

***Appendix J***  
***Comments Received During Draft***  
***EIR/EA Public Review Period***

***J.1*** – Agency Comment Letters

***J.2*** – Public Comment Letters

***J.1 – Agency Comment Letters***



# Capistrano Unified School District

*Excellence in Education*

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May 12, 2008

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Ms. Smita Deshpande, Environmental Branch Chief  
Attention: Scott Shelley  
**Caltrans District 12**  
Environmental Planning  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-0661

**Re: Comments on the Draft EIR/Environmental Assessment for the Interstate 5 / State Route 74 (Ortega Highway) Interchange Improvements Project**

Dear Mr. Shelley:

The Capistrano Unified School District (District) appreciates the opportunity to review the Draft EIR/Environmental Assessment (EA) for proposed improvements to the Interstate 5 (I-5)/State Route 74 (Ortega Highway) Interchange.

As Caltrans knows, the District owns and operates the San Juan Elementary School that is located just to the west of the off-ramp of the I-5 Freeway that leads to Ortega Highway (SR-74). The District would like to go on record that if the proposed improvements to the I-5/SR-74 interchange do get built, that the District supports the improvements called for by Alternative 3, as it would have the least impacts on the San Juan Elementary School.

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The District does oppose the development of road improvements called for by Alternative 5, as it will directly impact San Juan Elementary School. Should Alternative 5 be selected, this will bring freeway traffic, air pollution and noise closer than the District believes is acceptable, to San Juan Elementary School, even with the mitigation measures included in the project EIR/EA.

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Our comments on the I-5/SR-74 EIR/EA are listed below and follow the text of this document. By presenting our comments in this manner, we are hoping that Caltrans will find it easier to determine what our concerns are in regards to the proposed improvements to the I-5/Ortega Highway interchange.

**Summary: Page v, Second Paragraph**

This paragraph in the Summary section describes the land uses that surround the I-5/SR-74 interchange. While commercial, retail, hotel and community facility uses are described, the existence of the San Juan Elementary School is not discussed. The District requests that a sentence be added to this paragraph that acknowledges that the San Juan Elementary School is located just to the west of the I-5 off-ramp as it approaches Ortega Highway.

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**Summary: Page vi and vii, last paragraph on page vi, and first and second paragraphs on page vii**  
The District is well aware of the LOS "F" at the I-5/Ortega Highway, with almost 100,000 cars going through this interchange a day. This makes access to the San Juan Elementary School all the more difficult as parents bring their children to school in the morning. The District is concerned that traffic using this interchange is anticipated to grow to 121,000 vehicles a day by the year 2030. This will create additional indirect impacts (air quality, noise and access) from the additional vehicles using this interchange near the San Juan Elementary School.

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**Summary, Page viii, Alternative 3 (Locally Preferred Alternative): Reconfigured Del Obispo Street Intersection and Single Cloverleaf Interchange, the four paragraphs on this page of the EIR/EA**

The District supports this Alternative but was not aware of the need to replace the Ortega Highway bridge over the I-5, with the bridge profile to be raised to maintain the minimum required vertical clearance. It is not clear to the District if the raised bridge will create any additional indirect impacts on the San Juan Elementary School.

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The District now understands that there will be a future widening of the I-5 to accommodate one additional high-occupancy vehicle lane on both sides of this freeway. We would like some reassurance from Caltrans that if an additional HOV lane is developed on either side of the I-5 freeway and that improvements called for by Alternative 3 are developed, that there will be no further impact on San Juan Elementary School, particularly on the existing soundwall between the freeway and the school?

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**Summary, Page ix, Double Cloverleaf Interchange, the four paragraphs under this heading**

The District is opposed to Alternative 5 as it would result in a take of a portion of the San Juan Elementary School that would result in the loss of at least two buildings on the Elementary School campus (one is a classroom building and the other is a building currently used by the YMCA), and would result in the need to reconfigure the grounds on this school. This alternative would also bring more automobiles closer to the school, creating more freeway air quality and noise at this school than is now being created by the existing off-ramp of the I-5 Freeway to Ortega Highway.

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The District believes that if Alternative 5 were selected for construction that the disruption to the San Juan Elementary School would be great enough to cause this school to be relocated to another site. The District believes that this is not possible because of the lack of suitable land where a new school could be located. The construction of Alternative 5 improvements would also result in the removal of a portion of the 16-foot soundwall that is now located between the San Juan Elementary School and the I-5 off-ramp to Ortega Highway. Per the Draft EIR/EA, this 16-foot soundwall would be replaced with a 10-foot soundwall. The District fails to see how replacing a 16-foot soundwall with a 10-foot soundwall will screen the San Juan Elementary School from noise from trucks using this off-ramp.

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**Summary, Page xii, Summary of Project Impacts and Mitigation, the two paragraphs under this heading**

It is stated in the EIR/EA that the appropriate environmental document for the proposed project to satisfy NEPA is an Environmental Assessment (EA). An Environmental Impact Statement (EIS) was not required because no issues are anticipated to have a potential to significantly affect the quality of the human environment. The District is questioning this assumption because of the proposed project's secondary impacts (air quality and noise) on San Juan Elementary School. Those indirect impacts do have the potential to significantly affect the quality of human life for the students, faculty, and visitors at this school.

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**1.2.1 Purpose of the Project, Page 1-12 of the EIR/EA**

One of the purposes of the proposed project is "to be consistent with existing and planned local development." Implementation of Alternative 5 would not meet this objective as it would result in the need to take part of an existing elementary school, namely, San Juan Elementary School. As stated above, the District is opposed to implementing Alternative 5 due to the impacts of this Alternative on San Juan Elementary School.

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**Page 1-12 of the EIR/EA**

The District notes that 79% (41 out of 52 accidents) of the accidents that occur in the project area occur along the I-5 southbound off-ramp. These accidents are due to queuing of cars on this off-ramp, trying to get through the I-5 freeway and Ortega Highway interchange. The District does support the efforts of Caltrans to make appropriate improvements to this interchange of the I-5 Freeway to reduce traffic congestion and automobile accidents at this location.

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**1.4.2.2 Unique Features of Build Alternatives, Page 1-15, last paragraph on the page**

In the discussion of improvements to be constructed as part of Alternative 3, we noted that this alternative provides for widening the I-5 southbound off-ramp. How much wider will the new off-ramp lane be, and will this impact the soundwall between the off-ramp and San Juan Elementary School that is on the other side of a portion of this soundwall?

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**Alternative 5 – Double Cloverleaf Interchange on page 1-23 of the EIR/EA, third paragraph**

The EIR/EA states that there is a 16-foot soundwall that exists between the southbound off-ramp of I-5 and its intersection with Ortega Highway. It is also stated that the 16-foot soundwall protects portions of the San Juan Elementary School building, and that the playground and baseball fields and would remain in place. However, a portion of the soundwall must be removed and replaced to accommodate the new I-5 southbound ramp configuration. A 10-foot sound wall would replace the original 16-foot sound wall. What impact will there be on the San Juan Elementary School by replacing part of the 16-foot soundwall adjacent to the I-5 freeway? The District questions whether a 10-foot soundwall is high enough to shield the land uses on the other side of the soundwall from heavy-duty truck exhaust stacks.

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The District is also opposed to Alternative 5 because the second cloverleaf on-ramp on the west side of I-5 will impact two buildings on the San Juan Elementary School, necessitating re-configuration of this school and potentially losing two buildings on the school campus.

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**Page 1-31 of EIR/EA, 1.4.3 Comparison of Alternatives, second paragraph**

Per the discussion in this paragraph, Alternative 5 would cause greater impacts to the community, as compared to Alternative 3, because more relocations would be required for businesses and public institutional uses, than would be by Alternative 3. Alternative 5 would require property acquisition and relocation of buildings on the San Juan Elementary School site, which would cause temporary inconveniences to the school during the construction period associated with the relocation/reconstruction necessary to construct the interchange project. If Alternative 5 were to be selected for construction of interchange improvements, the relocation of buildings on the San Juan Elementary School site would cause a major disruption to the operation of that school. For this reason, the District is opposed to Alternative 5.

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**Areas of No Potential Adverse Effects, Growth/Population, last paragraph on page 2-2**

The District believes that the logic used to discuss why the proposed intersection project is not growth-inducing is suspect. As discussed in this paragraph of the EIR/EA, the project constitutes a re-design of an existing freeway and arterial highway interchange that would address existing operational deficiencies and accommodate projected future local and regional travel demand project for the interchange area. It does not constitute the extension of any roads. Due to the fact that the project is a re-design of an existing interchange, it does not represent an expansion of capacity to the portions of Ortega Highway or the I-5 freeway beyond the immediate interchange area. As the District understands, the purpose of the interchange project is to accommodate the growth in area traffic using the interchange. On this basis, how does the project not represent an expansion of capacity of the intersection?

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**Section 4 (f) Resources on page 2-3 of the project EIR/EA**

The District must disagree with Caltrans that Alternative 5 would not result in the take of a recreational area. One of the two buildings that would be displaced by this alternative houses the San Juan Capistrano YMCA that is heavily used by area students and others. Therefore, the District is asking that a Section 4(f) analysis be prepared to analyze the impacts of the interchange project on the YMCA. Also, while San Juan Elementary School is a closed campus during regular school hours, it is heavily used after school hours by area youth who use the school's playground and sports field. These facilities are owned and operated by a public entity, the Capistrano Unified School District, and therefore should be considered a public recreational facility. Because of the indirect air quality and noise impacts of the proposed interchange improvements on these facilities, the District is asking that a Section 4 (f) analysis be prepared to analyze the project's impact on these facilities.

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**Human Environment, 2.1.1.2 Affected Environment, A, Existing Land Use, Page 2.1.1-6**

The project EIR states that portions of the San Juan Elementary School and Mission Inn Motel are located within the proposed project. San Juan Elementary School shares facilities with several community organizations, including the YMCA, which uses an existing building that is located with the project Alternative 5 footprint. The District believes that this discussion bolsters our belief that the YMCA is a recreational facility and that a Section 4(f) analysis should have been prepared for this project.

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**C, Parks and Recreation, first paragraph under this heading Page 2.1.1-13,**

The District disagrees that there are no public parks or recreational facilities within the project footprint or that would have permanent effects because of the project. If Alternative 5 were selected for this project, then two buildings on the San Juan Elementary School would be taken, one of which houses the local YMCA. Also, the proposed interchange project will create indirect air quality and noise impacts on the school's sports fields that are heavily used by area youth and others after regular school hours. The District is requesting that the direct and indirect impacts of the project on these facilities be further analyzed in the project's Final EIR/EA.

