

Appendix K Response to Comments

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**Initial Study/Environmental Assessment
Volume I: Responses to Comments
I-5 High Occupancy Vehicle (HOV) Lane Extension Project**

ORANGE COUNTY, CALIFORNIA
DISTRICT 12 – ORA – 5, PM 3.0/8.7
EA 0F9600
SCH# 2011011047

**Prepared by the
State of California Department of Transportation**



March 2011

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Chapter 1 Responses to Comments

As required by the California Environmental Quality Act (CEQA) Guidelines Section 15087, a public notice of availability of the Draft Initial Study/Environmental Assessment (IS/EA) for the Interstate 5 (I-5) High Occupancy Vehicle (HOV) Lane Extension Project was published as a display ad in the *Orange County Register*, *Capistrano Valley News*, *Sun Post News*, *La Opinion*, *San Clemente Times*, *Dana Point Times*, and the *Capistrano Dispatch* on January 14, 2011. The Draft IS/EA was initially circulated for public review for a period of 30 days, from January 14, 2011, to February 12, 2011. Copies of the Draft IS/EA were distributed to the State Clearinghouse, the Governor's Office of Planning and Research (15 copies), and other federal, State, and local agencies. Copies of the Draft IS/EA were available for public review at the California Department of Transportation (the Department) District 12, the cities of San Juan Capistrano, Dana Point, and San Clemente, as well as the San Juan Capistrano Library, Dana Point Library, and San Clemente Library. A copy of the distribution list for the Draft IS/EA is provided in Attachment A to this document.

In response to a request by the City of San Clemente, the public review period was extended to February 27, 2011. The State Clearinghouse was informed of this extension in a letter dated February 9, 2011.

A total of 119 comments on the Draft IS/EA were received during the public review period. Comments were received from State agencies, regional and local agencies, organizations and businesses, and private citizens. The 117 comments also included 2 public comments that were recorded by a court reporter during the public hearing for the project held on January 31, 2011. Substantive comments that relate to environmental issues are thoroughly addressed. In some cases, corrections to the Draft IS/EA are required or additional information is provided for clarification purposes. However, some of the comments do not present significant environmental issues, or they request the incorporation of additional information in the Draft IS/EA that is not relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the CEQA Guidelines.

Section 15088 of the State CEQA Guidelines, Evaluation of and Responses to Comments, states:

- a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft IS/EA and shall prepare a written response. The lead agency shall respond to comments received during the noticed comment period and any extensions and may respond to late comments.
- b) The lead agency shall provide a written proposed response to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report.
- c) The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail, giving the reasons that specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.
- d) The Responses to Comments may take the form of a revision to the Draft IS/EA or may be a separate section in the final MND/FONSI. Where the Responses to Comments makes important changes in the information contained in the text of the Draft IS/EA, the lead agency should either:
 1. Revise the text in the body of the IS/EA; or
 2. Include marginal notes showing that the information is revised in the Responses to comments.

Information provided in this Responses to Comments document clarifies, amplifies, or makes minor modifications to the Draft IS/EA. Many comments raise similar or identical issues. To address these comments, a single general response is provided and subsequent responses refer to the general response.

No significant changes have been made to the information contained in the Draft IS/EA as a result of the responses to comments, and no significant new information has been added. Therefore, this Responses to Comments document is being prepared as a separate section of and is included in the Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI) for consideration by the Department prior to consideration of the MND/FONSI for certification.

1.1 Index of Comments Received

The following is an index list of the agencies, groups, and persons who commented on the IS/EA prior to the close of the public comment period. The comments received have been organized in a manner that facilitates finding a particular comment or set of comments. Each comment has been organized into one of the following five categories: (1) Regional/Local Agencies, (2) Public Comments, and (3) Public Meeting Transcript.

This division is the basis for the numbering of each comment. Each commenter has been assigned a numbered code. This numbered code is combined with sequential numbering for each comment. For example, Comment L-1-1 refers to the first comment in the letter from the Capistrano Unified School District (CUSD).

Table 3-2 Comment Letters Received During Public Comment Period

<u>Letter</u>	<u>Name</u>	<u>Date</u>
L-1	Capistrano Unified School District (CUSD)	January 31, 2011
L-2	City of San Clemente	January 25, 2011
L-3	South Coast Air Quality Management District	February 11, 2011
L-4	City of Dana Point	February 3, 2011
L-5	CUSD	February 11, 2011
L-6	City of San Clemente	February 25, 2011
L-7	Department of Toxic Substances Control (DTSC)	February 7, 2011
L-8	San Clemente Non-Motorized Transportation Committee (PEDal)	N/A
P-1	Angel Alvarez	February 4, 2011
P-2	Bridget Ambord	February 4, 2011
P-3	Bridget Ambord	February 11, 2011
P-4	Joe Ambord	February 4, 2011
P-5	Walt Ambord	February 4, 2011
P-6	Kathy Armenteris	January 31, 2011
P-7	Bill Babcock	February 10, 2011
P-8	Chester Bennett	February 4, 2011
P-9	Chester Bennett	February 12, 2011
P-10	Tom Blake	February 4, 2011

Table 3-2 Comment Letters Received During Public Comment Period

<u>Letter</u>	<u>Name</u>	<u>Date</u>
P-11	Matt Blond	February 15, 2011
P-12	Marianne Bourgeois	January 31, 2011
P-13	Richard Boyer	January 31, 2011
P-14	Lisa Brandiff	February 4, 2011
P-15	Maurice Brouillette	February 9, 2011
P-16	James Bryant	February 4, 2011
P-17	Tod Bryant	February 4, 2011
P-18	Robert Burford	February 4, 2011
P-19	Greta Cohn	February 4, 2011
P-20	Jenny Corsey	January 31, 2011
P-21	Patsy Covarrubias	February 14, 2011
P-22	Annie Currea	January 31, 2011
P-23	Karen Deaner	February 4, 2011
P-24	Charles Draper Sr	January 31, 2011
P-25	Charles Draper Sr	January 31, 2011
P-26	Jim Eckel	February 11, 2011
P-27	Mark and Candy Eidson	February 14, 2011
P-28	Harold Ellis	February 4, 2011
P-29	Harold Ellis	February 9, 2011
P-30	Ed Escandon	February 14, 2011
P-31	Delta Farrington	February 4, 2011
P-32	Jon Gambina	February 9, 2011
P-33	Rick Gautreaux	February 4, 2011
P-34	Sharon Gautreaux	February 4, 2011
P-35	Randolf Glass	February 12, 2011
P-36	Joe Granados	February 9, 2011
P-37	Linda Hale	February 8, 2011
P-38	John Hazeltine	February 9, 2011
P-39	John Hazeltine	February 10, 2011
P-40	Kris Heintz	February 4, 2011

Table 3-2 Comment Letters Received During Public Comment Period

<u>Letter</u>	<u>Name</u>	<u>Date</u>
P-41	Jenell Hendrix	February 4, 2011
P-42	Nancy Hendrix	February 4, 2011
P-43	Thom Hendrix	February 4, 2011
P-44	Kirk Hoffner	February 4, 2011
P-45	Lu Lu Hoffner	February 4, 2011
P-46	Pat Hornig	February 11, 2011
P-47	Sara Hornig	February 11, 2011
P-48	Les Jones	February 4, 2011
P-49	Bill Kinney	February 21, 2011
P-50	Ellen Kopan	February 4, 2011
P-51	Tom Kopan	February 4, 2011
P-52	Don Kunzk	January 31, 2011
P-53	Ching Ya Kuo	February 4, 2011
P-54	Shwu Kuo	February 4, 2011
P-55	John Lusk	February 1, 2011
P-56	Brian Lynn	February 4, 2011
P-57	Lyon Property	January 26, 2011
P-58	Lyon Property	February 28, 2011
P-59	Hilda Ma	February 11, 2011
P-60	John Mannix	January 31, 2011
P-61	Donald Mason	January 31, 2011
P-62	Bill McAndrew	January 19, 2011
P-63	Laura McCorvey	February 9, 2011
P-64	Marilyn Mikuluis	January 31, 2011
P-65	Michael Mikuluis	January 31, 2011
P-66	Bill Mills	February 25, 2011
P-67	Donald Mineo	January 31, 2011
P-68	Roger Morrison	February 11, 2011
P-69	Erin Naderi	February 11, 2011
P-70	Mike Nelson	February 19, 2011

Table 3-2 Comment Letters Received During Public Comment Period

<u>Letter</u>	<u>Name</u>	<u>Date</u>
P-71	Ron Obermeyer	February 12, 2011
P-72	Ron Obermeyer	February 26, 2011
P-73	Irene Ortega	February 9, 2011
P-74	Dolores Padgett	January 31, 2011
P-75	Dolores Padgett	February 20, 2011
P-76	Laura Perguson	January 31, 2011
P-77	Laura Perguson	January 31, 2011
P-78	Tim Perguson	January 31, 2011
P-79	Joanne Pollard	February 11, 2011
P-80	Thomas Proffit	January 31, 2011
P-81	Abdul and Farhat Qadeer	January 31, 2011
P-82	Henry Rager	February 8, 2011
P-83	Henry Rager	February 10, 2011
P-84	Carl Rieger	February 11, 2011
P-85	Terry Rogers	February 11, 2011
P-86	Isabel Rosales	February 12, 2011
P-87	Ken Roth	February 19, 2011
P-88	Jean Schuessler	February 12, 2011
P-89	Theresa Secrest	February 18, 2011
P-90	C Seward	February 14, 2011
P-91	Linda Sherman	February 10, 2011
P-92	Scott Sherman	February 10, 2011
P-93	Bob and Kathy Skupa	February 4, 2011
P-94	Lynn Smith	January 31, 2011
P-95	Jim Stephans	February 4, 2011
P-96	Jim and Mary Stephans	February 9, 2011
P-97	Jim and Mary Stephans	February 24, 2011
P-98	Mary Stephans	February 4, 2011
P-99	Li Stevens	February 4, 2011
P-100	Patti Stringer	February 11, 2011

Table 3-2 Comment Letters Received During Public Comment Period

<u>Letter</u>	<u>Name</u>	<u>Date</u>
P-101	Jeff Suckiel	February 11, 2011
P-102	Jen Suckiel	February 11, 2011
P-103	Jen Suckiel	February 12, 2011
P-104	Karen and Richard Unfried	February 7, 2011
P-105	Unknown Resident	January 25, 2011
P-106	Chris Vance	February 10, 2011
P-107	Pat Walla	January 31, 2011
P-108	Brent Waterworth	February 14, 2011
P-109	Nancy Westler	February 4, 2011
T-1	Michael Metcalf	January 31, 2011
T-2	Charles Mann	January 31, 2011

1.1.1 General Responses to Comments Received

Many of the comments received during the public review period for the Draft IS/EA raise similar or identical issues, such as visual impact, noise impact, property value, and the grading of the berm adjacent to the northbound on-ramp at Avenida de Estrella. To address these comments, a single general response is provided for each similar or identical issue, and subsequent responses refer to the general response.

1.2 General Response 1 – Noise

1.2.1 Increase in Noise Level

The noise section of the IS/EA and the technical noise study report (NSR) have been prepared consistent with the guidelines and procedures in the Caltrans Traffic Noise Analysis Protocol (Protocol) and the associated Technical Noise Supplements (TeNS). Future noise levels contained in the noise study were generated using Federal Highway Administration's (FHWA) traffic noise model (TMN) version 2.5. TNM 2.5 is the approved modeling software for noise studies on state highways.

Noise level measurements were conducted at a selected number of representative locations within the project area. Measurement locations represent designated frequent human use areas, such as backyards of single-family residences, ground floor patio at multi-family residences, playgrounds, parks, and churches. According to

the TeNS, noise level measurements under certain meteorological conditions such as high wind conditions should be avoided. A no wind condition is the most optimal condition for noise level measurements because TNM 2.5 input has no provisions to consider meteorological effects. This optimal condition was ensured during the monitoring for the proposed project.

The main purpose of conducting noise level measurements at a selected number of representative locations within the project is to calibrate the traffic noise model. The traffic noise model is calibrated when the measured noise level equals the noise level generated by TNM 2.5 using concurrent traffic counts and incorporating site-specific features in the model. Noise level measurements conducted for this project follow the guidelines and procedures specified in the TeNS. The TeNS and the traffic noise model input have no provisions to consider meteorological effects. Therefore, traffic noise levels contained in the noise study contain no wind factors. However, under normal conditions, wind effect does not contribute any substantial changes to the noise results.

1.2.2 Reasonableness and Feasibility of Sound Barriers

Noise abatement measures such as sound barriers would be considered if the predicted future worst-case noise level would approach or exceed the noise abatement criteria (NAC) or have a substantial increase in noise of 12 A-weighted decibels (dBA) over their corresponding existing noise level. Sound barriers must provide a minimum noise level reduction of 5 dBA or more (feasibility) and be cost-effective (reasonable) by comparing the engineer's cost estimate to construct the sound barrier to the total reasonable allowance. The total reasonable allowance is determined by multiplying the reasonable allowance per resident with the number of benefited residences. The reasonable allowance per residence begins at \$31,000 and is adjusted based on a number of factors that include the future worst-case noise level, the change in noise level from existing, achieved noise level reduction, and whether the project is new construction or whether the home predates 1978. If the engineer's cost estimate is less than the total reasonable allowance, the preliminary determination is that the abatement is reasonable. If the cost estimate is higher than the total reasonable allowance, the preliminary determination is that abatement is not reasonable. Sound barriers that do not meet both feasible and reasonable criteria are not recommended to be implemented.

If sound barriers located outside of the State right-of-way (private property walls) are determined to be not reasonable, sound barriers can be re-evaluated for

reasonableness if the affected property owners agree to place the sound barrier on their land without compensation, thereby reducing the cost of constructing such sound barriers.

In a separate evaluation process, the Orange County Transit Authority (OCTA) can evaluate the reasonableness factor for feasible barriers with Type 2 funding resources, which typically utilize local funds. The OCTA Freeway Retrofit Soundwall Program is a program that addresses the need for sound barriers in Orange County for exterior frequent human use areas associated with residential areas that are located close to an existing highway or State highway where noise levels generated by the freeway or highway exceed 67 dBA equivalent continuous noise level (L_{eq}). This program is considered a Type 2 project. The guidelines and procedures for a Type 2 project are provided in OCTA's Freeway Retrofit Soundwall Policy. Local funds such as Measure M will be used to construct sound barriers under this program. If a sound barrier meets the Type 2 Sound Wall Criteria, OCTA can provide funding to construct the sound barrier.

It should be noted that several locations were analyzed as part of the Noise Study Report. Some of these locations were found to require noise abatement while others were not. The sound barriers found to be feasible were then analyzed to consider their reasonableness. Those residents that would benefit from sound barriers found to be both reasonable and feasible received noise barrier survey letters requesting their opinion on receiving this abatement. For those sound barriers that are located on private property lines, 100 percent of the residents must vote for the sound barrier in order for it to be constructible. For those sound barriers located within State ROW, at least 50 percent of the residents must vote for the sound barrier in order for it to be constructible. Responses not received are considered the same as voting against a sound barrier.

1.2.3 Grading of Berm near Avenida de Estrella (Subject to OCTA's Concurrence on the Approach for the Berm)

Currently, Alternatives 2 and 4 require grading of the berm adjacent to Avenida de Estrella to provide for improvements to the northbound on-ramp. However, in later phases, design refinements may occur where a decision is made to minimize regrading of this berm. However, the Noise Study Report found that existing noise levels in this area (with the existing berm in place) already approach or exceed the noise abatement criteria, which represent the upper limit of acceptable highway traffic noise for different types of land uses and human activities. Therefore, a sound barrier

was proposed at this location to minimize impacts from existing and possible future project noise. With or without the grading of the berm, a soundwall would remain as a suggested abatement to this impact.

1.2.4 Public Health Concerns

Several comments questioned the adequacy of the analysis of health risks associated with residential uses (and other sensitive receptors) near roadways and freeways. Some comments also reference the California Air Resources Board's (CARB) Air Quality and Land Use Handbook (dated April 2005), and the South Coast Air Quality Management District's (SCAQMD) Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning (dated May 6, 2005). The IS/EA and air quality technical study prepared for the proposed project analyzed the project's impacts related to particulate matter (PM), Diesel Particulate Matter (DPM), and mobile source air toxics (MSATs), which are cited by the above-referenced documents as pollutants associated with health risks.

MSATs are a subset of the 188 air toxics defined by the Federal Clean Air Act (CAA) and are compounds emitted from highway vehicles and non-road equipment. As described in the analyses, the United States Environmental Protection Agency (EPA) has found that even if vehicle miles traveled (VMT) increases by 145 percent as assumed between years 1999 and 2050, FHWA projects would reduce on-highway emissions by an average of 72 percent. The proposed project would improve vehicular traffic and circulation and would not create a meaningful increase in MSATs. Nonetheless, a quantitative analysis was performed for the project and found that exposure to MSAT emissions in the future would not vary significantly between Build and No Build conditions.

Additionally, CARB has found that DPM poses the greatest cancer risks among all identified air toxics. Diesel trucks contribute more than half of the total diesel combustion sources. CARB has adopted a Diesel Risk Reduction Plan (DRRP) with control measures that would reduce the overall DPM emissions by approximately 85 percent from 2000 to 2020. These reduction measures are not reflected in the emissions factors and modeling used in the analysis described above.

The analysis also addresses localized operational impacts using the Caltrans *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in particulate matter less than 2.5 microns in diameter (PM_{2.5}) and particulate matter less than 10 microns in diameter (PM₁₀) Non-attainment and Maintenance Areas* (March 2006),

and the EPA's March 2006 Final Rule, which established the procedures to determine particulate matter impacts in nonattainment and maintenance areas. Implementation of the proposed project would alleviate several peak-hour mainline and freeway ramp deficiencies, thereby reducing congestion. Based on the analysis, the proposed project would not create a significant increase in traffic, and air emissions would not be significant.

The proposed project was also submitted to stakeholders at a Transportation Conformity Working Group (TCWG) meeting on February 23, 2010, pursuant to the interagency consultation requirement of 40 Code of Federal Regulations (CFR) 93.105 (c)(1)(i). After review of the project traffic data and model outputs, the TCWG determined that the proposed project was not a project of air quality concern (POAQC). The proposed project would not be considered a POAQC and would be considered exempt under 40 CFR 93.126, as it would not create a new, or worsen an existing, PM_{2.5} or PM₁₀ violation. Therefore, as analyzed in the IS/EA and air quality technical study, the proposed project would not create health risks to the sensitive receptors in the project area.

1.3 General Response 2 – Visual

1.3.1 Sound Barriers

Standard construction material for sound barriers along the state highways is masonry block wall. The reasonableness factor evaluated for sound barriers, or the cost basis to construct the barrier, is based on using concrete blocks in masonry units. During final design, there may be deviations from this standard sound barrier material, such as replacing the top of the sound barrier with transparent material/Plexiglas, or other Caltrans and/or FHWA approved materials. However, local funding provided by OCTA can help offset the difference in cost caused by this material change. If all affected residents agree with such material change, OCTA may provide funding for it.

1.3.2 Grading of Berm near Avenida de Estrella

Please see General Response 1. As a sound barrier has been proposed for this area, an undesirable visual impact may occur. That being said, measures to mitigate this impact may include vines and landscaping to screen views to the wall and alternative materials (see Response No. 2 – Sound Barriers above).

1.3.3 Trees in Caltrans Right-of-Way

Several comments were received regarding the pruning of eucalyptus trees in the Department right-of-way. In these comments, it was stated that the trees, at their

current height, provide an obstruction of an ocean view afforded to residents along certain portions of I-5. The proposed project only includes providing landscaping in areas in which the proposed project directly affects. The pruning of these trees is not expected to fall under the purview of this project. Please contact Caltrans Maintenance with regard to these trees.

1.4 General Response 3 – Property Value

Several comments were received regarding the loss of property value as a result of noise impacts, and no proposed sound barrier to abate those impacts. Real estate market prices are based on comparative sales in the area. There are many factors that contribute to market values, such as quality of the school system, crime, taxes, government services, parks and recreation, neighborhood aesthetics, etc. the Department has found no literature, studies, or evidence that property values decrease because the freeway was widened in front of a home. To the extent that a perceived diminution in property values or decline in quality of life would be caused by or result in a degradation in the physical environment, the IS/EA discusses measures that will be adopted as conditions of project approval to mitigate environmental impacts.

1.5 Comments from Regional/Local Agencies

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Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name:

City:

Zip:

Cary Brockman, Capistrano Unified School District

Comment:

Located adjacent to the I5/I75 interchange is San Clemente High School. The District needs to be aware of any design alternative that may affect the property or operation of this high school. Also, the City has some considerable plans for improvement in front of the high school, and the District needs to be sure that these freeway plans do not conflict with the improvements already in place.

Thank you.

Please add me to the distribution list. My address is:

Address:

City:

Zip:

33122 Valle Road
SJC, CA 92675

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.5.1 L-1 – Capistrano Unified School District (CUSD)

Comment L-1-1: Located adjacent to the Pico/I-5 interchange is San Clemente High School. The District needs to be aware of any design alternative that may affect the property or operations of the high school. Also, the City has spent considerable time and effort in improvement in front of the high school, and the District needs to be sure that these freeway plans do not conflict with the improvements already in place.

Response L-1-1: For both Build Alternatives 2 and 4, Design Option B proposes the partial acquisition of 2,240 square feet of land owned by San Clemente High School. However, this partial acquisition of the educational facility is an easement (for the culvert) located near the baseball fields and separated by a fence. This area is not actively used by the high school.

The project limits on Avenida Pico are not proposed to extend to the area in front of the high school, so no impacts to the improvements described are anticipated. Additionally, the City of San Clemente (City) sits on the Project Development Team for the proposed project that meets monthly. The City has not indicated that there are any future plans for San Clemente High School that would conflict with proposed project Option B. If you are aware of any such plans to use the proposed partial acquisition area, please contact William Cameron, City Engineer, and the project engineer will take these plans into consideration.



City of San Clemente Public Works

William E. Cameron, Director/City Engineer
Phone: (949) 361-6120 Fax: (949) 361-6570
cameronw@san-clemente.org

January 25, 2011

Ms. Smita Deshpande
Environmental Branch Chief
Attn: Scott Shelley
Caltrans District 12
3347 Michelson Drive, Suite 100
Irvine, CA 92612-8894

Subject: I-5 HOV Lane Extension (Pico Interchange) DED

Dear Ms. Deshpande:

On behalf of the City, I would like to extend my appreciation to you and your team for all the hard work on the I-5 HOV lane extension project, including the reconstruction of Avenida Pico Interchange. Due to the complexity of the project and its impact on adjacent properties at the Pico Interchange, the City is requesting the review period to be extended.

In order to review the draft environmental documents (DED) and provide adequate comments to OCTA and Caltrans, staff has scheduled the following meetings with the Planning Commission and the City Council:

- Release of the DED for public review Monday, January 17, 2011
- Presentation to the City Planning Commission Wednesday, January 19, 2011
- OCTA Public Meeting Monday, January 31, 2011
- City Planning Commission Public Hearing Wednesday, February 16, 2011
 - > To provide DED comments
 - > To recommend to City Council a preferred option for Pico Interchange
- City Council Meeting Tuesday, March 15, 2011
 - > To approve the preferred option for Pico Interchange

Thank you for your cooperation. If you have any questions, please feel free to contact me.

Sincerely,

William E. Cameron
Director/City Engineer

C: George Scarborough, City Manager
M. Akram Hindiyeh, City Traffic Engineer
Brenda Wisneski, Principal Planner

I:\engineering\staff\hindiyeh\I-5 hov ded extension.doc

1.5.2 L-2 – City of San Clemente

Comment L-2-1: On behalf of the City, I would like to extend my appreciation to you and your team for all the hard work on the I-5 HOV Lane Extension Project, including the reconstruction of Avenida Pico Interchange. Due to the proximity of the project and its impact on adjacent properties at the Pico interchange, the City is requesting the review period to be extended.

