. Ortega Highway and the surrounding land uses in the interchange area would continue to exist and operate as they do today. Currently, Ortega Highway consists of two westbound and two eastbound lanes from the I-5 freeway to Via Cordova with additional turn lanes for the I-5 on- and off-ramps. There is also a dedicated right-turn lane on each side of the highway between the I-5 freeway northbound ramps and Rancho Viejo Road. From Via Cordova to the Riverside County line, SR-74 consists of one lane in each direction. The portion of Ortega Highway west of the I-5 freeway is not part of SR-74 and is operated by the City of San Juan Capistrano. There are currently seven lanes across the bridge that include dual 10-ft left-turn lanes, an 11-ft inside lane, and a 12-ft outside lane in the eastbound direction, and a 10-ft left-turn lane, an 11-ft inside lane, and a 12-ft outside lane in the westbound direction. Figure ES-3 displays the existing conditions associated with the No Build Alternative.

It is anticipated that I-5 may be widened in the future (as a separate project) by providing one additional HOV lane in each direction. Currently, the Ortega Highway overcrossing over I-5 does not provide enough span length (horizontal clearance) to accommodate the future widening of I-5.

If the No Build Alternative is selected in lieu of one of the proposed build alternatives, the purpose and need for the project would not be achieved, and impacts related to increased traffic congestion, the inability of the interchange to accommodate projected year 2030 traffic levels, ongoing traffic safety issues, nonstandard design features, and air quality effects (because of increased traffic congestion) would be exacerbated in the project area. In addition, the Ortega Highway overcrossing over I-5 would exist as it is currently designed and would not provide the required span length to accommodate the

SUMMARY

future widening of I-5; therefore, the Ortega Highway overcrossing would ultimately need to be reconstructed as a separate project if the I-5 widening project is implemented.

Alternative 3 (Locally Preferred Alternative) – Reconfigured Del Obispo Street Intersection and Single Cloverleaf Interchange: This alternative realigns Ortega Highway west of the I-5 southbound ramps and widens the I-5 southbound off-ramp (refer to Figure ES-4). Proposed improvements would realign Del Obispo Street and Ortega Highway so that the eastern branch of Ortega Highway curves into Del Obispo Street, which would form a new intersection south of the existing intersection. A new curved roadway would also be constructed, which would connect the current El Camino Real/Ortega Highway intersection with this new intersection. In addition, Ortega Highway would be widened and restriped east of the proposed northbound I-5 freeway ramps to accommodate the eastbound and westbound through/turn lanes and to allow for lane widening to standard widths.

The east side of the interchange would feature a partial cloverleaf ramp configuration. The current I-5 northbound off-ramp would be realigned to the east to provide room for a loop ramp in the southeast quadrant of the interchange. This loop ramp would be used for eastbound traffic to access northbound I-5 without having to make a left turn onto the current northbound on-ramp, which would be retained for westbound traffic turning right. The current intersection would be simplified by the removal of this left-turn movement, and it would be moved east, which would increase the spacing between it and the intersection of Ortega Highway and the southbound I-5 ramps. In addition, the northbound on-ramp would be modified to accommodate an acceleration lane for the proposed loop on-ramp. A retaining wall would be placed along the outside of the reconfigured northbound off-ramp to minimize right-of-way (ROW) impacts on the adjacent business park.

The Ortega Highway/I-5 freeway overcrossing would be replaced to allow for additional full-width standard¹ lanes (8 total) as well as a longer span length to provide additional space underneath to accommodate the proposed northbound loop on-ramp and for possible future widening of the I-5 freeway. The increased span length would result in a deeper bridge section, thus requiring the bridge profile to be raised to maintain the minimum required vertical clearance.

It is anticipated that the I-5 freeway may be widened in the future (as a separate project) by providing one additional high-occupancy vehicle (HOV) lane in each direction. Alternative 3 has been designed to accommodate this future widening. The cloverleaf on-ramp proposed as part of Alternative 3 was designed such that a reduction of the ramp radius would not be required to provide room for the additional I-5 HOV lanes. In the event that the I-5 freeway is widened in the future, the acceleration lane for the proposed loop on-ramp may be revised to accommodate the future freeway HOV lanes while still meeting minimum radius standards for the loop portion of the ramp. Similarly, the proposed northbound on-ramp would require minimal modification to accommodate additional I-5 freeway HOV lanes.

¹ Full-width standard is defined as a 12-ft lane.

After comparing and weighing the benefits and impacts of all of the feasible alternatives, the project development team has identified Alternative 3 as the "Locally Preferred Alternative," subject to public review. Alternative 3 has been identified as the Locally Preferred Alternative because of its smaller direct impact footprint and associated smaller amount of property acquisition required for ROW, as compared to Alternative 5. Furthermore, Alternative 3 would not require property acquisition and relocations of buildings on the San Juan Elementary School site, which would provide a lower project cost associated with property acquisition and avoid temporary inconveniences to the school during the construction period that would result from relocation and reconstruction of the school buildings.

Alternative 5 - Double Cloverleaf Interchange: Alternative 5 provides a double cloverleaf design with dual-lane loop on-ramps located in the northwest and southeast quadrants of the interchange (refer to Figure ES-5). The southbound and northbound off-ramps would be realigned to terminate at the intersections of Del Obispo Street and Los Cerritos Avenue, respectively. Del Obispo Street would be widened and realigned to meet the new southbound off-ramp configuration. Furthermore, Ortega Highway would be widened and/or restriped to accommodate the additional eastbound and westbound through/turn lanes and to allow for lane widening to standard widths.

The current southbound freeway on-ramp would be maintained at its current location for traffic making right turns from eastbound Ortega Highway to the I-5 freeway. Similarly, the current northbound on-ramp would be maintained for traffic making right turns from westbound Ortega Highway to the I-5 freeway; however, the northbound on-ramp would be modified to accommodate construction of the northbound loop on-ramp, as previously discussed under Alternative 3.

To minimize ROW impacts, retaining walls would be placed along the outside of the proposed southbound and northbound off-ramps. A portion of the existing 16-ft soundwall that currently protects portions of the San Juan Elementary School buildings, playground, and baseball fields would remain in place, but a portion of the barrier must be removed and replaced to accommodate the new I-5 southbound ramp configuration. South of the remaining portion of that soundwall, a new 10-ft soundwall is proposed to be constructed along the ramp shoulder to Ortega Highway. The new 10-ft soundwall along the ramp shoulder would also shield the line of sight from heavy-duty truck exhaust stacks. To be effective, the new soundwall would be designed to connect to, or overlap, the existing soundwall at this location.

If it is determined that conditions have substantially changed during the future final design phase of the project, there is a possibility that the proposed new soundwall could be determined to be infeasible, unreasonable (not cost-effective), or ineffective to achieve the desired level of noise reduction. The final decision regarding the soundwall will be made during the project design phase and after the public involvement process.

It is anticipated that the I-5 freeway may be widened in the future (as a separate project) by providing one additional HOV lane in each direction. Alternative 5 has been designed to accommodate this future widening. Similar to Alternative 3, Alternative 5 would replace the Ortega Highway/I-5 freeway overcrossing to allow for additional lanes and

full-width (12-ft) standards, as well as to provide additional span length for the possible future widening of the I-5 freeway. The bridge span and cloverleaf on-ramps were designed such that ramp acceleration lanes could be moved to provide room for additional I-5 lanes while still meeting minimum radii standards for the loop portion of the ramp. The increased bridge span length would result in a deeper bridge section, thus requiring the bridge profile to be raised to maintain the minimum required vertical clearance.

Joint CEQA/NEPA Document

The proposed project is a joint project by the California Department of Transportation (Department) and the Federal Highway Administration (FHWA), and it is subject to state and federal environmental review requirements; therefore, project documentation has been prepared in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The Department is the lead agency under CEQA. In addition, FHWA's responsibility for environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to 23 United States Code (U.S.C.) 327.

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the project as a whole, it is often the case that a "lower level" document is prepared for NEPA. One of the most commonly seen joint document types is an EIR/EA, as is the case for this project.

Following receipt of public comments on the Draft EIR/EA, the Department will be required to take actions regarding the environmental document. The Department will determine whether to certify the EIR and issue Findings (and possibly a Statement of Overriding Considerations) under CEQA and whether to issue a Finding of No Significant Impact (FONSI) or require an Environmental Impact Statement (EIS) under NEPA.

Coordination with Public and Other Agencies

Agency Coordination

On May 31, 2006, a Notice of Preparation/Notice of Initiation of Studies (NOP/NOIS) was submitted to the California State Clearinghouse Office (SCH). The SCH circulated the NOP to and solicited comments from appropriate state agencies during a 30-day comment period. During this review period, the NOP was posted on the Office of Planning and Research CEQAnet online database. In addition, copies of the NOP/NOIS were mailed out to local agencies and interested parties.

Agency coordination was also conducted for this project through notification/correspondence letters. The list of agencies contacted for scoping was developed through consideration of the resources that may be affected by the project. Chapter 5 provides a list of the agencies contacted, as well as a summary of each correspondence.

Table ES-2 lists the permits, reviews, and approvals that would be required for project construction.

**Table ES-2
Probable Permit Requirements**

Agency	Permit/Approval	Purpose	Authority
California Department of Fish and Game	1602 Agreement	Regulates work within channel of Horno Creek	California Fish and Game Code, Section 1602
U.S. Army Corps of Engineers	Nationwide Permit	Required for work within "waters of the United States"	Federal Clean Water Act, Section 404
San Diego Regional Water Quality Control Board	Water Quality Certification	Required to ensure consistency with federal clean water requirements	Federal Clean Water Act, Section 401
State Water Resources Control Board	General Construction Stormwater Permit	Entails preparation of a Storm Water Pollution Control Plan to control discharges	Caltrans' Statewide National Pollutant Discharge Elimination System (NPDES) Permit
Orange County, Certified Unified Program Agency, Environmental Health Division	Underground Storage Tank Permit	Review and approval for removal of underground storage tanks	California Code of Regulations, Title 23
Orange County, Certified Unified Program Agency, Environmental Health Division	Well Permit	The County issues permits for wells and certain test borings as specified	County Ordinance No. 2607

Public Scoping

Three public meetings were held since project initiation in July 2000. The first two meetings, which were held on December 11, 2000, and October 8, 2003, served as public information conducted to solicit public feedback on the proposed project. The third public meeting, which was held on June 8, 2006, served as a public scoping meeting for the EIR/EA where comments were received from the public. Chapter 5 provides a description of each public meeting conducted for the project.

On May 31, 2006, an NOP/NOIS, which included an invitation to the June 8, 2006, public scoping meeting, was circulated to the public. The NOP/NOIS and public scoping meeting invitation was mailed to all property and business owners located within ½ mile of the project site, as well as other parties who had previously shown interest in the project. The notice also provided a description of the project, summaries of each alternative being considered, and contact information for questions or comments. Comment cards were attached to notices that were distributed to the recipients on the mailing list.

A newspaper advertisement announcing the public scoping meeting was also published on June 5, 2006, in local newspapers. The advertisement was available in both English and Spanish.