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**2.1.1.3 Environmental Consequences, A, Temporary Impacts, second paragraph on Page 2.1.1-13, and the first and second paragraphs on page 2.1.1-14**

The District agrees with Caltrans that during project construction activities, the development of Alternatives 3 and 5 will create short-term traffic, air quality and noise impacts on San Juan Elementary School, including the ball fields and/or the YMCA building located on the school campus. A temporary disruption in commercial and school operations could occur during the construction of the proposed replacement facilities. However, the District disagrees that this change in existing uses during project construction would be temporary, and would not conflict with established land use plans or affect adjacent uses, in particular, air quality and noise impacts resulting from removal of existing roadway/freeway facilities and construction of replacement facilities. The project's air quality and noise will be significant impacts on the students attending San Juan Elementary School and will interfere with the ability of students to learn during the project demolition and construction period that could take months, if not a year to complete.

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The District also does not agree with the statement that there would be no adverse land use effects associated with project construction "...since construction of the proposed project would not conflict with existing land use plans." The District is asking Caltrans to work with District staff to develop additional mitigation measures than those included in the project EIR/EA that will reduce the project's impacts on the San Juan Elementary School.

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**B, Permanent Impacts, Alternatives 3 and 5, second paragraph on page 2.1.1-15**

The EIR states that as discussed in Section 2.1.2, Community Impacts, the proposed partial property acquisition of San Juan Elementary School would not require relocation of the school, and it would not require changes in land use designations and zoning of the school property. The District takes exception

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to this statement. The District believes that if Alternative 5 were to be selected for the proposed intersection improvement project, that the San Juan Elementary School would need to be moved to a new location. This would be extremely difficult to do considering the cost involved and the inability to find a parcel of land within the San Juan Elementary School attendance boundary. Therefore, the District opposes the selection of Alternative 5 for the proposed interchange project.

**2.1.2 Community Impacts, Environmental Consequences, Temporary Impacts on page 2.1.2-3 of the EIR/EA** The project EIR/EA states that during the construction period, there would be temporary impacts to local businesses and residents associated with inconveniences related to potential construction detours, temporarily altered driveway/sidewalk access, and the movement of construction equipment/vehicles within the interchange area. The District is most concerned about construction detours and any impacts to sidewalks that would impact the ability of parents, students and school staff to make their way safely to San Juan Elementary School.

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**D, Avoidance, Minimization, and/or Mitigation Measures, Temporary Measures, page 2.1.2-4 of the EIR/EA**

The District requests that Mitigation Measure MM COM-1 be revised to state that the Capistrano Unified School District and the Principal of the San Juan Elementary School should be involved in any Caltrans public outreach efforts regarding the project construction schedules and potential temporary inconveniences during project construction.

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**2.1.2.2 Relocations, C, Environmental Consequences, Temporary Impacts, Alternative 3, page 2.1.2-7, T**

The project EIR/EA states that Alternative 3 has the potential for short-term traffic, air quality, and noise impacts related to construction activities that could affect commercial land uses and San Juan Elementary School. The District would like to know how these temporary impacts are going to be mitigated, to reduce their impacts to an acceptable level on the students, staff and those using the sports fields after regular school hours.

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It was also stated that Alternative 5 would have the potential for short-term traffic, air quality, noise and facility impacts that could conflict with the operation of commercial land uses and San Juan Elementary School/YMCA building. Again, how would short-term traffic, air quality, noise and facility impacts be mitigated to an acceptable level for individuals using the San Juan Elementary School and its sports fields?

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**Permanent Impacts, Relocations/Acquisitions, alternative 5 on page 2.1.2-9 of the EIR/EA**

The EIR/EA states that Alternative 5 would require the relocation of an approximately 1,600-square-foot YMCA building, and an 8,500-square-foot classroom building at San Juan Elementary School. The proposed I-5 freeway ramp on the school property would result in the loss of school land. As part of the required Alternative 5 building relocation plans, Horno Creek, which is located on school property, would be covered over and would result in gaining back useable land on the school site. Consequently,

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the net result of loss of usable land on the school site would be negligible. In fact, the covering over of Horno Creek on the school site would provide an overall more cohesive and usable school site since the existing Horno Creek bisects the school site and limits access on a portion of the current school site. Because of the current use of the 8,500-square-foot classroom building and the building which houses the San Juan Capistrano YMCA, removal of these buildings during project construction would disrupt the entire elementary school. How are students expected to learn while part of their school campus is being demolished?

There is no information in this section of the project EIR/EA on how these impacts would be mitigated, other than the federal, State and local government property acquisition program which will be followed for the acquisition of privately- and publicly-owned properties. Should the school classroom and YMCA buildings need to be removed from the San Juan Elementary School campus, the District believes that the entire elementary school would need to be relocated to another site.

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**Table 2.1.2-4 (Potential Parking Space Losses) on page 2.1.2-11 of the EIR/EA**

This table notes that should Alternative 5 be constructed, 23 parking spaces would be lost at San Juan Elementary School. Since parking is already at a premium on the school grounds, the loss of 23 parking spaces is unacceptable to the District unless these parking spaces are replaced in kind on the school grounds at a location acceptable to the District.

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**2.1.2-13 Environmental Justice, C, Environmental Consequences, Permanent Impacts, Alternative 3 on Page 2.1.2-16 of the EIR/EA**

The EIR/EA states that the project would result in increased noise exposure for San Juan Elementary School, as well as for nearby hotels and other businesses. The EIR/EA further states that Alternative 5 would also create increased noise exposure to this Elementary School and to other nearby hotels and businesses. What measures will be taken by Caltrans to resolve noise impacts on the Elementary School?

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**2.1.3 Utilities/Public & Emergency Services**

**2.1.3.1 Affected Environment, C, Schools on page 2.1.3-3 of the EIR/EA**

Under Alternative 5, the EIR/EA states that only the San Juan Elementary School is located in the potential direct impact area of the project. The San Juan Elementary School encompasses approximately 10 acres of land and includes 39,035 square feet of school building space. With a design capacity of 656 students, this grade K-5 school was at 96% capacity during the 2003/2004 school year. The YMCA, which is located within the San Juan Elementary School grounds, also provides child-care services at a building located on the school site at the terminus of Spring Street. The District is reminding Caltrans that the students and children at the YMCA are considered sensitive receptors, in terms of the air quality and noise impacts that would be created by the proposed intersection project and

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would require special consideration by Caltrans. Therefore, care needs to be taken to mitigate air quality and noise impacts that would be created by the proposed intersection improvements on these sensitive receptors.

**2.1.3.2, Environmental Consequences, A, Temporary Impacts, Pages 2.1.3-9 to 13 of the EIR/EA**  
The EIR/EA states that Alternatives 3 and 5 of the proposed project would cause temporary construction-related traffic impacts that would cause delays in traffic that could affect motorist travel times and the response time of emergency vehicles traveling through the I-5/Ortega Highway interchange and surrounding areas. The solution to this dilemma is to prepare a Traffic Management Plan (TMP). The District would like to review the TMP before it is finalized.

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**2.1.3.3, D, Recreational Facilities**

The EIR/EA states that the San Juan Elementary School playground and sports field (Called Buchheim Field) is located immediately adjacent to the I-5/Ortega Highway southbound off-ramp. A portion of the San Juan Elementary School Playground would also be affected by proposed Alternative 5 of the project. However, Buchheim Field does not fall within the project footprint and would not be affected. The District is commenting on this section of the EIR/EA since this document is considering the San Juan Elementary School playground and sports field as recreational facilities, yet a Section 4(f) analysis of the impacts of the interchange project on these recreational facilities was not prepared. The District is requesting that a Section 4 (f) analysis be prepared that analyzes the impacts of the project on these facilities, with the analyses to be included in the project's final EIR/EA.

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**2.1.3.3 Avoidance, Minimization, and/or Mitigation Measures, A, Temporary Measures on Page 2.1.3-13 of the EIR/EA**

Mitigation Measure (MM) PS-1 requires that a Traffic Management Plan (TMP) be prepared prior to project construction. The TMP will include plans and requirements for the project area that must be implemented during project construction to ensure traffic safety, minimize construction-related traffic congestion, and minimize driver and pedestrian inconveniences. The District supports the preparation of the TMP since many of the students attending San Juan Elementary School walk or are driven to school each day. We are requesting that the wording of the measure be revised so it requires that the District have an opportunity to review and comment on the TMP before it is finalized by Caltrans. It is important to the District that adequate signage and barricades be installed in the project intersection area to keep our students out of the construction area, and to allow students to safely travel through this area on their way to and from school.

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**Mitigation Measures on pages 2.1.3-14 of the EIR/EA**

The District requests that MM PS-3, which requires that area residents be continually informed of project development and construction plans prior to and during construction period, be changed, so that the District is made aware of the construction timing, traffic detour plans, lane/road closures, and transit

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detour plans. The District requests that District officials and the Principal at the San Juan Elementary School also be informed of the above information so that parents and students at this school can be kept informed on the conditions that may impact their commute to and from the school.

**2.1.4 Traffic & Transportation/Pedestrian and Bicycle Facilities, 2.1.4.2-Affected Environment, C, Pedestrian and Bicycle Facilities on Page 2.1.4-10 of the EIR/EA**

The District understands that a sidewalk exists along the south side of the existing Ortega Highway bridge of the I-5 freeway, and that there are no bicycle facilities or shoulders provided along Ortega Highway across the bridge or along the approaches to the overcrossing. This information is appreciated.

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**2.1.4.3 Environmental Consequences, A-Temporary Consequences on page 2.1.4-10 of the EIR/EA**

The District understands that the I-5/Ortega Highway overcrossing will be removed as part of the interchange project and that traffic detour routes would be necessary while the new bridge is being constructed. However, a minimum of two lanes of through traffic in each direction will be maintained throughout the construction duration. The District's concern is that adequate traffic lanes through the interchange area be maintained while it is being constructed to allow for the safe movement of parents taking their children to and from San Juan Elementary School. The District is also concerned that adequate lanes be maintained through the intersection improvement area for emergency vehicles (police/fire/paramedic) should they need to respond to an emergency at San Juan Elementary School. It is important for District officials and the Principal at San Juan Elementary School to know of any lane closures, detours, or other delays that would result in delaying the arrival and departure of students at this school.

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**2.1.4.4 Avoidance, Minimization, and/or Mitigation Measures, A, Temporary Measures on Page 2.1.4-24 of the EIR/EA**

MM TC-2 that requires that a Construction Management Plan (Plan) be prepared prior to project construction, describing project construction management activities pertaining to on-site and off-site street circulation, planned haul routes, and anticipated temporary traffic lane closures. The District is requesting that we be allowed to review and comment on the Plan before it is finalized by Caltrans and the project construction contractor. The District is also requesting that a copy of the final Plan be sent to the District for their information and use.