Response L-2-1: The public review period was extended 15 days from February 12, 2011, to February 27, 2011.

Comment L-2-2: In order to review the draft environmental documents (DED) and provide adequate comments to OCTA and the Department, staff has scheduled meetings with the Planning Commission and City Council.

Response L-2-2: Comment noted.



Angela Kim
<akim@aqmd.gov>
02/11/2011 05:53 PM

To "I5HOV_Pico2PCH@dot.ca.gov"
<I5HOV_Pico2PCH@dot.ca.gov>
cc Ian MacMillan <imacmillan@aqmd.gov>
bcc
Subject Proposed I-5 High-Occupancy Vehicle (HOV) Lane Extension
Project

The South Coast Air Quality Management District's comments are provided in the attached letter.
Please be advised that you will also receive this letter by U.S. Mail.

Thank you,

Angela Kim



MDNI-5.pdf



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

E-MAILED:

February 11, 2011

Mr. Scott Shelley, I5HOV_Pico2PCH@dot.ca.gov
Caltrans District 12 Office
3347 Michelson Drive, Suite 100
Irvine, CA 92612-8894

Draft Mitigated Negative Declaration/Finding of No Significant Impact (Draft MND/FONSI) for the Proposed I-5 High-Occupancy Vehicle (HOV) Lane Extension Project

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final CEQA document.

L-3-1

SCAQMD staff is concerned that the air quality impacts of this project are not adequately disclosed in the materials made available for review. The SCAQMD has developed guidelines to assist public agencies with the preparation of air quality CEQA analyses.¹ In particular, localized significance thresholds (LST's) have been developed to determine potentially significant impacts from construction activities. The project proposes construction that would include the widening of a 5.7-mile length of Interstate 5 (I-5) between Avenida Pico and San Juan Creek Road adding one high-occupancy vehicle (HOV) lane in each direction on I-5. Construction of the proposed project would begin in 2015 and be completed by 2019. In addition, the proposed project would reestablish existing auxiliary lanes and construct new auxiliary lanes, and improve several existing on- and off-ramps with the 5.7-mile freeway length. Quantification of air quality impacts from this construction were not presented in the Draft MND/FONSI, yet the lead agency determined that air quality impacts would be less than significant. SCAQMD staff encourages the lead agency to quantify any potential air quality impacts prior to making a significance determination in the Final MND/FONSI. If impacts are found to be significant, all feasible mitigation measures should be considered.

L-3-2

¹ www.aqmd.gov/ceqa/hdbk.html

² <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>

³ http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html

In addition to evaluating the above-mentioned air quality impacts, the AQMD recommends that the lead agency estimate localized air quality impacts to ensure that any nearby sensitive receptors are not adversely affected by the construction activities that are occurring in close proximity. It is noted under the project setting on page 1-1, Figure 1-3 in the project description and in an aerial map inspection that the area surrounding the includes residential and community facility uses, including San Clemente High School, located adjacent to the I-5 northbound (NB) off-ramp at Avenida Pico. The proposed project is located within one-quarter mile of these sensitive receptors. AQMD guidance for performing a localized air quality analysis can be found on the AQMD web page.² Should the lead agency conclude after its analyses that construction or operational localized air quality impacts exceed the AQMD daily significance thresholds, staff has compiled mitigation measures in addition to those measures listed starting on page 2.13-23 in the Air Quality Section of the Draft MND/FONSI that can be implemented if the air quality impacts are determined to be significant.³

L-3-3

Please provide the AQMD with written responses to all comments contained herein prior to the adoption of the Final MND. The AQMD staff is available to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments.

L-3-4

Sincerely,



Ian MacMillan
 Program Supervisor, Inter-Governmental Review
 Planning, Rule Development & Area Sources

IM:GM

ORC110119-01
 Control Number

1.5.3 L-3 – South Coast Air Quality Management District

Comment L-3-1: The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final CEQA document.

Response L-3-1: Comment noted.

Comment L-3-2: SCAQMD staff is concerned that the air quality impacts of this project are not adequately disclosed in the materials made available for review. The SCAQMD has developed guidelines to assist public agencies with the preparation of air quality California Environmental Quality Act (CEQA) analyses. In particular, localized significant thresholds (LST's) have been developed to determine potentially significant impacts from construction activities. The project proposes construction that would include the widening of a 5.7-mile length of Interstate 5 (I-5) between Avenida Pico and San Juan Creek Road adding one high-occupancy vehicle (HOV) lane in each direction on I-5. Construction of the proposed project would begin in 2015 and be completed by 2019. In addition, the proposed project would reestablish existing auxiliary lanes and construct new auxiliary lanes, and improve several existing on- and off-ramps with the 5.7-mile freeway length. Quantification of air quality impacts from this construction were not presented in the Draft MND/FONSI, yet the lead agency determined that air quality impacts would be less than significant. SCAQMD staff encourages the lead agency to quantify any potential air quality impacts prior to making a significance determination in the Final MND/FONSI. If impacts are found to be significant, all feasible mitigation measures should be considered.

Response L-3-2: The comment requests quantification of air quality impacts from the proposed construction activities consistent with South Coast Air Quality Management District (SCAQMD) guidelines. However, the proposed project involves modifications to an Interstate Highway (I-5), which is under the jurisdiction of the California Department of Transportation (Department). According to California Public Resources Code (PRC) Section 21082, CEQA provides lead agencies with general authority to adopt criteria for determining whether a given impact is significant. As a result, the analysis for the proposed project followed the guidance within the Caltrans Standard Environmental Reference (SER).

Chapter 11 (Air Quality) of the SER provides for a qualitative analysis for temporary construction activities. Construction of the entire project would occur for less than 5 years, which meets the Department's criteria as a temporary activity. As indicated in the Initial Study/Environmental Assessment (IS/EA) and discussed in further detail in the technical appendices, construction activities would occur at various locations along the 5.7-mile freeway length and would primarily involve exhaust emissions. All construction equipment would be subject to Caltrans Standard Specifications for Construction (Section 10 and 18 [Dust Control] and Section 39-3.06 [Asphalt Concrete Plants]), as well as SCAQMD Rule 403. In order to further minimize construction-related emissions, all construction vehicles and construction equipment would be required to be equipped with State-mandated emission control devices pursuant to State emission regulations and standard construction practices. The analysis concluded that project construction of this magnitude would not violate State or federal air quality standards or contribute to the existing air quality violations in the South Coast Air Basin.

Comment L-3-3: In addition to evaluating the above-mentioned air quality impacts, the AQMD recommends that the lead agency estimate localized air quality impacts to ensure that any nearby sensitive receptors are not adversely affected by the construction activities that are occurring in close proximity. It is noted under the project setting on page 1-1, Figure 1-3 in the project description, and in an aerial map inspection that the area surrounding the includes residential and community facility uses, including San Clemente High School, located adjacent to the I-5 northbound (NB) off-ramp at Avenida Pico. The proposed project is located within one-quarter mile of these sensitive receptors. AQMD guidance for performing a localized air quality analysis can be found on the AQMD web page. Should the lead agency conclude after its analyses that construction or operational localized air quality impacts exceed the AQMD daily significance thresholds, staff has compiled mitigation measures in addition to those measures listed starting on page 2.13-23 in the Air Quality Section of the Draft MND/FONSI that can be implemented if the air quality impacts are determined to be significant.

Response L-3-3: This comment requests that the analysis address localized air quality impacts from construction and operational emissions from implementation of the proposed project. As indicated in Response L-3-2, above, construction impacts were assessed per the guidelines in the SER. Additionally, the analysis addresses localized operational impacts using the *Transportation Project-Level Carbon Monoxide Protocol* (December 1997) developed by the Institute of Transportation

Studies at the University of California, Davis, the Caltrans *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Non-attainment and Maintenance Areas* (March 2006), and the United States Environmental Protection Agency's (EPA) March 2006 Final Rule, which established the procedures to determine particulate matter impacts in nonattainment and maintenance areas. Implementation of the proposed project would alleviate several peak-hour mainline and freeway ramp deficiencies, thereby reducing congestion. Based on these localized hot-spot analyses, the proposed project would not create a significant increase in traffic, and air emissions would not be significant.

The proposed project was also submitted to stakeholders at a Transportation Conformity Working Group (TCWG) meeting on February 23, 2010, pursuant to the interagency consultation requirement of 40 Code of Federal Regulations (CFR) 93.105 (c)(1)(i). The Department, the EPA, the California Air Resources Board (CARB), SCAQMD, and other interagency consultation participants reviewed additional information including the detailed particulate matter analysis and CT-EMFAC model outputs. The TCWG members determined that the proposed project was not a project of air quality concern (POAQC). Additionally, the proposed project represents the implementation of a Transportation Control Measure (TCM) and would reduce congestion, as well as merging and weaving conflicts. Therefore, the proposed project would not be considered a POAQC and would be considered exempt under 40 CFR 93.126, as it would not create a new, or worsen an existing, particulate matter less than 2.5 microns in diameter (PM_{2.5}) or particulate matter less than 10 microns in diameter (PM₁₀) violation.

Comment L-3-4: Please provide the AQMD with written responses to all comments contained herein prior to the adoption of the Final MND. The AQMD staff is available to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments.

Response L-3-4: A response was sent to AQMD 10 days prior to the signing of the final environmental document.



February 3, 2011

Mr. Scott Shelley
State of California
Department of Transportation, District 12
3347 Michelson Drive, Suite 100
Irvine, CA 92612-8894

**SUBJECT: I-5 HIGH OCCUPANCY VEHICLE LANE EXTENSION PROJECT
COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT**

Dear Mr. Shelley:

The City of Dana Point ("CDP") Public Works and Engineering Department ("Department") has been working cooperatively with staff from the Orange County Transportation Authority (OCTA) and the State of California Department of Transportation (Caltrans) Interstate 5 (I-5) High Occupancy Vehicle (HOV) Lane Extension Project ("Project"). The Project team that OCTA and Caltrans have assembled has been professional and very thorough in processing preliminary design and environmental review documents, and we appreciate being allowed to participate in the process.

The CDP has reviewed the Environmental Impact Report (EIR) for the Project; offers the below comments; and requests that a formal response be provided.

CITY OF DANA POINT COMMENTS:

- 1. Section 1.8-2 – SUMMARY OF IMPACTS TABLE identifies potential impacts and mitigation measures to address those impacts by category.

Comment: Potential community impacts from the construction of this project are a concern to the City of Dana Point staff and residents. Areas of concern include the following:

- a) Traffic and Circulation
- b) Noise
- c) Visual/Aesthetics

Table 1.8-2 indicates a number of mitigation measures to address traffic and circulation, noise and visual impacts. With regard to traffic and circulation, the City requests that the proposed Traffic Management Plan be routed to the City during the design phase to allow comment on the proposed construction phasing and traffic handling plans for the project. Also, please forward your plans to address noise and temporary light pollution during project construction for review.

The City is unable to comment in these areas due to insufficient information being available in the EIR. As such, the City respectfully requests that we be allowed to comment as more information becomes available.

L-4-1

L-4-2

L-4-3

L-4-4

Mr. Scott Shelley
February 3, 2011
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- 2. Section 2-14 (and Appendix A) addresses future noise impacts and recommends that sound walls be considered at a number of locations. Figures 2.14-2, pages 6 through 8 show existing and proposed sound walls in the City of Dana Point.

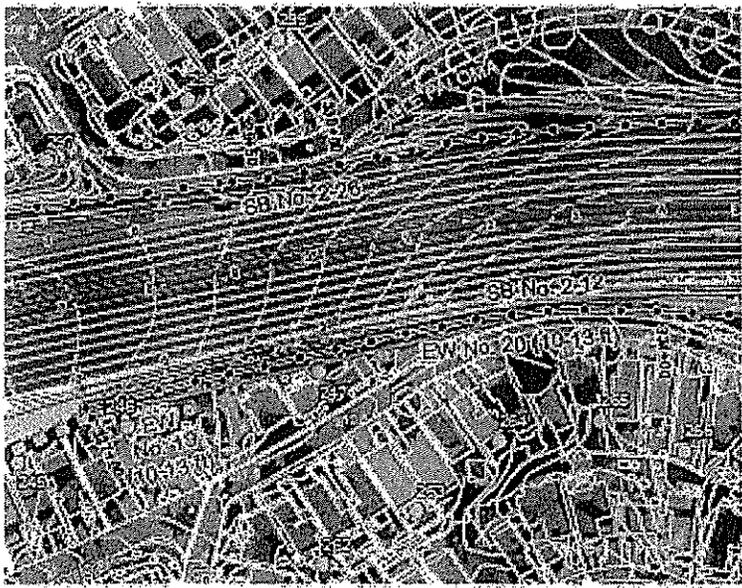
L-4-5

Comment #1: For all the new sound walls proposed, please provide more details on the location, height, type of materials proposed and any other general information that will allow the City's Planning Department to assure conformance with the City's Zoning Code.

Comment #2: A number of sound walls are proposed adjacent to private property in Dana Point, particularly along rear yards. It is important that residents along these walls and the surrounding area support the installation of the sound walls. Some property owners/residents may prefer noise impacts from freeway noise rather than impacts the sound walls may cause to views, sunlight blockage in their back yards, and other considerations. Further, in order to construct the walls, construction related impacts to build the walls may not be supported by the impacted residents. Please contact all impacted property owners to secure approval prior to moving forward with including these walls in the project scope.

L-4-6

Comment #3: A portion of Existing Sound Wall 20 and 22 are proposed to be removed and replaced. Please confirm that is necessary due to freeway widening needs. Excerpts from Figure 2.14 included below.



L-4-7



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L-4-7

Comment #4: Existing Wall Number 17 is designated for removal and a new sound wall is proposed to be constructed, namely SB No. 2-11. That wall is currently shown wrapping north along the west side of Camino De Estrella toward Calle Naranja. This wall segment should only be installed if community support is secured. Also, consideration needs to be provided for the pedestrian access from Calle Portola to Camino De Estrella. Please also refer to Comment #2 above.



L-4-8

Comment #4: SB Number 2-14 is shown adjacent to the NB Interstate 5 Off-Ramp to Camino De Las Ramblas. Please consider moving the proposed sound wall away from the property line

L-4-9

Mr. Scott Shelley
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Page 4 of 7

(toward the freeway) to avoid the need for Temporary Construction Easements. This would also lessen the impact to the adjoining improvements on private property. Also, please refer to Comment #2 above.



L-4-9

Comment #5: SB Number 2-15 is shown adjacent to the SB Interstate 5 On-Ramp from State Route 1. Please consider moving the proposed sound wall away from the property line (toward the freeway) to avoid the need for Temporary Construction Easements. This would also lessen the impact to the adjoining improvements which include hardscape, landscaping, irrigation, drainage and stairs. Also, please refer to Comment #2 above.



L-4-10

Mr. Scott Shelley
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3. Section 2-14.4 addresses Mitigation Measures to avoid temporary and permanent noise impacts.

Comment #1: Please replace Mitigation Measure N-2 with the following:

"Mitigation Measure N-2 – The control of noise from construction activities shall conform to the more restrictive of the following Noise Control requirements in the City Dana Point, City of San Juan Capistrano, and the City of San Clemente:

City of Dana Point

- a. California Department of Transportation (Department) Standard Specifications, Section 14-8.02, "Noise Control," and also by Standard Provision S5-310.
- b. City of Dana Point Municipal Code Section 11.10 "Noise Control"

City of San Juan Capistrano

- a. California Department of Transportation (Department) Standard Specifications, Section 14-8.02, "Noise Control," and also by Standard Provision S5-310.
- b. City of San Juan Capistrano Municipal Code Section _____.

L-4-11

City of San Clemente

- a. California Department of Transportation (Department) Standard Specifications, Section 14-8.02, "Noise Control," and also by Standard Provision S5-310.
- b. City of San Clemente Municipal Code Section _____.

The Contractor shall use an alternative warning method instead of a sound signal unless required by safety laws. In addition, the Contractor shall equip all internal combustion engines with a manufacturer-recommended muffler and shall not operate any internal combustion engine on the job site without the appropriate muffler. Further, significant noise generating activities should such as jack-hammering, saw cutting, demolition, etc. should be done during daytime hours where possible."

4. Table 2.21-1 in Section 2.21 includes a listing of Cumulative Local Transportation and Development Projects. Map ID Number 17 lists the Dana Point Harbor Drive Revitalization Project.

Comment: Please modify the Project Status for this Project to "The Project is in the Design Phase."

L-4-12

5. Table 2.21-1 in Section 2.21 includes a listing of Cumulative Local Transportation and Development Projects.

Comment: Please consider adding other projects from the list included herein as Attachment A.

L-4-13

6. Table 2.21-1 in Section 2.21 includes a listing of Cumulative Local Transportation and Development Projects.

Comment: Please consider adding two projects from the City of San Juan Capistrano, namely the Costco Expansion and a new hotel at the corner of Stonehill and Camino Capistrano.

L-4-14

Mr. Scott Shelley
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Page 6 of 7

- 7. Section A.2 – DISCUSSION OF SIGNIFICANCE IMPACTS states that the implementation of mitigation measures V-1 through V-4 would ensure that all temporary and permanent effects to scenic vistas would be less than significant.

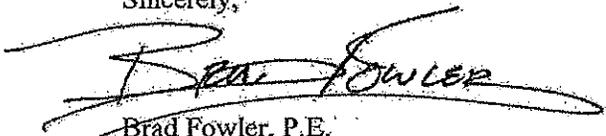
L-10-15

Comment: In our review, we were unable to identify the scenic vistas evaluated and, based on those, the identified mitigation measures to address concerns in this area. Please reference the appropriate section herein so the mitigation measures can be reviewed.

We appreciate this opportunity to review the EIR and look forward to receiving a formal response to our comments, and working together toward project implementation.

If you have questions, comments, or require additional information, please contact Matthew Sinacori, City Engineer, at (949) 248-3574.

Sincerely,



Brad Fowler, P.E.
Director of Public Works and Engineering Services

cc: Matthew Sinacori, City Engineer
Jason Geldert, Senior Development Engineer
Robert French, Streets and Fleet Manager

Mr. Scott Shelley
February 3, 2011
Page 7 of 7

Attachment A: List of Development Projects

**GROWTH MANAGEMENT AREA II:
TABLE OF LAND DEVELOPMENT PROJECTS
CITY OF DANA POINT
JUNE 2010**

Project Name	Level of Entitlement	Development Type	Description	Location	Development Status
Hotel South	Specific Plan/ Coastal Permit	Residential	18 dwelling units	Monarch Report/ Niguel Road	Under construction
Headlands	Development Plan	Residential/ Hotel/ Commercial	118 SF dwelling units; 35,000 SF commercial; 90 room hotel	Headlands/ Pacific Coast Highway	Building permits pending
Del Avion Gardens	Tentative Tract Map	Residential	6 single family units	Camino Del Avion/ Del Obispo Street	Under construction
Del Rey	Tentative Tract Map/ Site Development Permit	Residential	10 single family units	Capistrano Beach	Under construction
Sea Bright Cove	Tentative Tract Map/ Site Development Permit	Residential	7 single family units	Stonehill Drive	Under construction
The Strand Village	Coastal Development Permit/ Conditional Use Permit/ Site Development Permit	Hotel/ Commercial	40 bed hostel; 35,000 SF commercial	Headlands/ Pacific Coast Highway	1 year time extension was granted in March 2010
Capistrano Hillside	Tentative Tract Map/ Site Development Permit	Residential	11 single family units	Capistrano Beach	Project is being processed

1.5.4 L-4 – City of Dana Point

Comment L-4-1: Section 1.8-2 – SUMMARY OF IMPACTS TABLE identifies potential impacts and mitigation measures to address those impacts by category. Potential community impacts from the construction of this project are a concern to the City of Dana Point and Dana Point staff and residents. Areas of concern include: traffic and circulation, noise, and visual/aesthetics.

Response L-4-1: Construction of the proposed project would result in temporary noise impacts related to construction activity. The proposed project would comply with construction hour limits specified in the City of Dana Point’s (City) municipal code and would follow Caltrans Standard Special Provisions (SSP) to minimize construction noise impacts.

Comment L-4-2: Table 1.8-2 indicates a number of mitigation measures to address traffic and circulation, noise and visual impacts. With regard to traffic and circulation, the City requests that the proposed Traffic Management Plan be routed to the City during the design phase to allow comment on the proposed construction phasing and traffic handling plans for the project.

Response L-4-2: The proposed Transportation Management Plan (TMP) will be coordinated with the City during the final design phase.

Comment L-4-3: Please forward your plans to address noise and temporary light pollution during project construction for review.

Response L-4-3: Plans to address temporary noise pollution during project construction are discussed in Section 2.14.4 of the Initial Study/Environmental Assessment (IS/EA), Measures N-1 and N-2.

N-1 Construction activities shall be limited to the days and hours specified in the Municipal Codes of the Cities of San Clemente, Dana Point, and San Juan Capistrano as well as the County Code and Ordinances for the County of Orange.

N-2 The control of noise from construction activities shall conform to the California Department of Transportation (Department) Standard Specifications, Section 14-8.02, “Noise Control,” and also by Standard Provision S5-310. The noise level from the Contractor’s operations, between the hours of 9:00 p.m. and 6:00 a.m., shall not exceed 86 A-

weighted decibel (dBA) hourly equivalent continuous noise level ($L_{eq[h]}$) at a distance of 50 feet (ft). The contractor shall use an alternative warning method instead of a sound signal unless required by safety laws. In addition, the Contractor shall equip all internal combustion engines with a manufacturer-recommended muffler and shall not operate any internal combustion engine on the job site without the appropriate muffler.

Plans to address temporary light pollution during project construction are discussed in Section 2.6.4, Measure V-4.

V-4 Construction lighting types, plans, and placement shall be reviewed at the discretion of the District Landscape Architect in order to minimize light and glare impacts on surrounding sensitive uses.

Information and details regarding noise and light pollution during construction will be finalized during the final design phase and will be coordinated with the City of Dana Point.

Comment L-4-4: The City is unable to comment in these areas due to insufficient information being available in the EIR. As such, the City respectfully requests that we be allowed to comment as more information becomes available.

Response L-4-4: The comment period for the IS/EA was closed on February 27, 2011. Therefore, no additional formal comments can be submitted. However, as a member of the Project Development Team, the City will have continuing involvement throughout the future phases of the proposed project and will be able to provide input during this process.

Comment L-4-5: For all the new sound walls proposed, please provide more details on the location, height, type of materials proposed and any other general information that will allow the City's Planning Department to assure conformance with the City's Zoning Code.

Response L-4-5: The details on sound barrier location, height, type of material, and any other information regarding the sound barrier will be coordinated with the City during the design phase for proposed sound barriers.

Comment L-4-6: A number of sound walls are proposed adjacent to private property in Dana Point, particularly along rear yards. It is important that residents along these

walls and the surrounding area support the installation of the sound walls. Some property owners/residents may prefer noise impacts from freeway noise rather than impacts the sound walls may cause to views, sunlight blockage in their back yards, and other considerations. Further, in order to construct the walls, construction-related impacts to build the walls may not be supported by the impacted residents. Please contact all impacted property owners to secure approval prior to moving forward with including these walls in the project scope.

Response L-4-6: A sound barrier survey was distributed to the affected property owners in locations where sound barriers were determined to be both feasible and reasonable. The survey provides an opportunity for the affected property owner to state whether they are in favor of the barrier or not. For sound barriers that are located outside of the State right-of-way, 100 percent of the affected property owners must be in favor of the barrier in order to be considered for construction. Similarly, sound barriers located within the State right-of-way would not be constructed if 50 percent or more of the affected property owners are not in favor of the sound barrier.

Comment L-4-7: A portion of Existing Sound Wall 20 and 22 are proposed to be removed and replaced. Please confirm that is necessary due to freeway widening needs. Excerpts from Figure 2.14 included in original comment.