Copies of this Draft EIR/EA have been made available for public review at the following locations:

Caltrans District 12
3347 Michelson Drive

San Juan Capistrano Library
31495 El Camino Real

San Juan Capistrano City Hall
32400 Paseo Adelanto

Suite 100
Irvine, CA 92612

San Juan Capistrano, CA 92675 San Juan Capistrano, CA 92675

Summary of Project Impacts and Mitigation

It was determined that the appropriate environmental document to satisfy NEPA is an Environmental Assessment (EA). An Environmental Impact Statement (EIS) was not required because no issues are anticipated to have the potential to significantly affect the quality of the human environment. This determination was made after consideration of both the context in which the action takes place and the intensity of effects per section 1508.27 of the Council on Environmental Quality (CEQ) regulations. Also under NEPA, there must be evidence in the document that avoidance and minimization of impacts have been considered.

Tables ES-3 and ES-4 provide a summary of the impacts that have been determined for the proposed project. These are organized into Temporary Impacts (Table ES-3) and Permanent Impacts (Table ES-4). Also provided in the tables is a listing of the proposed avoidance, minimization, and mitigation measures intended to avoid, reduce, or mitigate impacts where possible. Impacts are characterized in terms of degree (prior to mitigation) and residual impact (after mitigation) so that the effectiveness of the mitigation measures in reducing the impacts may be understood. For this combined NEPA/CEQA document, NEPA and CEQA findings are shown separately. The term "beneficial effect" means a change producing a beneficial consequence and applies to both NEPA and CEQA. The term "no effect" means essentially no change from either existing conditions or the No Build Alternative, and it applies to both NEPA and CEQA. Where no entry is provided in the table for a given alternative, it should be presumed by the reader that the effect would be essentially the same as the No Build Alternative.

1.4.1 Steps Taken to Develop Project Alternatives

Project studies were initiated in July 2000 to develop viable alternatives for the project. Initially, in consultation with the Department and the City, an array of sixteen possible alternatives were developed and considered to alleviate traffic congestion in the project area. Monthly Project Development Team (PDT) meetings, comprising staff from the City, the Department, and the consultant team, were held to direct the development of alternatives and to assist in evaluating their viability. As a result, the sixteen original alternatives were screened down to three potentially viable alternatives.

On December 11, 2000, the City, along with the Department and the consultant team, held a public workshop to review the three proposed alternatives and to gather community input. Many issues emerged from the public workshop. As a result of the public workshop, the traffic benefits of providing improvements to other adjacent interchanges were also analyzed; however, the analysis concluded that no significant reduction in traffic for the Ortega Highway interchange would be realized as a result of improving adjacent intersections.

A Value Analysis (VA) study, which focused on the three viable alternatives under consideration at the time, was completed in April 2001. In mid 2001, the City began work on the development of a "Strategic Transportation Plan" (STP) to evaluate the impacts of regional growth on the City. After the STP was completed in October 2002, the I-5/ Ortega Highway project was subsequently revived in early 2003. As a result, a second public workshop was held in October 2003, which introduced two additional project alternatives that had been developed to address both the community concerns that emerged from the initial public workshop and the results from the VA study.

Between October 2003 and March 2004, a series of City Council, City Transportation Commission, City Planning Commission, and City Blue Ribbon Panel meetings were held to assess the five proposed alternatives (Alternatives 1 through 5) under consideration at that time and to gather additional community input. As a result of the community input gathered from the October 2003 public workshop and based on direction from the City Council and City staff, the five potential interchange alternatives were carried forward for further study in the PSR(PDS) phase of the project. A Notice of Preparation/Notice of Initiation of Studies (NOP/NOIS) for the project's environmental studies was issued May 31, 2006. A public scoping meeting was held June 8, 2006, and Alternatives 1 through 5 from the PSR(PDS) were presented at this meeting.

In September 2006, an updated traffic analysis was completed, which concluded that Alternatives 1 and 2 did not meet the intended project purpose of providing current and future traffic congestion relief. The updated traffic analysis also indicated that Alternative 4 had geometric design constraints that would pose potential safety issues and geometric (operational) constraints.

Based upon an evaluation of the performance, benefits, limitations, cost, anticipated impacts, and other factors concerning Alternatives 1 through 5 documented as part of the PSR(PDS) study, two of the build alternatives (Alternatives 3 and 5) were selected for detailed environmental evaluation in this EIR/EA. The remaining project Alternatives 1, 2, and 4 from the PSR(PDS) phase have been removed from further consideration and are not analyzed as viable project build alternatives in this EIR/EA. Section 1.4.4 below provides a description of Alternatives 1, 2, and 4 that have been eliminated from further consideration.

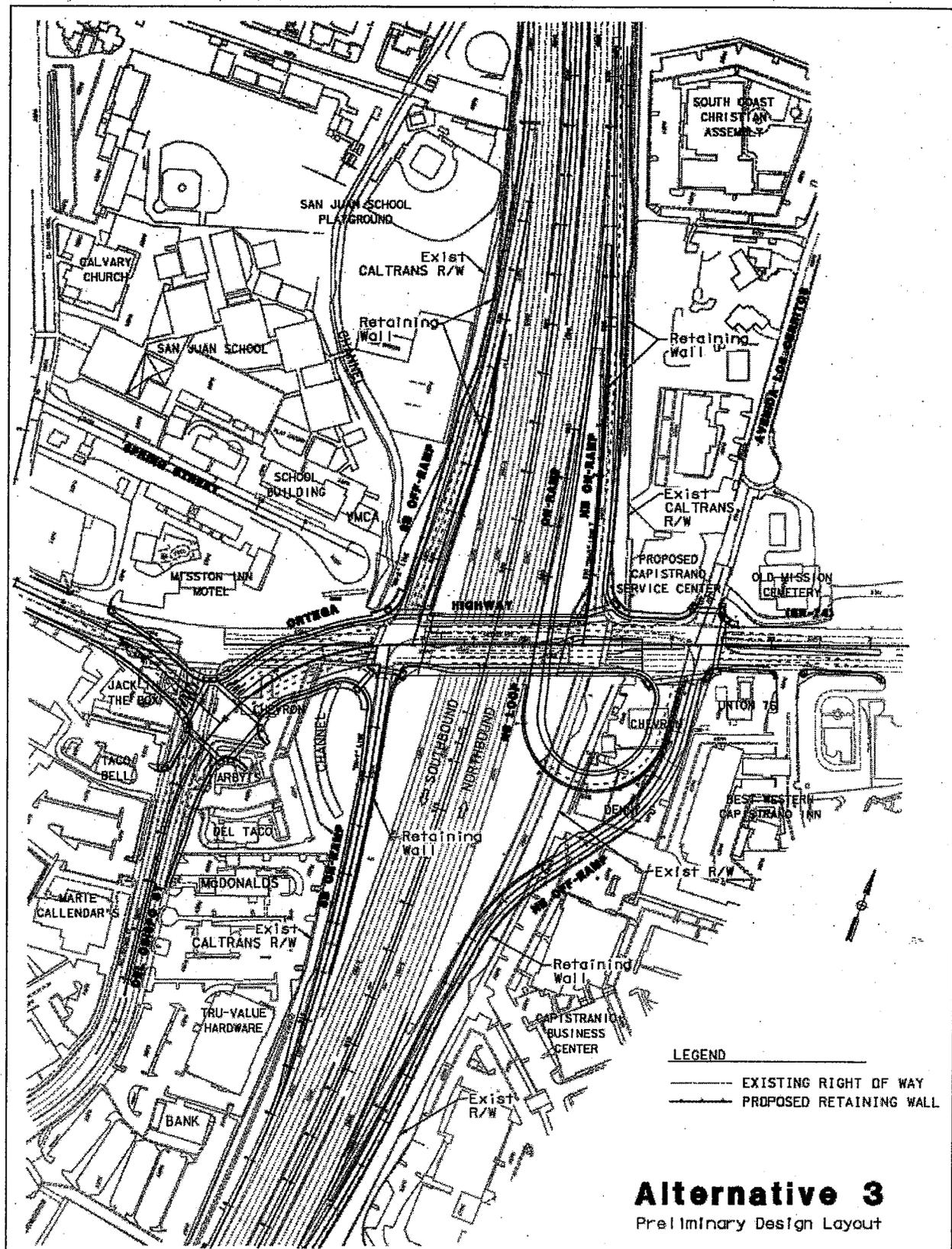


Figure 1-3

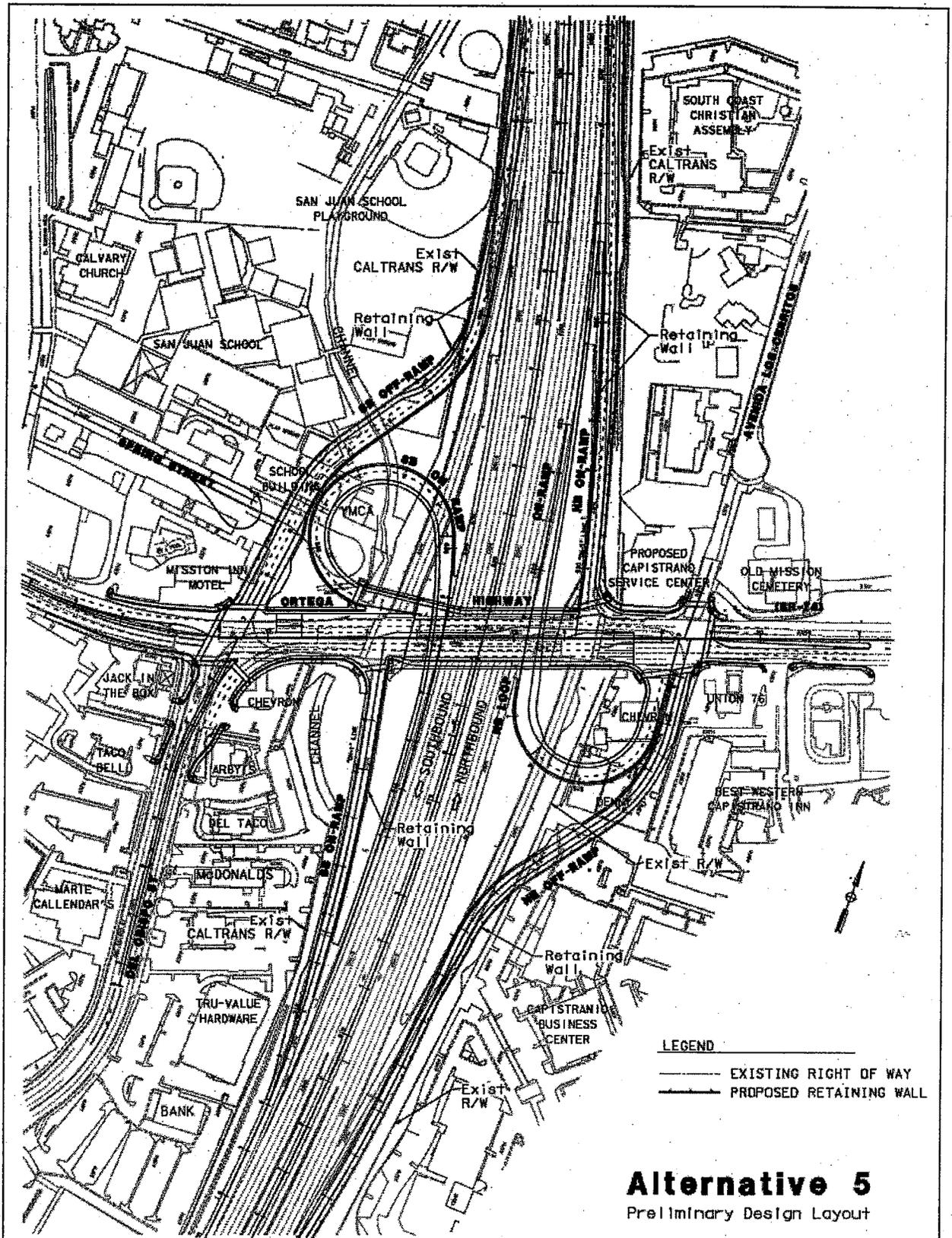


Figure 1-6



**Interstate 5 (1-5) State Route 74 Interchange Improvement Project
Public Hearing
April 29, 2008, 5:30 p.m. to 8:00 p.m.
City of San Juan Capistrano, City Council Chambers**