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**2.1.5 Visual/Aesthetics, 2.15.2 – Affected Environment , Alternative 5 , first full paragraph on Page 2.1.5-6 of the EIR/EA**

The EIR/EA states that the District has been studying the possibility of expanding the San Juan Elementary School with additional classroom space. This potentially could be accomplished by adding a second story to the existing school classrooms. However, the plans to expand the school have been placed on hold by the District for the time being. Should the school be expanded in the future, it would create views of the I-5 freeway and Ortega Highway from any two story classroom buildings, creating views that do not currently exist on the school site of the adjacent roadways.

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**2.2.6, Air Quality**

As a general comment, the project air quality analysis, as presented in both the EIR/EA and the supporting technical study, appears to have been conducted without taking CEQA requirements into account. No criteria for significance under CEQA have been used or even cited. Furthermore, the CEQA air quality impact analysis guidelines published by the South Coast Air Quality Management District have largely been ignored. The following comments are offered on the project Air Quality Technical Study, dated August 2006:

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**Table 1 on Page 8-9 of the Air Quality Study**

Although ambient air quality data for 2006 should have been available when the air quality technical study was prepared, the latest year covered by the Table was 2005. The EIR/EA shows ambient air quality data for 2004-2005. Data for 2007 is now available from the California Air Resources Board. The final EIR/EA should show data for 2005-2007.

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**Table 2 on Page 10 of the Air Quality Study**

This table does not include the latest values for the ambient air quality standards, some of which were changed after 2006. Updates to the standards were available in February 2007, before the air quality technical study was finalized. It is recommended that Table 2.2.6-2 of the EIR/EA be revised to include the February 2008 version of the standards, which is currently available on the California Air Resources Board's web site.

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**Table 4 on page 11 of the Air Quality Study**

As noted in text on Page 12 of this report, on May 11, 2007, the South Coast Air Basin (SCAB) was designated as an attainment area for the national ambient air quality standard for carbon monoxide (CO). Table 4 of the technical study should have shown this new attainment status. In the EIR/EA, Table 2.2.6-4 shows CO as being in "Serious Nonattainment", and includes a footnote explaining that the technical study was performed before the re-designation. The District believes that this approach is unnecessarily complicated. Table 2.2.6-4 should be revised to show that CO is in attainment, and the footnote to that table should be deleted. If the reader of the EIR/EA needs to know the history of the CO classification, it is presented well in the third paragraph of Page 2.2.6-7 of the EIR/EA.

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**Page 12, second full paragraph of the Air Quality Study**

In the first sentence, add "CO" before "Standard". The same change should be made to the third paragraph of Page 2.2.6-7 of the EIR/EA.

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**Regional Air Quality Management Plan discussed on Pages 13 and 14 of the Air Quality Study**

The EIR/EA is dated March 2008 but fails to acknowledge that the 2007 SCAQMD Air Quality Management Plan (AQMP) was adopted by the SCAQMD Board on June 1, 2007.

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**Construction Emissions as discussed on Page 15 of the Air Quality Study**

The technical study does not estimate construction emissions, yet it concludes that "Project construction

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is not anticipated to violate state or federal air quality standards or contribute to the existing air quality violation in the air basin." In addition, the EIR/EA states "Because of the short term of the construction phase, all temporary impacts associated with emissions of criteria pollutants and asbestos would not have the potential to result in adverse effects." Under CEQA, the fact that an impact is short-term does not necessarily mean that the impact is less than significant. Because the project site is within the jurisdiction of the SCAQMD, the Districts' CEQA guidelines must be followed. Those guidelines require quantification of construction emissions and comparison of daily emission rates with significance thresholds.

In addition, because Alternatives 3 and 5 would require construction activities next to the San Juan Elementary School playground, the SCAQMD's CEQA guidance includes a "localized significance analysis" (LSA) for on-site construction activities. Off-site mobile source emissions are not included in the analysis. The LSA determines whether short-term ambient air quality standards for CO, nitrogen dioxide (NO2), respirable particulate matter (PM10 and PM2.5) would be violated at sensitive receptor locations. This analysis should be performed for the final EIR/EA.

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**Carbon Monoxide Hotspots Analysis on Pages 16-20 of the Air Quality Study**

The CO hotspots analysis appears to have been done correctly, but the way in which it is presented in the technical study is made very confusing by a statement that should not have been included. The report first presents a screening exercise "...that would determine if the project requires a qualitative or a quantitative analysis." However, the conclusion of the screening analysis is presented as if it were the conclusion of an actual analysis:

*Based on the above qualitative analysis, the project is not expected to result in a CO Hot Spot, and further analysis is not required.*

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This makes it highly confusing to the reader, since the very next thing in the report is a qualitative CO hotspot analysis. This statement should have said, "Based upon the above screening analysis, a qualitative, rather than a quantitative, analysis is required." Then it would make more sense that a qualitative analysis follows in the Air Quality Study.

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**Noise, 2.2.7.2. Affected Environment, B, Existing Noise Environment, Table 2.2.7-2  
Short-Term Noise Measurement Results on page 2.2.7-5 of the EIR/EA**

The District notes that exterior noise measurements on the San Juan Elementary School site ranged from 62 Leq,dBA (near YMCA) to 68 Leq,dBA at the San Juan Elementary School Little League fields. Therefore, high levels of exterior noise are already being experienced at this School.

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**Table 2.2.7-9 Summary of Noise Analysis Results, Alternative 3, on page 2.2.7-12 of the EIR/EA**

The District notes that the noise increase due to the proposed project appears to be 1 Leq,dBA. The District thought the noise increase would be greater. Is this minimal increase due to the existing soundwall between the I-5 freeway and San Juan Elementary School?

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**2.2.7.3 Environmental Consequences, A, Temporary Impacts on page 2.2.7-10 of the EIR/EA**

The District notes that no analysis was made of vibration that may be created during project construction activities. In order to meet CEQA mandates, a vibration analysis should be prepared for the proposed project.

52

**Discussion on Alternative 5 on page 2.2.7-14 of the EIR/EA**

The District understands that there is an existing 16-foot soundwall between the I-5 off-ramp and Ortega Highway. Per the discussion in the EIR/EA, we also understand that a portion of this wall would need to be removed to make way for the reconfiguration of the freeway ramp in this area. However, we don't understand the logic of replacing a portion of the 16-foot soundwall with a 10-foot soundwall (S523) and getting the same sound attenuation. Please explain how this is possible.

53

**2.2.7-4 Avoidance, Minimization and/or Mitigation Measures, A, Temporary Measures on page 2.2.7-17 of the EIR/EA**

MM N-1 limits project construction to between 7a.m. and 6:00 p.m. on Monday through Friday when the San Juan Elementary School would be in session. Because this school is in such close proximity to the interchange improvement project site, the District is requesting that additional mitigation measures be considered that will shield the school from project construction noise. High noise levels are not conducive to students being able to learn at San Juan Elementary School.

54

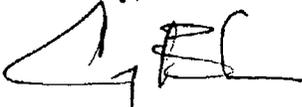
**2.2.7.4 Avoidance, Minimization and/or Mitigation Measures, B, Permanent Measures on page 2.2.7-18 of the EIR/EA**

The four paragraphs of analysis on this page explain that the final decision regarding noise abatement is made after completion of the project design and the public involvement process. The District would like to be part of the public involvement process and would like to work with Caltrans officials to determine how to best abate noise impacts from the intersection improvements project on the San Juan Elementary School. We assume that intersection improvements could take at least two years to complete, and we believe that project noise will significantly disrupt the ability of students at San Juan Elementary School to learn during these project construction activities.

55

Should you have any questions on the District's comments on this project, please call me.

Sincerely,



Cary Brockman  
Director, Facilities Services  
Capistrano Unified School District



Linda S. Adams  
Secretary for  
Environmental Protection



## Department of Toxic Substances Control

Maureen F. Gorsen, Director  
5796 Corporate Avenue  
Cypress, California 90630



Arnold Schwarzenegger  
Governor

May 7, 2008

Ms. Smita Deshpande  
California Department of Transportation  
3337 Michelson Drive, Suite 380  
Irvine, California 92612

### NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR INTERSTATE 5/STATE ROUTE 74 (ORTEGA HIGHWAY) INTERCHANGE IMPROVEMENT PROJECT (SCH# 2006051132)

Dear Ms. Deshpande:

The Department of Toxic Substances Control (DTSC) has received your submitted (EIR) document for the above-mentioned project. The following project description is stated in your document: "Caltrans, in cooperation with the City of San Juan Capistrano, purposes to re-configure the existing I-5/Ortega Highway interchange in the City. The project would help facilitate traffic movement and alleviate congestion. The alternatives under consideration would either provide a partial cloverleaf interchange design or provide a double cloverleaf interchange design with duel lane loop on-ramps in the northwest and southeast corners of the interchange. The Ortega Highway Bridge over crossing would be widened under both alternatives within the immediate interchange area".

Based on the review of the submitted (EIR) document DTSC has comments as follow:

1. The draft EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area. 1
2. The known or potentially contaminated sites within the proposed Project area should be identified. For all identified sites, the draft EIR should evaluate whether conditions at the site pose a threat to human health or the environment. A Phase I Assessment may be sufficient to identify these sites. Following are the databases of some of the regulatory agencies: 2

Ms. Smita Deshpande  
May 7, 2008  
Page 2

- National Priorities List (NPL): A list is maintained by the United States Environmental Protection Agency (U.S.EPA).
- CalSites: A Database primarily used by the California Department of Toxic Substances Control.

(2 Cont.)

- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
- Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
- Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards (RWQCBs).
- Local County and City maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.

3. The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials or wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state laws, regulations and policies.

Ms. Smita Deshpande  
May 7, 2008  
Page 3

4. If the subject property was previously used for agriculture, onsite soils could contain pesticide residues. Proper investigation and remedial action may be necessary to ensure the site does not pose a risk to the future residents.

4

5. All environmental investigations, sampling and/or remediation should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous waste cleanup. The findings and sampling results from the subsequent report should be clearly summarized in the EIR.

5

6. Proper investigation, sampling and remedial actions, if necessary, should be conducted at the site prior to the new development or any construction, and overseen by a regulatory agency.

6

7. If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, then the proposed development may fall within the "Border Zone of a Contaminated Property." Appropriate precautions should be taken prior to construction if the proposed project is within a "Border Zone Property

7

8. Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.

8

9. If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the

10. California Hazardous Waste Control Law (California Health and Safety Code, Division 20, chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5).