Response L-4-7: Portions of Existing Sound Wall Numbers (Nos.) 20 and 22 are required to be removed in order to accommodate the proposed improvements. These portions would be relocated and replaced at a similar height. This will be reconfirmed during the final design phase.

Comment L-4-8: Existing Wall Number 17 is designated for removal and a new sound wall is proposed to be constructed, namely Sound Barrier No. 2-11. That wall is currently shown wrapping north along the west side of Camino de Estrella toward Calle Naranja. This wall segment should only be installed if community support is secured. Also, consideration needs to be provided for the pedestrian access from Calle Portola to Camino de Estrella.

Response L-4-8: In order for Sound Barrier No. 4-11 (formerly named 2-11) to be constructed, it will require 50 percent of the affected property owners to be in favor of the barrier. A sound barrier survey is being conducted to determine whether the affected property owners are in favor of the barrier. In addition, the design of the sound barrier will be consistent with the Caltrans Highway Design Manual (HDM), including access requirements.

Comment L-4-9: SB No. 2-14 is shown adjacent to the NB Interstate 5 Off-ramp to Camino De Las Ramblas. Please consider moving the proposed sound wall away from the property line (toward the freeway) to avoid the need for Temporary Construction Easements. This would also lessen the impact to the adjoining improvements on private property.

Response L-4-9: Sound Barrier No. 4-14 (formerly named 2-11) is no longer considered for construction because it was determined to be not reasonable. Since the sound barrier was determined to be not reasonable, sound barrier surveys were not distributed to the property owners.

Comment L-4-10: Sound Barrier Number 2-15 is shown adjacent to the SB Interstate 5 On-ramp from State Route 1. Please consider moving the proposed sound wall away from the property line (toward the freeway) to avoid the need for Temporary Construction Easements. This would also lessen the impact to the adjoining improvements which include hardscape, landscaping, irrigation, drainage and stairs.

Response L-4-10: Sound Barrier No. 4-15 (formerly named 2-15), located near the property line, is the most optimal location to provide noise level attenuation. Refinements to the location and design of the barrier will be made during the Plans, Specifications and Estimates (PS&E) phase. Since this sound barrier is located near the property line, 50 percent of the affected property owners must be in favor of the barrier.

Comment L-4-11: Please replace Mitigation Measure N-2 with the following:

“Mitigation Measure N-2 – The control of noise from construction activities shall conform to the more restrictive of the following Noise Control requirements in the City of Dana Point, City of San Juan Capistrano, and the City of San Clemente. The Contractor shall use an alternative warning method instead of a sound signal unless required by safety laws. In addition, the Contractor shall equip all internal combustion engines with a manufacturer-recommended muffler and shall not operate any internal combustion engine on the job site without the appropriate muffler. Further, significant noise generating activities such as jack-hammering, saw cutting, demolition, etc. should be done during daytime hours where possible.”

Response L-4-11: The current text in the noise section of the IS/EA under Minimization Measures N-1 and N-2 already indicates that the project would comply

with Caltrans SSP and with the noise ordinance in the Municipal Code from each respective City.

Comment L-4-12: Table 2.21-1 in Section 2.21 includes a listing of Cumulative Local Transportation and Development Projects. Map ID Number 17 lists the Dana Point Harbor Drive Revitalization Project. Please modify the Project Status for this Project to “The Project is in the Design Phase.”

Response L-4-12: The project status for the Dana Point Harbor Drive Revitalization Project will be modified to read “the Project is in the Design Phase.”

Comment L-4-13: Table 2.21-1, in Section 2.21 includes a listing of Cumulative Local Transportation and Development Projects. Please consider adding other projects from the list included herein as Attachment A (included in original comment).

Response L-4-13: The additional projects provided will be included in the Cumulative Local Transportation and Development Projects list and will be assessed in the cumulative impacts analysis.

Comment L-4-14: Table 2.21-1 in Section 2.21 includes a listing of Cumulative Local Transportation and Development Projects. Please consider adding two projects from the City of San Juan Capistrano, namely the Costco Expansion and a new hotel at the corner of Stonehill and Camino Capistrano.

Response L-4-14: The Costco expansion and the new hotel at the corner of Stonehill and Camino Capistrano will be added to the cumulative impacts list and analysis.

Comment L-4-15: Section A.2 – DISCUSSION OF SIGNIFICANCE IMPACTS states that the implementation of mitigation measures V-1 through V-4 would ensure that all temporary and permanent effects to scenic vistas would be less than significant. In our review, we were unable to identify the scenic vistas evaluated and, based on those, the identified mitigation measures to address concerns in this area. Please reference the appropriate section herein so that mitigation measures can be reviewed.

Response L-4-15: In conducting the analysis of sensitive view areas, corridors, and vistas, it is necessary to select a number of Key Views that will most clearly display the visual effects of the project. Key Views represent the primary viewer groups that will potentially be affected by the project, and are generally situated within the

viewshed of major project features (e.g., proposed wall features, ramp reconfiguration, and areas of roadway widening). Key View locations were selected after completion of site reconnaissance on October 15, 2009, and a three-dimensional viewshed model. Key Views included in the City of Dana Point are Key View Nos. 4 and 5. Please refer to Figure 2.6-1 (Key View Locations) of the IS/EA for a visual representation of the selected Key View locations and their orientation. Section 2.6.3.2 (Key Views) provides the rationale for each location's selection. Section 2.6.4 (Avoidance, Minimization and/or Mitigation Measures) provides the details for each of the five measures that would avoid/reduce short- and long-term visual and light/glare-related impacts.

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"Brockman, Cary"
 <CBROCKMAN@capousd.org>

02/11/2011 04:17 PM

To <I5HOV_Pico2PCH@dot.ca.gov>

cc "Rowles, Randall L." <RLROWLES@capousd.org>

bcc

Subject Comments on I-5 HOV Lane Extension

Caltrans, in cooperation with the Orange County Transportation Authority, is proposing to widen the I-5 Freeway between San Juan Creek Road and Avenida Pico. Project goals include continuing the carpool lane further south, reducing congestion, and relieving local street congestion with redesigned freeway ramps. In summary, the project includes the addition of one carpool lane in each direction on the I-5 freeway, auxiliary lanes, soundwalls, and reconstruction of the Avenida Pico on and off ramps. Of particular concern to CUSD is the redesign of the I-5/Pico interchange. Two options are being studied, one of which (Option B) includes an expanded right-of-way on the San Clemente High School side of the freeway to accommodate a new northbound on-ramp. Not only does this option clip a corner of the high school property, but is also expands the ramp/Pico intersection where many students cross on their way to and from school. Safety of the pedestrians and bicyclists will be a major concern for this option. Additionally, closure of on-off ramps at the Pico interchange is a major concern for the District as this will undoubtedly cause significant delays in getting to and from the school. At a minimum, the District is requesting frequent communication prior to and during the construction of the interchange improvements. District staff would appreciate being notified well in advance on any ramp closures or traffic detours.

L-5-1

L-5-2

L-5-3

Thank you

Cary Brockman

Director, Facilities Planning
 Capistrano Unified School District
cbrockman@capousd.org
 949-234-9449

CAPISTRANO UNIFIED SCHOOL DISTRICT DISCLAIMER:

This communication and any documents, files, or previous e-mail messages attached to it constitute an electronic communication within the scope of the Electronic Communication Privacy Act, 18 USCA 2510. This communication may contain non-public, confidential, or legally privileged information intended for the sole use of the designated recipients(s). The unlawful interception, use, or disclosure of such information is strictly prohibited under 18 USCA 2511 and applicable laws.

1.5.5 L-5 – CUSD

Comment L-5-1: Of particular concern to CUSD is the redesign of the I-5/Pico interchange. Two options are being studied, one of which (Option B) includes an expanded right-of-way on the San Clemente High School side of the freeway to accommodate a new northbound on-ramp. Not only does this option clip a corner of the high school property, but it also expands the ramp/Pico intersection where many students cross on their way to and from school. Safety of the pedestrians and bicyclists will be a major concern for this option.

Response L-5-1: The proposed northbound loop on-ramp under Design Option B would require a longer crosswalk, but the signal at this location would allow sufficient time for pedestrians to cross. Additionally, bicycle lanes have been incorporated into the project design to allow for safer conditions for bicyclists.

Comment L-5-2: Additionally, closure of on-off ramps at the Pico interchange is a major concern for the District as this will undoubtedly cause significant delays in getting to and from the school.

Response L-5-2: Any closure of on- and off-ramps at the Avenida Pico/Interstate 5 (I-5) interchange would be temporary due to construction. Capistrano Unified School District (CUSD) staff, as well as the general public, will be notified in advance of any ramp closures or traffic detours as part of the Transportation Management Plan (TMP). The TMP, a standard condition placed on all California Department of Transportation (Department) construction projects, is designed to minimize construction-activity-related motorist delays, queuing, and accidents by the effective application of traditional traffic-handling practices and innovative approaches. The purpose of the TMP is to relieve congestion and maintain traffic flow throughout the alternative routing and surrounding area within Orange County. The proposed project TMP proposes to keep all lanes open during construction, with the exception of overnight lane closures. Ramp closures will be limited to potential weekend closures and would not exceed a period of 1 week. The TMP includes traffic mitigation strategies for the duration of construction, addresses lane closure requirements, and seeks to inform the public and motorists regarding the construction schedule, potential detours, and anticipated traffic delays during construction.

Comment L-5-3: At a minimum, the District is requesting frequent communication prior to and during the construction of the interchange improvements. District staff

would appreciate being notified well in advance on any ramp closures or traffic detours.

Response L-5-3: See Response L-5-2 above.

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City of San Clemente Community Development

Jim Pechous, City Planner
Phone: (949) 361-6195 Fax: (949) 361-6570
pechousj@san-clemente.org

February 25, 2011

Caltrans District 12 Office
Attn: Scott Shelley
3347 Michelson Dr., Suite 100
Irvine, CA 92612-8894

Re: I-5 High-Occupancy Vehicle (HOV) Lane Extension Project

Dear Mr. Shelley:

Thank you for providing the City the opportunity to review the Draft Initial Study/ Environmental Assessment (IS/EA) Report and for conducting public briefing meetings throughout the community, including two meetings with the City's Planning Commission. Staff appreciates the coordination efforts of Caltrans in evaluating project options which reflects many years of discussion, research and analysis. The following comments are provided in regards to the Draft IS/EA Report:

Sound walls/Noise

1. Rubberized asphalt is requested to be installed for the new north and south bound lanes for the project area so that it is consistent with the existing material of the freeway and will help reduce noise levels.
2. The IS/EA should evaluate the possible increases in noise levels based on the climate. The on-shore and off-shore winds should be analyzed with sound monitoring to determine if during specific weather conditions homes are subject to higher noise levels than when the testing originally occurred. If noise levels are increased then the IS/EA should address noise impacts from the data received.
3. Interior remediation measures should be made available to homes that exceed the threshold of 67 dBA to improve homes with dual-paned windows. Additional noise reduction options should be explored to reduce the property owners' exposure to noise for the homes that do not meet the threshold for a sound wall based on the Caltrans feasibility and reasonability standards.
4. Explore the option of providing additional funds to increase the established feasibility and reasonability threshold. The additional funds could be used to construct sound walls to mitigate the increase in noise for properties that are

L-6-1

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L-6-4

experiencing noise levels above 67 dBA and comply with Policy 14.3.5 of the General Plan.

L-6-4

- 5. Sound wall designs options should be made available for property owners to preserve their ocean views, while mitigating noise impacts. Partial block and glass walls should be considered to reduce impacts on properties with views.
- 6. The City of San Clemente requests that it participate in the design committee to provide input on the design of the sound walls that are proposed for San Clemente to ensure that appropriate wall designs are chosen.
- 7. Acoustic materials should be applied to the sound walls to reduce the noise levels for homes that are experiencing increased noise levels where sound walls exist or for locations where sound walls will be installed.
- 8. Ensure that the Caltrans feasibility and reasonability standards for noise are adhered to, and ensure the standards comply with the CEQA requirements.

L-6-5

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L-6-7

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Landscaping

- 9. The landscape installation within the Avenida Pico Corridor and along the I-5 freeway should be considered as part of the project rather than following completion of the project construction. The project timeline should indicate when in the construction process the landscaping will be installed and completed.
- 10. During the design phase of the project, the City's Planning Division and Design Review Subcommittee should be involved with the proposed landscape plans for the Avenida Pico Major Urban Corridor and along the freeway to ensure consistency with San Clemente's Master Landscape Plan for Scenic Corridors.
- 11. The partial acquisition of the Post office property located at 520 Avenida Pico will remove some of the landscaping area. Remediation should be done to address the loss of landscaping for the property to allow the retention of landscaping or allow for other areas of the site to have landscaping.

L-6-9

L-6-10

L-6-11

Circulation

- 12. The City of San Clemente requests 5-foot wide bike lanes for areas where a bike lane is located between two vehicle lanes. During the design phase of the project the City requests that your design team coordinate with the City to ensure there is a consistent transition through the interchange with the City's developing Bike and Pedestrian Master Plan.
- 13. Design Option B for the Avenida Pico interchange should be modified to allow the west bound traffic to enter the north bound on-ramp without stopping (free flow) at the intersection to improve the circulation and delay for vehicles.

L-6-12

L-6-13

14. The City must review and approve any traffic detour, street closure, and construction staging areas within the City limits before action is commenced. L-6-14
15. Evaluate the safety for the proposed U-turn at Calle De Industrias to provide entry to the post office to ensure that the U-turn is a safe maneuver for vehicles and will not result in congestion along Avenida Pico. L-6-15

Hazardous Materials

16. In either the ES/IS, or a subsequent environmental review the potential contamination related to the soil and/or ground water contamination from the tanks should be reviewed and provide appropriate mitigation. L-6-16

The above comments were developed following staff review and a public hearing before the Planning Commission on February 16, 2011. Nine individuals provided testimony at the meeting. Attached is the minutes and DVD of the Planning Commission meeting.

The San Clemente City Council will be meeting on March 15th to decide on a preferred Alternative and Design Option for the Project. Following the City Council meeting a letter will be sent with the City's preferred Alternative, Design Option and any additional comments that are expressed.

Mr. Shelley, thank you for considering the above comments. If you have any questions, feel free to contact Jim Pechous, City Planner, at 949/361-6195 or M. Akram Hindiyeh, City Traffic Engineer, at 949/361-6127.

Sincerely,

Jim Pechous
City Planner

Attachment: Excerpted Draft Minutes from the February 16th Planning Commission Meeting
February 16, 2011 Planning Commission Meeting Video Link
<http://san-clemente.org/Videos/ShowVideo.aspx?VideoID=236>

cc: George Scarborough, City Manager
Bill Cameron, Public Works Director/City Engineer
Jim Holloway, Community Development Director
M. Akram Hindiyeh, City Traffic Engineer
John Ciampa, Assistant Planner

1.5.6 L-6 – City of San Clemente

Comment L-6-1: Rubberized asphalt is requested to be installed for the new north and south bound lanes for the project area so that it is consistent with the existing material of the freeway and will help reduce noise levels.

Response L-6-1: The proposed improvements include pavement installation that is proposed to match the existing material. The noise analysis in section 2.14, Noise, of the Initial Study/Environmental Assessment (IS/EA) and the technical noise study report (NSR) account for the existing rubberized asphalt within the project area through the noise model calibration from noise level measurements obtained at representative locations. The future noise levels with the proposed project use the same model calibrations to account for pavement installation that would match the existing rubberized asphalt material.

Comment L-6-2: The IS/EA should evaluate the possible increases in noise levels based on the climate. The on-shore and off-shore winds should be analyzed with sound monitoring to determine if during specific weather conditions homes are subject to higher noise levels than when the testing originally occurred. If noise levels are increased then the IS/EA should address noise impacts from the data received.

Response L-6-2: Section 2.14, Noise, of the IS/EA and the technical NSR were prepared consistent with the guidelines and procedures in the California Department of Transportation (Caltrans) Traffic Noise Analysis Protocol (Protocol) and the Technical Noise Supplements (TeNS). Both of these documents and the Federal Highway Administration (FHWA) traffic noise model (TNM) input have no provisions to consider meteorological affects. Therefore, traffic noise levels and increases in noise from the project are predicted with no wind conditions. A no wind condition is the most optimal condition for noise level measurements because TNM 2.5 input has no provisions to consider meteorological affects. This optimal condition was ensured during the monitoring for the proposed project. Abnormal weather conditions are temporary and were not included in the traffic noise impact and abatement measure evaluation.

Comment L-6-3: Interior remediation measures should be made available to homes that exceed the threshold of 67 dBA to improve homes with dual-paned windows. Additional noise reduction options should be explored to reduce the property owners' exposure to noise for the homes that do not meet the threshold for a sound wall based on the Caltrans feasibility and reasonability standards.

Response L-6-3: Standard building construction in Southern California would provide sufficient noise attenuation, with windows closed, for homes that are exposed to traffic noise below 75 A-weighted decibel (dBA) equivalent continuous noise level (L_{eq}). However, an interior noise analysis would be conducted for residences that would experience a severe traffic noise impact of 75 dBA L_{eq} or higher under future worst-case traffic conditions where sound barriers were identified to be either not feasible or reasonable. Interior noise abatement measures, such as double-paned windows, must achieve a noise level reduction of 5 dBA or more, as required to be feasible. This process will continue during the final design phase of the project.

Comment L-6-4: Explore the option of providing additional funds to increase the established feasibility and reasonability threshold. The additional funds could be used to construct sound walls to mitigate the increase in noise for properties that are experiencing noise levels above 67 dBA and comply with Policy 14.3.5 of the General Plan.

Response L-6-4: In a separate evaluation process, the Orange County Transit Authority (OCTA) can evaluate the reasonableness factor for feasible barriers with eligible funding resources under the Freeway Retrofit Soundwall Program, which typically utilizes local funds. If a sound barrier meets the eligibility requirements and evaluation criteria, OCTA can provide funding to construct the sound barrier. In regards to the City of San Clemente (City) General Plan Policy 14.3.5, the project would be in compliance because the Department would install the sound barrier and accept structural maintenance responsibilities.

Comment L-6-5: Sound wall design options should be made available for property owners to preserve their ocean views, while mitigating noise impacts. Partial block and glass walls should be considered to reduce impacts on properties with views.

Response L-6-5: Standard construction material for sound barriers along the State highways is concrete block wall. The reasonableness factor evaluated for sound barriers, or the cost basis to construct the barrier, is based on using concrete blocks in masonry units. Local funding provided by OCTA can be used to change the sound barrier material. If all affected residents agree with such material changes, OCTA may provide funding for it.

Comment L-6-6: The City requests that it participate in the design committee to provide input on the design of the sound walls that are proposed for the City to ensure that appropriate wall designs are chosen.

Response L-6-6: The City is part of the Project Development Team (PDT) that meets monthly. The City will, therefore, have input throughout the life of the project as part of this group. Additionally, as part of the design phase, a committee will be formed to provide input on the aesthetics throughout the corridor. The City will be invited to be a part of this committee.

Comment L-6-7: Acoustic materials should be applied to the sound walls to reduce the noise levels for homes that are experiencing increased noise levels where sound walls exist or for locations where sound walls will be installed.

Response L-6-7: Acoustical materials, such as sound absorptive materials to be placed on sound walls, is only considered when a perceptible increase in noise would occur when there are barriers located on both sides of the highway. This condition was evaluated, and it was determined that there would be no perceptible increase in noise for areas within the project that have barriers located on both sides of the highway.

Comment L-6-8: Ensure that Caltrans feasibility and reasonability standards for noise are adhered to, and ensure the standards comply with CEQA requirements.

Response L-6-8: Section 2.14, Noise, of the IS/EA and the technical NSR were prepared consistent with the guidelines and procedures in the Caltrans Protocol and the associated TeNS. Therefore, the feasibility and reasonableness evaluation of noise abatement measures were adhered to in order to be consistent with the Protocol and TeNS. In addition, the Department considers traffic noise impacts under California Environmental Quality Act (CEQA) to occur when traffic noise increases substantially compared to existing noise levels. The IS/EA determined that a substantial increase in noise levels would not occur because the existing noise levels are already high. Therefore, CEQA requirements were adhered to in the IS/EA.

Comment L-6-9: The landscape installation within the Avenida Pico Corridor and along the I-5 freeway should be considered as part of the project rather than following completion of the project construction. The project timeline should indicate when in the construction process the landscaping will be installed and completed.

Response L-6-9: The landscaping installation within the Avenida Pico corridor and along Interstate 5 (I-5) is considered part of the project design but must be installed after project construction due to the logistics of constructing the interchange area.

Construction must be complete in order for necessary structures, space, irrigation etc., to be available for successful installation of plants and other landscaping materials.

Comment L-6-10: During the design phase of the project, the City's Planning Division and Design Review Subcommittee should be involved with the proposed landscape plans for the Avenida Pico Major Urban Corridor and along the freeway to ensure consistency with San Clemente's Master Landscape Plan for Scenic Corridors.

Response L-6-10: The City is part of the PDT that meets monthly. The City will therefore have input throughout the life of the project as part of this group. More specifically, the project engineer will ensure coordination with the City regarding proposed landscape plans during the design phase of the proposed project. Any landscaping in the Avenida Pico Major Urban Corridor or along I-5 in the City will be consistent with the City's Master Landscape Plan for Scenic Corridors.

Comment L-6-11: The partial acquisition of the Post Office property located at 520 Avenida Pico will remove some of the landscaping area. Remediation should be done to address the loss of landscaping for the property to allow the retention of landscaping or allow for other areas of the site to have landscaping.

Response L-6-11: During final design, opportunities for replacement landscaping for the Post Office property will be identified in the project plans.

Comment L-6-12: The City of San Clemente requests 5-foot side bike lanes for areas where a bike lane is located between two vehicle lanes. During the design phase of the project the City requests that your design team coordinate with the City to ensure there is a consistent transition through the interchange with the City's developing Bike and Pedestrian Master Plan.

Response L-6-12: Bicycle lanes between the through lane and right-turn lane both east and west of the interchange will be modified to be 5-feet wide. Coordination with the City's Bike and Pedestrian Master Plan will continue through the Plans, Specifications and Estimates (PS&E) phase.

Comment L-6-13: Design Option B for the Avenida Pico interchange should be modified to allow the west bound traffic to enter the north bound on-ramp without stopping (free flow) at the intersection to improve the circulation and delay for vehicles.

Response L-6-13: If Design Option B is selected as the preferred alternative for the I-5/Avenida Pico interchange, the design can be reevaluated to determine whether the westbound traffic can enter the northbound on-ramp under a free flow condition. Implementation of this condition will require providing physical separation between the through lane on the right turn to the on-ramp.

Comment L-6-14: The City must review and approve any traffic detour, street closure, and construction staging areas within the City limits before action is commenced as part of the PDT.

Response L-6-14: Traffic handling and detour plans will be prepared during the PS&E phase of the project. The City will have the opportunity to review these plans during that phase.

Comment L-6-15: Evaluate the safety for the proposed U-turn at Calle de Industrias to provide entry to the post office to ensure that the U-turn is a safe maneuver for vehicles and will not result in congestion along Avenida Pico.

Response L-6-15: The proposed U-turn at Calle De Industrias was evaluated as part of the traffic study. Based on the results of the traffic study, the proposed U-turn will not result in congestion along Avenida Pico. A safety analysis was not conducted for this movement, but it is not expected to create an unsafe condition for vehicles.

Comment L-6-16: In either the ES/IS, or a subsequent environmental review the potential contamination related to the soil and/or ground water contamination from the tanks should be reviewed and provide appropriate mitigation.

Response L-6-16: Properties proposed to be partially, or fully, acquired as part of the proposed project and that will need a Phase II investigation are: 530 Avenida Pico (Shell Gas Station) and 600 Avenida Pico (Mobil Gas Station). Soil sampling will be conducted during PS&E to determine any residual soil contamination on these properties. If contaminated soil is determined to be present at these properties, then additional remedial action options may be necessary to properly address the clean-up, handling, and disposal of such material.