Name/Nombre Organization/Organización	Address/Dirección
Name/Nombre Neal Pedersen	Address/Dirección Town Hill Rd
Organization/Organización	City, Zip Ciudad, Código Postal
Name/Nombre Maryann Tucker	Address/Dirección 28028 Paseo Alba
Organization/Organización	City, Zip Ciudad, Código Postal San Juan Capistrano CA 92675
Name/Nombre Neal Marano	Address/Dirección Phone/Teléfono 27520 Avenida Larga
Organization/Organización	City, Zip Ciudad, Código Postal SOC - 92675
Name/Nombre RENATO REINA	Address/Dirección 117 W. MARQUITA
Organization/Organización SAN JUAN ELEM.	City, Zip Ciudad, Código Postal SAN CLEMENTE, CA 92672
Name/Nombre Sandie Weaver	Address/Dirección Phone/Teléfono 28672 Paseo Bahia
Organization/Organización	City, Zip Ciudad, Código Postal San Juan Capistrano, Ca 92675



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Name/Nombre Organization/Organización	Address/Dirección
Name/Nombre <i>Red Rambo</i>	Address/Dirección <i>31192 VIA SONORA</i>
Organization/Organización	City, Zip Ciudad, Código Postal <i>SJC CA 92675</i>
Name/Nombre <i>JOH TRIM</i>	Address/Dirección <i>27589 PASO SEGOVIA 92675</i>
Organization/Organización	City, Zip Ciudad, Código Postal <i>SJC</i>
Name/Nombre <i>ALAN VOLLER</i>	Address/Dirección Phone/Teléfono <i>29952 IMPERIAL DRIVE</i>
Organization/Organización	City, Zip Ciudad, Código Postal <i>SAN JUAN CAPISTRANO, CA 92675</i>
Name/Nombre <i>Jean F. Voller</i>	Address/Dirección <i>29952 Imperial Dr</i>
Organization/Organización	City, Zip Ciudad, Código Postal <i>San Juan Capistrano, CA 92675</i>
Name/Nombre <i>Betty Hill</i>	Address/Dirección Phone/Teléfono <i>27589 Paseo Segovia</i>
Organization/Organización	City, Zip Ciudad, Código Postal <i>SJC</i>



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Name/Nombre Organization/Organización	Address/Dirección
<small>Name/Nombre</small> Sheryl France-Moran	<small>Address/Dirección</small> Home 32302 Alipaz #73
<small>Organization/Organización</small> San Juan Elementary PTA	<small>City, Zip Ciudad, Código Postal</small> SJC 92675
<small>Name/Nombre</small> John Gankis	<small>Address/Dirección</small> 10 FARADAY
<small>Organization/Organización</small> Breckenridge Group	<small>City, Zip Ciudad, Código Postal</small> Irvine, CA 92718
<small>Name/Nombre</small> Yvonne Tschaikowsky	<small>Address/Dirección</small> 27367 Paseo Placentia <small>Phone/Teléfono</small> SJC 92675
<small>Organization/Organización</small>	<small>City, Zip Ciudad, Código Postal</small>
<small>Name/Nombre</small> GRETCHEN STROSCHE THOMSON	<small>Address/Dirección</small> PO BOX 129
<small>Organization/Organización</small> STROSCHE CAPISTRANO, LLC	<small>City, Zip Ciudad, Código Postal</small> SJC 92693
<small>Name/Nombre</small> Suzanne Mc Cardle	<small>Address/Dirección</small> 30677 Hunt Club Dr <small>Phone/Teléfono</small>
<small>Organization/Organización</small>	<small>City, Zip Ciudad, Código Postal</small> SJC



**Interstate 5 (1-5) State Route 74 Interchange Improvement Project
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Name/Nombre Organization/Organización	Address/Dirección
<small>Name/Nombre</small> Marsha Talbot	<small>Address/Dirección</small> 31126 Via San Vicente
<small>Organization/Organización</small> Capo Garden Homes II	<small>City, Zip Ciudad, Código Postal</small> SJC
<small>Name/Nombre</small> Robert DELGADO	<small>Address/Dirección</small> 3815 DON JUAN
<small>Organization/Organización</small> SAN JUAN CAPISTRANO RESIDENT	<small>City, Zip Ciudad, Código Postal</small> SJC 92675
<small>Name/Nombre</small> Rick Friess	<small>Address/Dirección</small> <small>Phone/Teléfono</small> 28242 PASO COMALES
<small>Organization/Organización</small>	<small>City, Zip Ciudad, Código Postal</small> SJC CA 92675
<small>Name/Nombre</small> SILVIA PULE	<small>Address/Dirección</small> 81642 EL CAMINO REAL
<small>Organization/Organización</small> SAN JUAN ELEMENTARY SCHOOL	<small>City, Zip Ciudad, Código Postal</small> SJC, 92675
<small>Name/Nombre</small> Nina Manie	<small>Address/Dirección</small> <small>Phone/Teléfono</small> 26401 Calle Roberto
<small>Organization/Organización</small> SJC Resident	<small>City, Zip Ciudad, Código Postal</small> SJC, CA



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Name/Nombre Organization/Organización	Address/Dirección
<small>Name/Nombre</small> <i>Glenda Axenfy</i> <small>Organization/Organización</small>	<small>Address/Dirección</small> <i>3118 Calle del Campo</i> <small>City, Zip Ciudad, Código Postal</small>
<small>Name/Nombre</small> <i>BRETT WILES</i> <small>Organization/Organización</small> <i>Carl's Jr.</i>	<small>Address/Dirección</small> <i>31852 DEL OBISPO</i> <small>City, Zip Ciudad, Código Postal</small> <i>SAN JUAN CAPISTRANO 92675</i>
<small>Name/Nombre</small> <i>Margo Wann (Freilau)</i> <small>Organization/Organización</small> <i>self</i>	<small>Address/Dirección</small> <small>Phone/Teléfono</small> <i>28131 Calle San Remo</i> <small>City, Zip Ciudad, Código Postal</small> <i>San J. C.</i>
<small>Name/Nombre</small> <i>Proc "PAPPY" SCHROCK</i> <small>Organization/Organización</small>	<small>Address/Dirección</small> <i>P.O. Box 237</i> <small>City, Zip Ciudad, Código Postal</small> <i>S. J. C. 92693</i>
<small>Name/Nombre</small> <i>SUSAN A. Cox</i> <small>Organization/Organización</small> <i>LaSCA</i>	<small>Address/Dirección</small> <small>Phone/Teléfono</small> <i>29972 Imperial Dr.</i> <small>City, Zip Ciudad, Código Postal</small> <i>SAN JUAN CAPISTRANO, CA 92675</i>



**Interstate 5 (1-5) State Route 74 Interchange Improvement Project
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City of San Juan Capistrano, City Council Chambers**



Name/Nombre Organization/Organización	Address/Dirección
<small>Name/Nombre</small> DAVID SWERDLIN	<small>Address/Dirección</small> 31125 VIA CRISTA
<small>Organization/Organización</small> Swerdlin & Associates	<small>City, Zip Ciudad, Código Postal</small> SJC 92675
<small>Name/Nombre</small> Phil SCHWARTZ	<small>Address/Dirección</small> 21872 SAN JUAN CREEK CIRCLE
<small>Organization/Organización</small>	<small>City, Zip Ciudad, Código Postal</small> SJC 92675
<small>Name/Nombre</small> SIA ADABKHAH Maryam Kazemi	<small>Address/Dirección</small> 27142 Ortega Hwy, SJC. 92675 <small>Phone/Teléfono</small> (714) 343-5010
<small>Organization/Organización</small>	<small>City, Zip Ciudad, Código Postal</small>
<small>Name/Nombre</small> Doug Tubwell	<small>Address/Dirección</small> 31141 SANTA MARGARITA PL
<small>Organization/Organización</small> RETIRED	<small>City, Zip Ciudad, Código Postal</small> SAN JUAN CAPISTRANO, CA
<small>Name/Nombre</small> STEVE SANDLAND	<small>Address/Dirección</small> 3 PARK PLAZA SUITE 1490 <small>Phone/Teléfono</small> #
<small>Organization/Organización</small> ARCHITECT	<small>City, Zip Ciudad, Código Postal</small> IRVINE, CA. 92614.



Interstate 5 (1-5) State Route 74 Interchange Improvement Project
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Name/Nombre Organization/Organización	Address/Dirección
Name/Nombre Carmen Escamilla	Address/Dirección 31372 Guadalupe
Organization/Organización	City, Zip Ciudad, Código Postal SJC 92675
Name/Nombre TIM ALDRICH	Address/Dirección 5335 PASO DEL NORTE
Organization/Organización WESELOH FAMILY LLC	City, Zip Ciudad, Código Postal CARLSBAD, CA 92008
Name/Nombre JEAN SAVAGE	Address/Dirección Phone/Teléfono 27516 VIA LA CARTA
Organization/Organización	City, Zip Ciudad, Código Postal SJC, CA 92675
Name/Nombre Patty Croghan	Address/Dirección 31401 Paseo Puroho
Organization/Organización Paltor	City, Zip Ciudad, Código Postal SJR 92675
Name/Nombre Jan Siegel	Address/Dirección Phone/Teléfono 27201 Calle Arzobispo
Organization/Organización	City, Zip Ciudad, Código Postal SJC 92675



**Interstate 5 (1-5) State Route 74 Interchange Improvement Project
Public Hearing
April 29, 2008, 5:30 p.m. to 8:00 p.m.
City of San Juan Capistrano, City Council Chambers**



Name/Nombre Organization/Organización	Address/Dirección
Name/Nombre Terry McCardie	Address/Dirección 30671 Hunt Creek Dr
Organization/Organización	City, Zip Ciudad, Código Postal SJC 92675
Name/Nombre GAIL ZUKOW	Address/Dirección 28422 Calle Pinon
Organization/Organización	City, Zip Ciudad, Código Postal SJC, 92675
Name/Nombre Ginny Kerr	Address/Dirección Phone/Teléfono 28432 Via Mondano
Organization/Organización Planning Commission SJC	City, Zip Ciudad, Código Postal SJC 92675
Name/Nombre TOM HILBAR	Address/Dirección % CITY
Organization/Organización COUNCIL MEMBER	City, Zip Ciudad, Código Postal
Name/Nombre TREVOR DALE	Address/Dirección Phone/Teléfono 27781 CAMINO LA RONDA SAN JUAN CAPISTRANO
Organization/Organización	City, Zip Ciudad, Código Postal



**Interstate 5 (1-5) State Route 74 Interchange Improvement Project
Public Hearing
April 29, 2008, 5:30 p.m. to 8:00 p.m.
City of San Juan Capistrano, City Council Chambers**