9

11. If it is determined that hazardous wastes are or will be generated and the wastes are (a) stored in tanks or containers for more than ninety days, (b) treated onsite, or (c) disposed of onsite, then a permit from DTSC may be required. If so, the

10

Ms. Smita Deshpande

May 7, 2008

Page 4

(10 Cont.)

facility should contact DTSC at (818) 551-2171 to initiate pre application discussions and determine the permitting process applicable to the facility.

12. If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If so, the facility should obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942.

11

13. Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

12

14. If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the EIR should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.

13

15. In future CEQA documents, please provide the contact person's title and e-mail address.

14

If you have any questions regarding this letter, please contact me at (714) 484-5461 or call Mr. Al Shami, Project Manager, at (714) 484-5472 or at "ashami@dtsc.ca.gov".

Sincerely,



Greg Holmes

Unit Chief

Southern California Cleanup Operations Branch - Cypress Office

cc: See next page.

Ms. Smita Deshpande

May 7, 2008

Page 5

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief  
Planning and Environmental Analysis Section  
CEQA Tracking Center  
Department of Toxic Substances Control  
P.O. Box 806  
Sacramento, California 95812-0806

CEQA # 2117



# City of Mission Viejo

Community Development Department

Trish Kelley  
Mayor  
Frank Ury  
Mayor Pro Tem  
John Paul "J.P." Ledesma  
Council Member  
Lance R. MacLean  
Council Member  
Gail Reavis  
Council Member

June 12, 2008

Smita Deshpande  
Environmental Branch Chief  
Attn: Scott Shelley  
Caltrans District 12  
Environmental Planning  
3373 Michelson Dr., Suite 380  
Irvine, CA 92612-0661

REF: Draft Environmental Impact Report /Environmental Assessment for Interstate 5/State Route 74 (Ortega Highway) Interchange Improvement Project

Dear Smita Deshpande:

Thank you for the opportunity to review and comment on the above referenced Draft Environmental Impact Report/Environmental Assessment for the Interstate 5/State Route 74 (Ortega Highway) interchange improvements. On behalf of the City of Mission Viejo, I want to express support for **Alternative 3 (Locally Preferred Alternative) – Reconfigured Del Obispo Street Intersection and Single Cloverleaf Interchange.** This alternative realigns Ortega Highway west of Interstate I-5 southbound ramps and widens the Interstate I-5 southbound off-ramp. Mission Viejo supports this Alternative 3 as it will provide the benefits of improved circulation and safety while minimizing local impacts. It is needed to complete the planned improvements on State Route 74 between Interstate I-5 and Antonio to four lanes per the Orange County Master Plan of Arterial Highways, and it will help reduce congestion and improve operational issues existing there today. Mission Viejo does not, however, support the "No Build" alternative.

I thank you in advance for your consideration of the City's comments, and I look forward to the timely design and implementation of this project, Alternative 3. If you have any questions, please feel free to call me at (949) 470-3053.

Sincerely,

*Charles E. Wilson*  
Charles E. Wilson, AICP  
Director of Community Development

cc: Planning and Transportation Commission, Dennis Wilberg, City Manager, Loren Anderson, Director of Public Works, Shirley Land, Transportation Manager



STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-6251  
Fax (916) 657-5390  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
e-mail: [ds\\_nahc@pacbell.net](mailto:ds_nahc@pacbell.net)



April 18, 2008

*Clear*  
*5-12-08*  
*e*



Ms. Cindy Quon, District 12 Director  
**CALIFORNIA DEPARTMENT OF TRANSPORTATION**  
3337 Michelson Drive, Suite 100  
Irvine, CA 92612

Re: SCH#2006051132: CEQA Notice of Completion: draft Environmental Impact Report/draft Environmental Assessment (DEIR/DEA): Interstate 5/S.R. 74 Interchange Improvement Project; 12-ORA-5-PM 9.36/9.88; 12-ORA-74-PM 0.00/0.20; EA OE3100: Ortega Highway at San Juan Capistrano; Orange County, California

Dear Ms. Quon

The Native American Heritage Commission is the state agency designated to protect California's Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c) (CEQA guidelines). Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

✓ Contact the appropriate California Historic Resources Information Center (CHRIS) for possible 'recorded sites' in locations where the development will or might occur.. Contact information for the information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ <http://www.ohp.parks.ca.gov>. The record search will determine:

- If a part of the entire APE has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

1

✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information center.

2

✓ Contact the Native American Heritage Commission (NAHC) for:

\* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section.

- The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE). In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s).

3

✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- A culturally-affiliated Native American tribe may be the only source of information about a Sacred Site/Native American cultural resource.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

4

✓ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

\* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave sites.

5

✓ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American.

6

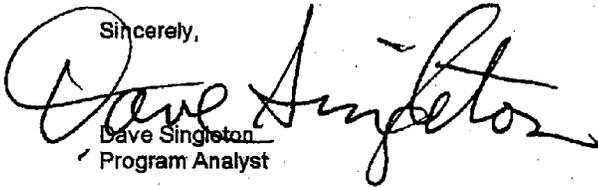
Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

✓ Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation.

7

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton  
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

**From:** Dan Phu [mailto:DPHu@octa.net]  
**Sent:** Monday, May 05, 2008 4:42 PM  
**To:** Haboian, Kevin  
**Subject:** Renewed Measure M Env Mitigation Program

Kevin - you may recall we briefly spoke about adding generic language regarding the Renewed Measure M environmental mitigation program in your Final EIR/FONSI for the I-5/Ortega Highway project. I've include some suggested language below. Feel free to edit as you see fit. I am not sure if this fits into the context of the mitigation section or the funding section or somewhere else. Let me know if you or Nasser have any questions or concerns regarding this approach.

Thanks,

Dan Phu  
OCTA  
714-560-5907  
dphu@OCTA.net

"On November 7, 2006, Orange County voters approved the renewal of the Measure M one-half cent sales tax for transportation improvements by a vote of 69.7 percent. Measure M was originally passed in 1990 (M1) with a sunset in 2011. With the approval of the Renewed Measure M, the voters agreed to continue investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041. The Renewed Measure M allocates all sales tax revenues to specific Orange County transportation improvement projects in three major areas—freeways, streets, roads and transit.

The proposed project is included as part of Project "D", Santa Ana Freeway/San Diego Freeway (I-5) Local Interchange Upgrades, in the Renewed Measure M freeway program. There is approximately \$258 million dedicated to improving the local interchanges along I-5 which include Avenida Pico, Ortega Highway, Avery Parkway, La Pa Road, El Toro Road, and others to relieve street congestion around older interchanges and on-ramps.

Subject to a Master Agreement negotiated between Orange County Transportation Authority (OCTA) and federal and state resource agencies, an Environmental Mitigation Program would be implemented to provide for high-value environmental benefits such as habitat protection and/or resource preservation, to exchange for streamlined project approvals for the freeway program as a whole. A minimum of 5 percent of total freeway expenditures (currently estimated \$243.5 million) from the Renewed Measure M program would be dedicated to this environmental mitigation effort. Thirteen projects are part of the Renewed Measure M freeway program."

6/24/2008

1

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

June 4, 2008

Smita Deshpande, Branch Chief  
Environmental Planning Branch 'A'  
Caltrans District 12  
3347 Michelson Drive, Suite 100  
Irvine, CA 92612-8894

**RE: I-5 and Ortega Highway Interchange Project**

Dear Smita:

We hereby would like to transmit comments that we have received in public meetings on the "Interchange" project for the record.

- Is it possible to improve Alternative 3 with greater landscaping and make the interchange a better gateway to San Juan Capistrano downtown? 1
- Can S/B Stonehill off-ramp be opened up to reduce pressure on Ortega? 2
- Can the project reconfigure the Arby's Restaurant and provide a drive-through? 3
- Extra care and importance needed on landscaping adjacent to the new interchange. 4
- Will this project induce future growth in the area and draw more traffic to San Juan Capistrano? 5
- Has the project looked at nearby intersections in downtown to see what impacts this project may have on them? 6
- Has there been any kind of modeling done to show that any of the alternatives will reduce current accident rates at the Interchange? 7
- Has the project considered –or will it consider- other downtown improvement projects that they may or may not tie into the interchange improvements? 8

In case of questions, please contact me at 949/443-6398.

Sincerely,

Nasser Abbaszadeh, PE  
Engineering & Building Director



SAN JUAN CAPISTRANO  
**Chamber of Commerce**

April 24, 2008

Smita Deshpande,  
 Environmental Branch Chief  
 CALTRANS District 12  
 3337 Michelson Dr., St. 380  
 Irvine, CA 92612-0661

To Whom It May Concern:

We are writing in response to the Draft EIR addressing the proposed I-5/ Ortega Highway project that was developed by CALTRANS, and is currently under consideration by your body. While there are a wide range of impacts that will result from the project that will alter San Juan Capistrano forever, we are especially concerned about those which will affect the local business community. Of particular note is the realignment of Ortega Highway at Del Obispo. Both of the CALTRANS preferred options (# 3 and # 5) have nearly identical impacts on existing buildings on the east side of the freeway without much room for variation. On the west side, however, there is a chance to use the future alignment of the Ortega Highway to address a wide spectrum of local circulation, economic, and social needs.

Within the evaluation of the EIR and the ultimate project design, we request an allowance be made to permit the city to consider its full range of options as to the final street layout for the west side Ortega Highway and its extensions and the long term economic impacts of the project.

Specifically:

- Study must address traffic impacts on local feeder streets such as Ortega, El Camino Real, Del Obispo and Camino Capistrano.
- Study must evaluate the economic impacts of west side streets alignments, both short term (during the construction period) and long term (after completion of the interchange).
- Study must address how to provide improved access to the downtown ensure its long term economic sustainability.
- Study must identify and address the adverse impacts of the street alignments on the downtown.

Thank you for your attention.

Sincerely,

The Economic Development Committee SJC Chamber of Commerce  
 Eric Altman, Bruce Tatarian, Ken Friess, Laura Freese

**BOARD OF DIRECTORS**  
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 Administrative Assistant

**J.2** – *Public Comment Letters*

April 26, 2008

To whom it may concern:

I am a parent of two children at San Juan Elementary and a third who will be entering the school in the fall. This school is exceptional--the teachers, parents, administration and students are truly committed. My husband and I support the recommendation of Caltrans. Please select alternative 3--the least intrusive option to our campus. Please do not interfere with our education. Thank you. Please contact me if I can be of any assistance.

1

Sincerely—



Amanda Bourne  
San Juan Elementary School

24 SIA ADABKHAH: My name is Sia Adabkhah,  
25 S-i-a, last name, A-d-a-b-k-h-a-h. This is my  
1 partner Mariam Kazemi, K-a-z-e-m-i (indicating). We  
2 are the owners of the Denny's in San Juan  
3 Capistrano, and have been there for the past seven  
4 years. We're planning to be there for the next 20  
5 years, at least. This project is devastating to  
6 both our lives, as well as, 40 employees that we  
7 have. We pay in excess of \$120,000 just in payroll  
8 taxes between our share and the employees' share.