Department of Toxic Substances Control

Linda S. Adams
Acting Secretary for
Environmental Protection

Leonard E. Robinson
Acting Director
5796 Corporate Avenue
Cypress, California 90630

Edmund G. Brown Jr.
Governor

February 7, 2011

Mr. Scott Shelley
Environmental Branch Chief
Department of Transportation, Environmental Planning
3347 Michelson Drive, Suite 100
Irvine, California 92612-1692

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE INTERSTATE 5 HIGH-OCCUPANCY VEHICLE (HOV) EXTENSION PROJECT, (SCH#2011011047), ORANGE COUNTY

Dear Mr. Shelley:

The Department of Toxic Substances Control (DTSC) has received your submitted draft Initial Study (IS) and purposed draft Mitigated Negative Declaration (MND) for the above-mentioned project. The following project description is stated in your document: "The California Department of Transportation (the Department) in cooperation with the Orange County Transportation Authority (OCTA) proposes to widen Interstate 5 (I-5), add one HOV lane in each direction, and reestablish and construct auxiliary lanes between Avenida Pico and San Juan Creek Road in the Cities of San Clemente, Dana Point and San Juan Capistrano, in Orange County, California. The total length of the project is 5.7 mile. No structures are located within the study area, with the exception of structures located on potentially affected parcels at the I-5/Avenida Pico Interchange. The I-5 HOV Lane Extension project is programmed in the Southern California Association of Governments (SCAG) adopted 2011 Federal Transportation Improvement program (FTIP). The existing I-5 within the project limits is located in a mostly urbanized area of the Cities of San Juan Capistrano, Dana Point, and San Clemente and provides the primary thoroughfare through these cities. The area surrounding the proposed project is characterized by residential, commercial, retail, hotel, and community facility uses, including San Clemente High School, located adjacent to the I-5 northbound (NB) off-ramp at Avenida Pico."

Based on the review of the submitted document DTSC has the following comments:

Mr. Scott Shelley
February 3, 2011
Page 2

1) The MND should evaluate whether conditions within the Project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
- Envirostor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
- 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.
- GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
- Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
- The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).

L-7-1

2) The MND should identify the mechanism to initiate any required investigation and/or remediation for any site within the proposed Project area that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.

L-7-2

3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment

L-7-3

Mr. Scott Shelley
February 3, 2011
Page 3

Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the MND.

L-7-3

- 4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.
- 5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.
- 6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor 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.
- 7) If the site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.
- 8) 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 it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses 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.

L-7-4

L-7-5

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L-7-8

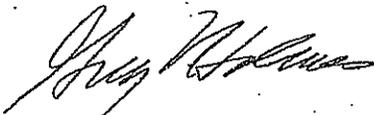
Mr. Scott Shelley
February 3, 2011
Page 4

- 9) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

L-7-9

If you have any questions regarding this letter, please contact Rafiq Ahmed, Project Manager, at rahmed@dtsc.ca.gov, or by phone at (714) 484-5491.

Sincerely,



Greg Holmes
Unit Chief
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state:clearinghouse@opr.ca.gov

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
ADelacr1@dtsc.ca.gov

CEQA # 3130

1.5.7 L-7 – Department of Toxic Substances Control (DTSC)

Comment L-7-1: The MND should evaluate whether conditions within the Project area may pose a threat to human health or the environment. (Databases on regulatory agencies were included in original comment).

Response L-7-1: Based on the Initial Site Assessment (ISA) (Kleinfelder West, Inc., August 2010), conducted for the Interstate 5 (I-5) High-Occupancy Vehicle (HOV) Lane Extension Project, which included a database search using the databases mentioned in Comment L-7-1, Alternatives 2 and 4 would involve disturbance of existing soils and structures; therefore, hazardous soil contaminants (aerially deposited lead [ADL], lead-based paint [LBP], and gasoline) and structural materials (polychlorinated biphenyls [PCBs], mercury, LBP, and asbestos containing materials [ACM]) may be encountered during project construction. In addition, there is a potential that gasoline-impacted soil could be encountered during excavation activities near or at the Texaco Shell (Design Options A and B) and the Exxon Mobile Oil Corporation (Design Option B only) properties at 530 Avenida Pico and 600 Avenida Pico, respectively. These sites are currently closed, and according to Orange County Health Care Agency (OCHCA) files, there is a low likelihood that either of these sites may be reopened. Implementation of Measures HW-6 and HW-7 of the Mitigated Negative Declaration (MND) will minimize and/or avoid potential threats to human health or the environment.

Comment L-7-2: The MND should identify the mechanism to initiate any required investigation and/or remediation for any site within the proposed project area that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.

Response L-7-2: If subsequent site investigations require additional investigation and/or remediation for any contaminated sites acquired as part of the proposed project, the local regulatory agency shall be contacted for regulatory oversight.

Comment L-7-3: Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly

summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the MND.

Response L-7-3: The Phase II Investigations identified in measure HW-7 of the MND, will be conducted under a workplan approved by the appropriate local regulatory agency. The designated local regulatory agency will also provide oversight, as necessary.

Comment L-7-4: If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.

Response L-7-4: All testing of potential ACMs and LBPs in building structures will be conducted in accordance with Measure HW-4. All testing of potential ACMs in roadway structures will be conducted in accordance with measure HW-3. With the implementation of Measures HW-3 and HW-4, all ACM- and LBP-containing material will be handled and disposed of at an appropriate designated facility.

Comment L-7-5: Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) maybe applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.

Response L-7-5: Measure HW-7 will help ensure that any contaminated soil will be properly handled, tested, and disposed of. In addition, any imported soil will be tested for contamination prior to introduction to the project site.

Comment L-7-6: Human health and the environment of sensitive receptors should be protected during any construction or demolitions activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor 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.

Response L-7-6: With implementation of measures HW-1 through HW-7 of the Initial Study/Environmental Assessment (IS/EA), impacts to human health and the environment or to sensitive receptors will be minimized during any construction or demolition activities. Should a health risk assessment be required, it will be overseen and approved by the appropriate local government agency and conducted by a qualified health risk assessor.

Comment L-7-8: 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 it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses 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.

Response L-7-8: If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes will be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code [HSC], Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations [CCR], Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility will also obtain a United States Environmental Protection Agency (EPA) Identification Number by contacting (800) 618-6942. If it is found that certain hazardous waste treatment processes or hazardous materials, handling, storage, or uses require authorization from the local Certified Unified Program Agency (CUPA), the local CUPA will be contacted.

Comment L-7-9: DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

Response L-7-9: Thank you for your comment.

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To: Caltrans District 12 Office
 Attn: Scott Shelley
 3347 Michelson Dr., Suite 100
 Irvine, CA 92612-8894

From: **PEDal**
 San Clemente Non-motorized Transportation Committee
 216A La Paloma
 San Clemente, Ca. 92672

Dear Mr. Shelley,

I am writing on behalf of PEDal, the San Clemente Non-motorized Transportation Committee, to express our opposition to the proposed Design Option B for the Interstate-5 Avenida Pico intersection located in San Clemente. Design Option B incorporates a North Bound Loop on-ramp in the South East quadrant of the intersection.

Option B is unacceptable because it increases hazards to both pedestrians and cyclists traversing the freeway interchange. Those hazards are not mitigated by the presence of class 2 bicycle lanes underneath the freeway. It is our hope that Caltrans sincerely considers the following safety concerns introduced by the North Bound Loop On-ramp:

- 1) **The presence of the North Bound Loop On-ramp decreases safety because it doubles the distance necessary to cross the intersection.** It is well known that shorter intersections are easier and less formidable to cross for both pedestrians and cyclists. Shorter intersection distances require less time to cross and thereby decrease non-motorized users' exposure to conflicts with motor vehicles.
- 2) **The presence of the North Bound Loop On-ramp decreases safety of San Clemente High School students en route between home and school.** Dozens of students cross the freeway interchange daily because they live in the Bonita Canyon neighborhoods west of the freeway. There is no other route they can use without significantly increasing their commute time. It is therefore unrealistic to presume



those students would choose the pedestrian route that navigates the I-5 at Palizada interchange to the south.

- 3) **Because high school students often ignore pedestrian signals, it is readily foreseeable that San Clemente High School students will thereby be at greater risk if the North Bound Loop On-ramp is built.** It is likely that motor vehicles will be traveling at a faster-than-acceptable speed as they enter the onramp on a green light. The combination of both variables makes the North Bound Loop On-ramp an unsafe design option in a school zone.
- 4) **The North Bound Loop On-ramp increases hazards to Eastbound cyclists.** By requiring cyclists to leave the planned Class 2 Bicycle Lane to cross the motor vehicle lane dedicated to the North Bound Loop On-ramp, eastbound cyclists are placed at increased risk by having to ride with the flow of traffic bearing down on them from behind. It is foreseeable that motorists will be aggressively pursuing the Loop On-ramp and thereby intimidating even the most experienced cyclists. Conflict between the cyclist and the motor vehicle will likely occur as each seeks proper roadway position that matches his or her destination. Without the North Bound Loop On-ramp that conflict does not exist at that location.
 - a) **Given the likelihood that many Eastbound cyclists will be students heading to San Clemente High School, the potential for significant conflict between road users increases.** Exacerbating that conflict will be the youthful inexperience and sometimes poor judgment of high school students, generally.
 - b) **It is foreseeable that some student-cyclists will be riding Westbound on the wrong (Eastbound) side of the street on the sidewalk en route home after school.** Riding on the sidewalk creates unique hazards, but is perfectly legal in San Clemente. Given the propensity of adolescents to take risks with personal safety, it should be anticipated that wrong-way riding on the sidewalk will occur along Avenida Pico. The presence of the North Bound Loop On-ramp creates additional safety hazards for wrong-way cycling youth by creating a wider intersection to cross. Eliminating the Loop On-ramp will diminish the hazards.
- 5) **In reference to Figure 2.3-3 of the Initial Study, PEDal would like Caltrans to be aware that the City of San Clemente has commissioned an ongoing \$60,000 study of the Ave Pico corridor from Vera Cruz to El Camino Real.** The goal of the study is to explore ways to create a non-motorized transportation corridor from our Eastern communities to the Ocean. One of those options being studied is exploring the potential of using the drainage channel underneath the freeway.
 - a) PEDal is concerned that the partial taking of 2,240 square feet adjacent to San Clemente High School may preclude future plans for the non-motorized corridor to the ocean. Given that the City is presently authoring its first-ever Bicycle and Pedestrian Master Plan, residents of San Clemente would like to have all options open. The latter concern is another reason for PEDal's opposition to the Design Plan Option B.
- 6) **The safety concerns expressed herein should also be recognized as disproportionately affecting Hispanic students at San Clemente High School.**

L-8-2

L-8-3

L-8-4

L-8-5

L-8-6

Most, if not all, of the students who walk or bicycle to school along Ave. Pico come from the Bonito Canyon neighborhoods, which are located within the recognized Census Tract 421.07. Census data shows those neighborhoods are 51% Hispanic. Caltrans has recognized that tract 421.07 has a much higher rate of poverty than the City and County, on average. Therefore, Caltrans should consider the Hispanic student community independent of the San Clemente community as a whole.



L-8-6

In addition to our concerns regarding the Design Option B, PEDal members are concerned about two separate issues in regards to the proposed project. Those are 1) the recognition of a 40-year old trail connecting the Bonita Canyon neighborhoods to Ave. Pico and 2) the need for a sidewalk on the westbound side of Pico, underneath the freeway.

1) San Clemente High School students have, for decades, trespassed upon the I-5 southbound onramp at Ave. Pico as they commute to and from school. There is a significantly worn path parallel to the freeway and some distance from the roadway between the existing shopping plaza and the freeway. The terminus lies at a point south of the existing Holiday Inn Express and permits access to the students' neighborhoods adjacent the freeway. That path is the shortest distance between home and school for many students and as such enables community cohesion between residents and the high school.

L-8-7

It is our hope that, during San Clemente's rewrite of its General Plan and its first Bicycle and Pedestrian Master Plan that such established trails be recognized as legitimate community linkages. Furthermore, we would like Caltrans to do everything in its power to enable such linkages to be recognized and incorporated into its project plans for I-5.

2) Caltrans' Initial Study for the project indicates that the cost of the project will be approximately \$250,000,000. With that figure in mind, PEDal finds it unfortunate that the initial study indicates (section 1.4.1.2) that space has been allocated for a westbound sidewalk on Avenida Pico underneath the freeway, but does not commit to building one. Please reconsider that decision.

Since San Clemente is a beach town and one that will become increasingly crowded according to SCAG estimates, we should be integrating non-motorized transportation infrastructure without reservation. The cost of the sidewalk is miniscule compared to the ¼ billion dollars expended on the freeway improvements.

L-8-8

Sidewalks also enable San Clemente residents to have a reasonable, safe alternative to using a motor vehicle. Let's not forget that every pedestrian means one less car on the road. Non-motorized infrastructure should be viewed as a traffic-congestion-reduction tool every bit as significant as HOV lanes on the freeway.

Thank you for providing the opportunity to comment. PEDal members look forward to attending future Caltrans community outreach events as the planned project moves forward.

Sincerely,

Brenda Miller
Founder, PEDal

1.5.8 L-8 – San Clemente Non-Motorized Transportation Committee (PEDal)

Comment L-8-1: The presence of the North Bound Loop On-ramp decreases safety because it doubles the distance necessary to cross the intersection. It is well known that shorter intersections are easier and less formidable to cross for both pedestrians and cyclists. Shorter intersection distances require less time to cross and thereby decrease non-motorized users' exposure to conflicts with motor vehicles.

Response L-8-1: The proposed northbound loop on-ramp under Design Option B would require a longer crosswalk, but the signal at this location would allow sufficient time for pedestrians to cross. Additionally, bicycle lanes have been incorporated into the project design to allow for safer conditions for bicyclists.

Comment L-8-2: The presence of the North Bound Loop On-ramp decreases safety of San Clemente High School students en route between home and school. Dozens of students cross the freeway interchange daily because they live in the Bonita Canyon neighborhoods west of the freeway. There is no other route they can use without significantly increasing their commute time. It is therefore unrealistic to presume those students would choose the pedestrian route that navigates the I-5 at Palizada interchange to the south.

Response L-8-2: Please see Response L-8-1 regarding pedestrian safety under Design Option B.

Comment L-8-3: Because high school students often ignore pedestrian signals, it is readily foreseeable that San Clemente High School students will thereby be at greater risk if the North Bound Loop On-ramp is built. It is likely that motor vehicles will be traveling at a faster-than-acceptable speed as they enter the onramp on a green light. The combination of both variables makes the North Bound Loop On-ramp an unsafe design option in a school zone.

Response L-8-3: The intersection of the proposed northbound loop on-ramp and realigned northbound off-ramp with Avenida Pico will be signalized, including pedestrian signals. Both motorists and pedestrians will be expected to yield to these signals.

Comment L-8-4: The North Bound Loop On-ramp increases hazards to Eastbound cyclists. By requiring cyclists to leave the planned Class 2 Bicycle Lane to cross the motor vehicle lane dedicated to the North Bound Loop On-ramp, eastbound cyclists

are placed at increased risk by having to ride with the flow of traffic bearing down on them from behind. It is foreseeable that motorists will be aggressively pursuing the Loop On-ramp and thereby intimidating even the most experienced cyclists. Conflict between the cyclist and the motor vehicle will likely occur as each seeks proper roadway position that matches his or her destination. Without the North Bound Loop On-ramp that conflict does not exist at that location.

- a) Given the likelihood that many Eastbound cyclists will be students heading to San Clemente High School, the potential for significant conflict between road users increases. Exacerbating that conflict will be the youthful inexperience and sometimes poor judgment of high school students, generally.
- b) It is foreseeable that some student-cyclists will be riding Westbound on the wrong (Eastbound) side of the street on the sidewalk en route home after school. Riding on the sidewalk creates unique hazards, but is perfectly legal in San Clemente. Given the propensity of adolescents to take risks with personal safety, it should be anticipated that wrong-way riding on the sidewalk will occur along Avenida Pico. The presence of the North Bound Loop On-ramp creates additional safety hazards for wrong-way cycling youth by creating a wider intersection to cross. Eliminating the Loop On-ramp will diminish the hazards.

Response L-8-4: The proposed Class II bicycle lane between the eastbound through lane and the right-turn lane to the northbound loop on-ramp will increase safety for bicyclists. This design will move bicyclists to the left of the right-turn lane so that they are not in conflict with the right-turn movement. (a) Please see Response L-8-4 regarding bicycle safety. (b) Please see Response L-8-1 regarding safety as it relates to the crosswalk length under Design Option B.

Comment L-8-5: In reference to Figure 2.3-3 of the Initial Study, PEDal would like the Department to be aware that the City of San Clemente has commissioned an ongoing \$60,000 study of the Ave Pico corridor from Vera Cruz to El Camino Real. The goal of the study is to explore ways to create a non-motorized transportation corridor from our Eastern communities to the Ocean. One of those options being studied is exploring the potential of using the drainage channel underneath the freeway.

- a) PEDal is concerned that the partial taking of 2,240 square feet adjacent to San Clemente High School may preclude future plans for the non-motorized corridor to the ocean. Given that the City is presently authoring its first-ever Bicycle and

Pedestrian Master Plan, residents of San Clemente would like to have all options open. The latter concern is another reason for PEDal's opposition to the Design Plan Option B.

Response L-8-5: The City of San Clemente (City) has been an active participant in the Project Development Team (PDT) and has kept the team informed of the progress of the Bicycle and Pedestrian Master Plan currently under development. As a result of this coordination, the design has been developed so as not to preclude future improvements that will be included as part of the Bicycle and Pedestrian Master Plan. This coordination will continue during the Plans, Specifications, and Estimates (PS&E) phase.

Comment L-8-6: The safety concerns expressed herein should also be recognized as disproportionately affecting Hispanic students at San Clemente High School. Most, if not all, of the students who walk or bicycle to school along Ave. Pico come from the Bonito Canyon neighborhoods, which are located within the recognized Census Tract 421.07. Census data shows those neighborhoods are 51% Hispanic. The Department has recognized that tract 421.07 has a much higher rate of poverty than the City and County, on average. Therefore, the Department should consider the Hispanic student community independent of the San Clemente community as a whole.

Response L-8-6: Please see Response L-8-1 regarding safety concerns under Design Option B. Please refer to Section 2.3, Community Impacts, of the Environmental Document (ED) regarding the potential impacts to environmental justice communities in the project area.

Comment L-8-7: San Clemente High School students have, for decades, trespassed upon the I-5 southbound onramp at Ave. Pico as they commute to and from school. There is a significantly worn path parallel to the freeway and some distance from the roadway between the existing shopping plaza and the freeway. The terminus lies at a point south of the existing Holiday Inn Express and permits access to the students' neighborhoods adjacent the freeway. That path is the shortest distance between home and school for many students and as such enables community cohesion between residents and the high school. It is our hope that, during San Clemente's rewrite of its General Plan and its first Bicycle and Pedestrian Master Plan that such established trails be recognized as legitimate community linkages. Furthermore, we would like the Department to do everything in its power to enable such linkages to be recognized and incorporated into its project plans for I-5.

Response L-8-7: The area to the west of the southbound on-ramp from Avenida Pico is within the Department right-of-way, which is clearly delineated by a chain-link fence. Pedestrians are expected to yield to this fence. Any future trail is outside the scope of this project.

Comment L-8-8: The Department's Initial Study for the project indicates that the cost of the project will be approximately \$250,000,000. With that figure in mind, PEDal finds it unfortunate that the initial study indicates (section 1.4.1.2) that space has been allocated for a westbound sidewalk on Avenida Pico underneath the freeway, but does not commit to building one. Please reconsider that decision.

Since San Clemente is a beach town and one that will become increasingly crowded according to SCAG estimates, we should be integrating non-motorized transportation infrastructure without reservation. The cost of the sidewalk is miniscule compared to the ¼ billion dollars expended on the freeway improvements. Sidewalks also enable San Clemente residents to have a reasonable, safe alternative to using a motor vehicle. Let's not forget that every pedestrian means one less car on the road. Non-motorized infrastructure should be viewed as a traffic-congestion-reduction tool every bit as significant as HOV lanes on the freeway.

Response L-8-8: A sidewalk on the north side of Avenida Pico is not proposed to be constructed since there is no connection east of the freeway. Under the current design, the City will have the flexibility to add this sidewalk under the structure once connectivity is provided to the east in the future.

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1.6 Comments from the Public

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Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
 Name: ANGEL A. ALVAREZ
 City: SAN CLEMENTE Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO

IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?

THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY. DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 2917 CALLE FRONTERA
 City: SAN CLEMENTE, CA Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

Angel A. Alvarez

1.6.1 Angel Alvarez

Comment P-1-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-1-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print: Name: Bridget Ambord
 City: San Clemente Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.
IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?
THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY- DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 2953 Calle Frontera
 City: San Clemente Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.2 Bridget Ambord

Comment P-2-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-2-1: See General Response No. 1, Noise.



Bridget
<bridget.ambord@gmail.com>

To <I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc

02/11/2011 11:53 AM

Subject widening of I5 in San Clemente and sound wall

WE HAVE BEEN PROMISED A SOUND WALL ALONG THE I5 FRWY GOING NORTH FROM VISTA HERMOSA TO ESTRELLA FOR YEARS AND YEARS. NOW CAL TRANS PLANS TO WIDEN THE FRWY ANOTHER 20 FEET WITHOUT PUTTING UP A SOUND WALL. THIS IS OUTRAGEOUS! THE NOISE LEVEL IS TERRIBLE NOW SO ADDING 2 MORE LANES WILL BE EVEN WORSE. WE DEMAND A SOUND WALL! WE LIVE IN "THE COAST"

THE AMBORDS
2953 Calle Frontera
San Clemente Ca 92673

1.6.3 Bridget Ambord

Comment P-3-1: WE HAVE BEEN PROMISED A SOUND WALL ALONG THE I5 FREEWAY GOING NORTH FROM VISTA HERMOSA TO ESTELLA FOR YEARS AND YEARS. NOW CALTRANS PLANS TO WIDEN THE FREEWAY ANOTHER 20 FEET WITHOUT PUTTING UP A SOUND WALL. THIS OUTRAGEOUS! THE NOISE LEVEL IS TERRIBLE NOW SO ADDING 2 MORE LANES WILL BE EVEN WORSE. WE DEMAND A SOUND WALL. WE LIVE IN "THE COAST".

Response P-3-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: Joe Ambard

City: San Clemente Zip: 92679

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.

IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?

THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY- DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 2953 Calle Fratero
City: San Clemente, Calif Zip: 92679

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.4 Joe Ambord

Comment P-4-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-4-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
 Name: Walt Amford
 City: San Clemente Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.

IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?

THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY- DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 2953 Calle Frutera
 City: San Clemente, Calif Zip: 92673

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1.6.5 Walt Ambord

Comment P-5-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-5-1: See General Response No. 1, Noise.