Name/Nombre Organization/Organización	Address/Dirección
Name/Nombre ROSS POLLARD	Address/Dirección 709 Avenida Azor
Organization/Organización McDonald's	City, Zip Ciudad, Código Postal San Clemente CA 92675
Name/Nombre Shelagh Hegarty	Address/Dirección 27122-B VIA CHIQUELLO SJC 92675
Organization/Organización	City, Zip Ciudad, Código Postal
Name/Nombre Francisco Comacho	Address/Dirección 26591 Birchwood Ln Phone/Teléfono 949 491 -5580
Organization/Organización	City, Zip Ciudad, Código Postal
Name/Nombre Laura Freese	Address/Dirección 26332 Paseo Toscana
Organization/Organización Chamber ED Committee + Resident	City, Zip Ciudad, Código Postal SJC 92675
Name/Nombre ERIC ALTMAN	Address/Dirección 26755 Verdugo Street #200 Phone/Teléfono 949-916-9700
Organization/Organización Chamber of Commerce / Biz Owner	City, Zip Ciudad, Código Postal SJC, CA 92675



**Interstate 5 (1-5) State Route 74 Interchange Improvement Project
Public Hearing
April 29, 2008, 5:30 p.m. to 8:00 p.m.
City of San Juan Capistrano, City Council Chambers**



Name/Nombre Organization/Organización	Address/Dirección
Name/Nombre <i>Kathleen Peterson</i>	Address/Dirección
Organization/Organización <i>Las Brisas HOA</i>	City, Zip Ciudad, Código Postal
Name/Nombre <i>Eduardo Duff</i>	Address/Dirección <i>31372 Guadalupe ST</i>
Organization/Organización	City, Zip Ciudad, Código Postal <i>SJC, 92675</i>
Name/Nombre <i>Sam Abraham</i>	Address/Dirección 28851 <i>26942 Ortega Hwy</i> Phone/Teléfono <i>(949) 254-0837 SJC</i>
Organization/Organización <i>Jack in the Box</i>	City, Zip Ciudad, Código Postal
Name/Nombre <i>Pedro Collado</i>	Address/Dirección <i>u u</i>
Organization/Organización <i>Jack in the Box</i>	City, Zip Ciudad, Código Postal <i>u u</i>
Name/Nombre <i>Kendall B. Jue</i>	Address/Dirección <i>100 Pacifica, Suite 250, Irvine CA 92618</i> Phone/Teléfono <i>949/788-4900</i>
Organization/Organización <i>Ultra Systems Environmental</i>	City, Zip Ciudad, Código Postal



**Interstate 5 (1-5) State Route 74 Interchange Improvement Project
Public Hearing
April 29, 2008, 5:30 p.m. to 8:00 p.m.
City of San Juan Capistrano, City Council Chambers**



Name/Nombre Organization/Organización	Address/Dirección
Name/Nombre <i>Keith O. Ward</i>	Address/Dirección <i>3182 Santa Margarita</i>
Organization/Organización	City, Zip Ciudad, Código Postal <i>SJC 92675</i>
Name/Nombre <i>Melissa Hodge</i>	Address/Dirección <i>27386 Betanzas</i>
Organization/Organización <i>San Juan Elementary PTA</i>	City, Zip Ciudad, Código Postal <i>Mission Viejo CA 92692</i>
Name/Nombre <i>Ray Morris</i>	Address/Dirección <i>31446 VIA LA MORA</i> Phone/Teléfono <i>949 248 2609</i>
Organization/Organización <i>SJC homeowner</i>	City, Zip Ciudad, Código Postal <i>SJC 92675</i>
Name/Nombre <i>Pam Jordan</i>	Address/Dirección
Organization/Organización <i>So. County resident</i>	City, Zip Ciudad, Código Postal
Name/Nombre	Address/Dirección Phone/Teléfono
Organization/Organización	City, Zip Ciudad, Código Postal



**Interstate 5 (1-5) State Route 74 Interchange Improvement Project
Public Hearing
April 29, 2008, 5:30 p.m. to 8:00 p.m.
City of San Juan Capistrano, City Council Chambers**



Name/Nombre Organization/Organización	Address/Dirección
Name/Nombre Robert Carloza ^(copy)	Address/Dirección 27742 Paseo Barona
Organization/Organización Planning Com.	City, Zip Ciudad, Código Postal San Juan Capistrano CA 92675
Name/Nombre Sunshyne Croucher	Address/Dirección 26891 Ortega Hwy
Organization/Organización Mission Inn Bed & Breakfast	City, Zip Ciudad, Código Postal SJC CA 92675
Name/Nombre Maria Rodriguez	Address/Dirección Phone/Teléfono 31192 Calle del Campa
Organization/Organización Maria Rodriguez	City, Zip Ciudad, Código Postal SJC 92675
Name/Nombre Charles E. Lange III *	Address/Dirección 28082 PASEO VERDE
Organization/Organización Transpo Comm	City, Zip Ciudad, Código Postal SJC CA 92675
Name/Nombre RICH MAXEY	Address/Dirección 31451 Sundance Phone/Teléfono SJC 92675
Organization/Organización RESIDENT	City, Zip Ciudad, Código Postal

↓ PLEASE SEND COPIES of 1) DRAFT EIR
2) PALEONTOLOGICAL REPORT



**Interstate 5 (1-5) State Route 74 Interchange Improvement Project
Public Hearing
April 29, 2008, 5:30 p.m. to 8:00 p.m.
City of San Juan Capistrano, City Council Chambers**



Name/Nombre Organization/Organización	Address/Dirección
Name/Nombre Charlie Larwood	Address/Dirección
Organization/Organización OCTA	City, Zip Ciudad, Código Postal 580 Main Street Orange CA
Name/Nombre Herb Carlson	Address/Dirección 26126 Paseo Marbella
Organization/Organización herbcarlson@cox.net	City, Zip Ciudad, Código Postal SJC 92625
Name/Nombre	Address/Dirección Phone/Teléfono
Organization/Organización	City, Zip Ciudad, Código Postal
Name/Nombre	Address/Dirección
Organization/Organización	City, Zip Ciudad, Código Postal
Name/Nombre	Address/Dirección Phone/Teléfono
Organization/Organización	City, Zip Ciudad, Código Postal

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CITY OF SAN JUAN CAPISTRANO
STATE OF CALIFORNIA

Certified Copy

TRANSCRIPT OF PROCEEDINGS
OF PUBLIC INFORMATION MEETING/HEARING
IN RE: I-5/STATE ROUTE 74 (ORTEGA HIGHWAY)
INTERCHANGE IMPROVEMENT PROJECT
HELD ON: APRIL 29TH, 2008, 6:30 P.M. - 8:00 P.M.

REPORTED BY: TONI BERTINI
CSR LICENSE NO. 8380

CITY OF SAN JUAN CAPISTRANO

STATE OF CALIFORNIA

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The following Transcript of Proceedings was held at the City of San Juan Capistrano City Council Chambers, at 32400 Paseo Adelanto, San Juan Capistrano, California, at 6:30 p.m., Tuesday, April 29th, 2008, before Toni Bertini, a Certified Shorthand Reporter, License No. 8380, within and for the County of Orange, State of California.

-oOo-

1 APPEARANCE OF COMMISSION MEMBERS:

2

3 CHARLES LANGE

4 ERIN KUTNICK

5 MATT GAFFNEY

6 SHELDEN COHEN

7 GENE RATCLIFFE

8 ROBERT CARDOZA

9 GENNY KERR

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TUESDAY, APRIL 29TH, 2008, 6:30 P.M.

SAN JUAN CAPISTRANO, CALIFORNIA

-oOo-

MR. COHEN: Good evening. We'll call to order the April 29th joint meeting of the City of San Juan Capistrano Planning Commission and Transportation Commission. If we can have a roll call of the Planning Commission, please.

UNIDENTIFIED SPEAKER: Mr. Cardoza?

MR. CARDOZA: Here.

UNIDENTIFIED SPEAKER: Commissioner Kerr?

MS. KERR: Here.

UNIDENTIFIED SPEAKER: Commissioner Nealy? Vice Chair Ratcliffe?

MS. RATCLIFFE: Here.

UNIDENTIFIED SPEAKER: Chairman Cohen?

MR. COHEN: Here.

And a roll call for the Transportation Commission, please.

UNIDENTIFIED SPEAKER: Commissioner Kramer?
Commissioner Kutnick?

MS. KUTNICK: Here.

UNIDENTIFIED SPEAKER: Commissioner Lange?

MR. LANGE: Here.

UNIDENTIFIED SPEAKER: Vice Chair Gaffney?

1 MR. GAFFNEY: Here.

2 UNIDENTIFIED SPEAKER: Chair Flicker?

3 Thank you.

4 MR. COHEN: If everyone would now rise and join me in
5 the Pledge of Allegiance.

6

7 (Pledge of Allegiance recited.)

8

9 MR. COHEN: The one public hearing on the agenda is
10 this hearing, the Interstate I-5/State Highway 74
11 interchange.

12 Mr. Oswald?

13 MR. OSWALD: I'm sorry?

14 MR. COHEN: Do you want to give an opening statement
15 on this?

16 MR. OSWALD: Certainly. The City has retained the
17 services of Parsons Transportation Group to perform an
18 Environmental Impact Report for the Ortega Highway/I-5
19 interchange. The interchange project has been on the
20 City's radar since the late 90's, and I believe in 2000 or
21 so we started work to try to get some City-preferred
22 options included in Caltrans' consideration for the
23 interchange improvement. To that end we hired Parsons
24 Transportation Group and developed a number of options.
25 The options were whittled down to five and were studied

5

1 from that point on.

2 I think from this point I'd like to turn it over
3 to Kevin Haboian who's been the project manager for this
4 project from the inception with the City and is very
5 familiar with it and he'll go through the particulars of
6 the project.

7 MR. COHEN: Thank you.

8 MR. HABOIAN: Thank you, Alan.

9 I have a Power Point presentation I'd like to
10 walk through that summarizes all the background that's gone
11 into this project as well as the key findings from the
12 draft environmental document that's currently under review,
13 so at the pleasure of the Transportation Commission and
14 Planning Commission I'll walk through that.

15 This project is a joint effort involving the City
16 of San Juan Capistrano as well as Caltrans, and also
17 Caltrans is acting on behalf of the Federal Highway
18 Administration. As Alan said, Parsons Transportation Group
19 has been hired by the City to assist in the development of
20 this project.

21 Our main reason to be here today is to get
22 feedback from the community. Specifically we have had the
23 draft environmental document out for public review the last
24 few weeks. The main role that we want from people here
25 today is to provide their feedback on that draft document,

1 and we're looking to collect comments all the way through
2 May 12th, which will be the closure of the public comment
3 period. We will be providing written responses to all
4 comments that we receive on the document.

5 In terms of our overall schedule, basically we're
6 near the end of the environmental document phase. We've
7 been developing this project jointly with the City and
8 Caltrans for well over eight years now and at the
9 completion of this environmental document phase, which is
10 expected in early fall, the project, if one is selected,
11 would then move into final design, will take roughly two
12 years or so. There will be some right of way acquisition
13 processes and then construction would start in the mid part
14 of 2011, and also a lapse for approximately two years.

15 In terms of the overall environmental document
16 process, there's a number of analyses that we go through
17 when evaluating the alternatives that have been identified
18 for this process. All those various technical studies are
19 shown in the peach-colored box there, specifically air
20 quality, traffic, noise and visual impacts to name a few.
21 All that information is analyzed as part of the technical
22 analysis. We take that and develop our draft environmental
23 document that is currently under review and we're at the
24 public hearing stage now.