9 All my employees are a great concern of  
10 mine. We no longer are able to pay our taxes and  
11 provide revenue for the City. Last year, I spoke  
12 with City of San Juan Capistrano engineers, and they  
13 mention that they are extremely -- emphasize on the  
14 word "extremely" -- that they want to have this  
15 Denny's Restaurant operation not to go away from the  
16 City of San Juan, and that they would make every  
17 effort to finance another location on the opposite  
18 side of the freeway, if it would be possible.

19 In other words, they need their  
20 representation of a family restaurant neighborhood  
21 to continue in the City of San Juan, which would,  
22 then, also leave me from not losing all the  
23 employees. I'm concerned about their livelihood, as  
24 well as my own personal livelihood, because this is  
25 the way we make our living.

(Page 2 of 2)

1                   So my main concern is for the City of San  
2 Juan Capistrano, along with the Cal Trans to keep us  
3 informed in the loop, and also be willing and       **(1 Cont.)**  
4 cooperative in making this relocation happen so we  
5 can continue working in the City and pay taxes and  
6 provide revenue for the City, as well as, keeping  
7 all of the families and employees fed and taken care  
8 of.

9                   I can be reached at (714) area code,  
10 343-5010. And also the business phone number is  
11 949) 493-1848. If all the money is paid to us, this  
12 will not really solve the problem. I understand CAL  
13 Trans has the opportunity to condemn the property  
14 and take the business away from us, but that's not  
15 the America that I know. I am hoping for an  
16 amicable resolution in the way where everybody can  
17 gain rather lose. Thank you for your time.

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.

Letter ID: ALTMAN

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

1

2

3



**Comment Form**  
**Interstate 5 (I-5)/State Route 74 (Ortega Highway)**  
**Interchange Improvements Project**  
**City Council Meeting – May 6, 2008**



Thank you for your comments and interest in the I-5/Ortega Highway Interchange Improvement Project. Please provide your comments below and attach additional sheets, if necessary. You may submit this form during the public hearing or mail it to the address provided on the back. Your participation is appreciated.

Name: Linda + Rice Berkshire Title (if applicable): \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_

Address: 31901 Avenida Evita, SJC 92675

YES, I would like to be added to the project mailing list to receive future information and updates.

**Comments:**

*We advise no change to on + off ramps, but encourage better timing of signals. We urge a screen fence over the overpass for the safety of people walking across the bridge.*

*The "No Turn on Red" signs have helped dissolve the gridlock at Del Obispo + Ortega.*

*If you must do something, add an additional south bound turn lane at the freeway ~~offramp~~ onramp.*

Please submit comments in one of the following ways: 1) turn in this form to a project representative at the City Council Meeting; 2) mail comments to: Smita Deshpande, Environmental Branch Chief, Attn: Scott Shelley, Caltrans District 12, Environmental Planning, 3337 Michelson Drive, Suite 380, Irvine, CA 92612-0661; or 3) Email comments to: <5-74\_interchange\_EIR\_D12@dot.ca.gov>. Please fold this form in half and seal with tape before mailing. Comments must be received by **May 12, 2008**.

James H Brown  
<jhb1710@sbcgloba  
l.net>

To

5-74\_interchange\_EIRD12@dot.ca.gov

05/22/2008 11:08

cc

AM

Subject

Lets get the road widened

Ortega Highway is a vital highway in south Orange County that needs to be widened. Since the toll road plans were scrapped, there has to be another plan to get traffic moving in south county. Please get going and complete the work that has to be done.  
Thank you,

1

jhb1710

# Franciscan Gardens

April 8, 2008

California Department of Transportation  
Environmental Planning  
Smita Deshpande  
337 Michelson, Suite 380  
Irvine, CA 92612-0061

Dear Sirs,

I travel the Ortega interchange daily, sometimes several times a day. It is a nightmare.

I'm opposed to proposal 1 & 2. Numbers 3 & 4 are ok, but I like number 5 the best.

We need a 20+ year solution, not a bandaid.

Respectfully,



Dave Busk

**Location:** 31815 Camino Capistrano, CA 92675  
**Phone:** (949) 347-8208 **Fax:** (949) 276-5499  
**Mailing Address:** P.O.Box 2849, Mission Viejo, CA 92690

"Gary Campbell"  
<gnccampbell@cox.net>

To

<5-74\_interchange\_EIRD12@dot.ca.gov

05/13/2008 10:08 AM

cc

Subject

Comment on 5-74 Interchange and  
Ortega widening

Dear California Department of Transportation:

Thank you for the opportunity to comment on your plans for interchange improvement and widening of Ortega Highway. I like your plan for the interchange, it seems well thought out and workable. It should help to alleviate the terrible traffic problem that exists there now.

I would urge that you do not tear out the existing landscaping and hardscape between Calle Entradero and Palm Hill. It is already four lane in that area, with mature landscaping and meandering side walks that are very attractive. From the eastern end of the existing four lane, it does need to be widened to four lanes plus turning lanes all the way to Antonio Parkway.

I also urge that efforts continue, to complete the southern extension of the 241 Toll Road to a connection south of San Clemente with the 5 Freeway.

No traffic band aide will provide sufficient relief to the traffic problem in this area without the completion of the 241.

Thank you again for this opportunity to express what are very strong feelings about solving these problems.

Gary Campbell, San Juan Capistrano

1

2

<capo33@cox.net>

06/12/2008 04:50  
PM

To  
5-74\_interchange\_EIRD12@dot.ca.gov  
cc

Subject  
Ortega Interchange(5-74)

I would prefer to leave the interchange as is-with a few adjustments. A southbound-West side onramp can be added very easily and a Northbound-East side offramp lane can also be added very easily . Then improvements South at Camino Capistrano and North at Junipero Serra can be made. Evaluation of traffic on Ortega could be updated and a less intrusive interchange can be designed or the existing 1-5 alternatives can be re-addressed. Thanks.

"Richard Cerruti"  
<racerruti@gmail.  
com>

To  
5-74\_interchange\_EIRD12@dot.ca.gov  
06/05/2008 10:30  
PM cc

Subject  
5-74 Ortega Interchange.

I was in favor of the plan with the two cloverleaves, but I guess we will have to make due with just the northbound one (Plan 3). I realize that Caltrans' main aim is to get cars on and off the freeway by controlling the traffic signals regardless of how much traffic backs up in the city. As long as there are those left turn signals, this will be a problem. At least it will be only a southbound one if the single clover leaf design is chosen.

As for those who mourn the loss of the small town atmosphere, it was already lost when "fast food row" was approved. Do not choose the plan that retains the two left turns while simply adding lanes.

Here's to an end to, or at least an amelioration, of this annoying choke point.

R. A Cerruti, M.D.

13                   TREVOR DALE: Trevor Dale, D-a-l-e. I

14 live here.

(Page 1 of 2)

15                   Well, first of all, I've lived here 35  
16 years; I've seen a lot of the changes, not all of  
17 them good. And I'm a regional guy. I think traffic  
18 should be dealt with regionally, and I don't think  
19 that's happened. And I know this project is not a  
20 regional solution, this is just a Cal Trans  
21 solution, and my concern, here, is that this project  
22 will give people an alternative to use the  
23 interchange that we're using alternatives before.  
24 And so it's like a magnet; it's going to attract  
25 cars here, and we'll be right back where we were  
1 before.

2                   I support the 2002 Strategic Traffic Study  
3 that the City paid for, which is a regional  
4 solution. And I'm sure Cal Trans has read it, and  
5 what it says is that we have to divert traffic from  
6 the east, north, and south, and if we don't do that,  
7 all the traffic coming down the Ortega highway and  
8 across the interchange. And that's where we're  
9 going and I have real concerns about the end result.

10                   So maybe sometimes it's better to sit in  
11 traffic a little bit or, in my case, I don't use the  
12 interchange, the current one, I use alternates. I  
13 never use it anymore because it's so congested  
14 already. So I hope that maybe we come up with a

(3 Cont.)

15 regional solution, and then we have a solution to  
16 the whole problem, not just part of it. I'm not  
17 opposed to solutions, I'm just not sure I'm sold on  
18 this one.

Letter ID: ESCAMILLA

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.

May 6, 2008

California Dept. Of Transportation  
Environmental Planning  
3337 Michelson Drive Suite 380  
Irvine, Calif, 62612-0661

County Board of Supervisors  
10 Civic Center Plaza  
Santa Ana Calif.

ATTN: John Moorlach

ATTN: Smita Deshpande

Dear Sirs:

Didn't we just go through the Ortega Highway interchange question a few years ago? Caltrans held meetings at the Senior Center and Caltrans put charts on the wall and we had discussions of four different alternatives for the on and off ramps to the I-5 Freeway. A citizen from the audience put up a fifth choice. Everyone agreed that the citizen's fifth alternative was the best.

Then the San Juan Capistrano City Council had hearings on it and there were open discussions again.

Now, there has been more discussion as to which alternative is best.

If it takes this long to decide which alternative to use, who knows how long it will take to plan it, put it up for bid, and then build it. By that time it will be obsolete and inadequate.

1

I wrote a letter to Mr. Huber of the City Planning Commission when the earlier meetings were held. I suggested that Del Avion should be put through to Camino Capistrano and connected to the I-5 freeway. I have seen some huge projects on the I-5 and 405 freeways that were much larger, so that should not be a problem. Del Avion was originally designed for this purpose, that is why it was built so wide. And it was included in the original traffic charts for the future.

2

Better yet, Del Avion should be put through to La Pata using San Juan Creek road, which also was built very wide with the original plans. But what a dream that will never happen. But, why not? The reason escapes me.

It would be the answer for all the cars en route from Dana Point to the I-5 that now go through our downtown. It would also be available to all the students going to San Juan Hills High School, and keep them out of downtown.

3

Work on the Del Avion connection would have very little impact on business in downtown and not affect the tourist trade. Otherwise, you will see many of the stores going out of business in the down town area.

The distance between The Ortega and Del Avion is just over one mile. Street maps show that the distance between freeway on and off ramps are about one mile apart. So, it makes sense in that regard too.

4

Thank you for your attention and I hope you people at Caltrans will give this some thought.

32042 Via Carlos, San Juan Capistrano, Calif. 92675

(949) 496-4115

1 Tuesday, April 29, 2008; 5:30 p.m.

2 San Juan Capistrano, California

3

4 -oOo-

5 SHERYL FRANCE-MORAN: My name is Sheryl,  
6 S-h-e-r-y-l, last name France, F-r-a-n-c-e, dash,  
7 M-o-r-a-n. I'm a San Juan Capistrano resident. I  
8 am also PTA President of San Juan elementary School.