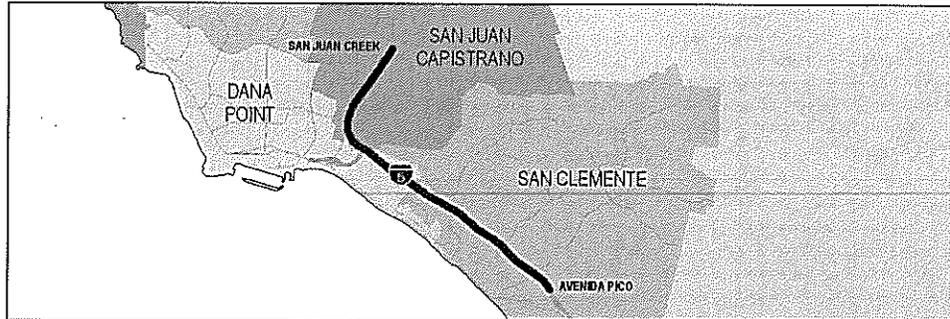


PUBLIC NOTICE



Draft Initial Study/Environmental Assessment
Notice of Public Information Open House

I-5 High Occupancy Vehicle (HOV) Lane Extension Project



WHAT'S BEING PLANNED?	The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), and the cities of San Clemente, Dana Point, and San Juan Capistrano, is proposing the addition of one carpool lane in each direction from Avenida Pico (PM 3.0) to San Juan Creek Road (PM 8.7). The addition of carpool lanes provides continuity to the I-5 carpool network. The additional lane is planned to be generally within the current freeway limits and is accomplished by limited widening and re-striping along the freeway. The project will minimize weaving where the current carpool lanes end and maintain travel speeds for carpool lane users. The project provides intermittent auxiliary lanes, where needed, to relieve congestion at diverge and merge locations; minimizes right-of-way acquisition; relieves congestion within interchange areas, on- and off-ramps, and at local intersections (including Avenida Pico); and reduces congestion on I-5 within the project limits.
WHY THIS AD?	The project team is in the process of environmental and engineering studies for the project. This notice is to inform you of a public information open house that is scheduled to discuss the proposed project and the alternatives that will be studied. General project information including alternatives, the environmental process, schedule and other display information will be available.
WHERE YOU COME IN	You are invited to the Public Information Open House about the I-5 HOV Lane Extension Project. The purpose of the public information open house is to provide you with information regarding the proposed project and the issues to be studied in the Initial Study/Environmental Assessment.
WHEN & WHERE?	Date: Monday, March 29, 2010 Time: 6:00 pm to 8:00 pm Place: San Clemente Community Center (Ole Hanson Room) 100 N. Calle Seville, San Clemente, CA
CONTACT	For more information about this study or any transportation matter, call Tresa Oliveri, OCTA External Affairs staff at (714) 560-5374. Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact Caltrans District 12, Attn: Scott Shelley (949) 724-2705 at least 14 days prior to the scheduled meeting date. TDD users may contact the California Relay Service TTY line at either 711 or (800)735-2929 or contact the voicemail at (800)735-2922.

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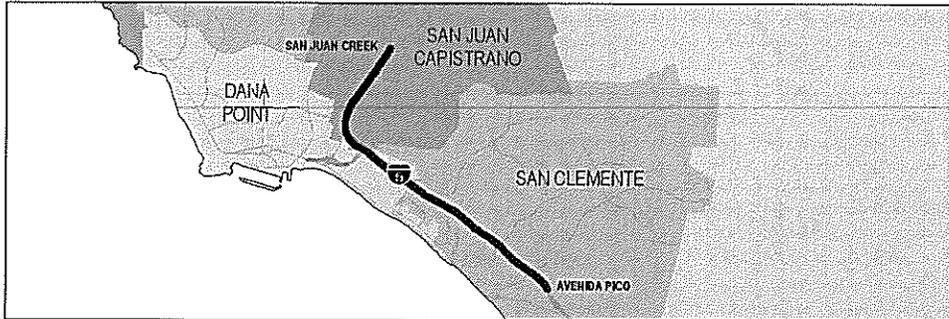


PUBLIC NOTICE



**Notice of Intent to Adopt a Mitigated
Negative Declaration/Finding of No Significant Impact
Study Results Available
Announcement of Public Hearing**

I-5 High-Occupancy Vehicle (HOV) Lane Extension Project



**WHAT'S BEING
PLANNED?**

The California Department of Transportation (Caltrans) in cooperation with the Orange County Transportation Authority (OCTA), and the cities of San Clemente, Dana Point, and San Juan Capistrano, is proposing the addition of one carpool lane in each direction from Avenida Pico (PM 3.0) to San Juan Creek Road (PM 8.7). The addition of carpool lanes provides continuity to the I-5 carpool network. The additional lane is planned to be generally within the current freeway limits and is accomplished by limited widening and re-striping along the freeway. The project will minimize weaving where the current carpool lanes end and maintain travel speeds for carpool lane users. The project provides intermittent auxiliary lanes, where needed, to relieve congestion at diverge and merge locations; minimizes right-of-way acquisition; relieves congestion within interchange areas, on- and off-ramps, and at local intersections (including Avenida Pico); and reduces congestion on I-5 within the project limits.

WHY THIS AD?

The Department has studied the effects this project may have on the environment. Our studies show it will not significantly affect the quality of the environment. This notice is to tell you of the preparation of the proposed Mitigated Negative Declaration/Finding of No Significant Impact and Initial Study/Environmental Assessment and of its availability for you to read.

A public meeting will be held to give you an opportunity to talk about certain design features of the project with Department staff before the final design is selected. The tentative schedule for the purchase of land for right of way and construction will be discussed.

**WHAT'S
AVAILABLE**

Maps for the proposed Mitigated Negative Declaration/Finding of No Significant Impact and Initial Study/Environmental Assessment and other project information are available for review and copying (for a fee) at the Department District 12 Office, 3347 Michelson Dr., Suite 100, Irvine, CA 92612 on weekdays from 8:00 a.m. to 5:00 p.m. The proposed Mitigated Negative Declaration/Finding of No Significant Impact and Initial Study/Environmental Assessment is also available for review during regular business hours at:

San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA 92672 from Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.

Dana Point Public Library, 33841 Niguel Road, Dana Point, CA, 92629 from Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.

San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA, 92675 from Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.

And online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WHERE YOU COME IN	Do you have any comments about processing the project with a Mitigated Negative Declaration/Finding of No Significant Impact and the Initial Study/Environmental Assessment? Do you disagree with the findings of our study as set forth in the proposed Mitigated Negative Declaration/Finding of No Significant Impact? Would you care to make any other comments on the project? Please submit your comments in writing no later than February 12, 2011 to Caltrans District 12 Office, 3347 Michelson Dr., Suite 100, Irvine, CA 92612-8894 (Attn: Scott Shelley) or e-mail to: I5HOV_Pico2PCH@dot.ca.gov . The date we will begin accepting comments is January 14, 2011. If there are no major comments, Caltrans will proceed with the project's design.
WHEN & WHERE?	Date: Monday, January 31, 2011 Time: 6:00 pm to 8:00 pm Place: City of San Clemente Offices 910 Calle Negocio, 2nd Floor, San Clemente, CA 92673
CONTACT	<p>Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact Caltrans District 12, Attn: Scott Shelley at (949) 724-2705 at least 21 days prior to the scheduled hearing date. TDD users may contact the California Relay Service TTY line at 1-800-735-2929 or Voice Line at 1-800-735-2922</p> <p>For more information about this study or any transportation matter, call Caltrans, Attn: Scott Shelley (949) 724-2705.</p>



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print: KATNY ARMENTEROS
 Name: KATNY ARMENTEROS
 City: SAN CLEMENTE Zip: 92673

Comment: I AM A RESIDENT/OWNER IN FAIRE HARBOUR
COMMUNITY; BORDERING THE PROPOSED OPTIONS 1,2, & 4.
I HAVE CONCERNS & WOULD REQUEST A SOUNDWALL
BEING PROVIDED TO PROTECT THE RIGHT TO QUIET
LIVING & NOISE LEVELS IN OUR COMMUNITY.
I AM VERY SURPRISED TO LEARN THAT CALTRANS
DID NOT INCLUDE THIS IN ANY OF THE OPTIONS
PROVIDED TO US ON THIS PROJECT.

P-6-1

Please add me to the distribution list. My address is:

Address: 2053 VIA CONCHA
 City: SAN CLEMENTE CA Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.6 Kathy Armenteris

Comment P-6-1: I am a resident/owner in Faire Harbour Community; bordering the proposed options 1, 2, and 4. I have concerns and would request a soundwall being provided to protect the right to quiet living and noise levels in our community! I am very surprised to learn that the Department did not include this on any of the options provided to us on this project.

Response P-6-1: See General Response Number (No.) 1, Increase in Noise Level and Reasonability and Feasibility of Sound Barriers.



Bill Babcock
<wfb1944@yahoo.com>
02/10/2011 09:56 AM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc
Subject I 5 Widening

Ms. Smita Deshpande

I have lived in the COAST for 15 years and have had to deal with the Freeway noise. (My choosing) But to add extra lanes and not put up a Promised Sound Wall would just be insane and down right inconsiderate. Right now we're about a 100 yards from the slow lane and to put any lanes closer would seem to be adding a driveway to our property. I know there is a lot of empty space between our property and the slow lane and you have the right to do what you want but please consider the homeowners that have been enduring the freeway all these years as it is now. There must be other sites along the freeway that wouldn't be such a nuisance to homeowners.

P-7-1

Thank you for your time.

Bill Babcock
2935 Calle Frontera
San Clemente

1.6.7 Bill Babcock

Comment P-7-1: I have lived in the COAST for 15 years and have had to deal with the Freeway noise. (My choosing) But to add extra lanes and not put up a Promised Sound Wall would just be insane and down right inconsiderate. Right now we're about a 100 yards from the slow lane and to put any lanes closer would seem to be adding a driveway to our property. I know there is a lot of empty space between our property and the slow lane and you have the right to do what you want but please consider the homeowners that have been enduring the freeway all these years as it is now. There must be other sites along the freeway that wouldn't be such a nuisance to homeowners. Thank you for your time.

Response P-7-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
 Name: Chester Bennett
 City: San Clemente Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.
IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?
THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY- DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:
 Address: 2916 Calle Frontera
 City: San Clemente Zip: 92673

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1.6.8 Chester Bennett

Comment P-8-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-8-1: See General Response No. 1, Noise.



Chet Bennett
<chetlaw@earthlink.net>
02/12/2011 09:03 AM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc
Subject Sound Wall

Ms. Smith:

As a resident of The Coast housing development, please add my objections to the numerous correspondences you have no-doubt already received. OCTA's refusal to put up the sound wall as previously promised is not acceptable to any of the residents of the affected area, myself included. This decision will have a severely adverse affect on the quality of life as well as the property values of those living within the impact area. At what point does the arrogance of OCTA end and consideration for the affected homeowners begin?

Thank You

Chester E. Bennett
2916 Calle Frontera
San Clemente, CA 92673

1.6.9 Chester Bennett

Comment P-9-1: As a resident of The Coast housing development, please add my objections to the numerous correspondences you have no-doubt already received. OCTA's refusal to put up the sound wall as previously promised is not acceptable to any of the residents of the affected area, myself included. This decision will have a severely adverse affect on the quality of life as well as the property values of those living within the impact area. At what point does the arrogance of OCTA end and consideration for the affected homeowners begin?

Response P-9-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print: Name: Tom BLAKE
 City: SAN CLEMENTE Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.

IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?

THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

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WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY. DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 2957 CALLE FRONTERA
 City: SAN CLEMENTE Zip: 92673

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1.6.10 Tom Blake

Comment P-10-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-10-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: MATT BLOND
 City: CAPD BEACH Zip: 92624

Comment:

I AM NOT IN FAVOR OF THE PROJECT, NOR THE CONCRETE
MASONRY BLOCK SOUND BARRIER; HOWEVER, I AM IN FAVOR OF
THE PLEXIGLASS SOUND WALL.

AS A WHOLE, I AM CONCERNED ABOUT THE AFFECT THIS
PROJECT WILL HAVE ON THE MARKETABILITY, VALUE, AND
OVERALL PEACEFUL STATE OF MY PROPERTY, AND MY INHABITED
LIVING SPACE. I AM EQUALLY, IF NOT MORE SO, CONCERNED
ABOUT THE IMPACTS THIS WILL NEGATIVELY IMPOSE UPON
MY PERSON, FAMILY, ENJOYABLE TIME, SPACE, CAREER,
PSYCHOLOGICAL WELL-BEING, AND OTHER PERSONAL ATTRIBUTES.

PLEASE CONTACT ME IF YOU SHOULD HAVE ANY QUESTIONS,
OR IF YOU NEED ADDITIONAL CLARIFICATION. MY CELL PHONE
IS 949-307-0206.

Please add me to the distribution list. My address is: (MAILING) PO BOX 9733
LAGUNA BEACH, CA 92652

Address: 34573 CALLE PORTOLA
 City: CAPD BEACH Zip: 92624

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

P-11-1

P-11-2

1.6.11 Matt Blond

Comment P-11-1: I am not in favor of the project, nor the concrete masonry block sound barrier; however, I am in favor of the plexiglass sound wall.

Response P-11-1: See General Response No. 2, Sound Barriers.

Comment P-11-2: As a whole, I am concerned about the affect this project will have on the marketability; value; and overall peaceful state of my property, and my inhabited living space. I am equally if not more so concerned about the impacts this will negatively impose upon my person, family, enjoyable time, space, career; psychological well-being, and other personal attributes. Please contact me if you should have any questions, or if you need additional clarification. My cell phone is 949.307.0206.

Response P-11-2: See General Response No. 1, Public Health Concerns, and General Response No. 3, Property Values.

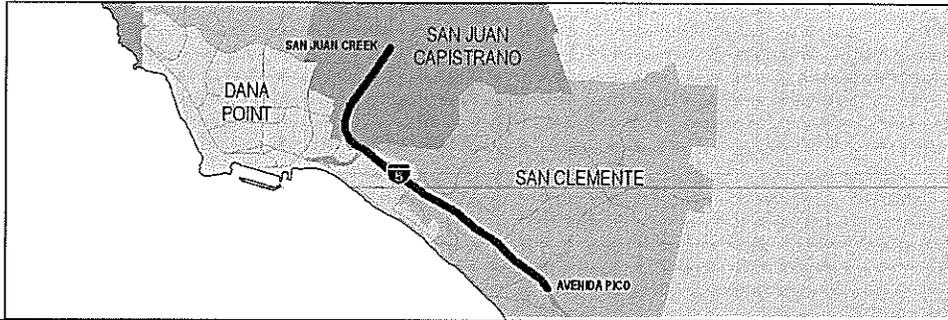


PUBLIC NOTICE

Draft Initial Study/Environmental Assessment
Notice of Public Information Open House



I-5 High Occupancy Vehicle (HOV) Lane Extension Project



WHAT'S BEING PLANNED?	The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), and the cities of San Clemente, Dana Point, and San Juan Capistrano, is proposing the addition of one carpool lane in each direction from Avenida Pico (PM 3.0) to San Juan Creek Road (PM 8.7). The addition of carpool lanes provides continuity to the I-5 carpool network. The additional lane is planned to be generally within the current freeway limits and is accomplished by limited widening and re-striping along the freeway. The project will minimize weaving where the current carpool lanes end and maintain travel speeds for carpool lane users. The project provides intermittent auxiliary lanes, where needed, to relieve congestion at diverge and merge locations; minimizes right-of-way acquisition; relieves congestion within interchange areas, on- and off-ramps, and at local intersections (including Avenida Pico); and reduces congestion on I-5 within the project limits.
WHY THIS AD?	The project team is in the process of environmental and engineering studies for the project. This notice is to inform you of a public information open house that is scheduled to discuss the proposed project and the alternatives that will be studied. General project information including alternatives, the environmental process, schedule and other display information will be available.
WHERE YOU COME IN	You are invited to the Public Information Open House about the I-5 HOV Lane Extension Project. The purpose of the public information open house is to provide you with information regarding the proposed project and the issues to be studied in the Initial Study/Environmental Assessment.
WHEN & WHERE?	Date: Monday, March 29, 2010 Time: 6:00 pm to 8:00 pm Place: San Clemente Community Center (Ole Hanson Room) 100 N. Calle Seville, San Clemente, CA
CONTACT	For more information about this study or any transportation matter, call Tresa Oliveri, OCTA External Affairs staff at (714) 560-5374. Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact Caltrans District 12, Attn: Scott Shelley (949) 724-2705 at least 14 days prior to the scheduled meeting date. TDD users may contact the California Relay Service TTY line at either 711 or (800)735-2929 or contact the voicemail at (800)735-2922.

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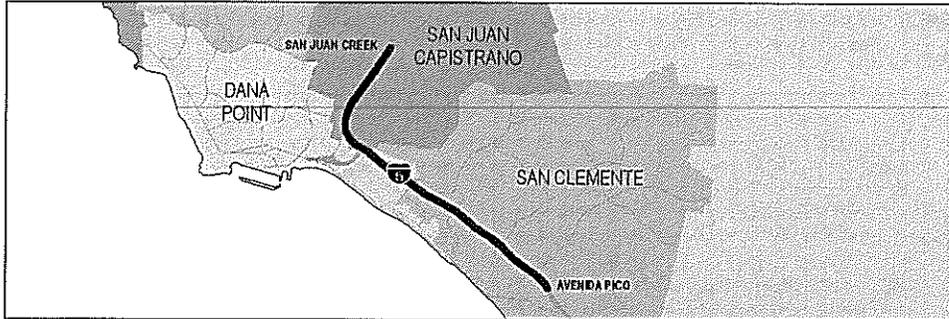


PUBLIC NOTICE



Notice of Intent to Adopt a Mitigated
Negative Declaration/Finding of No Significant Impact
Study Results Available
Announcement of Public Hearing

I-5 High-Occupancy Vehicle (HOV) Lane Extension Project



WHAT'S BEING PLANNED?

The California Department of Transportation (Caltrans) in cooperation with the Orange County Transportation Authority (OCTA), and the cities of San Clemente, Dana Point, and San Juan Capistrano, is proposing the addition of one carpool lane in each direction from Avenida Pico (PM 3.0) to San Juan Creek Road (PM 8.7). The addition of carpool lanes provides continuity to the I-5 carpool network. The additional lane is planned to be generally within the current freeway limits and is accomplished by limited widening and re-striping along the freeway. The project will minimize weaving where the current carpool lanes end and maintain travel speeds for carpool lane users. The project provides intermittent auxiliary lanes, where needed, to relieve congestion at diverge and merge locations; minimizes right-of-way acquisition; relieves congestion within interchange areas, on- and off-ramps, and at local intersections (including Avenida Pico); and reduces congestion on I-5 within the project limits.

WHY THIS AD?

The Department has studied the effects this project may have on the environment. Our studies show it will not significantly affect the quality of the environment. This notice is to tell you of the preparation of the proposed Mitigated Negative Declaration/Finding of No Significant Impact and Initial Study/Environmental Assessment and of its availability for you to read.

A public meeting will be held to give you an opportunity to talk about certain design features of the project with Department staff before the final design is selected. The tentative schedule for the purchase of land for right of way and construction will be discussed.

WHAT'S AVAILABLE

Maps for the proposed Mitigated Negative Declaration/Finding of No Significant Impact and Initial Study/Environmental Assessment and other project information are available for review and copying (for a fee) at the Department District 12 Office, 3347 Michelson Dr., Suite 100, Irvine, CA 92612 on weekdays from 8:00 a.m. to 5:00 p.m. The proposed Mitigated Negative Declaration/Finding of No Significant Impact and Initial Study/Environmental Assessment is also available for review during regular business hours at:

San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA 92672 from Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.

Dana Point Public Library, 33841 Niguel Road, Dana Point, CA, 92629 from Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.

San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA, 92675 from Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.

And online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WHERE YOU COME IN	Do you have any comments about processing the project with a Mitigated Negative Declaration/Finding of No Significant Impact and the Initial Study/Environmental Assessment? Do you disagree with the findings of our study as set forth in the proposed Mitigated Negative Declaration/Finding of No Significant Impact? Would you care to make any other comments on the project? Please submit your comments in writing no later than February 12, 2011 to Caltrans District 12 Office, 3347 Michelson Dr., Suite 100, Irvine, CA 92612-8894 (Attn: Scott Shelley) or e-mail to: I5HOV_Pico2PCH@dot.ca.gov . The date we will begin accepting comments is January 14, 2011. If there are no major comments, Caltrans will proceed with the project's design.
WHEN & WHERE?	Date: Monday, January 31, 2011 Time: 6:00 pm to 8:00 pm Place: City of San Clemente Offices 910 Calle Negocio, 2nd Floor, San Clemente, CA 92673
CONTACT	Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact Caltrans District 12, Attn: Scott Shelley at (949) 724-2705 at least 21 days prior to the scheduled hearing date. TDD users may contact the California Relay Service TTY line at 1-800-735-2929 or Voice Line at 1-800-735-2922 For more information about this study or any transportation matter, call Caltrans, Attn: Scott Shelley (949) 724-2705.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: Marianne Bourgeois

City: Capo Beh. Zip: 92624

Comment:

My concern is widening of the freeway bringing it closer to my backyard. As long as I can keep my home & they just the sound so it isn't noiser in my yard, I'm OK with it. When Cal-Trans built the sound wall in 2005(?) it was wonderful! It was the first time we were ever to go in our backyard & have a conversation without yelling! I hope you keep up the good job!

Please add me to the distribution list. My address is:

Address: 21681 Calle Ultima
 City: Capistrano Beach, CA Zip: 92624

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.12 Marianne Bourgeois

Comment P-12-1: My concern is widening of the freeway - bringing it closer to my backyard. As long as I can keep my home and they test the sound so it isn't noisier in my yard, I'm ok with it. When the Department built the sound wall in 2005(?) it was wonderful! It was the first time we were ever to go in our backyard and have a conversation without yelling. I hope you keep up the good job.

Response P-12-1: See General Response No. 1, Increase in Noise Level. Thank you for your comment.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: RICHARD BOYER

City: SAN CLEMENTE Zip: 92673

Comment:

AS A CYCLIST, I GREATLY PREFER OPTION A. IN ADDITION, A CLOVERLEAF-STYLE ON RAMP IS WASTEFUL OF REAL ESTATE AND CREATES AN URBANIZED FEEL. OPTION A IS MORE COMPATIBLE WITH SAN CLEMENTE'S "SPANISH VILLAGE BY THE SEA" HERITAGE AND IS LESS DISRUPTIVE OF THE SMALL, BEACH-TOWN FEEL THAT RESIDENTS CHERISH. SAN CLEMENTE IS CURRENTLY REVISING ITS GENERAL PLAN, AND PUBLIC INPUT HAS STRONGLY SUPPORTED MAINTAINING THE UNIQUE VILLAGE FEEL AND SENSE OF COMMUNITY THAT NOW EXIST. AS PART OF THE GENERAL PLAN REVISION, SAN CLEMENTE HAS CREATED A BIKE AND PED-ESTRIAN MASTER PLAN AND IS CONSIDERING ADOPTION OF MULTI-MODAL LEVEL OF SERVICE. GIVEN THE CONTEXT, I BELIEVE THAT OPTION A IS THE APPROPRIATE CHOICE.

P-13-1

P-13-2

Please add me to the distribution list. My address is:

Address: _____

City: _____ Zip: _____

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.13 Richard Boyer

Comment P-13-1: As a cyclist, I greatly prefer Option A. In addition, a cloverleaf style on ramp is wasteful of real estate and creates an urbanized feel. Option A is more compatible with San Clemente' "Spanish Village by the Sea" heritage is less disruptive of the small, beach-town feel that residents cherish.

Response P-13-1: The commenter's preference for Option A is acknowledged.

Comment P-13-2: San Clemente is currently revising its General Plan and public input has strongly supported maintaining the unique village feel and sense of community that now exist. As part of the General Plan revision, San Clemente has created a bike and pedestrian master plan and is considering adoption of multi-modal level of service. Given the content, I believe that Option A is the appropriate choice.

Response P-13-2: The commenter's preference for Option A is acknowledged.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print: Lisa Brandriff
 Name: _____
 City: San Clemente Zip: 92673
 Comment: _____

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.

IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?

THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY. DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 2323 Avenida Marejada
 City: San Clemente Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

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1.6.14 Lisa Brandiff

Comment P-14-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-14-1: See General Response No. 1, Noise.



Maurice Brouillette
<mbrou2@hotmail.com>
02/09/2011 10:56 PM

To <i5hov_pico2pch@dot.ca.gov>
cc
bcc
Subject Pico/I-5 HOV Extension Project

For Miss Deshpande:

OCTA/Caltrans has gone against it's commitment to the citizens of San Clemente when they went back on their promise to build the Sound Wall which would have reduced the effects of the expansion of I-5 with two new right lanes. This expansion will bring the lanes another 20 feet closer to our residences, thereby increasing the number of heavy trucks and other heavy duty vehicles which will produce additional, disquieting and unpleasant road noise.