25 Here's just a bird's eye view of the project

1 area. The facilities near the interchange obviously are
2 San Juan Elementary School, there's a lot of traffic that
3 traverses down Del Obispo, as all of you are aware, and
4 then we have the Capistrano Business Center south of Ortega
5 and east of the I-5 Freeway. That is the project area that
6 our interchange project covers.

7 In terms of the overall purpose and need of the
8 project there's really three issues. First of all, there's
9 quite a bit of congestion that occurs at the interchange
10 during peak hours. Most of you are aware of that having
11 driven through the interchange. We have failing traffic
12 conditions that occur based on the existing condition.
13 Currently based on 2006 volumes there's approximately
14 99,000 vehicles per day traveling through that interchange.
15 Even if there are no improvements to that location, traffic
16 is going to be increasing to 121,000 vehicles per day which
17 will be increasing the amount of congestion that occurs
18 there.

19 But the primary reason we're looking at
20 improvements at this location is due to the high number of
21 accidents that occur at that location. Currently this
22 interchange has an accident rate that's over three times
23 the statewide average for interchanges of this type. The
24 improvements are veered to reduce that accident rate and
25 bring it more in line with what the average should be.

1 Also as a means of background, back in the late
2 90's Caltrans and OCTA identified what were at that time
3 the ten major choke points in the County of Orange and this
4 interchange project was identified as one of those choke
5 points. It actually ran quite high on the list. It wasn't
6 the top one but I believe it was in the top three.

7 As part of that choke point identification
8 process it was decided that we would take on different
9 types of studies to look at improvements or alternatives to
10 alleviate the choke points and better improve traffic flow.

11 As a result of the initiation of those studies we
12 had a number of public meetings that commenced in the year
13 2000, and I'd like to summarize those briefly. First of
14 all, the first public workshop where we presented
15 alternatives to the community occurred back in December of
16 2000. We actually received quite a bit of feedback for
17 those initial alternatives. Much of that feedback was
18 geared to the fact that the alternatives looked a little
19 too urban for the San Juan community. They directed us to
20 go back to the drawing board and look at some other
21 options.

22 We came back to the community in October 2003
23 with some of those revised alternatives and then started
24 going through the City's Transportation and Planning
25 Commission needs. We went through the Transportation

1 Commission, and we actually had two Planning Commission
2 meetings because during that process we were still getting
3 input from the community. We had some suggestions to
4 revise the alternatives and so we came back in February
5 2004.

6 We then went -- and at that time the City had a
7 panel representing many of the businesses in the San Juan
8 area. We obtained their feedback, and then in March of
9 2004 the City Council approved five alternatives at that
10 stage to take into the environmental document process,
11 issued a notice of preparation in May of 2006, and then in
12 June we had a scoping meeting where we presented those five
13 alternatives to the community and obtained their comments
14 that we should utilize as we move into our more detailed
15 analysis.

16 I mentioned all those technical studies that we
17 do as part of an environmental document. One of those is
18 the detailed traffic report, which was completed in
19 September of 2006, and what we heard from the community
20 when we were having all those meetings is that there was a
21 number of common themes that were surfacing.

22 First and foremost they wanted a project that was
23 in character with the vision, the aesthetic look of the
24 community. It was recognized there's quite a bit of
25 traffic congestion at that interchange so the improvements

1 needed to try to address that. Right of way impacts were a
2 concern. There was also the issue of emission. They
3 wanted to make sure we provided access to emission and not
4 create a situation where have an adverse effect on that.
5 Then there was also the concern about accommodating
6 pedestrians and bicycles from one side of the freeway to
7 the other.

8 I'm going to walk through the alternatives
9 briefly. Alternative 1 is -- both actually Alternatives 1
10 and 2 were geared at trying to minimize impact to the
11 community. They retained the existing over-crossing
12 structure that's at that interchange so there would be no
13 replacement of the bridge structure with these two
14 alternatives.

15 On the top one, Alternative 1, it's a realign
16 over the highway into Del obispo. Part of the reason for
17 this is, as you know, vehicles are coming off the freeway
18 or from the east side of the freeway and there's a lot of
19 demand for traffic to turn left onto Ortega Highway
20 because of the -- onto Del Obispo, excuse me, and Ortega
21 Highway.

22 Because of the amount of traffic that's doing
23 that and the close proximity of the intersections, you have
24 vehicles queueing up and backing up at those intersections.
25 If we realign Ortega into Del Obispo it creates that

1 through movement which better allows for signal timing so
2 we can get traffic through quickly.

3 Alternative 2 is actually an alternative that was
4 recommended by the community. They wanted to further look
5 at the low cost measures and not disrupt the right of way
6 around there, so we considered that and analyzed that as
7 part of the project.

8 The fourth alternative, that was actually
9 developed as part of the Planning Commission. With this
10 option what we're doing is realigning the southbound
11 offramp into Del Obispo, again, because quite a bit of
12 traffic comes off the freeway, and you have to make a
13 quick right and quick left to get onto Del Obispo. This
14 allows a straight shot into it. But we were trying to also
15 minimize impacts to San Juan Elementary School. That's why
16 we have that alignment of the ramp. That creates an
17 undesirable queued alignment. It's very difficult for
18 trucks and vehicles to make that left turn from the ramp to
19 Ortega Highway.

20 As a result of all the technical studies we did
21 for the five alternatives -- remember all those items I
22 mentioned in the earlier part of the presentation -- those
23 found Alternatives 1, 2 and 4 did not address the purpose
24 and needs of the project, specifically Alternatives 1 and
25 2. They addressed the near-term growth and traffic but

1 they would not address the long-term growth. It wasn't
2 going to be addressing the traffic congestion that occurs
3 there and the accident rate is expected to continue.
4 Alternative 4 had poor geometrics, so those three
5 alternatives were removed from further consideration.

6 Alternatives 3 and 5 were seen as addressing the
7 main purposes and objectives of the project. It addresses
8 the traffic issues, but it also allowed for the future
9 project to potentially add an additional lane on the I-5.
10 In both Alternatives 3 and 5 the over-crossing is being
11 replaced which will allow for that underneath the freeway,
12 so we included 3 and 5 in the environmental document and
13 carried those forward.

14 Alternative 3 shown here primary features on the
15 west side of the freeway. Again we're realigning Ortega
16 into Del Obispo to allow those movements to have sort of a
17 through movement from Ortega to Del Obispo. It also
18 creates a little more space between those two
19 intersections, between El Camino Real and the southbound
20 offramps.

21 On the east side of the freeway we're adding a
22 loop ramp to Northbound I-5. As you know what happens now,
23 traffic that wants to come from the west side of the
24 freeway to get on that northbound ramp has to turn left.
25 That causes a lot of signal time and traffic backing up

1 onto Ortega Highway extending to the east. By having that
2 loop onramp there those vehicles that now turn left can
3 just turn right, so that creates more free time and allows
4 traffic to better get off the freeway going northbound, and
5 going southbound vehicles coming down Ortega Highway
6 essentially have their own ramp to get on northbound I-5.

7 With Alternative 5 we have the same improvements
8 on the east side of the freeway as in Alternative 3. What
9 we're doing on the west side of the freeway is also
10 providing a southbound ramp to access Southbound I-5.
11 Essentially it's almost a mirror image of what we're doing
12 on the east side of the freeway. To allow room for that
13 loop ramp we have to realign the southbound offramp, and we
14 align it with Del Obispo to again have a straight shot for
15 people coming off the freeway to get access to Del Obispo.
16 What happens though is that requires more land to do that
17 and we start having impacts to facilities there.

18 So in terms of comparing the two alternatives,
19 essentially when you're looking and comparing both
20 Alternatives 3 and 5, on the east side of the freeway
21 they're essentially the same, they have the same
22 configuration; on the west side of the freeway though,
23 that's where we have the differences.

24 With Alternative 5, since we're wanting to get
25 that loop ramp in there, we have to realign the offramp, we

1 are affecting the facilities and at San Juan Elementary
2 School specifically two buildings are impacted, as well as
3 a portion of the Mission. Those are the primary
4 differences between the two from a right-of-way standpoint.

5 Also from a noise perspective, with Alternative 3
6 we're keeping the same alignment as it currently exists
7 with the southbound offramp. We are adding one additional
8 lane but the alignment of the ramp stays the same. From a
9 noise perspective, there's already an existing wall there
10 and that wall will remain. With Alternative 5, because we
11 have to move that ramp, we're putting it closer to the
12 elementary school, we would construct a new sound wall
13 along that offramp to mitigate the noise that would
14 otherwise go to the school if one wasn't there.

15 From a cost perspective, because of the
16 additional right of way associated with Alternative 5 it
17 does cost more. The approximate cost estimates for those
18 two alternatives are \$78 million for Alternative 5 and \$58
19 million for Alternative 3, so approximately a \$20 million
20 difference between the two.

21 Tonight, as far as what's next at this hearing,
22 again we want to obtain your comments. Within the package
23 that was provided at the front door we have comment cards
24 there. We encourage you to fill out those cards. If you'd
25 like, we also have court reporters here taking testimony,

1 as well as outside in the lobby area. If you prefer to
2 just dictate your comment please do so and that would be
3 recorded in the record, and we will provide responses to
4 that.

5 Our intent after the close of the public comment
6 period is to respond to each and every one of those
7 comments and then we're looking at final approval EIR
8 occurring in the early fall. Again, from an overall
9 schedule standpoint, the environmental process would
10 complete in approximately the fall, and if an alternative
11 is selected, we then move into final design and
12 construction.

13 In terms of how you can provide comments, in
14 addition to the comments currently provided, as well as
15 dictating your comments to the court reporter, you can mail
16 in your comments as well. The address to mail it in is on
17 the comment cards that we have. Our intent is to obtain
18 your comments and then we'll be providing formal responses,
19 any detailed questions as part of our written response, and
20 we'll address any simple questions that we have as well.

21 At this point that concludes my portion of the
22 presentation. I'll return the meeting to the Commission.

23 MR. COHEN: Thank you, Kevin.

24 Will there be anybody else making a presentation
25 from staff this evening?

1 MR. TAYLOR: Not to my understanding, Mr. Chair.

2 MR. COHEN: Questions of staff. Commissioner Lange?

3 MR. LANGE: Thank you, sir.

4 The estimated increase from 99,000 to 121,000,
5 where does that data come from?

6 MR. HABOIAN: Basically there's an overall
7 transportation model for the area that takes into
8 consideration the future land uses that are expected to
9 develop between now and 2030 and it projects the amount of
10 traffic that is expected to occur at this interchange as a
11 result of those future plans.

12 MR. LANGE: But who's doing that? Is there an
13 institution?

14 MR. HABOIAN: We had a consultant assist us in doing
15 that effort done by Austin Bouts & Associates and they were
16 working jointly with the County and OCTA on the regional
17 model to make sure they have all the information necessary
18 to ensure that we have an adequate forecast for this
19 location.

20 MR. LANGE: Thanks. Do you anticipate any
21 difficulties with the right-of-way purchases that need to
22 be made in the next phase?

23 MR. HABOIAN: If an alternative is selected, then
24 there are some right-of-way acquisitions that would have to
25 occur and then that process would take place. Throughout

17

1 history sometimes they go well, sometimes they don't. It's
2 just a matter of seeing how the process plays out.