9 I strongly support Alternative 3. And I  
10 guess I should say I strongly don't want -- what's  
11 the right wording? -- don't support Alternative 5.

12 Yeah, as a San Juan resident, I understand  
13 something needs to be done about traffic in the  
14 City, but having a child in San Juan Elementary, I  
15 want the same community school, and, yeah,  
16 Alternative 5 would take that out.

17 So we also have plans -- or hope; the  
18 District has promised us -- that the school could  
19 become a K-8 because we have a special language  
20 emersion program at the school. My son's in second  
21 grade, so right now, it's a K-5, and right now we're  
22 looking towards expanding to a K-8, which could not  
23 happen if Alternative 5 came through. Thank you.

1

2

3

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.

1

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.

2

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.

3

25 MR. COHEN: Thanks, Laura.

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



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**Date:** Sun, 4 May 2008 16:18:32 -0700 (PDT)

**From:** "jeri gesto" <jerigesto@yahoo.com> [Add to Address Book](#) [Add Mobile Alert](#)

**Subject:** suggestion

**To:** 5-74\_interchange\_EIRD12@dot.ca

An immediate and inexpensive change to one section of Ortega highway would be to add a "No right turn on red light" to cars turning east on Ortega from Del Obispo. At times I am traveling east on Ortega (from Camino capistrano) and due to cars coming from Del Obispo, cannot even pass through that intersection on a green light without being caught in the interchange. thanks for considering this.

Jeri Gesto  
2850 calle esteban  
san clemente, ca 92673



**Comment Form**  
**Interstate 5 (I-5)/State Route 74 (Ortega Highway)**  
**Interchange Improvements Project**  
**Public Hearing - April 29, 2008**



Thank you for your comments and interest in the I-5/Ortega Highway Interchange Improvement Project. Please provide your comments below and attach additional sheets, if necessary. You may submit this form during the public hearing or mail it to the address provided on the back. Your participation is appreciated.

Name: SHELAGH HEGARTY Title (if applicable): \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_

Address: 27122-B VIA CHIQUERO SAN JUAN Capistrano 92675

YES, I would like to be added to the project mailing list to receive future information and updates.

**Comments:**

Alternative 3 and 5 are too intense they would ruin the look of our town.  
I hope you find another solution to the problem.

1

Please submit comments in one of the following ways: 1) turn in this form to a project representative at the Public Hearing; 2) mail comments to: Smita Deshpande, Environmental Branch Chief, Attn: Scott Shelley, Caltrans District 12, Environmental Planning, 3337 Michelson Drive, Suite 380, Irvine, CA 92612-0661; or 3) Email comments to: <5-74\_interchange\_EIR\_D12@dot.ca.gov>. Please fold this form in half and seal with tape before mailing. Comments must be received by **May 12, 2008**.

31221 Belford Drive  
San Juan Capistrano, CA 92675  
April 16, 2008

Smita Deshpande  
Environmental Branch Chief  
Attn: Scott Shelley  
3337 Michelson Dr., Suite 380  
Irvine, CA 92612-0661

To Whom It May Concern:

This is a comment in regard to the proposed SR 74 Interchange Improvement. Of the proposed alignments, I prefer Alternative 2.

1

I believe Alternative 1 does not do enough to relieve congestion in our community. However, I feel strongly that Alternative 5 is a case of over-engineering and is inappropriate for an area with residential elements.

2

It's important to me that there be a balance between what currently exists in the community and the desire for change and improvement. I feel that Alternative 5 lacks that balance. It is clearly an elegant solution and would work well in many situations, but it is out of place in the part of the community for which it is proposed.

3

Alternatives 3 and 4 are also inappropriate, though not as severely as Alternative 5. Both of these are too high-profile and will impact the community too severely. There must always be a trade-off between costs and benefits, but I feel the degradation of the community that would be caused by Alternatives 3 and 4 are too high a cost for us to bear.

4

We need the most low-impact solution possible that will alleviate traffic for our community. I believe Alternative 2 is a good option for accomplishing this.

5

Sincerely,



Gila Jones

**From:** Jeff Jones [jeffjones4@cox.net]  
**Sent:** Tuesday, May 13, 2008 8:20 PM  
**To:** Walston, Amy  
**Subject:** 5-74 Interchange (san Juan Capistrano)

**Dear Amy,**

**I have lived in San Juan Capistrano for 36 years, (give or take a few weeks).**

**I believe that the only solution to all of our major road and transportation problems lies beneath our feet.**

**We must start building underground, and the I5-74 interchange expansion would be the perfect place to start.**

1

**Can it be done? Are there tunnels through mountains? Is there a "Chunnel" beneath the English Channel? Are there tunnels beneath New York, the East River, etcetra, and etcetera and etcetra?**

**Are we concerned in California about earthquakes? Of course we are. That's why San Francisco, Los Angeles and all of our other cities only have one story buildings.**

**We have the engineering know-how to safely build massive highway projects below the ground. We can extend the 241 Toll Road below the ground. We can have entrances and exits in spots that are far more convenient than they are now, and by having more of them we can lower congestion enormously. We can even provide massive parking areas below the ground for public transportation users.**

2

**Thank you for considering this idea.**

**Sincerely,**

**Jeff Jones  
30791 Paseo el Arco  
San Juan Capistrano, CA 92675  
(949) 493-2999  
jeffjones4@cox.net**

Tu Ly  
<tu\_gov@yahoo.com  
>  
To  
5-74\_interchange\_EIRD12@dot.ca.gov  
04/29/2008 01:01  
PM cc  
Subject  
ttest.....

test again.....

1

19 SUZANNE MC CARDLE: Suzanne McCardle, San  
20 Juan Capistrano. S-u-z-a-n-n-e, M-c-C-a-r-d-l-e.

21 I think, our biggest concern, why we're  
22 here this evening, is to make sure that we keep the  
23 integrity of our San Juan Capistrano that we love so  
24 much. And I think we have to be very careful with  
25 deciding on what kind of plan will really serve our  
1 community, instead of the rest of the population.

2 And of course, one of the problems we have  
3 is so many of the people that are using our  
4 interchange do not even live in this community;  
5 they're coming from the north, and that's mainly  
6 where they're coming from. And we understand that  
7 there, definitely, has to be something done, but I  
8 don't think the impact has to be as great as what  
-9 they're showing on some of these Alternatives.

10 I heard that there were three other  
11 Alternative plans, but they're not here today. I'd  
12 like to see those and consider what kind of impact  
13 that will have.

14 One of the greatest concerns, again, is if  
15 we make this a huge interchange, what's going to --  
16 they're going to take the importance of finding  
17 alternative routes to get to and from our community.  
18 So they need to look at different off-ramps and  
19 on-ramps so it will really take the impact off of  
20 the Ortega Highway.

21                   And I'm sure other people have mentioned,  
22 you know, the biggest problem right now is all these  
23 people coming down the Ortega. Now, also Cal Trans  
24 wants to widen the Ortega, and we are going to fight  
25 that tooth and nail, because we do not want our  
1 trees chopped down, the beauty of Ortega taken away  
2 from us for only the use, again, for people who do  
3 not pay taxes here, do not even spend their dollars  
4 here, come through the town to get on the freeway to  
5 go to their jobs.

5

6                   So we are a wonderful community and we  
7 have a lot of people that are willing to really stay  
8 tuned and do whatever we can do to keep our town the  
9 way it is.

6

10                   (Proceedings concluded at 8:00 p.m.)

11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22

<clmcneil@cox.net  
>

05/05/2008 02:16 PM                      To  
5-74\_interchange\_EIRD12@dot.ca.gov  
cc

Subject  
Alternative 3 - Save San Juan  
Elementary

To Whom It May Concern:

Improvement at the intersection of the 5 Freeway and the Ortega Highway is critical. I urge you to implement Alternative 3 and preserve the historical character of the neighborhood that surrounds the Mission at San Juan Capistrano.

1

I have read the studies, and feel strongly that Alternative 3 would benefit the neighborhood without the direct negative impact Alternative 5 would have on San Juan Elementary. My daughter will be attending Kindergarten at San Juan Elementary in the fall, and it is difficult to imagine a cloverleaf offramp being constructed over the top of a thriving elementary school campus without detriment to its students.

2

Please implement Alternative 3 to save San Juan Elementary.

Thank you.

Chris McNeil  
27112 Cordero Lane  
Mission Viejo, CA 92691

949-582-2381

"Heather"  
<Heather@actoc.com>  
To  
<5-74\_interchange\_EIRD12@dot.ca.gov>  
05/05/2008 01:13 PM  
cc  
<clmcneil@cox.net>  
Subject  
Alternative 3 - Save San Juan  
Elementary

To Whom It May Concern:

Improvement at the intersection of the 5 Freeway and the Ortega Highway is critical. I urge you to implement Alternative 3 and preserve the historical character of the neighborhood that surrounds the Mission at San Juan Capistrano.

1

I have read the studies, and feel strongly that Alternative 3 would benefit the neighborhood without the direct negative impact Alternative 5 would have on San Juan Elementary. My daughter will be attending Kindergarten at San Juan Elementary in the fall, and it is difficult to imagine a cloverleaf offramp being constructed over the top of a thriving elementary school campus without detriment to its students.

2

Please implement Alternative 3 to save San Juan Elementary.

Thank you.

Heather McNeil  
27112 Cordero Lane  
Mission Viejo, CA 92691

949-582-2381

joboe baggins  
<bestonesofar@yah  
oo.com>

To  
5-74\_interchange\_EIRD12@dot.ca.gov,  
05/12/2008 06:07 jvolzke@thecapistranodispatch.com,  
PM ngarrett@thecapistranodispatch.com

cc

Subject  
Ortega Highway Interchange

Ortega Highway Interchange

During one of our informal family discussions we came to the conclusion that the ideas presently proposed for the Ortega/ I-5 interchange lacks the overall town's traffic woes. CalTrans has little interest in the overall traffic flow of our town and we of a city need to zoom back from just that interchange. First of all who are the commuters causing all of the traffic snarls? One, neighboring cities using our city to get to and from the freeway. Two, local residents commuting to and from work. Three, local residents doing local shopping. Four, employees of local businesses. Five, tourists. We came to the conclusion that we need to leave the interchange in question alone for now and instead focus efforts on three other projects. For one, we need to put an off ramp at Stone Hill in Dana Point. This will reduce the traffic in San Juan Capistrano severely because anyone coming south bound on the freeway that needs to end up in Dana Point has to get off at the Ortega off ramp, drive through town, cause more traffic and drive down Del Obispo. This process would be come much easier for the drivers that have to make commute it would also create less stress for them and the local drivers of San Juan Capistrano. The next project we should focus our energy on the Alipaz extension. This would allow traffic from the free way who get off at the Junipero Serra are that live in Dana Point to take a short cut bypassing the main street of town, and putting them on the west side of Trabuco Creek. The third project would be to divert the Lake Ellsinore traffic onto San Antonio and sending them north. If we focus on these projects stated than our town will benefit much more than if we were to just focus on the Ortega interchange. Inclosing lets at least look at the best plan whether that is this or other alternatives before making any changes

1

2

3

Sincerely,  
The Palmer Clan



**Comment Form**  
**Interstate 5 (I-5)/State Route 74 (Ortega Highway)**  
**Interchange Improvements Project**  
**Public Hearing - April 29, 2008**



Thank you for your comments and interest in the I-5/Ortega Highway Interchange Improvement Project. Please provide your comments below and attach additional sheets, if necessary. You may submit this form during the public hearing or mail it to the address provided on the back. Your participation is appreciated.