In a nutshell = if a Sound Wall is not to be erected, then the I-5 Expansion Project is not to be done either. IT IS EITHER BOTH OR NONE!



1.6.15 Maurice Brouillette

Comment P-15-1: OCTA/the Department has gone against it's commitment to the citizens of San Clemente when they went back on their promise to build the Sound Wall which would have reduced the effects of the expansion of I-5 with two new right lanes. This expansion will bring the lanes another 20 feet closer to our residences, thereby increasing the number of heavy trucks and other heavy duty vehicles which will produce additional, disquieting and unpleasant road noise. In a nutshell = if a Sound Wall is not to be erected, then the I-5 Expansion Project is not to be done either. IT IS EITHER BOTH OR NONE!

Response P-15-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: JAMES BOYANT
City: San Clemente CA Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.
IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?
THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY. DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: _____
City: _____ Zip: _____

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

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1.6.16 James Bryant

Comment P-16-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-16-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: TOD BRYANT

City: SAN CLEMENTE Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.

IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?

THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
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REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: _____
City: _____ Zip: _____

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.17 Todd Bryant

Comment P-17-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-17-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print: Robert Buford
 Name: _____
 City: SAN CLEMENTE Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.

IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?

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OF THE PROJECT IS HIGH OCCUPANCY- DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 505 CALLE SORPRESA
 City: SAN CLEMENTE Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.18 Robert Burford

Comment P-18-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-18-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
 Name: Greta Cohn
 City: San Clemente Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO
IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?
THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 2957 Calle Frontera
 City: San Clemente, Ca. Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

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1.6.19 Greta Cohn

Comment P-19-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-19-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: Jenny Corsey

City: San Clemente Zip: 92672

Comment:

looks like a good project that will help mitigate traffic flow.

Please add me to the distribution list. My address is:

Address: 535 B Pepper lane

City: San Clemente, CA Zip: 92672

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

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1.6.20 Jenny Corsey

Comment P-20-1: Looks like a good project that will help mitigate traffic flow.

Response P-20-1: Thank you for your comment.

1.6.21 Patsy Covarrubias

Comment P-21-1: This commenter checked box to be added to distribution list.

Response P-21-1: You have been added to the distribution list.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: Annie Curlea

City: San Clemente Zip: 92673

Comment:

I am a resident of Faive Harbour. We would like for a sound barrier wall to be considered along our community.
I was disappointed that no one in our community was contacted about this potential project.

P-22-1

P-22-2

Please add me to the distribution list. My address is:

Address: 2171 Avenida Espada

City: San Clemente, CA Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

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1.6.22 Annie Currea

Comment P-22-1: I am a resident of Faire Harbour. We would like for a sound barrier wall to be considered along our community.

Response P-22-1: See General Response No. 1, Increase in Noise Level and Reasonableness and Feasibility of Sound Barriers. As shown in the Noise Study Report (NSR) (September 2010), short-term and 24-hour monitoring locations were placed in your neighborhood (Via Concha). Unfortunately, after cataloging the existing noise levels and modeling the predicted future noise levels in your area, it was determined that the noise in your area would not exceed the 67 A-weighted decibel (dBA) equivalent continuous noise level (L_{eq}) noise abatement criteria (NAC). Therefore, a sound wall is not proposed.

Comment P-22-2: I was disappointed that no one in our community was contacted about this potential project.

Response P-22-2: Residents and businesses located within a 750-foot (ft) radius of the proposed project were contacted twice via United States Postal Service mail regarding the proposed project. The first contact was in March 2009, informing the community that a public information meeting would be held during the initiation of engineering/technical studies for the proposed project. The public was informed about the meeting through newspaper advertisements (please see public notice after Section 1.6.11 of this appendix), resident mailing, and the Orange County Transit Authority (OCTA), the California Department of Transportation (Department), City of San Clemente, City of Dana Point, and City of San Juan Capistrano websites. Secondly, the public was contacted in January 2011 by the same methods listed above to announce that the Draft Initial Study/Environmental Assessment (IS/EA) was available for public review and inviting the public to attend a public hearing.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
 Name: Karen Deener
 City: San Clemente Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.
IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?
THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 2906 Calle Frontera
 City: San Clemente Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

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1.6.23 Karen Deaner

Comment P-23-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-23-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: Charles Draper Sr.

City: San Clemente Zip: 92673

Comment:

The lead agent cannot render a non significant environmental (65 mph lane)
1. Excess
2. Storm water disbursement onto adjacent land will be directed to Pasha Beach... The most polluted beach on the California beach.
3. Drainage may be directed into the Golf Course and into the Prima Desercha Boy tunnel that enters into the sea, at Pasha Beach the on 2005 does not work
5. Storm water drainage for the The C Plan cannot be directed onto adjacent land.
6. The nature of the San Clemente soil is subject to erosion may be required to support

P-24-1

P-24-2

P-24-3

Please add me to the distribution list. My address is:

Address: 609 Avenida Vagueno
City: San Clemente, CA Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

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1.6.24 Charles Draper Sr.

Comment P-24-1: The lead agent cannot render a non significant environmental (65 mph joke). 1. excess.

Response P-24-1: Based upon the analysis conducted for the IS/EA and associated technical studies, it was determined that there are no significant environmental impacts that cannot be avoided, minimized, and/or mitigated to a level less than significant as a result of the proposed project.

Comment P-24-2: Storm water disbursement onto adjacent land will be diverted to Porche Beach...the most polluted beach on the California beach. Drainage may be diverted into the Golf Course and into the Prima Desacha box tunnel that enters into the sea. At Porch Beach the on 2005 does not work. Stormwater drainage for the C plan cannot be diverted onto adjacent land.

Response P-24-2: Existing drainage patterns are proposed to be mostly maintained throughout the project limits. The increase in impervious area caused by the proposed project would be minor (much less than 1 percent) compared to the urbanized area within the entire San Juan Creek and San Clemente Coastal Streams watersheds. The creeks downstream of the proposed project are engineered, master-planned facilities; the minor increase in runoff volume is not expected to result in channel erosion. Currently, storm water runoff from Interstate 5 (I-5) within the proposed project limits is untreated. As part of the proposed project, Treatment Control Best Management Practices (BMPs) must be implemented to target the constituents of concern in the storm water runoff from the study area. The proposed project will include BMPs that provide treatment for pollutants of concern per Department guidelines.

Comment P-24-3: The nature of San Clemente soil is subject to erosion may be required to support.

Response P-24-3: Applying standard engineering techniques during design and construction to prevent erosion will minimize these impacts. Typical erosion control minimization measures include improved drainage control and implementation of landscaping after construction.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
 Name: CHARLES DRAPER SR
 City: SAN CLEMENTE Zip: 92673

Comment: THE LEAD AGENCY CANNOT RENDER A
NON SIGNIFICANT ENVIRONMENTAL FINDING! (65 MPH SOIL)
1. EXPOSED AND PROPOSED 44' S RESOL
2. STORM WATER DISBURSEMENT ON ADJACENT
LAND WILL BE DIRECTED TO POTABLE BIOWATER
THE MOST POLLUTED TO FLOW ON THE CALIFORNIA BEACH
4 DRAINAGE NETWORK DIRECTED INTO THE
COVE COURSE AND INTO THE PALMA DESHERAS
BOX TUNNEL THAT ENTRIES INTO THE SEA
AT PICO BEACH. THE WORKING PLAN IN
2008 DOES NOT WORK!
5 STORM WATER DRAINAGE FOR THE LENGTH OF
THE COVE COURSE AND INTO THE PALMA DESHERAS
ADJACENT LAND.
6 THE NATURE OF THE SAND COVERED SOIL IS
SUBJECT TO EROSION DISASTERS MAY BE
REQUIRED TO SUPPORT TI PORK LINES

P-25-1

P-25-2

P-25-3

Please add me to the distribution list. My address is:

Address: 609 QUEMADA VAQUERO
 City: SAN CLEMENTE CALIF Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dlst12/files/I5HOV/I-5_HOV.htm

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1.6.25 Charles Draper Sr.

[PLEASE NOTE THIS LETTER IS DIFFICULT TO READ]

Comment P-25-1: The lead agent cannot render a non significant environmental finding! (65 mph joke).

Response P-25-1: Please see Response P-24-1 above.

Comment P-25-2: Storm water disbursement onto adjacent land will be diverted to Porche Beach...the most polluted beach on the California beach. Drainage may be diverted into the Golf Course and into the Prima Deshecha box tunnel that enters into the sea. At Porch Beach the on 2005 does not work. Stormwater drainage for the C plan cannot be diverted onto adjacent land.

Response P-25-2: Please see Response P-24-2 above.

Comment P-25-3: The nature of San Clemente soil is subject to erosion may be required to support.

Response P-25-3: Please see Response P-24-3 above.



James Eckel
<jameseckel@yahoo.com>
02/11/2011 09:27 AM

To <i5hov_pico2pch@dot.ca.gov>
cc Candace Chromy <candacechromy@gmail.com>
bcc
Subject I - 5 Expansion - Soundwall Question

Dear Ms. Deshpande,

I received a flier in the mail stating that the sound wall would not be built. I believe that this provision was in the original plans. My house borders the I - 5 and I would like to know, if a sound wall is not built, how does Cal Trans propose to deflect the increase noise from the expansion of the i-5 freeway?

Thank you,

Jim Eckel
2919 Calle Frontera
San Clemente, CA

P-26-1

1.6.26 Jim Eckel

Comment P-26-1: I received a flier in the mail stating that the sound wall would not be built. I believe that this provision was in the original plans. My house borders the I-5 and I would like to know, if a sound wall is not built, how does Cal Trans propose to deflect the increase noise from the expansion of the I-5 freeway?

Response P-26-1: See General Response No. 1, Increase in Noise Level and Reasonableness and Feasibility of Sound Barriers.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Who did you ask?

Please print:

Name: Mark & Candy Eidson
 City: San Clemente Zip: 92663

Comment:

This in response to the Interstate 5 High Vehicle lane project. We received a notice that they will not be putting a sound wall behind our home as previously promised. I know that this project was passed to reduce both freeway and local street congestion however, was any of the homeowners that have their homes next to the freeway ever considered? Our home is located at 2943 Calle Frontera. The freeway is directly behind our home, just a matter of feet behind our home. You have proposed not only to increase the freeway noise level by 25% which takes away our quality of life, but also brings potential crime so close to our back doors. Although the stretch of highway has signs posted not to park strangers do and often we have viewed strangers urinating, sleeping truckers and trash being dumped. Without this sound wall our security will be a bigger concern and the quality of our lives lessened. Not to mention the value of our home.

Please add me to the distribution list. My address is: Don't convenience the many and forget about the many it deeply effects

Address: 2943 Calle Frontera
 City: San Clemente Zip: 92663

P-27-1

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1.6.27 Mark and Candy Eidson

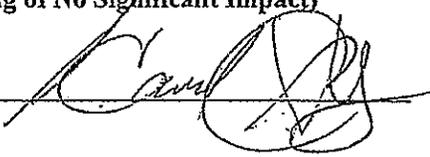
Comment P-27-1: This is in response to the Interstate 5 High Vehicle Lane Project. We received a notice that they will not be putting a sound wall behind our home as previously promised. I know that this project was passed to reduce both freeway and local street congestion, however, was any of the homeowners that have their homes next to the freeway ever considered? Our home is located at 2943 Calle Frontera. The freeway is directly behind our home. Just a matter of feet behind our home. You have proposed not only to increase the freeway noise level by 25% which takes away our quality of life but also brings potential crime 20 feet closer to our back doors. Although the stretch of highway has signs posted not to park, strangers do and often. We have viewed strangers urinating, sleeping truckers, and trash being dumped. Without this sound wall our security will be a bigger concern and the quality of our lives lessened. Not to mention the value of our home. Don't convenience the many and forget about the many it deeply effects.

Response P-27-1: See General Response No. 1, Noise, and General Response No. 3, Property Value. The environmental document for the proposed project addressed community impact issues, including impacts associated with Community Character and Cohesion; Relocations and Real Property Acquisition; and Environmental Justice. Signs posted along I-5 state that parking along the freeway is for emergency purposes only. Drivers are expected to yield to these signs and comply with the posted regulations.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
 Name: HAROLD ELLIS
 City: SAN CLEMENTE Zip: 92673



Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO

IF YES HOW TALL WILL IT BE?

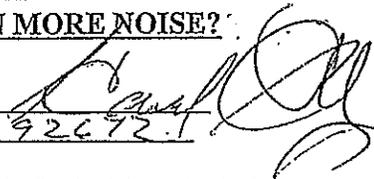
IF NO, WHY NOT?

THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY. DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 2911 CALLE FRONTERA
 City: SAN CLEMENTE Zip: 92673



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WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov



1.6.28 Harold Ellis

Comment P-28-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-28-1: See General Response No. 1, Noise.



<hvellis@cox.net>
02/09/2011 06:36 PM

To <i5hov_pico2pch@dot.ca.gov>
cc
bcc
Subject I-5 HOV lanes sound wall

Ms. Smita Deshpande,

Regarding sound wall for the proposed HOV expansion of the I 5 from Pico to pch, I feel that a sound wall is and should be a requirement to meet the needs of the homeowners in this area. We pay our taxes and keep up our properties to ensure their value. I have traveled extensively on the I 5 and found that most communities have sound walls in place (ie..Mission Viejo, Laguna Niguel). The original plan for this expansion included a sound wall. The OTCA changed their mind and removed the sound wall. I feel this will decrease the value of my property and create unacceptable noise level for our community.

P-29-1

Thank you for your time in addressing the concerns of our community.

Harold Ellis
2911 Calle Frontera
San Clemente, CA 92673

1.6.29 Harold Ellis

Comment P-29-1: Regarding sound wall for the proposed HOV expansion of the I 5 from Pico to PCH, I feel that a sound wall is and should be a requirement to meet the needs of the homeowners in this area. We pay our taxes and keep up our properties to ensure their value. I have traveled extensively on the I 5 and found that most communities have sound walls in place (i.e., Mission Viejo, Laguna Nigel). The original plan for this expansion included a sound wall. The OTCA changed their mind and removed the sound wall. I feel this will decrease the value of my property and create unacceptable noise level for our community. Thank you for your time in addressing the concerns of our community.

Response P-29-1: See General Response No. 1, Noise, and General Response No. 3, Property Value.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: ED ESCANDON

City: CAPO BEACH Zip: 92624

Comment:

I DO NOT WANT A SOUNDWALL. WE HAVE AN OCEAN VIEW THAT WOULD DISAPPEAR IF A SOUNDWALL IS BUILT.
THE VALUE OF MY HOUSE WOULD ALSO DIMINISH IF A SOUNDWALL IS BUILT.
THE OFF RAMP BERM DEMO SHOULD BE KEPT TO THE MINIMUM IN MY OPINION. I DO NOT WANT THE ON RAMP DIRECTLY BEHIND MY BACK FENCE. I HAVE BEEN TOLD THAT APPROXIMATELY 10' OF THE BERM WOULD BE REMOVED WHICH I COULD LIVE WITH. THE COMPLETE DEMO OF THE BERM IS UNACCEPTABLE.
APPROXIMATELY 15 YEARS AGO THE SOUNDWALL WAS VOTED DOWN BY OUR NEIGHBORHOOD AND I HOPE IT IS VOTED DOWN AGAIN.

P-30-1

P-30-2

P-30-3

Please add me to the distribution list. My address is:

Address: 34595 CALLE PORTOLA
City: CAPO BEACH Zip: 92624

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WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.30 Ed Escandon

Comment P-30-1: I do not want a soundwall. We have an ocean view that would disappear if a soundwall is built.

Response P-30-1: See General Response No. 1, Increase in Noise Level, and No. 2, Sound Barriers.

Comment P-30-2: The value of my house would also diminish if a soundwall is built. The off ramp berm demo should be kept to the minimum in my opinion. I do not want the on ramp directly behind my back fence. I have been told that approximately 10 feet of the berm would be removed which I could live with. The complete demo of the berm is unacceptable.

Response P-30-2: See General Response No. 3, Property Value, and General Response No. 2, Grading of Berm near Avenida Estrella.

Comment P-30-3: Approximately 15 years ago the soundwall was voted down by our neighborhood and I hope it is voted down again.

Response P-30-3: Thank you for your comment.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
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 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: DELTA FARRINGTON
 City: SAN CLEMENTE Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.
IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?
THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
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OF THE PROJECT IS HIGH OCCUPANCY DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is.

Address: 2938 CALLE FRONTERA
 City: SAN CLEMENTE Zip: 92673

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1.6.31 Delta Farrington

Comment P-31-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-31-1: See General Response No. 1, Noise.



john gambina
<jcg_ent@hotmail.com>
02/09/2011 04:38 PM

To <i5hov_pico2pch@dot.ca.gov>
cc
bcc
Subject

I sending you this email called Pico/i-5 Hov extension Project. I have live in the Coast area project since 1979. The noise and traffic has always been there since i moved . When I moved in I realized the noise was there and traffic has increased since the second on ramp on los hermosa was opened . We have been a custom to it . But if there is an extension to the freeway with more lanes I think it is just fair the Sound Wall is part of the project.

THank YOu

Jon Gambina

1.6.32 Jon Gambina

Comment P-32-1: I sending you this email called Pico/I-5 HOV extension Project. I have lived in the Coast area project since 1979. The noise and traffic has always been there since I moved. When I moved in I realized the noise was there and traffic has increased since the second on ramp on los hermosa was opened. We have been a custom to it. But if there is an extension to the freeway with more lanes I think it is just fair the Sound Wall is part of the project.

Response P-32-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
 Name: RICK GAUTREAU
 City: SAN CLEMENTE Zip: 92673

Comment:

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FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.
IF YES HOW TALL WILL IT BE?

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OF THE PROJECT IS HIGH OCCUPANCY- DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:
 Address: 2949 CALLE FRONTERA
 City: SAN CLEMENTE Zip: 92673

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Rick Gautreau

1.6.33 Rick Gautreaux

Comment P-33-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-33-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
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(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: SHARON GAYTREAUX

City: SAN CLEMENTE Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.

IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?

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TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 2949 CALLE FRONTERA
City: SAN CLEMENTE Zip: _____

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Sharon Gaytreau

1.6.34 Sharon Gautreaux

Comment P-34-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-34-1: See General Response No. 1, Noise.



Randolph Glass
<bigaboy43@yahoo.com>
02/12/2011 12:00 PM

To <I5HOV_pico2PCH@dot.ca.gov>
cc
bcc
Subject

As a member of the Coast I am totally against widening of the I-5 Fwy with no regard to the noise pollutin which will be created. A sound wall is a necessity to be considered before any construction is finalized. If a wall was constructed in Mission Viejo, why not in San Clemente?

P-35-1

This whole I-5 widening project would be totally unnecessary if the 241 Toll Road extension was completed to south San Clemente. Quit letting the "greenies" dictate policy for your projects when the majority of the residents of South County are in favor of responsible solutions that work, not lame brained attempts by a minority of idealogues pushing their agenda on the majority of the population. Finish the Toll Road!

P-35-2

Sincerely, Randolph Glass

Sucker-punch spam with award-winning protection.
Try the free Yahoo! Mail Beta.

1.6.35 Randolph Glass

Comment P-35-1: As a member of the Coast I am totally against widening of the I-5 Fwy with no regard to the noise pollution which will be created. A sound wall is a necessity to be considered before any construction is finalized. If a wall was constructed in Mission Viejo, why not in San Clemente?

Response P-35-1: See General Response No. 1, Noise.

Comment P-35-2: This whole I-5 widening project would be totally unnecessary if the 241 Toll Road extension was completed to south San Clemente. Quit letting the “greenies” dictate policy for your projects when the majority of the residents of South County are in favor of responsible solutions that work, not lame brained attempts by a minority of idealogues pushing their agenda on the majority of the population. Finish the Toll Road!

Response P-35-2: The I-5 HOV Lane Extension Project is independent of the State Route 241 (SR-241) Toll Road Extension. Questions or comments regarding the progress on the SR-241 Toll Road Extension should be directed to the Transportation Corridor Agencies (TCA).



<truckiejg@aol.com>
02/09/2011 12:45 PM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc
Subject Freeway widening in San Clemente.

Hello, I understand that freeways need to get bigger due to an increasing population. By widening the 5 Fwy by 2 lanes behind my address at 3029 Calle Juarez, it will cause an increase in noise pollution. We need a 10' wall put up along the freeway which will cut the noise by 25% percent. This is apparent since most homes on the 5 Fwy have a 10' foot wall.

Thank You

Resident Joe Granados
Hm#949-366-9322

1.6.36 Joe Granados

Comment P-36-1: Hello, I understand that freeways need to get bigger due to an increasing population. By widening the 5 Fwy by 2 lanes behind my address at 3029 Calle Juarez, it will cause an increase in noise pollution. We need a 10' wall put up along the freeway which will cut the noise by 25% percent. This is apparent since most homes on the 5 Fwy have a 10' foot wall.

Response P-36-1: See General Response No. 1, Increase in Noise Level.

Linda Hale
2828 Canto Nubiado
San Clemente, Ca 92673
(949) 400-1540

February 8, 2011

Scott Shelley

Caltrans District 12 Office

Irvine, Ca 92612

Subject: 34577 Calle Portola, Dana Point, Ca 92624

Dear Mr. Shelley,

I am very upset that the owners of the houses on Calle Portola were not even offered a sound wall with glass. Basically, we are being offered a sound wall that takes away our ocean view and our light. Or, we are offered NO sound wall when Caltrans is expanding the freeway right behind our house 25%; from 8 lanes to 10. There will be a huge increase in noise.

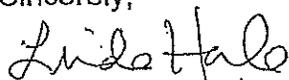
Our neighbors in Mission Viejo were given a sound wall with glass. Could it be that their houses, some 3000 square feet and much newer, get greater consideration than our modest, small, circa 1960's houses?

This is not environmental justice! We should be given the same opportunity for a decent quality of life regardless of how much smaller and more modest our houses are. Caltrans should have offered us a glass sound wall.

A choice between a dungeon-like yard or a huge increase in noise is not a choice. Be fair to us. Please give us a glass sound wall.

Thank you.

Sincerely,



Linda Hale.

1.6.37 Linda Hale

Comment P-37-1: I am very upset that the owners of the houses on Calle Portola were not even offered a sound wall with glass. Basically, we are being offered a sound wall that takes away our ocean view and our light. Or, we are offered NO sound wall when the Department is expanding the freeway right behind our house 25%; from 8 lanes to 10. These will be a huge increase in noise. Our neighbors in Mission Viejo were given a sound wall with glass. Could it be that their houses, some 3,000 square feet and much newer, get greater consideration than our modest, small, circa 1960's houses? This is not environmental justice! We should be given the same opportunity for a decent quality of life regardless of how much smaller and more modest our houses are. the Department should have offered us a glass sound wall. A choice between a dungeon like yard or a huge increase in noise is not a choice. Be fair to us. Please give us a glass sound wall. Thank you.

Response P-37-1: See General Response No. 1, Increase in Noise Level, and General Response No. 2, Sound Barriers. Environmental Justice was addressed in Section 2.3, Community Impacts, of the environmental document.



John Hazeltine
<johnphazeltine@gmail.com>
02/09/2011 10:09 PM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc

Subject proposed Mitigated Negative Declaration/Finding of No Significant Impact & other comments

TO: Caltrans District 12 Office, (Attn: Scott Shelley)

Mr. Shelley,

This letter concerns Chapter 2.6 "Visual and Aesthetics" and the "Visual Impact Assessment" at <http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm>.

My intent is to petition the joint agencies to fully mitigate any loss of the current high quality of landscaping along the NB and SB lanes of I-5, especially the NB lanes currently without a retaining wall. The NB lanes have next to the right shoulder mature eucalyptus trees, shrubs and ground cover, all providing a very beautiful roadside view for motorists.