3 MR. LANGE: On the slide that says "Community concerns
4 expressed during public outreach," a couple of bullet
5 points here, obviously the concerns that were expressed by
6 the community, one was the visual character of the
7 community, and I didn't see that bullet point addressed in
8 any of the either Alternative 3 or 5. Is there any
9 statement you'd like to make about the visual --

10 MR. HABOIAN: Yeah. When we first came to that
11 December 2000 public meeting we mostly had alternatives and
12 we just focused on trying to solve the large transportation
13 issues we were seeing there. All of our alternatives were
14 rather large and reflected an urban character, if you will.

15 One of those was the Alternative 5 that's still
16 there. That alternative does best to address the traffic
17 impacts. Alternative 3 actually surfaced as a result of
18 that concern, and what we did is we changed the orientation
19 on the west side of the freeway to have a lower impact, a
20 smaller look. We were actually looking at other options,
21 including a round-about early on in the process. That
22 didn't prove to be effective, so Alternative 3 in that
23 configuration on the west side is actually as a result of
24 that process, that specific one.

25 MR. LANGE: The existing interchange access is busier

1 between east and west for bicycles indeed. I presume that
2 all the alternatives are looking at that.

3 MR. HABOIAN: We have shoulders on the outside of the
4 travel lanes next to sidewalks. The bicyclists will be
5 able to use that in that area. Essentially it's like a
6 bike lane.

7 MR. LANGE: Just striping?

8 MR. HABOIAN: Striping.

9 MR. LANGE: When you talked about the noise, I know
10 there's a big chart out in the hall with test balances and
11 wood chipper and all this type of stuff, and discussed the
12 noise impacts of Alternative 3 and 5. Alternative 3 I
13 believe you said there would be essentially no change and 5
14 would require a 10-foot sound wall. I'm wondering if
15 either one of those, 3 or 5, would lead to increased noise
16 and pollution in the area.

17 MR. HABOIAN: I'm going have my noise expert address
18 that. Art?

19 While he's looking, is there another question?

20 MR. LANGE: Last question. The slide here, "Need to
21 reduce traffic in front of Mission," is that the issue of
22 Del Obispo?

23 MR. HABOIAN: That was a comment that came out, and to
24 address that one of our alternatives actually looked at
25 just providing right turns in and out from El Camino Real,

1 so you could turn right in, you could turn right out but
2 you wouldn't be able to make a left turn. That wasn't met
3 with much pleasure from a traffic circulation standpoint so
4 that aspect was dropped. Otherwise the alternatives have
5 not done anything to address it, it's something we did
6 study though.

7 To get back to your noise question I'll turn it
8 over to Art who's our noise expert for the job.

9 UNIDENTIFIED SPEAKER: We did a study of future noise
10 with Alternative 5 and sound walls and we compared it to
11 the noise measurement that we had done for Alternative 3
12 and the future noise with the sound wall proposed is about
13 the same or less than what you have for Alternative 3.

14 MR. LANGE: Would Alternative 3 be about the same as
15 present day?

16 UNIDENTIFIED SPEAKER: Yes. We're just adding one
17 lane to the ramp and that does not have any effect, that
18 analysis. There's not much of an effect of adding one lane
19 to it. In the future with both alternatives it should be
20 about the same. Alternative 5 may be a couple locations a
21 little bit less.

22 MR. LANGE: That's it. Thank you.

23 MR. COHEN: Commissioner Kutnick?

24 MS. KUTNICK: Thank you.

25 I have a question on Alternative 3, which from

1 the presentation appears to be the preferred alternative.
2 It obviously addresses the east side of the freeway with
3 the loop; but on the west side of the freeway without the
4 loop, currently during peak times of the day the traffic
5 that is traveling westbound and then trying to go
6 southbound on the I-5 can back up past Rancho Viejo Road.

7 I don't see -- because our drawings are about
8 that small -- what is here? What is going to be done in
9 order to facilitate the traffic trying to go southbound if
10 a loop is not chosen to do that? How is that going to be
11 addressed? Because it's just as bad for the people trying
12 to go southbound as it is those trying to go northbound
13 from the other side.

14 MR. HABOIAN: There's a couple things that this
15 alternative does to address that. First of all I will
16 acknowledge Alternative 5, because of that looped onramp,
17 from a traffic perspective that performs a little better
18 than Alternative 3.

19 MS. KUTNICK: Can you define "a little better"? What
20 are we really dealing with here? How much better?

21 MR. HABOIAN: From a level of service standpoint both
22 of these options are within acceptable levels of service,
23 future year levels of service. With Alternative 5 you
24 essentially just have two intersections at the interchange
25 area whereas with Alternative 3 you have three. Any time

21

1 you have one less light it's going to move a little better,
2 but from a standpoint of within acceptable level of service
3 guidelines, both alternatives are acceptable.

4 In terms of your specific question though as far
5 as traffic backing up to Rancho Viejo Road that wants to go
6 southbound on I-5, two things.

7 One, with the northbound loop onramp, because
8 traffic that's going eastbound currently has to turn left
9 to get a northbound onramp, that takes away a signal time
10 and causes more traffic to back up. Because those vehicles
11 now turn right they don't have to cross that so the traffic
12 coming eastbound will be able to get through little bit
13 quicker.

14 The other improvement that's being made with this
15 alternative compared to the existing condition is that
16 there's only one lane of traffic that turns left onto the
17 southbound onramp and with this proposal there'd be two
18 lanes of traffic turning left.

19 MS. KUTNICK: My next question is still on Alternative
20 3. I'm not a traffic engineer, I'm just a commissioner,
21 but I'm not completely sold on how moving that intersection
22 a tiny bit south at Ortega and Del Obispo, how that solves
23 any of those problems or improvements, what's going on
24 there.

25 Can you maybe give me a little insight as to

1 how -- they're still going to have to turn right on the
2 freeway and still get over into at least the center lanes
3 in order to go south onto now Del Obispo. You know, it may
4 help; just the way I look at it, it doesn't appear to be a
5 huge improvement.

6 MR. HABOIAN: I would say that's an accurate
7 statement, huge improvement; it is an improvement though.

8 Two things, because traffic is now making a
9 through movement as opposed to a left turn movement, that
10 helps in that process. Also we're adding a little more
11 storage in terms of additional capacity in that westbound
12 direction, so that helps a little as well. But I would say
13 your characterization is correct, it's not a huge
14 improvement, it's just better than the existing condition.

15 MS. KUTNICK: Those are my questions. Thank you.

16 MR. COHEN: Commissioner Gaffney?

17 MR. GAFFNEY: Looking at these, you have \$58 million
18 on one and \$78 million on the other, and it doesn't sound
19 like Alternative 5 is really going to be on the board too
20 much. Of this \$58 million, is that 2008 dollars or is that
21 going to be 2011 dollars? Are we going to get partway into
22 this thing and find out it's going to cost a whole lot more
23 than originally planned?

24 MR. HABOIAN: Essentially those cost estimates reflect
25 late '07, early '08 dollars.

1 MR. GAFFNEY: So there is a chance this is going to go
2 up significantly between now and then?

3 MR. HABOIAN: Over time things go up.

4 MR. GAFFNEY: The next question is of this \$58
5 million, how much of this does the City of San Juan have to
6 foot and how much is Caltrans footing?

7 MR. HABOIAN: There's a number of funding sources the
8 City has been pursuing. All funding is coming through the
9 OCTA Measure M Program, so you have the funding in place
10 for these improvements.

11 MR. GAFFNEY: Do we feel that funding will still be in
12 place when the project probably costs significantly more in
13 two or three years? Your best guess-timate. This is what
14 we're doing at this point.

15 MR. HABOIAN: I think -- do you want me to take a shot
16 or --

17 UNIDENTIFIED SPEAKER: Go ahead.

18 MR. HABOIAN: There's more money identified for this
19 location, my understanding, than what current cost
20 estimates are. So I think our best guess is that it will
21 cover the inflationary measures that will take place over
22 the next two years before construction starts.

23 MR. GAFFNEY: Okay. Thank you.

24 MR. COHEN: Commissioner Ratcliffe?

25 MS. RATCLIFFE: I have a question about Alternative 5.

1 It seems to me that the geometric problem that disqualifies
2 Alternative 4 is still present in Alternative 5, that
3 difficult acute turn from the southbound offramp onto
4 eastbound Ortega, and is there some reason it's more
5 acceptable in Alternative 5 than it is in 4?

6 MR. HABOIAN: In Alternative 4 it's a larger skew
7 angle than this one. If you look at this one you can see
8 the orientation coming in. It's rather acute, and in
9 Alternative 5 we've increased that so it's coming in at
10 closer to a 90-degree angle. It's just not as severe.

11 MS. RATCLIFFE: That movement over toward San Juan
12 Elementary, that realignment of the shoulder of the
13 offramp, it kind of takes out the edge of San Juan
14 Elementary?

15 MR. HABOIAN: It's really that loop onramp there that
16 causes us to push the offramp over and that's what affects
17 San Juan Elementary.

18 MR. COHEN: Commissioner Cardoza?

19 MR. CARDOZA: I share a similar concern regarding the
20 deletion of Alternate 4. I was wondering about the
21 process. Since that was eliminated or deleted from moving
22 forward with this as a potential solution to this, this
23 redesign, I'm more curious as to who made the decision to
24 eliminate that from going through the final design analysis
25 and layout.

1 MR. HABOIAN: Let me --

2 MR. CARDOZA: I understand the reasons because they're
3 clearly stated, but since the Planning Commission has spent
4 a great deal of time reviewing this and analyzing it,
5 making recommendations, and then another tack was taken and
6 this was totally eliminated so we didn't have a chance to
7 review it again.

8 I'm concerned about the improvement, the impact
9 on our community. You mentioned the word vision, but we
10 also are concerned about the aesthetics in entering our
11 city, and somehow the aesthetics are kind of minimized.
12 Alternative 4 might have addressed that issue a little bit
13 better.

14 MR. HABOIAN: Let me answer it this way. That
15 alignment for that offramp for Alternative 4 was done from
16 a perspective of trying to minimize the impact on the
17 school, and in Alternative 5 with the alignment that's
18 there, that was because of the loop onramp. If you wanted
19 to further align this offramp in Alternative 4 such that
20 the alignment is similar to the offramp alignment in
21 Alternative 5, you could do that, from a standpoint of the
22 configuration of this alternative. It was our feeling that
23 if you were going to do that you would want to put that
24 loop ramp in any way.

25 So in terms of the decision, to directly answer

26

1 your question as to how that came about, it was really a
2 joint decision between the project development team, which
3 was composed of Parsons, the consultant staff, as well as
4 the City and Caltrans staff. It's a Caltrans standard that
5 would not be meeting with that skew angle, so that was an
6 innate driver in the decision.

7 MR. CARDOZA: The City was not involved in that
8 decision? You mentioned Parsons and Caltrans, but I'm
9 looking towards the City's involvement in that
10 decision-making process.

11 MR. HABOIAN: As far as the Planning or Transportation
12 Commission, no, they were not part of that process.

13 MR. CARDOZA: The Planning, Transportation and City
14 Council, they were not part of that?

15 MR. HABOIAN: The staff that was represented on the
16 project development team were aware of that. It was
17 primarily viewed to the State's requirements, that skew
18 angle not being acceptable to them.