Name: Kathleen Peterson Title (if applicable): \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_

Address: 31121 VIA SANTO TOMAS

YES, I would like to be added to the project mailing list to receive future information and updates.

Comments:

I am in favor of closing Ortega in front of the Mission. This needs to be considered in which ever alternative is selected. Could this be with alternate 5?

Please submit comments in one of the following ways: 1) turn in this form to a project representative at the Public Hearing; 2) mail comments to: Smita Deshpande, Environmental Branch Chief, Attn: Scott Shelley, Caltrans District 12, Environmental Planning, 3337 Michelson Drive, Suite 380, Irvine, CA 92612-0661; or 3) Email comments to: <5-74\_interchange\_EIR\_D12@dot.ca.gov>. Please fold this form in half and seal with tape before mailing. Comments must be received by May 12, 2008.



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

1

2

"lrabalais@earthlink.net"

<lrabalais@earthlink.net>

To

5-74\_interchange\_EIRD12@dot.ca.gov

cc

06/10/2008 04:25

PM

Subject

5/74 Interchange Proposal in San Juan Capistrano

Please respond to  
lrabalais@earthlink.net

Gentlemen:

I am writing to submit my choice for the new interchange, which is #3. I believe it will provide a good flow for traffic, and will disturb the existing buildings and businesses the least.

1

Thank you,

Lois Rabalais  
31096 Via El Rosario  
San Juan Capistrano, CA 92675

lrabalais@earthlink.net  
EarthLink Revolves Around You.

March 31, 2008

California Department of Transportation  
Environmental Planning  
Smita Deshpande, Environmental Branch Chief

Attn: Scott Shelley  
3337 Michelson Drive, Ste. 380  
Irvine, CA 92612-0661

Re: Ortega Interchange  
Ortega Highway and Interstate 5

We are residents of San Juan Capistrano, California at 25582 Spinnaker Drive, San Juan Capistrano, 92675. Our complex, Captain's Hill, is directly off Del Obispo. We oppose any of the proposals 2-5; all of which we feel would increase traffic on Del Obispo. While the Interchange is a major bottleneck, we feel it maintains San Juan's small town ambiance.

1

We support Proposal 1, which widens the ramps in the same locations as they are now.

2

Sincerely,

*Shirley Sauvageau*  
Shirley and Herb Sauvageau  
25582 Spinnaker Drive  
P.O. Box 508  
San Juan Capistrano, CA 92693

*Herb P. Sauvageau*



**Comment Form**  
**Interstate 5 (I-5)/State Route 74 (Ortega Highway)**  
**Interchange Improvements Project**  
**Public Hearing - April 29, 2008**



Thank you for your comments and interest in the I-5/Ortega Highway Interchange Improvement Project. Please provide your comments below and attach additional sheets, if necessary. You may submit this form during the public hearing or mail it to the address provided on the back. Your participation is appreciated.

Name: Jean Savage Title (if applicable): \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_

Address: 27516 Via La Carta, San Juan Capistrano

YES, I would like to be added to the project mailing list to receive future information and updates.

**Comments:**

Although I believe that the interchange must be modified, both options have a terrible	
cost to the community and are really too little too late by the time they are operational in	<b>1</b>
2014+.	
With either option, gridlock in downtown SJC will continue unless a complete	
interchange at Stonehill is included in the plan. The Planning Commission must require	<b>2</b>
linked projects regardless of the option selected.	
Option 5 is the best of the poor choices we have. Despite the impact on San Juan	
Elementary, Option 5 is the only one that reduces gridlock for traffic traveling from the	
east on Ortega. However, as part of Option 5, the Planning Commission must define a	<b>3</b>
plan and budget for acquisition of new space for San Juan Elementary.	

*Jean Savage* 5/2/08

Please submit comments in one of the following ways: 1) turn in this form to a project representative at the Public Hearing; 2) mail comments to: Smita Deshpande, Environmental Branch Chief, Attn: Scott Shelley, Caltrans District 12, Environmental Planning, 3337 Michelson Drive, Suite 380, Irvine, CA 92612-0661; or 3) Email comments to: <5-74\_interchange\_EIR\_D12@dot.ca.gov>. Please fold this form in half and seal with tape before mailing. Comments must be received by **May 12, 2008**.

**Comment Form**

**Interstate 5 (I-5)/State Route 74 (Ortega Highway)  
Interchange Improvements Project  
Public Hearing - April 29, 2008**



Thank you for your comments and interest in the I-5/Ortega Highway Interchange Improvement Project. Please provide your comments below and attach additional sheets, if necessary. You may submit this form during the public hearing or mail it to the address provided on the back. Your participation is appreciated.

Name: JANET SIEGEL Title (if applicable): \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_

Address: 27201 CARNE DELGADO STU 92675

YES, I would like to be added to the project mailing list to receive future information and updates.

**Comments:**

At the public meeting in San Juan Capistrano on Tuesday, April 29, 2008 several statements were made that made me question this entire project.

Your representative stated that this project would not greatly alter traffic only bring into acceptable limits. He also stated that this project in 2008 dollars was 58-70 million but would probably go higher because we are looking at a completion date 4 years in the future. 1

To spend that kind of money and to disrupt a community for years needs to be better planned than to just bring a project into "acceptable limits".

Right now I favor no action until projects like extending the Stonehill off ramp, the extension of La Plata, the widening of the Novia bridge are addressed. These things should be done first. All this current project does is create more traffic on our crowded local streets. 2

To destroy a character of a town more needs to be done than just make project "acceptable". Until you can greatly enhance our quality of life and maintain our historic areas I would rather that you do nothing. 3

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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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.

19 I still lean towards Alternative 4,  
20 and they say the problem with Alternative 4 was you  
21 couldn't get it aligned up correctly, it's too sharp of a  
22 turn. I think if it was massaged I think it could be. If  
23 it moved further over into the school yard it could be.  
24 I met with the school district a few years back  
as part of the Blue Ribbon Committee and they were all for

1

2

3

25 it. They said "Yes, we will allow it to be moved over onto  
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?

9 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 4  
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.

To

<5-74\_interchange\_EIR\_D12@dot.ca.go  
05/12/2008 10:06 v>

AM

Cc: "Myron " <myronsukut@cox.net>

Subject: Ortega interchange

This is to voice our opinions that Alternative 5 is the logical choice  
to solve more problems. Let's do it right the first time!  
Thanks, Mozelle and Myron Sukut

1

Michele  
Taylor-Bible  
<taylor\_bible@hotmail.com>  
>  
05/13/2008 09:19 AM  
To  
<5-74\_interchange\_eird12@dot.ca.gov>  
cc  
Lori Manor <lorimanor@cox.net>  
Subject  
I-5 & Ortega

To Whom It May Concern;

I am writing to plead, to go with Proposal # 3. I am currently working on an application for making San Juan Elementary School Site part of the Historical Registry.

There is also the largest CA Pepper Tree in the United States, 100 yards away from the freeway. The school site has been in place for over 140 years. It has already been abused and taken advantage of by the city of San Juan and the Capistrano Unified School District.

We are a group of parents that are working on taking it back and making it the "Jewel of South Orange County Education". I appreciate your consideration.

Michele

Michele Taylor-Bible



**Comment Form**  
**Interstate 5 (I-5)/State Route 74 (Ortega Highway)**  
**Interchange Improvements Project**  
**Public Hearing - April 29, 2008**



Thank you for your comments and interest in the I-5/Ortega Highway Interchange Improvement Project. Please provide your comments below and attach additional sheets, if necessary. You may submit this form during the public hearing or mail it to the address provided on the back. Your participation is appreciated.

Name: Don Tryon Title (if applicable): \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_

Address: 27539 BASED MIMOSA, SAN JUAN CRISTOBAL, CA 92675

YES, I would like to be added to the project mailing list to receive future information and updates.

Comments:

I SUPPORT YOUR OPTION 3 BUT OUR CITY NEEDS YOUR HELP ON DEL OBISPO AND THE ORTEGA TO REMOVE THE CONGESTION THAT WILL CREATE. THIS EXTRA TRAFFIC DOES NOT HELP US AS THESE ARE PRIMARILY PEOPLE GOING AND COMING FROM DANA PT. & LAGUNA HILLS AND THEY DO NOT CONTRIBUTE TO PAYING THE TAXES TO PAY TO CONTROL THIS EXTRA TRAFFIC.

ALSO WE NEED AN OFF-RAMP ON STONEHILL !!

THIS WOULD SUBSTANTIALLY HELP WITH THE TRAFFIC PROBLEMS OF DRIVERS GOING THROUGH OUR TOWN.

Thank you  
Don Tryon

Please submit comments in one of the following ways: 1) turn in this form to a project representative at the Public Hearing; 2) mail comments to: Smita Deshpande, Environmental Branch Chief, Attn: Scott Shelley, Caltrans District 12, Environmental Planning, 3337 Michelson Drive, Suite 380, Irvine, CA 92612-0661; or 3) Email comments to: <5-74\_interchange\_EIR\_D12@dot.ca.gov>. Please fold this form in half and seal with tape before mailing. Comments must be received by May 12, 2008.

18 YVONNE TSCHAIKOWSKY: My name is  
19 Y-v-o-n-n-e, Tschaikowsky, T-s-c-h-a-i-k-o-w-s-k-y.  
20 I live in San Juan Capistrano.

21 Alternative 5 would totally destroy our  
22 town and the quality of life here. Our down town  
23 businesses, the Mission, San Juan Elementary School,  
24 and it would put a terrible burden on our merchants  
25 to have this huge, concrete thoroughfare going  
1 through our downtown.