The addition of a NB HOV lane suggests that up to 16' (alt 2) to 12' (alt 4) may be stripped out of the existing landscaped areas to facilitate the wider cross section of I-5. There may be retaining walls added to reduce or eliminate the loss of exiting landscape square footage, but this mitigation is very hard to interpret on the pictorial diagrams in "Visual Impact Assessment." I can't find street view and overhead graphics to clearly show the before and after effects of the #2 and #4 alternates on the existing landscaped areas, or any illustrations depicting proposed landscape mitigation to replace any loss of current landscaping.

The above-referenced URL contains the sole document relating to visual effects referenced on the City of San Clemente website. I know of no other document which shows the missing visual information sought by me. If the information is available on another document, please email the URL and routing to document sections containing it to me.

If there is no other document, please provide the above noted "before and after" information to allow meaningful study of the landscaping effects.

Lastly, please provide on any new retaining wall panels a quality of pictorial design (with a San Clemente theme) equal to that of the San Juan Capistrano "Swallows" art on NB lanes before Camino Capistrano.

Best regards,

John Hazeltine
90 Via Regalo
San Clemente, CA 92673



1.6.38 John Hazeltine

Comment P-38-1: This letter concerns Chapter 2.6 “Visual and Aesthetics” and the “Visual Impact Assessment” at <http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm>. My intent is to petition the joint agencies to fully mitigate any loss of the current high quality of landscaping along the NB and SB lanes of I-5, especially the NB lanes currently without a retaining wall. The NB lanes have next to the right shoulder mature eucalyptus trees, shrubs and ground cover, all providing a very beautiful roadside view for motorists. The addition of a NB HOV lane suggests that up to 16' (alt 2) to 12' (alt 4) may be stripped out of the existing landscaped areas to facilitate the wider cross section of I-5. There may be retaining walls added to reduce or eliminate the loss of exiting landscape square footage, but this mitigation is very hard to interpret on the pictorial diagrams in “Visual Impact Assessment.” I can't find street view and overhead graphics to clearly show the before and after effects of the #2 and #4 alternates on the existing landscaped areas, or any illustrations depicting proposed landscape mitigation to replace any loss of current landscaping. The above-referenced URL contains the sole document relating to visual effects referenced on the City of San Clemente website. I know of no other document which shows the missing visual information sought by me. If the information is available on another document, please email the URL and routing to document sections containing it to me. If there is no other document, please provide the above noted “before and after” information to allow meaningful study of the landscaping effects. Lastly, please provide on any new retaining wall panels a quality of pictorial design (with a San Clemente theme) equal to that of the San Juan Capistrano “Swallows” art on NB lanes before Camino Capistrano.

Response P-38-1: There are no additional studies, other than those listed above, relating to visual changes from the proposed project. In addition, there are no street view or overhead graphics depicting the before and after effects of the Nos. 2 and 4 alternatives on the existing landscaped areas. The intent of the visual simulation is to show worst-case conditions. As a result, there are no illustrations depicting proposed landscape mitigation.

Photographic simulations are utilized to analyze views at a conceptual level of detail of the “Existing” and “Proposed” conditions for the proposed project. Key Views represent public views from both public right-of-way and publicly accessible areas located next to the project site. Primary photographs were taken using a Nikon D1X digital camera with a fixed 50 millimeter lens. The project engineer created a three-dimensional wire-frame model using Computer Aided Design and Drafting (CADD)

files. Imaging software was used to align the computer model to the site photographs. The computer model was then superimposed over photographs from each of the Key Views, and minor camera alignment changes were made to all known reference points within view. Foreground masking of objects was performed with Adobe Photoshop to enhance realism.

As described in Mitigation Measure VIS-1 in the environmental document, to maintain the context of the project area, the project shall install landscaping that is compatible with the existing landscape along the portion of I-5 in the project vicinity and surrounding area. Proposed aesthetic treatments will be developed during the final design phase in cooperation with the cities.

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John Hazeltine
<johnphazeltine@gmail.com>
02/10/2011 07:29 AM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc

Subject supplement to 2/9/10 letter concerning i-5 widening and Pico/i-5 interchange project

TO: Caltrans District 12 Office, (Attn: Scott Shelley)

Mr. Shelley,

Yesterday I wrote to you (see below) concerning the proposed I-5 improvements in San Clemente which include addition of HOV lanes and Pico/i-5 interchange revision.

In addition to, and to provide amplification of, the recommendations expressed in my letter yesterday concerning aesthetic mitigation, I respectfully ask the joint agencies to incorporate the following requests:

1. since when mature trees are removed it can take 30-40 years for small replacement trees to attain the height of removed trees, all removed trees be replaced by specimen trees as high and wide as possible, to help restore the aesthetic beauty of the environment,

P-39-1

2. that the revised landscape, taken as a whole, replicate the beauty of the former landscape at completion of construction instead of at a point in time decades into the future,

P-39-2

2. when new soundproofing and retaining walls are constructed, they incorporate design elements emblematic of the "Spanish Village by the Sea" theme of San Clemente, including where feasible strong relief features equal to that of the San Juan Capistrano "Swallows" art on NB lanes before Camino Capistrano,

P-39-3

3. when the interchange of Pico and 1-5 is revised, that illuminated entry monuments be incorporated at the foot of exit ramps. These entry monuments are to welcome motorists to the City of San Clemente and incorporate designs emblematic of the "Spanish Village by the Sea" theme of San Clemente,

P-39-4

4. to the extent that new concrete surfaces are placed at the interchange of Pico and 1-5, designs be incorporated into new surfaces emblematic of the "Spanish Village by the Sea" theme of San Clemente,

P-39-5

5. that use of colored concrete be tastefully employed to create further beauty to the improvements.

P-39-6

Respectfully,

John Hazeltine
90 Via Regalo
San Clemente, CA 92673

prior letter:

TO: Caltrans District 12 Office, (Attn: Scott Shelley)

Mr. Shelley,

This letter concerns Chapter 2.6 "Visual and Aesthetics" and the "Visual Impact Assessment" at http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm.

My intent is to petition the joint agencies to fully mitigate any loss of the current high quality of landscaping along the NB and SB lanes of I-5, especially the NB lanes currently without a retaining wall. The NB lanes have next to the right shoulder mature eucalyptus trees, shrubs and ground cover, all providing a very beautiful roadside view for motorists.

The addition of a NB HOV lane suggests that up to 16' (alt 2) to 12' (alt 4) may be stripped out of the existing landscaped areas to facilitate the wider cross section of I-5. There may be retaining walls added to reduce or eliminate the loss of exiting landscape square footage, but this mitigation is very hard to interpret on the pictorial diagrams in "Visual Impact Assessment." I can't find street view and overhead graphics to clearly show the before and after effects of the #2 and #4 alternates on the existing landscaped areas, or any illustrations depicting proposed landscape mitigation to replace any loss of current landscaping.

The above-referenced URL contains the sole document relating to visual effects referenced on the City of San Clemente website. I know of no other document which shows the missing visual information sought by me. If the information is available on another document, please email the URL and routing to document sections containing it to me.

If there is no other document, please provide the above noted "before and after" information to allow meaningful study of the landscaping effects.

Lastly, please provide on any new retaining wall panels a quality of pictorial design (with a San Clemente theme) equal to that of the San Juan Capistrano "Swallows" art on NB lanes before Camino Capistrano.

Best regards,

John Hazeltine
90 Via Regalo
San Clemente, CA 92673

1.6.39 John Hazeltine

Comment P-39-1: Since when mature trees are removed it can take 30-40 years for small replacement trees to attain the height of removed trees, all removed trees be replaced by specimen trees as high and wide as possible, to help restore the aesthetic beauty of the environment.

Response P-39-1: As described in Mitigation Measure VIS-1 in the environmental document, to maintain the context of the project area, the project shall install landscaping that is compatible with the existing landscape along the portion of I-5 in the project vicinity and surrounding area.

Comment P-39-2: That the revised landscape, taken as a whole, replicate the beauty of the former landscape at completion of construction instead of at a point in time decades into the future.

Response P-39-2: These elements will be taken into consideration during the final design process.

Comment P-39-3: When new soundproofing and retaining walls are constructed, they incorporate design elements emblematic of the “Spanish Village by the Sea” theme of San Clemente, including where feasible strong relief features equal to that of the San Juan Capistrano “Swallows” art on NB lanes before Camino Capistrano.

Response P-39-3: These elements will be taken into consideration as part of the final design process.

Comment P-39-4: When the interchange of Pico and I-5 is revised, that illuminated entry monuments be incorporated at the foot of exit ramps. These entry monuments are to welcome motorists to the City of San Clemente and incorporate designs emblematic of the “Spanish Village by the Sea” theme of San Clemente.

Response P-39-4: These elements will be taken into consideration as part of the final design process.

Comment P-39-5: To the extent that new concrete surfaces are placed at the interchange of Pico and I-5, designs be incorporated into new surfaces emblematic of the “Spanish Village by the Sea” theme of San Clemente.

Response P-39-5: These elements will be taken into consideration as part of the final design process.

Comment P-39-6: That use of colored concrete be tastefully employed to create further beauty to the improvements.

Response P-39-6: These elements will be taken into consideration as part of the final design process.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print: Kris Heintz
 Name: Kris Heintz
 City: SAN CLEMENTE Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.
IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?
THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY. DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 505 CALLE SORPRESA
 City: SAN CLEMENTE Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.40 Kris Heintz

Comment P-40-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-40-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
 Name: Janell Hendrix
 City: San Clemente Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.
IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?
THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY- DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 502 Calle Sorpresa
 City: San Clemente Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.41 Jenell Hendrix

Comment P-41-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-41-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print: Nancy Hendrix
 Name: _____
 City: San Clemente Zip: 92673

Comment:

~~WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
 FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?~~

~~YES OR NO.
 IF YES HOW TALL WILL IT BE?~~

~~IF NO, WHY NOT?
 THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
 WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
 HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
 REQUIRE A SOUND WALL AND OUR AREA DOES NOT?~~

~~WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
 WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
 OF THE PROJECT IS HIGH OCCUPANCY- DOES THAT MEAN INCREASED
 TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?~~

Please add me to the distribution list. My address is:

Address: 504 CALLE SORPRESA
 City: SAN CLEMENTE Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

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1.6.42 Nancy Hendrix

Comment P-42-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-42-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print: Name: Thom Hendrix
 City: San Clemente Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.
IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?
THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY- DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 504 Calle Sorpreso
 City: San Clemente Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.43 Thom Hendrix

Comment P-43-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-43-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
 Name: Kirk Hoffner
 City: San Clemente Zip: 92673

Comment:



WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.
IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?
THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
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HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY- DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 2951 CALE FERRIS
 City: SAN CLEMENTE Zip: CA 92623

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m.; Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.44 Kirk Hoffner

Comment P-44-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-44-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: LU LU HOFFMAN

City: SAN CLEMENTE Zip: 92673

Comment:

Subject

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.

IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?

THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is.

Address: 2957 CALLE FRONTON

City: SAN CLEMENTE Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.45 Lu Lu Hoffner

Comment P-45-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-45-1: See General Response No. 1, Noise.



Pat Hornig
<path@treeofflifenursery.com>

To <I5HOV_Pico2PCH@dot.ca.gov>
cc Jen Suckiel <jensuckiel@gmail.com>

02/11/2011 09:37 AM

bcc

Subject HOV lane expansion with sound wall, Pico-PCH

I have been a resident of San Clemente since 1980. The expansion of the I5 with carpool lanes from Pico to Pacific Coast Highway is an acceptable and necessary improvement. To change the approved plan, dropping the sound wall for the Coast community, is unacceptable. I do not support the expansion at all if our community suffers any more than it already has for the proposed Caltrans improvement. Please build the necessary sound wall for the Coast Community along with the future expansion as originally planned.

P-46-1

Pat Hornig
732 Via Otono
San Clemente, CA. 92672

1.6.46 Pat Hornig

Comment P-46-1: I have been a resident of San Clemente since 1980. The expansion of the I5 with carpool lanes from Pico to Pacific Coast Highway is an acceptable and necessary improvement. To change the approved plan, dropping the sound wall for the Coast community, is unacceptable. I do not support the expansion at all if our community suffers any more than it already has for the proposed Department improvement. Please build the necessary sound wall for the Coast Community along with the future expansion as originally planned.

Response P-46-1: See General Response No. 1, Noise.



Sarah Hornig
<sarah.hornig@cox.net>
02/11/2011 02:27 PM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc
Subject Freeway Expansion

We are long time residents of San Clemente and have friends and family living in the Coast. We do not want the addition of two HOV lanes from Pico to PCH without a sound wall to protect their homes from additional noise and dust. We need to protect the homes and residents of our beautiful city. If Cal Trans doesn't protect the The Coast residents, perhaps they won't protect other San Clemente residents either. We want a sound wall to protect our city's homes and residents.

P-47-1

Thank you,

*Sarah Hornig
San Clemente resident*

1.6.47 Sara Hornig

Comment P-47-1: We are long time residents of San Clemente and have friends and family living in the Coast. We do not want the addition of two HOV lanes from Pico to PCH without a sound wall to protect their homes from additional noise and dust. We need to protect the homes and residents of our beautiful city. If Cal Trans doesn't protect the Coast residents, perhaps they won't protect other San Clemente residents either. We want a sound wall to protect our city's homes and residents.

Response P-47-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print: LES JONES
 Name: _____
 City: SAN CLEMENTE Zip: _____
 Comment: _____

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.
IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?
THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY. DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is.

Address: 2918 Camino Arroyo
 City: San Clemente Zip: 92673

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LES JONES

1.6.48 Les Jones

Comment P-48-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-48-1: See General Response No. 1, Noise.



Bill Kinney
<billcoasthoa@yahoo.com>
02/21/2011 04:07 PM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc
Subject I-5 HOV widening

Hi,

I live in The Coast HOA in San Clemente and I serve on the HOA Board of Directors. Many of our residents have expressed concerns about the widening of the freeway. We get a lot of complaints regarding the CalTrans right-of-way and how those trees interfere with resident views, too.

P-49-1

Now, many of the residents are further concerned about the lack of a sound wall. I, for one, don't live near the freeway. However, I do have concerns that if a sound wall is ultimately constructed that the sound volume will increase for me as a result of sound echoing off any prospective sound wall. I was smart enough to not buy a home right next to a major interstate. I hope that any sound wall that may get constructed won't end up causing me noise issues in the future.

P-49-2

Count me personally among those who do NOT want a sound wall.

As for how you could help the Coast HOA residents as a whole, I think a plan that includes shorter trees along CalTrans right-of-way would be of great benefit.

P-49-3

Regards,
Bill Kinney

bill_b_kinney@yahoo.com
949-388-6432
794 Calle Vallarta
San Clemente, CA=AO 92673

1.6.49 Bill Kinney

Comment P-49-1: I live in The Coast HOA in San Clemente and I serve on the HOA Board of Directors. Many of our residents have expressed concerns about the widening of the freeway. We get a lot of complaints regarding the CalTrans right-of-way and how those trees interfere with resident views, too.

Response P-49-1: See General Response No. 2, Trees in the Department Right-of-Way.

Comment P-49-2: Now, many of the residents are further concerned about the lack of a sound wall. I, for one, don't live near the freeway. However, I do have concerns that if a sound wall is ultimately constructed that the sound volume will increase for me as a result of sound echoing off any prospective sound wall. I was smart enough to not buy a home right next to a major interstate. I hope that any sound wall that may get constructed won't end up causing me noise issues in the future. Count me personally among those who do NOT want a sound wall.

Response P-49-2: Noise reflecting from sound barrier would not generate any measureable increase in noise level, particularly for homes behind the sound barrier. Perceptible increases in noise occur when there are barriers located on both sides of the roadway that would cause noise to reflect back and forth. The noise study evaluated the effect of sound barriers located on both sides of the roadway and determined that a perceptible increase in noise would not occur because it doesn't meet the ratio between height of the barrier to the width of the roadway in order to cause this effect.

Comment P-49-3: As for how you could help the Coast HOA residents as a whole, I think a plan that includes shorter trees along CalTrans right-of-way would be of great benefit.

Response P-49-3: See General Response No. 2, Trees in the Department Right-of-Way.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print: Name: Ellen Kopan
 City: San Clemente Zip: 92673

Comment:

~~WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?~~

~~YES OR NO.
 IF YES HOW TALL WILL IT BE?~~

~~IF NO, WHY NOT?
 THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT?~~

~~WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY- DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?~~

Please add me to the distribution list. My address is:

Address: 503 Calle Sorpreso
 City: San Clemente Zip: 92673

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P-50-1

1.6.50 Ellen Kopan

Comment P-50-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-50-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
 Name: Tom Kopan
 City: San Clemente Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.
IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?
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HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
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TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

II Please add me to the distribution list. My address is:
 Address: 503 Calle Sorpresa
 City: San Clemente Zip: 92673

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1.6.51 Tom Kopan

Comment P-51-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-51-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: Dan Kuntz

City: SAN CLEMENTE Zip: 92672

Comment:

DESIGN OPTION B FLOWER LEAF
REMOVAL OF BUSINESS HOW?
ON PICO
FOOT BICYCLE TRAFFIC NOT
ADDRESSED, FLOOD CONTROL

P-52-1

P-52-2

P-52-3

Please add me to the distribution list. My address is:

Address: 107 AVE, SAN DIEGO

City: SAN CLEMENTE Zip: 92672

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

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1.6.52 Don Kunzk

Comment P-52-1: Design Option B Clover Leaf. Removal of business, how? On Pico.

Response P-52-1: As described in Section 2.3.2.3 and shown in Figure 2.3-3, Design Option B will require the acquisition of four businesses – the Shell Station, the Burger Stop, the Mobile Station, and Carrow’s. Of those four acquisitions, the cloverleaf portion of this Design Option will require the acquisition of the Mobile Station and the Carrow’s. Once a preferred alternative is chosen and the environmental process is complete, the process of acquiring these properties will proceed, provided they are still affected after the final design of the preferred alternative is complete. According to the *Relocation Impact Memorandum* (October 2010), based on the current availability of 31 retail spaces/properties for lease or sale within the City of San Clemente (City) and the current industrial/commercial vacancy rate in the County of Orange (County), relocation opportunities are considered to be adequate; it is anticipated that replacement properties will be available within the City to allow displaced businesses to remain in the community.

Comment P-52-2: Foot bicycle traffic not addressed.

Response P-52-2: Pedestrian and bicycle traffic were addressed in Section 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, Subsection 2.5.2.5, Pedestrian and Bicycle Facilities.

Comment P-52-3: Flood Control.

Response P-52-3: Flood control was addressed in Section 2.8, Hydrology and Floodplain.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: Shing Ya Kuo

City: San Clemente Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.

IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?

THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
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WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY- DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 409 Calle Mochis
City: San Clemente Zip: 92673

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1.6.53 Ching Ya Kuo

Comment P-53-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-53-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: Shawn Alan Kuo
 City: San Clemente Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.
IF YES HOW TALL WILL IT BE? 7' tall enough to reduce the sound.

IF NO, WHY NOT?
THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY. DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 114 Calle Mocha
 City: San Clemente (CA) Zip: 92693

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.54 Shwu Kuo

Comment P-54-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-54-1: See General Response No. 1, Noise.



Tresa Oliveri
<toliveri@octa.net>
02/01/2011 11:58 AM

To 'I5HOV Pico2PCH' <I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc
Subject FW: I-5 HOV Lane Extension Project

Tresa Oliveri
(714) 560-5374
From: John Lusk [mailto:jaygee1@cox.net]
Sent: Tuesday, February 01, 2011 10:20 AM
To: Tresa Oliveri
Subject: I-5 HOV Lane Extension Project

What if any will the impact be to Avenida Vaquero? To the east is a vacant lot owned by cal trans and then homes. On the west is Shorecliffs golf course club house and parking lot.

P-55-1

John Lusk

The information in this e-mail and any attachments are for the sole use of the intended recipient and may contain privileged and confidential information. If you are not the intended recipient, any use, disclosure, copying or distribution of this message or attachment is strictly prohibited. If you believe that you have received this e-mail in error, please contact the sender immediately and delete the e-mail and all of its attachments.

1.6.55 John Lusk

Comment P-55-1: What if any will the impact be to Avenida Vaquero? To the east is a vacant lot owned by the Department and then homes. On the west is Shorecliffs golf course club house and parking lot.

Response P-55-1: Avenida Vaquero will have structure widening on the northbound and southbound sides of I-5. The environmental analysis showed no impacts to the vacant lot/homes, Shorecliff's Golf Course club house and parking lot.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: BRIAN LYNN

City: SAN CLEMENTE Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.

IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?

THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: _____

City: _____ Zip: _____

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.56 Brian Lynn

Comment P-56-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-56-1: See General Response No. 1, Noise.

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PALMIERI, TYLER, WIENER, WILHELM & WALDRON LLP
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| ALAN H. WIENER* | STEPHEN A. SCHECK |
| ROBERT C. HRKE* | DONNA L. SNOW |
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| MICHAEL L. D'ANGELO | |

January 26, 2011

VIA E-MAIL & U.S. MAIL

Tresa Oliveri
Orange County Transportation Authority
500 South Main Street
P.O. Box 14184
Orange, California 92863

Caltrans District 12 Office
Attn: Scott Shelley
3347 Michelson Dr., Suite 100
Irvine, CA 92612-8894

Re: Caltrans/OCTA proposed widening of Interstate 5 in Orange County
between Avenida Pico and San Juan Creek Road

Dear Ms. Oliveri and Mr. Shelley:

This is in response to Ms. Oliveri's January 14, 2011 correspondence to Lyon Management Group, Inc. (formerly known as William Lyon Property Management) pertaining to the Capistrano Pointe property located at 26316 Paseo Del Mar and 26400/26340 Camino de Vis, San Juan Capistrano, California (hereafter the subject property). This firm represents the property owner and management. Please direct all correspondence and communication to the undersigned.

The Caltrans/OCTA letter requests feedback pertaining to design, acquisition and construction issues pertaining to a freeway project that impacts the subject property. We have no record whatever that Caltrans and OCTA have provided any documents, studies or correspondence for review. My clients would very much appreciate receiving all information available to the public agencies with regard to the issue that the public agencies seek feedback.

↓
P-57-1

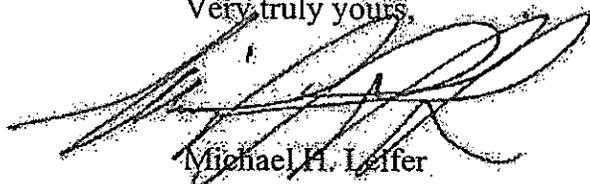
PALMIERI, TYLER, WIENER, WILHELM & WALDRON LLP

Tresa Oliveri
Caltrans District 12 Office
January 26, 2011
Page 2

As such, we request a meeting with all knowledgeable personnel from Caltrans/OCTA at the subject property. We further request that prior to the meeting, Caltrans/OCTA personnel transmit information that a knowledgeable decision maker would want to review in considering this request. Please contact me so that we can schedule such a meeting.

↑
P-57-1

Very truly yours,



Michael H. Leifer

MHL:ebn

cc: Client

1.6.57 Michael H. Leifer (Lyon Property Management)

Comment P-57-1: The Department/OCTA letter requests feedback pertaining to design, acquisition and construction issues pertaining to a freeway project that impacts the subject property. We have no record whatever that the Department and OCTA have provided any documents, studies or correspondence for review. My clients would very much appreciate receiving all information available to the public agencies with regard to the issue that the public agencies seek feedback. As such, we request a meeting with all knowledgeable personnel from the Department/OCTA at the subject property. We further request that prior to the meeting, the Department/OCTA personnel transmit information that a knowledgeable decision maker would want to review in considering this request. Please contact me so that we can schedule such a meeting.