19 MR. CARDOZA: Then of course the Planning Commission
20 review, at least it was presented to us, the impacts on
21 traffic that would be generated from a development around
22 the City, especially in the Ranch Area, so to speak.

23 Also consideration might be given to the
24 reduction of the actual size and placement of the ramp.
25 Where others, like Stonehill or Junipero Serra might

1 accommodate other ramp improvements, that would kind of,
2 you know, mitigate some of the impact requirements for such
3 a major development here. Was that part of the
4 consideration?

5 MR. HABOIAN: Yeah. Actually as a result of those
6 requests that were put forth we did a study looking at
7 making improvements at those upstream and downstream
8 interchanges and what effect it would have at the Ortega
9 Highway interchange. Even with those upstream and
10 downstream improvements, it still wasn't drawing enough
11 traffic away from this location that would obviate the need
12 for the improvements here. So it was still necessary to
13 improve this interchange because it would still have quite
14 a bit of traffic congestion at this location.

15 MR. CARDOZA: Then was consideration given to the open
16 space? Because the ramping system as proposed here, I
17 would say the creation of more open space potential, I
18 believe that this generates more open space.

19 MR. HABOIAN: Specifically this alternative you mean?

20 MR. CARDOZA: No, Alternative either 3 or 5. It looks
21 like there's additional open space that's created by the
22 elimination of some of the construction, the ramps over
23 there.

24 MR. HABOIAN: Yes, that's correct.

25 MR. CARDOZA: Then the intersection where the "Y" is,

1 there's a lot of open space created by that?

2 MR. HABOIAN: Yes.

3 MR. CARDOZA: Is this open space going to be developed
4 according to Caltrans' standards?

5 MR. HABOIAN: That space is actually in the City so
6 it's really -- the City would have to coordinate with
7 Caltrans. From the standpoint of access, they have certain
8 requirements with regard to access close to the ramps, but
9 the City would be able to make the calls on that.

10 MR. CARDOZA: (Inaudible) is not part of that?

11 MR. HABOIAN: Only from the standpoint they wouldn't
12 want a driveway right next to their offramp providing
13 access to that. It has to be a certain distance away. As
14 long as you comply with those things you could develop
15 those parcels.

16 MR. CARDOZA: The main concern of the City has been,
17 at large from the onset, the massiveness of the
18 construction that's being proposed and the impact that it
19 will have. Everyone is in favor of traffic reduction,
20 however, what do we have to give you?

21 This is our gateway. If that's the window to our
22 community in such a short span, special treatment must be
23 given to any open space that's adjacent to that. And
24 Caltrans' standards are less than minimal but that's the
25 way they are. However, this is our window. This is our

1 welcome. If it's not treated with some certain degree of
2 sensitivity, a lot of concern and consideration towards the
3 aesthetics, then that vision goes somewhere else.

4 MR. OSWALD: I'd like to speak up on that.

5 CalTrans on other projects similar to, for
6 example, the widening between the ramps and Rancho Viejo
7 Road adjacent to the cemetery and Caltrans had proposed
8 their standard treatment of a wall. The City entered into
9 an agreement with Caltrans to fund some improvements to
10 better landscape that, provide a slope instead of a
11 retaining wall that's on the north side of the road.

12 So I would expect or suspect that would be a
13 similar type of an option for the City, that if there's
14 alternatives that the City would like that go over and
15 above their standard, the City may have a financial
16 responsibility to pay for those. And we expected that in
17 the CCFP Program and we've budgeted towards that, those
18 types of improvements.

19 MR. CARDOZA: Is that in the Environmental Impact
20 Report?

21 MR. OSWALD: No, this has come about in final design
22 and such. Right now we haven't gotten to that point. We
23 don't know exactly what alternate we're having, if we have
24 any. But there's a budget in the CCFP for those kinds of
25 aesthetic treatments we may have to pay for over and above

1 Caltrans.

2 MR. HABOIAN: We do mention a landscaping plan in our
3 environmental document. I'd like to have Amy Wolston touch
4 base on that.

5 MS. WOLSTON: In the aesthetics section of our
6 environmental document it does discuss that a landscape
7 plan would be developed and special treatments provided to
8 the wall, and especially the sloped areas or where
9 retaining walls are happening. So there is an -- that
10 would be in conjunction with City input. That's something
11 that's discussed in the environment document due to the
12 sensitivity to all the aesthetic treatment we know that's
13 necessary for that area.

14 MR. CARDOZA: No more questions.

15 MR. COHEN: Commissioner Kerr?

16 MS. KERR: My questions have more to do with timing I
17 think than actual design. Right now we hear a lot of news
18 about budget shortfalls on the State level. Is there a
19 potential that this project could be affected by budget
20 shortfalls which will push it out or is funding in place?

21 MR. HABOIAN: Because the majority of the funding is
22 coming through the Measure M Program it's pretty well in
23 place because it's year-based on the sales tax revenue
24 that's coming into the County.

25 MS. KERR: Is that when sales are down in most areas?

1 So if the sales tax is affected, would that not possibly
2 affect Measure M funds on this project, or do you feel
3 really comfortable the timeline is accurate?

4 MR. HABOIAN: I think the timeline is fairly accurate
5 from the standpoint of -- that is our optimistic schedule.
6 Obviously things happen. We've been doing this portion for
7 eight years. So delays can occur, but based on OCTA's
8 projections and their sales tax revenue coming in things
9 look good in that regard.

10 MS. KERR: Kind of along the same lines, we would
11 expect there's going to be some pretty heavy development to
12 the east of us that's going to impact the roadways there.
13 Seeing that even once we get to construction it's a
14 two-year if not more project, it seems like, especially
15 with this additional development, there's going to be some
16 pretty heavy loads on La Novia, San Juan Creek, possibly
17 Rancho Viejo Road. How would you comment on what we should
18 expect during that time? It's a pretty big project.

19 MR. HABOIAN: It is. It is a big project. Part of
20 the final design phase that would be done is developing a
21 construction staging/traffic mitigation plan that would
22 address the proposed sequence of construction for this
23 interchange, and they would be looking at appropriate
24 signage and public awareness campaign to let people know
25 what's going on at certain times during the construction

1 process.

2 I mentioned that you have to replace that
3 over-crossing structure. The initial concept would be to
4 replace it half at a time so you can at least keep traffic
5 going across the freeway, the east side and the west side.
6 So it would be an extensive construction staging and
7 traffic mitigation plan such to best accommodate all the
8 loads that would be placed on the system, but obviously
9 there will be some inconvenience during that time. There's
10 no way around that.

11 MS. KERR: Thank you.

12 MR. COHEN: You mentioned that part of the driving
13 force behind the improvement was the high incidents of
14 accidents that occurred. Do we have any type of breakdown
15 on whether these accidents occurred on the freeway,
16 offramp, onramp, surface street?

17 MR. HABOIAN: As far as the three times the typical
18 rate, that is associated with accidents occurring at the
19 intersections themselves along Ortega Highway. There's
20 also a higher than average rate for the other traffic
21 coming off the southbound offramp. For the other ramps and
22 the freeway, those are generally within the average rate to
23 be expected. So it's mostly the Ortega intersections and
24 the southbound offramp that's higher than expected.

25 MR. COHEN: How are the improvements going to mitigate

1 or otherwise effect accidents that are occurring on surface
2 streets when all we're going to be doing is bringing more
3 traffic onto the surface streets?

4 MR. HABOIAN: Well, one of the main reasons we expect
5 some improvement in that regard has to do with you're
6 removing the left turn for vehicles that are getting onto
7 the northbound onramp for traffic going eastbound on Ortega
8 Highway, so all that left turn conflict is removed and
9 essentially they're making right turns. That is really the
10 primary reason we see the potential for the accident rate
11 to go down at that location.

12 Additionally, we're also adding additional lanes
13 along the over-crossing itself. As opposed to just having
14 two lanes in each direction it's going to three.

15 Thirdly, we're also adding shoulders on each side
16 of the travel direction, so that provides individuals a
17 little more play in the event that drivers need to maneuver
18 to avoid say a rear-end collision.

19 Those are the types of things that we see being
20 able to improve upon that.

21 MR. COHEN: When is the public review process going to
22 be on the final EIR?

23 MR. HABOIAN: Well, we want to get all comments that
24 people are submitting, either at this meeting or through
25 the mail. We then take those comments and work with your

1 staff to provide appropriate responses to each one of them,
2 and then the City in consultation with Caltrans would then
3 make a determination of what would be the final alternative
4 to recommend.

5 MR. COHEN: Maybe I should direct this to Mr. Taylor.
6 Will the final EIR be coming back for the review process?

7 MR. TAYLOR: Chair Members of the Commission, the
8 final EIR would come back to the Commission. It will be
9 processed through the consultants in consultation with
10 Caltrans but the final document would be forwarded on to
11 the Commissions.

12 MR. COHEN: One last comment. I'm concerned about the
13 gateway, the entry statement with what we're going to lose
14 with Alternative 3 on the west side of the freeway. Can
15 you quantify any better for us how traffic is going to be
16 enhanced to balance what we're losing with what we're going
17 to be getting?

18 MR. HABOIAN: In terms of just addressing your
19 question, we've done a number of technical analyses to
20 ensure that the future performance of those intersections
21 are within acceptable guidelines in terms of level of
22 service. So if we compare the operation of the proposed
23 configuration to the flow project condition it's more
24 enhanced. In the flow project condition you have levels of
25 service in the "E" and "F" ranges, wherein in this project

1 condition it's in the level service "D" range. It performs
2 one to two levels of service better.

3 From the standpoint of what that means in terms
4 of driveability, you're not going to have as much
5 stop-and-go conditions as you do today. Will you? Yes, at
6 times you will. You're not going to eliminate it, but
7 you'll be able to get vehicles through those locations
8 better in a safe manner. Beyond that, I'd have to get back
9 to you to give you any more specific details.

10 MR. COHEN: The bottom line is we're basically
11 redesigning the entry into town to get us to a level of
12 service "D"?

13 MR. HABOIAN: That's another characterization.

14 MR. COHEN: Any further comments from staff at this
15 point in time? Otherwise I will proceed to open the public
16 hearing for public comments.

17 Ladies and gentlemen, I have two requests to
18 speak this evening. If I can get a showing of hands of
19 anybody in addition that wishes to address this body this
20 evening. As stated earlier, if you have questions, they
21 will not be answered this evening. We have a reporter
22 taking testimony. They will become part of the EIR and
23 there will be formal responses given to those questions.
24 Please limit your comments to three minutes. Mr. Taylor
25 has a timer. When the three minutes goes off I'll say

1 thank you and we'll move on to the next speaker.

2 We'll start with Ted Stroscher. And if you
3 haven't filled out a request to speak form, they are in the
4 back. If you'll please fill them out for us it will make
5 things easier.

6 MR. STROSCHER: I think we've got a tough situation
7 here. Commissioners, thank you for letting me speak.
8 We're trying to maintain a village atmosphere and solve a
9 traffic problem and I'm not so sure that it's possible. I
10 think that things have been allowed to go on too long and
11 opportunities were missed in the past which would have been
12 a much more simplified solution, but we have what we have
13 and so we've got to make the most of it.

14 One thing that I was thinking of with all the
15 statistics and traffic flow, it's going to be interesting,
16 because right now there's a lot of traffic that is diverted
17 to other areas because of the problem that we have at that
18 intersection. If we solve the problem at that
19 intersection, I see an even greater traffic count than
20 maybe has been projected here because people will say "Now
21 we can move through there" and it may just feed on itself.