2 Alternative 3 is not much better, and  
3 slightly less destructive to the character of San  
4 Juan Capistrano. So my preference would be a much  
5 less destructive alternative -- 1 or 2, but  
6 definitely not 3 or 5. And San Juan Capistrano is  
7 very special and it's rural, it's historical, it has  
8 the oldest continual occupied residential street in  
9 the County this huge interchange, 3 or 5  
10 Alternative, could destroy our downtown and our  
11 businesses.

12 That's it.

April 12, 2008

**Re: Ortega Interchange Construction Options**

**Letter ID: TUCKER**

Dear Cal Trans, San Juan Capistrano City Council members, and Traffic Engineering Department,

- I would like to offer my opinions on the Alternatives choices for the Ortega/ I-5 interchange construction:

- **Alternative #5 is the best option for long term traffic relief.** As long as there is a huge investment in this project, (which there is) the alternative which alleviates the most traffic congestion should be implemented. This is the only alternative that helps to solve the stacking of traffic coming westbound on Ortega and traveling south on the I-5 because it has the cloverleaf on the west side of the I-5. The Ortega traffic coming from the east and going south on the I-5 is currently horrendous, is backed up for blocks and will get much worse when Rancho Mission Viejo is built and SJH High School adds all its grade levels 9-12. If construction doesn't provide traffic relief for this direction, the interchange construction could be a waste of time, effort and money. The Alternative 5 design is very similar to the Oso/I-5 interchange, which has very good traffic flow.

- It is important to keep the traffic flowing westbound, east of the freeway, because the drivers from the Rancho Mission Viejo development will all come west on Ortega to access the I-5. It is the shortest route for them, so they will take it. There is, unfortunately, no quicker access road to the freeway other than the Ortega for this neighborhood. Crown Valley is too far north and already is highly congested. They will take Ortega to the I-5 and mitigation for this congestion is imperative, especially for those of us who live on the east side of the freeway.

- **Alternative #4 doesn't solve** the Ortega westbound to southbound on-ramp I-5 stacking on the bridge. This is a major problem now and will only get worse. This alternative will also cause traffic congestion for eastbound Ortega traffic and its' free access to the northbound cloverleaf I-5 ramp due to the traffic signal.

- The northeast corner at the northbound I-5 on ramp should be widened to **two dedicated right turn only lanes**, instead of one dedicated right turn lane and one straight/right turn combination lane. This can be achieved by obtaining some land from the owner of the gas station currently under construction. Doing this will alleviate much of the westbound Ortega congestion going northbound on I-5.

- The Ortega at the northbound I-5/Ortega off ramp (right turn, eastbound) should be widened all the way to Rancho Viejo Road to facilitate access of the Rancho Viejo Rd. right turn lane earlier. Currently there is a bubble between the second gas station (easternmost) and the Ortega Market shopping center. There is a 20-30 feet length of sidewalk which could easily be eliminated. This can even be accomplished without any other construction. Maybe this could even be done prior to the interchange project.

- **If Alternative #3 is chosen, (I hope it's not)** then the concrete bubble at the southwest corner curve approaching the southbound on ramp (where the gas station is currently) should be eliminated to allow traffic to access the right lane sooner to the on-ramp, preventing back-up on northbound Del Obispo St.

- In general, this project should be undertaken with maximum traffic flow objectives in the forefront. **If Alternative 5 is not chosen, then Alternative 1 should be selected because it is the least expensive and disruptive to construct.** This should be the second choice because it will help traffic a little bit. **More construction will be needed in the future.** Understandably, many San Juan citizens want the least cosmetic change possible. If this project is to be done at all, and with this being possibly the only chance, it needs to be done right (i.e., maximizing traffic flow) with **Alternative 5 being the 1<sup>st</sup> choice.**

I thank you for reading my comments.

Sincerely,

Maryann Tucker

28028 Paseo Alba

San Juan Capistrano, CA 92675

[mtucker28028@yahoo.com](mailto:mtucker28028@yahoo.com)

"Doug Tugwell"  
<dtug@cox.net>

To  
05/10/2008 04:18 PM "Smita Deshpande"  
<5-74\_interchange\_EIR\_D12@dot.ca.gov>

cc  
"Nasser Abbaszadeh"  
<nabbaszadeh@sanjuancapistrano.org>

Subject  
Rte74/I-5 Interchange Project Draft  
EIR Comments

During the removal and reconstruction of the Ortega Highway bridge over I-5, it will require the westbound Ortega to southbound I-5 and the eastbound Ortega to northbound I-5 to be rerouted (detoured) to city streets. Since city streets may or may not be designed to handle this additional traffic, shouldn't pavement deflection studies of the conditions before and after the project be completed to insure the life of the city streets is not shortened? Rancho Viejo Road and San Juan Creek Road, in particular, should be evaluated. Del Obispo and Camino Capistrano already have heavy traffic and probably don't need to be studied.

Supplemental funds should be provided in the contract to cold-plane/repave or place an A.C. overlay on these streets if any damage or reduction in planned life of these streets occurs.

Thank You,

Douglas Tugwell  
31141 Santa Margarita Place  
San Juan Capistrano, CA 92675

"Doug Tugwell"  
<dtug@cox.net>

To

05/10/2008 05:35 PM "Smita Deshpande"  
<5-74\_interchange\_EIR\_D12@dot.ca.gov>

cc

"Nasser Abbaszadeh"  
<nabbaszadeh@sanjuancapistrano.org>

Subject

Rte 74/I-5 Interchange Project  
Draft EIR Comments

San Juan Capistrano has acquired property on the southeast corner of Ortega Highway and El Camino Real. This was for the proposed realigning of Ortega Highway to intersect Camino Capistrano at Verdugo instead of in front of the mission. The existing Ortega in front of the mission would become a pedestrian plaza.

It seems appropriate that this realignment should become part of the Interchange project for a number of reasons:

- 1) Why realign Ortega twice?
- 2) Economies of scale.
- 3) One less mobilization/demobilization by contractors.
- 4) One less disruption of businesses downtown.

I'm sure there are other reasons, but at least please coordinate with the city on this proposed project !!!

Thank You,  
Douglas Tugwell  
31141 Santa Margarita Place  
San Juan Capistrano, CA 92675



**Comment Form**  
**Interstate 5 (I-5)/State Route 74 (Ortega Highway)**  
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Name: Margaret Ruth Wynn Title (if applicable): Sole Trustee  
Wynn Family Trust  
Republican

Organization/Business (if applicable): Landlady - Arm Chair Historian

Address: 28131 Calle San Pleno, San Juan Capistrano, Ca. 92675

YES, I would like to be added to the project mailing list to receive future information and updates.

Comments:

I, who care very much about preserving the history of San Juan Capistrano, especially its mission, wish to cancel the project.

I grew up in Santa Barbara, whose Queen of the Missions is still beautiful, a tourist draw, and very far from the highway 101.

Our Jewel of the Missions is older and more fragile. I know the above issue is a

"choke point" due to San Antonio housing & other new housing and because Ortega highway is the closest route for Lake Elsinore area to reach the 5 freeway. The ride is now <sup>more</sup> dangerous (Ortega) due to many semi-trailers using it.

Please submit comments in one of the following ways: 1) turn in this form to a project representative at the Public Hearing; 2) mail comments to: Smita Deshpande, Environmental Branch Chief, Attn: Scott Shelley, Caltrans District 12, Environmental Planning, 3337 Michelson Drive, Suite 380, Irvine, CA 92612-0661; or 3) Email comments to: <5-74\_interchange\_EIR\_D12@dot.ca.gov>. Please fold this form in half and seal with tape before mailing. Comments must be received by **May 12, 2008**.

Interstate 5(1-5) RT 74 cont

I think also the scenic drive via 74 (1 Cont.) will be very expensive to widen to take Elsinore as well as ruin the Scenery -- we need another fast track to take elsinore (San Juan Creek Rd? Stone hill?)

- Our Mission San Juan Capistrano is already @ too much risk as is our sanctity of our down-town area, which as I said is so fragile and a disappearing part of our earliest and precious California history.

I am against any new interchange "damage" to Interstate 5(1-5)/state RT 74.

Sincerely

Margaret R. Wess  
Resident 27yrs

c/c to any concerned  
me



**Comment Form**  
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Name: Sandie Weaver Title (if applicable): Elementary Teacher

Organization/Business (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

YES, I would like to be added to the project mailing list to receive future information and updates.

Comments:

I agree that the major reconstruction should be at Junipero Serra and/or Stonehill. There is more land there - acquisitions will be less, and the character of San Juan Capistrano will be preserved.  
Thank you!

Please submit comments in one of the following ways: 1) turn in this form to a project representative at the Public Hearing; 2) mail comments to: Smita Deshpande, Environmental Branch Chief, Attn: Scott Shelley, Caltrans District 12, Environmental Planning, 3337 Michelson Drive, Suite 380, Irvine, CA 92612-0661; or 3) Email comments to: <5-74\_interchange\_EIR\_D12@dot.ca.gov>. Please fold this form in half and seal with tape before mailing. Comments must be received by **May 12, 2008**.

Craig Windes  
<cwkw5@yahoo.com>

To  
04/30/2008 10:00 PM 5-74\_interchange\_EIRD12@dot.ca.gov  
cc

Subject : too few lanes on bridge

Gentlemen:

It concerns me that all of this expense and trouble is going to not do everything possible to deal with future traffic generated by the county's decision to allow 14,000 new homes east of San Juan Capistrano.

While Alternative 5 is by far the best answer to our traffic ills since it eliminates left-hand turns to access the freeway, I don't understand why the center medians proposed for the West bound bridge traffic lanes are so large? You are losing at least 10 - 15 storage spaces for cars as they stage before the light at Del Obispo St. & Ortega Hwy. We will need as much capacity as is available in a few short years - let's do this right!

There is room for four westbound lanes on the bridge and we will need every one of them to be as lengthy as possible. In fact the more room to slide left - which is the natural traffic pattern anyway as most turn left onto Del Obispo St - the more it removes cars from the right hand freeway on-ramp access lane. This is just common sense and it will help traffic to flow.

One final note - those that say this will ruin the small town character of San Juan Capistrano are not thinking this through all of the way. I see it as restoring some semblance of sanity to a grid-locked, contentious, unsightly region of town. If the traffic is flowing, instead of a constant state of grid-lock, it will actually appear as if fewer cars are in the area as most will have reached their local destination (on-ramps, etc.) faster.

Good luck in getting this project completed as soon as possible.

Craig W.

PS - If you have any influence on the Toll Road group, would you please convince them to extend the 241 to Ortega Hwy at a minimum?! This will offer an alternative to folks commuting to the 5 Fwy. Why they stopped that road at Oso Pkwy has got to be the most bone-headed move in civil works in many years. Talk about a revenue maker!