22 But I feel if we're going to do something, we
23 need to do something more than put a Band-aid on this.
24 That's the way I look at Alternative 3. Alternative 3
25 doesn't solve the problem that really I think is the key to

1 this, and that is too many intersections. You want to talk
2 about accidents, accidents happen at intersections because
3 that's where people are turning and stopping.

4 Right now we have -- we have the intersection at
5 Ortega and Del Obispo and we have the two intersections at
6 the freeway itself on and offramps. On the west side
7 nothing is being -- has been planned here in Alternative 3
8 to eliminate the intersection, one of those intersections.
9 You still have two intersections. I think it's an awful
10 lot of planning and a waste of money to merely move the
11 intersection maybe another 100 feet apart when we all know
12 that traffic backs up all the way down Del Obispo. The
13 other is there's not enough lanes, which obviously can be
14 resolved by widening.

15 I think the best solution is 5. I didn't say I
16 was in favor of it, but that is the one where you maximize
17 engineering and planning and traffic flow. It is the most
18 damaging to our City. I still lean towards Alternative 4,
19 and they say the problem with Alternative 4 was you
20 couldn't get it aligned up correctly, it's too sharp of a
21 turn. I think if it was massaged I think it could be. If
22 it moved further over into the school yard it could be.

23 I met with the school district a few years back
24 as part of the Blue Ribbon Committee and they were all for
25 it. They said "Yes, we will allow it to be moved over onto

1 our property. All we ask is that Arnold Creek be covered
2 over so that the division of our buildings and our
3 playground is joined," and they were willing to work with
4 that and didn't feel it was going to be a major impact.
5 Was that my bell?

6 MR. COHEN: That was your bell. I thought you said
7 you could do it in two minutes.

8 MR. STROSCHER: I added things while you were talking
9 for Christ's sake.

10 In conclusion, the property -- I have a question,
11 and that is does Measure M cover the condemnation awards
12 that are going to have to be made on the private property
13 that's being taken, and if so -- somebody asked a question,
14 do you perceive problems with condemnation. Yes, you will
15 have problems with condemnation. I don't think the
16 property owners are going to just sit back and let this
17 happen and let the property be taken at the prices that
18 will be bandied about, so add about five years onto the
19 timeline of this. Thank you very much.

20 MR. COHEN: Next speaker, Silvia Pule.

21 MS. PULE: Good evening, members of the Commission.
22 My name is Silvia Pule. I'm the principal at San Juan
23 Elementary School. I'm speaking on behalf of the students,
24 the parents and the teachers at our school.

25 Of the proposed alternatives, Alternative 3

1 provides the best option for our school because it doesn't
2 take away any of the much needed space for our students.
3 We currently have close to 900 students that attend
4 preschool through fifth grade at our site. As the
5 enrollment in our school continues to grow, it's imperative
6 that we look at ways to provide ample room for growth and
7 be able to provide a school environment that is conducive
8 to learning and continued academic achievement.

9 I'm concerned about the impact of future
10 construction and the design of the offramp on the health
11 and welfare of the students. My concerns include the
12 impact of increased noise and air quality on the school,
13 even if Alternative 3 is selected, although Alternative 3
14 is our preferred alternative. Thank you.

15 MR. COHEN: Thank you very much.

16 Mr. Altman.

17 MR. ALTMAN: Good evening. Eric Altman, 102 Lattice,
18 Irvine. Good evening, Commissioners.

19 I'm talking tonight on behalf of the Chamber of
20 Commerce, specifically the Economic Development Committee
21 which is comprised of two individuals, Bruce Arterian, Ken
22 Friese, Laura Friese here tonight and myself. We prepared
23 a letter, which we've E-mailed off, and I'm not sure if it
24 got lost. I want to read a couple things. It won't take
25 more than two minutes.

1 Within the evaluation of the EIR and the ultimate
2 project design, we are requesting that an allowance be made
3 to permit the City to consider its full range of options as
4 to the final street layout for the west side of Ortega
5 Highway and the extensions and the long-term economic
6 impacts of the project. I think it was pretty well laid
7 out that everything on the east side is pretty much set but
8 it's the west side that seems to be an issue.

9 No thought was given in the EIR to the impacts in
10 the downtown, specifically four points: Study address
11 traffic impacts on the local feeder streets such at Ortega,
12 El Camino Real, Del Obispo and Camino Capistrano; that the
13 study must evaluate the economic impacts of the west side
14 streamlining, both short and long term during the
15 construction phase. You can only imagine what's going to
16 happen during that construction period. And the long-term
17 effects after completion of the interchange.

18 The third one, the study must address how to
19 provide improved access to the downtown to ensure its
20 long-term economic sustainability.

21 Fourth, study must identify and address the
22 adverse impacts of the street alignments on the downtown.

23 Thank you very much.

24 MR. COHEN: Thank you, Mr. Altman.

25 Laura Friese, our next speaker.

1 MS. FRIESE: Thank you. Laura Friese, 26332 Paseo
2 Toscana in San Juan Capistrano.

3 Commissioners, first of all, as Commissioner
4 Kutnick said, that is the gateway to our downtown and it
5 goes smack dab right into the downtown, as you all know.
6 It's the historical part of our downtown so it's so
7 terribly important that we do this correctly.

8 We need to make a change. We all know the
9 traffic is horrible. There's a constant kind of little
10 battle, is it worse coming to the east or to the west at
11 Ortega, but it's bad both ways. We all know that. So
12 something needs to be done, but I'd like to see some
13 pressure put on Caltrans to open up Stonehill to take some
14 of the pressure off right away. If we could get some other
15 places opened up it would help reduce the pressure of
16 Ortega.

17 It looks like Alternative 3 is the better of the
18 two definitely, but I'd like to see it massaged a bit to
19 make it more San Juan acceptable, answer all those EIR
20 questions that Mr. Altman just put forward that we analyzed
21 ourselves very carefully, and don't stop at the Caltrans'
22 standards. Please go above those. Just finesse that No. 3
23 alternative as much as you can to make it San Juan
24 acceptable. Thank you very much.

25 MR. COHEN: Thanks, Laura.

1 Next speaker, Carmen Escamilla. I apologize if I
2 destroyed your name.

3 MS. ESCAMILLA: It rhymes with tortilla, perfect.

4 I want to remind people that we do not have to
5 choose Alternative 3 or Alternative 5. As per the agenda
6 on Page 1 it states, "In addition, a no-build alternative
7 is under consideration." I say we go with the no-build at
8 this time. We do not need more lanes coming into our city.
9 This is detrimental to our small town feel. It also goes
10 directly to our Mission which is the heart of our city, as
11 has been mentioned by others.

12 If on and offramps at points north and south of
13 Ortega and the I-5 are improved, I don't know how you can
14 predict that they will not alleviate the traffic.
15 Personally I already go north to Junipero Serra whenever
16 I'm going up the 5 North and I would have no problem going
17 to Stonehill, as has been mentioned, or some other point to
18 get onto the 5 Freeway to go south.

19 I am vehemently against Alternative 5 which will
20 take away from San Juan Elementary School. Scientific
21 studies have proven over and over again the particulate
22 that traffic causes, the cars, the smog, and the sound wall
23 is not going to keep those fine particulates from being
24 inhaled by the students. These cause a range of health
25 illnesses, from asthma to cancer to brain damage. There

1 are many scientific studies. I don't have them in front of
2 me but I can get them. We cannot do this to our youth and
3 to the fine staff that we have at San Juan Elementary
4 School. Thank you.

5 MR. COHEN: Thank you.

6 Our last speaker is John, and I can't make out --

7 MR. GANTES: Gantes. I wish to speak also.

8 MR. COHEN: If you would present your -- thank you.

9 MR. GANTES: My name is John Gantes. I'm the owner of
10 the Arby's Restaurant. I wanted to know, under Alternate
11 5, if they take out the drive-through but the building
12 remains -- our business is 65 to 70 percent drive-through.
13 We literally couldn't survive as a business if we didn't
14 have the drive-through. Was there a consideration given
15 to -- it looks like there's extra land there -- that if
16 that were the route that was taken, you choose that
17 alternative, if that building could be reconfigured to a
18 drive-through?

19 MR. COHEN: Was that a question?

20 MR. GANTES: Yes.

21 MR. COHEN: I believe that will be responded to in the
22 final EIR.

23 MR. GANTES: Okay, thank you.

24 MR. COHEN: Sir, please step forward because I know
25 I'll destroy your name.

1 MR. ADABLEHAH: Thank you.

2 MR. COHEN: Just state your name and address for the
3 record, please.

4 MR. ADABLEHAH: Thank you, Mr. Chair. My name is Sia
5 Adablehah. I'm the owner of the Denny's in San Juan
6 Capistrano. I've been part of this community for the past
7 seven years, I am (inaudible) for the past six years.

8 As a businessman I have to watch my bottom line.
9 I can't spend money that I don't have. I'm glad to hear
10 Commissioners Kutnick and Gaffney talked about cost. With
11 today's pricing I guarantee you, three, four years from now
12 you'll be looking at double that money. No one calculated
13 the cost of acquisition at the time that it will take
14 place. You need to add that to the total package deal.

15 In the small city that we are in, we are not
16 County. At least in my business that I speak for, 200
17 employees and their families are going to be relocated.
18 There are no jobs in the City of San Juan waiting for my
19 staff to go out and grab the job. They're going to
20 relocate, they're not going to pay rent, they're going to
21 go to another city.

22 I alone sell \$1.5 million annually. I'm
23 anticipating if you guys lose six or seven businesses,
24 you're looking at \$8 to \$10 million annual sales. Revenues
25 are going to go. Payroll tax, I pay \$120,000 a year

1 between me and my employees just on payroll tax. Can you
2 imagine if you lose all of this revenue, just to do what?
3 So I would not sit in the traffic for 10 minutes longer or
4 15 minutes longer? Is this really economical?

5 If you folks -- if you were responsible for your
6 bottom line, would you truly spend this kind of money? But
7 if you must destroy lives, if you have to destroy your own
8 beautiful city, at least do not abandon the project. Do
9 Project 5. Because ten years from now, five years from
10 now, if you guys are still here you'll be sitting here
11 talking about another project to alleviate the new problem
12 that ten years from now is going to bring you more people,
13 more traffic, more headache.

14 So do it right. If you must do it, if you make
15 my life (inaudible) do it right. Do it the right way.
16 Thank you very much for listening.

17 MR. COHEN: Thank you, sir.

18 Before I close the public hearing, I don't want
19 to deny anyone an opportunity. Have we heard from all the
20 speakers? We'll close the public portion of the hearing.
21 We're still in session. I want to remind everyone that
22 this project will be going through the process. There will
23 be hearings before the Planning Commission, Transportation
24 Commission and City Council, so stay tuned and we look
25 forward to seeing you again.

(End of Proceedings.)

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REPORTER'S CERTIFICATE

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I TONI BERTINI DO HEREBY CERTIFY THAT THE WITHIN
AND FOREGOING TRANSCRIPT IS A FULL, TRUE AND CORRECT
TRANSCRIPT OF MY SHORTHAND NOTES THEREOF AND A FULL, TRUE AND
CORRECT STATEMENT OF THE TESTIMONY OF PROCEEDINGS HAD IN SAID
CAUSE.

Toni Bertini

CSR LICENSE NO. 8380

DATE: May 6, 2008