Response P-57-1: Residents and businesses located within a 750 ft radius of the proposed project were contacted twice via United States Postal Service mail regarding the proposed project. The first contact was in March 2009, informing the community that a public information meeting would be held during the initiation of engineering/technical studies for the proposed project. The public was informed about the meeting through newspaper advertisements (please see public notice after Section 1.6.11 of this appendix), resident mailing, and the OCTA, the Department, City of San Clemente, City of Dana Point, and City of San Juan Capistrano websites. Secondly, the public was contacted in January 2011 by the same methods listed above to announce that the Draft IS/EA was available for public review and inviting the public to attend a public hearing.

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February 28, 2011

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Orange County Transportation Authority
500 South Main Street
P.O. Box 14184
Orange, California 92863

Caltrans District 12 Office
Attn: Scott Shelley
3347 Michelson Dr., Suite 100
Irvine, CA 92612-8894

Re: Caltrans/OCTA proposed widening of Interstate 5 in Orange County
between Avenida Pico and San Juan Creek Road

Dear Ms. Oliveri and Mr. Shelley:

As you are aware, this office represents Lyon Management Group, Inc. and the property owner pertaining to the Capistrano Pointe property located at 26316 Paseo Del Mar and 26400/26340 Camino de Vis, San Juan Capistrano, California (hereafter the subject property). Caltrans and OCTA are currently considering the I-5 HOV Lane Extension Project (the "Project"). This letter provides further comments in addition to our February 11, 2011 letter.

Sound walls: As a further comment to the issue of noise impacts, a representative attended the February 16, 2011 San Clemente Planning Commission meeting where OCTA representatives made a presentation. At that presentation, OCTA representatives asserted, without providing any substantiation or support, that Caltrans is not constrained by the same environmental rules and procedures as other public agencies when it comes to known noise impacts. OCTA representatives asserted that because of these different rules/procedures, which were not identified, sound walls are not called "mitigation measures" and that Caltrans does not have a threshold for noise providing that if the noise



Tresa Oliveri
Caltrans District 12 Office
February 28, 2011
Page 2

level goes above "x" noise mitigation is required. Again, OCTA representatives made such assertions without providing any support or resources supporting such assertions.

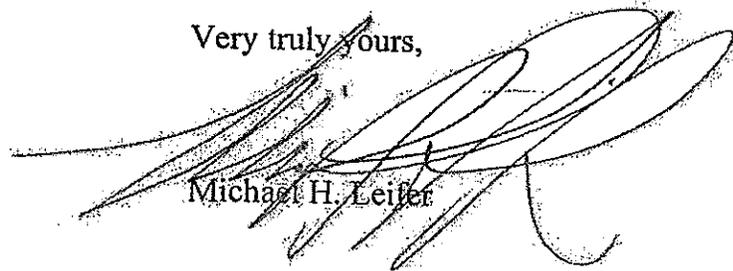
We are not aware of any special rules or procedures for Caltrans or OCTA exempting these agencies from mitigation against noise impacts. Rather, Caltrans and OCTA are bound by the same or similar environmental rules and regulations as other agencies. Thus, in order to comply with CEQA and/or NEPA, OCTA and Caltrans must mitigate the noise impacts being caused by the Project. Appropriately designed, constructed and situated sound walls should be provided as mitigation measures.

Air Quality: Caltrans and OCTA have not adequately analyzed the air quality issues as they pertain to the subject property. The South Coast Air Quality Management District ("AQMD") has publicly documented the health risks associated with residential uses near busy roadways and freeways. The proposed project triggers a further review of this issue.

Attached are excerpts of some documents by AQMD and the California Air Resources Board that have been publicly disseminated regarding such air quality issues. The entire documents can be found at http://www.aqmd.gov/prdas/aqguide/doc/aq_guidance.pdf and <http://www.arb.ca.gov/ch/handbook.pdf>.

The environmental document does not analyze the air quality issues created by the project and the associated health risks to landowners adjoining the project area, including the subject property.

Very truly yours,



Michael H. Leifer

MHL:ebn

cc: Client



P-58-1

P-58-2

AIR QUALITY AND LAND USE HANDBOOK: A COMMUNITY HEALTH PERSPECTIVE



April 2005

California Environmental Protection Agency
California Air Resources Board



Air Agency Contacts

Federal-

U.S. EPA, Region 9
 Phone: (866)-EPA-WEST
 Website: www.epa.gov/region09
 Email: r9.info@epa.gov

-State-

California Air Resources Board
 Phone: (916) 322-2990 (public info)
 (800) 363-7664 (public info)
 (800) 952-5588 (complaints)
 (866)-397-5462 (env. justice)
 Website: www.arb.ca.gov
 Email: helpline@arb.ca.gov

-Local-

Amador County APCD
 Phone: (209) 257-0112
 Website: www.amadorapcd.org
 E-Mail: jharris@amadorapcd.org

Antelope Valley AQMD
 Phone: (661) 723-8070
 Complaint Line: (888) 732-8070
 Website: www.avaqmd.ca.gov
 E-Mail: bbanks@avaqmd.ca.gov

Bay Area AQMD
 Phone: (415) 749-5000
 Complaint Line: (800) 334-6367
 Website: www.baaqmd.gov
 E-Mail: webmaster@baaqmd.gov

Butte County AQMD
 Phone: (530) 891-2882
 Website: www.bcaqmd.org
 E-Mail: air@bcaqmd.org

Calaveras County APCD
 Phone: (209) 754-6504
 E-Mail: lgrewal@co.calaveras.ca.us

Colusa County APCD
 Phone: (530) 458-0590
 Website: www.colusanet.com/apcd
 E-Mail: ccair@colusanet.com

El Dorado County AQMD
 Phone: (530) 621-6662
 Website: www.co.el-dorado.ca.us/emd/apcd
 E-Mail: mcctaggart@co.el-dorado.ca.us

Feather River AQMD
 Phone: (530) 634-7659
 Website: www.fraqmd.org
 E-Mail: fracmd@fracmd.org

Glenn County APCD
 Phone: (530) 934-6500
http://www.countyofglenn.net/air_pollution_control
 E-Mail: ktokunaga@countyofglenn.net

Great Basin Unified APCD
 Phone: (760) 872-8211
 Website: www.gbuapcd.org
 E-Mail: gb1@greatbasinapcd.org

Imperial County APCD
 Phone: (760) 482-4606
 E-Mail: revesromero@imperialcounty.net

Kern County APCD
 Phone: (661) 862-5250
 Website: www.kernair.org
 E-Mail: kcapcd@co.kern.ca.us

Lake County AQMD
 Phone: (707) 263-7000
 Website: www.lcaqmd.net
 E-Mail: bobr@pacific.net

Lassen County APCD
 Phone: (530) 251-8110
 E-Mail: lassenag@psln.com

Mariposa County APCD
 Phone: (209) 966-2220
 E-Mail: air@marposacounty.org

Mendocino County AQMD
 Phone: (707) 463-4354
 Website: www.co.mendocino.ca.us/aaqmd
 E-Mail: mcaqmd@co.mendocino.ca.us

Modoc County APCD
 Phone: (530) 233-6419
 E-Mail: modapcd@hdo.net

Mojave Desert AQMD
 Phone: (760) 245-1661
 (800) 635-4617
 Website: www.mdqamd.ca.gov

Monterey Bay Unified APCD
 Phone: (831) 647-9411
 (800) 253-6028 (Complaints)
 Website: www.mbuapcd.org
 E-Mail: dquetin@mbuapcd.org

North Coast Unified AQMD
 Phone: (707) 443-3093
 Website: www.ncuaqmd.org
 E-Mail: lawrence@ncuaqmd.org

Northern Sierra AQMD
 Phone: (530) 274-9360
 Website: www.mvairdistrict.com
 E-Mail: office@mvairdistrict.com

Northern Sonoma County APCD
 Phone: (707) 433-5911
 E-Mail: nsc@sonic.net

Placer County APCD
 Phone: (530) 889-7130
 Website: <http://www.placer.ca.gov/airpollution/airpollut.htm>
 E-Mail: pcapcd@placer.ca.gov

Sacramento Metro AQMD
 Phone: (916) 874-4800
 Website: www.airquality.org
 E-Mail: kshearer@airquality.org

San Diego County APCD
 Phone: (858) 650-4700
 Website: www.sdapcd.org

San Joaquin Valley APCD
 Phone: (559) 230-6000 (General)
 (800) 281-7003
 (San Joaquin, Stanislaus, Merced)
 (800) 870-1037
 (Madera, Fresno, Kings)
 (800) 926-5550
 (Tulare and Valley portion of Kern)
 Website: www.valleyair.org
 E-Mail: sjvapcd@valleyair.org

San Luis Obispo County APCD
 Phone: (805) 781-5912
 Website: www.slocleanair.org
 E-Mail: info@slocleanair.org

Santa Barbara County APCD
 Phone: (805) 961-8800
 Website: www.sbcapcd.org
 Email: apcd@sbcapcd.org

Shasta County AQMD
 Phone: (530) 225-5789
 Website: www.co.shasta.ca.us/Departments/ResourceMgmt/dm/aaqmain.htm
 E-Mail: scdm@snowcrest.net

Siskiyou County APCD
 Phone: (530) 841-4029
 E-Mail: ebeck@siskiyou.ca.us

South Coast AQMD
 Phone: (909) 396-2000
 Complaint Line: 1-800-CUT-SMOG
 Website: www.aqmd.gov
 Email: bwallerstein@aqmd.gov

Tehama County APCD
 Phone: (530) 527-3717
 Website: www.tehcoapcd.net
 Email: general@tehcoapcd.net

Tuolumne County APCD
 Phone: (209) 533-5693
 E-Mail: bsandman@co.tuolumne.ca.us

Ventura County APCD
 Phone: (805) 645-1400
 Complaint Line: (805) 654-2797
 Website: www.vcapcd.org
 E-Mail: info@vcapcd.org

Yolo-Solano AQMD
 Phone: (530) 757-3650
 Website: www.ysaqmd.org
 Email: administration@ysaqmd.org

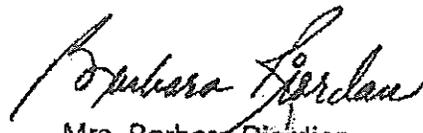
To My Local Government Colleagues....

I am pleased to introduce this informational guide to air quality and land use issues focused on community health. As a former county supervisor, I know from experience the complexity of local land use decisions. There are multiple factors to consider and balance. This document provides important public health information that we hope will be considered along with housing needs, economic development priorities, and other quality of life issues.

An important focus of this document is prevention. We hope the air quality information provided will help inform decision-makers about the benefits of avoiding certain siting situations. The overarching goal is to avoid placing people in harm's way. Recent studies have shown that public exposure to air pollution can be substantially elevated near freeways and certain other facilities. What is encouraging is that the health risk is greatly reduced with distance. For that reason, we have provided some general recommendations aimed at keeping appropriate distances between sources of air pollution and land uses such as residences.

Land use decisions are a local government responsibility. The Air Resources Board's role is advisory and these recommendations do not establish regulatory standards of any kind. However, we hope that the information in this document will be seriously considered by local elected officials and land use agencies. We also hope that this document will promote enhanced communication between land use agencies and local air pollution control agencies. We developed this document in close coordination with the California Air Pollution Control Officers Association with that goal in mind.

I hope you find this document both informative and useful.



Mrs. Barbara Riordan
Interim Chairman
California Air Resources Board

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Table 1-1
Recommendations on Siting New Sensitive Land Uses
Such As Residences, Schools, Daycare Centers, Playgrounds, or Medical
Facilities*

Source Category	Advisory Recommendations
Freeways and High-Traffic Roads	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). • Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.
Rail Yards	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. • Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	<ul style="list-style-type: none"> • Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the ARB on the status of pending analyses of health risks.
Refineries	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district. • Do not site new sensitive land uses in the same building with perc dry cleaning operations.
Gasoline Dispensing Facilities	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities.

***Notes:**

- These recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.

Table 1-2
Summary of Basis for Advisory Recommendations

Source Category	Range of Relative Cancer Risk ^{1,2}	Summary of Basis for Advisory Recommendations
Freeways and High-Traffic Roads	300 – 1,700	<ul style="list-style-type: none"> In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70% drop off in particulate pollution levels at 500 feet.
Distribution Centers ³	Up to 500	<ul style="list-style-type: none"> Because ARB regulations will restrict truck idling at distribution centers, transport refrigeration unit (TRU) operations are the largest onsite diesel PM emission source followed by truck travel in and out of distribution centers. Based on ARB and South Coast District emissions and modeling analyses, we estimate an 80 percent drop-off in pollutant concentrations at approximately 1,000 feet from a distribution center.
Rail Yards	Up to 500	<ul style="list-style-type: none"> The air quality modeling conducted for the Roseville Rail Yard Study predicted the highest impact is within 1,000 feet of the Yard, and is associated with service and maintenance activities. The next highest impact is between a half to one mile of the Yard, depending on wind direction and intensity.
Ports	Studies underway	<ul style="list-style-type: none"> ARB will evaluate the impacts of ports and develop a new comprehensive plan that will describe the steps needed to reduce public health impacts from port and rail activities in California. In the interim, a general advisory is appropriate based on the magnitude of diesel PM emissions associated with ports.
Refineries	Under 10	<ul style="list-style-type: none"> Risk assessments conducted at California refineries show risks from air toxics to be under 10 chances of cancer per million.⁴ Distance recommendations were based on the amount and potentially hazardous nature of many of the pollutants released as part of the refinery process, particularly during non-routine emissions releases.
Chrome Platers	10-100	<ul style="list-style-type: none"> ARB modeling and monitoring studies show localized risk of hexavalent chromium diminishing significantly at 300 feet. There are data limitations in both the modeling and monitoring studies. These include variability of plating activities and uncertainty of emissions such as fugitive dust. Hexavalent chromium is one of the most potent toxic air contaminants. Considering these factors, a distance of 1,000 feet was used as a precautionary measure.
Dry Cleaners Using Perchloroethylene (perc)	15-150	<ul style="list-style-type: none"> Local air district studies indicate that individual cancer risk can be reduced by as much as 75 percent by establishing a 300 foot separation between a sensitive land use and a one-machine perc dry cleaning operation. For larger operations (2 machines or more), a separation of 500 feet can reduce risk by over 85 percent.

Freeways and High Traffic Roads

Air pollution studies indicate that living close to high traffic and the associated emissions may lead to adverse health effects beyond those associated with regional air pollution in urban areas. Many of these epidemiological studies have focused on children. A number of studies identify an association between adverse non-cancer health effects and living or attending school near heavily traveled roadways (see findings below). These studies have reported associations between residential proximity to high traffic roadways and a variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children.

One such study that found an association between traffic and respiratory symptoms in children was conducted in the San Francisco Bay Area. Measurements of traffic-related pollutants showed concentrations within 300 meters (approximately 1,000 feet) downwind of freeways were higher than regional values. Most other studies have assessed exposure based on proximity factors such as distance to freeways or traffic density.

These studies linking traffic emissions with health impacts build on a wealth of data on the adverse health effects of ambient air pollution. The data on the effects of proximity to traffic-related emissions provides additional information that can be used in land use siting and regulatory actions by air agencies. The key observation in these studies is that close proximity increases both exposure and the potential for adverse health effects. Other effects associated with traffic emissions include premature death in elderly individuals with heart disease.

Key Health Findings

- Reduced lung function in children was associated with traffic density, especially trucks, within 1,000 feet and the association was strongest within 300 feet. (Brunekreef, 1997)
- Increased asthma hospitalizations were associated with living within 650 feet of heavy traffic and heavy truck volume. (Lin, 2000)
- Asthma symptoms increased with proximity to roadways and the risk was greatest within 300 feet. (Venn, 2001)
- Asthma and bronchitis symptoms in children were associated with proximity to high traffic in a San Francisco Bay Area community with good overall regional air quality. (Kim, 2004)
- A San Diego study found increased medical visits in children living within 550 feet of heavy traffic. (English, 1999)

In these and other proximity studies, the distance from the roadway and truck traffic densities were key factors affecting the strength of the association with adverse health effects. In the above health studies, the association of traffic-related emissions with adverse health effects was seen within 1,000 feet and was

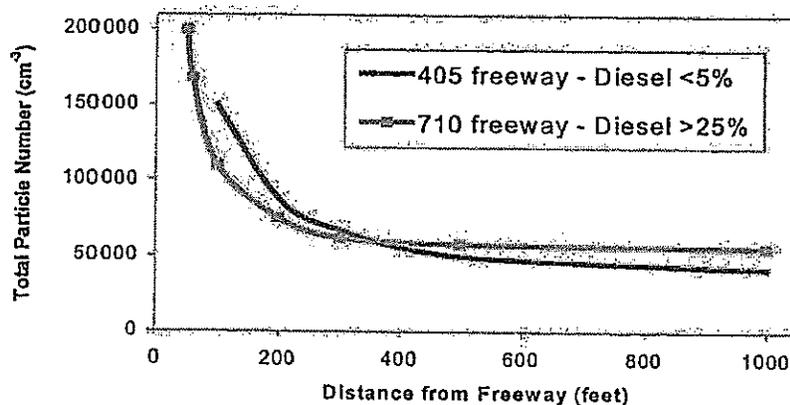
strongest within 300 feet. This demonstrates that the adverse effects diminished with distance.

In addition to the respiratory health effects in children, proximity to freeways increases potential cancer risk and contributes to total particulate matter exposure. There are three carcinogenic toxic air contaminants that constitute the majority of the known health risk from motor vehicle traffic – diesel particulate matter (diesel PM) from trucks, and benzene and 1,3-butadiene from passenger vehicles. On a typical urban freeway (truck traffic of 10,000-20,000/day), diesel PM represents about 70 percent of the potential cancer risk from the vehicle traffic. Diesel particulate emissions are also of special concern because health studies show an association between particulate matter and premature mortality in those with existing cardiovascular disease.

Distance Related Findings

A southern California study (Zhu, 2002) showed measured concentrations of vehicle-related pollutants, including ultra-fine particles, decreased dramatically within approximately 300 feet of the 710 and 405 freeways. Another study looked at the validity of using distance from a roadway as a measure of exposure

Figure 1-1
Decrease In Concentration of Freeway Diesel PM Emissions
With Distance



to traffic related air pollution (Knape, 1999). This study showed that concentrations of traffic related pollutants declined with distance from the road, primarily in the first 500 feet.

These findings are consistent with air quality modeling and risk analyses done by ARB staff that show an estimated range of potential cancer risk that decreases with distance from freeways. The estimated risk varies with the local meteorology, including wind pattern. As an example, at 300 feet downwind from a freeway (Interstate 80) with truck traffic of 10,000 trucks per day, the potential cancer risk was as high as 100 in one million (ARB Roseville Rail Yard Study). The cancer health risk at 300 feet on the upwind side of the freeway was much

less. The risk at that distance for other freeways will vary based on local conditions – it may be higher or lower. However, in all these analyses the relative exposure and health risk dropped substantially within the first 300 feet. This phenomenon is illustrated in Figure 1-1.

State law restricts the siting of new schools within 500 feet of a freeway, urban roadways with 100,000 vehicles/day, or rural roadways with 50,000 vehicles with some exceptions.² However, no such requirements apply to the siting of residences, day care centers, playgrounds, or medical facilities. The available data show that exposure is greatly reduced at approximately 300 feet. In the traffic-related studies the additional health risk attributable to the proximity effect was strongest within 1,000 feet.

The combination of the children’s health studies and the distance related findings suggests that it is important to avoid exposing children to elevated air pollution levels immediately downwind of freeways and high traffic roadways. These studies suggest a substantial benefit to a 500-foot separation.

The impact of traffic emissions is on a gradient that at some point becomes indistinguishable from the regional air pollution problem. As air agencies work to reduce the underlying regional health risk from diesel PM and other pollutants, the impact of proximity will also be reduced. In the meantime, as a preventative measure, we hope to avoid exposing more children and other vulnerable individuals to the highest concentrations of traffic-related emissions.

Recommendation

- Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.

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- Brunekreef, B. et al. "Air pollution from truck traffic and lung function in children living near motorways." Epidemiology. 1997; 8:298-303
- Lin, S. et al. "Childhood asthma hospitalization and residential exposure to state route traffic." Environ Res. 2002;88:73-81
- Venn. et al. "Living near a main road and the risk of wheezing illness in children." American Journal of Respiratory and Critical Care Medicine. 2001; Vol.164, pp. 2177-2180
- Kim, J. et al. "Traffic-related air pollution and respiratory health: East Bay Children’s Respiratory Health Study." American Journal of Respiratory and Critical Care Medicine 2004; Vol. 170. pp. 520-526

² Section 17213 of the California Education Code and section 21151.8 of the California Public Resources Code. See also Appendix E for a description of special processes that apply to school siting.

Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning

A Reference for Local Governments Within the South Coast Air Quality Management District

This guidance document is prepared by the South Coast Air Quality Management District (AQMD) as a reference for cities and counties within AQMD's jurisdiction. It provides suggested policies that local governments can use to prevent or reduce potential air pollution impacts and protect public health in their General Plans or through local planning. The objective of the guidance document is to facilitate stronger collaboration between local governments and the AQMD to reduce community exposure to source-specific and cumulative air pollution impacts. It is recognized that local governments, to make the best decisions for the benefit of their residents, must weigh and balance multiple issues, demands and concerns, including, but not limited to, the need for housing, existing development and development patterns, environmental responsibilities and more when making land use decisions.

May 6, 2005

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Toxic Air Contaminants

Sensitive receptors (and the facilities that house them) in proximity to sources of air pollutants that emit TACs are of particular concern. Exposure to TACs can increase the risk of contracting cancer or result in adverse non-cancer health effects. Non-cancer health risks associated with TAC exposure include birth defects and other reproductive damage, neurological disorders, and damage to the respiratory system. A comprehensive monitoring study of TACs was initiated as part of AQMD's environmental justice program. The Multiple Air Toxics Exposure Study (MATES-II) included fixed sites characterizing neighborhood-scale conditions and a complementary microscale study to sample potential localized influences of toxic-emitting sources near residential neighborhoods. Inventories of TACs were utilized in computer simulation models to depict toxic risks for the entire South Coast basin. The MATES-II project represents one of the most comprehensive air toxics monitoring programs ever conducted in a major urban area in the country, and it has been recognized as a model program. Findings from the study revealed the following:

- Average cancer risk from ambient measurements in the South Coast basin was found to be 1400 in a million;
- Diesel exhaust is responsible for about 70 percent of the total cancer risk from air pollution;
- Emissions from mobile sources -- including cars and trucks as well as ships, trains and planes -- account for about 90 percent of the cancer risk. Emissions from businesses and industry are responsible for the remaining 10 percent; and
- The highest cancer risk occurs in south Los Angeles county -- including the port area -- and along major freeways.

In 2005, the AQMD plans to release the results of another intensive one-year study that examined current levels of cancer-causing TACs and the risk they pose to district residents. This study will help gauge the effectiveness of current regulations and serve as a vital tool in helping shape future air quality and environmental justice policies. MATES-III will monitor 21 TACs and four other substances at 10 sites across the Los Angeles basin. The AQMD will use mobile monitoring stations to sample at neighborhood sites near toxic emission sources or in areas where community members are concerned about health risks from air pollution. Such neighborhood sites could be near airports, rail yards, warehouses, landfills, high-volume vehicle traffic, or multiple commercial or industrial facilities. Sampling at each neighborhood site lasts for up to two months. The goal of MATES-III is to update TAC levels and toxic emission inventories, determine the cancer and non-cancer health risk from air toxics across the district. Also, the study will investigate potential toxic "hot spots" in local communities.

The potential impacts of new facilities on sensitive sites will depend on a variety of factors including the amount and toxicity of pollutants emitted, the type of air pollution control equipment at the facility, design features of the facility, the distance from the

source of emissions to the sensitive receptor, and local meteorology. All these factors should be carefully evaluated when siting a source of air pollution. Typically, the siting process followed by land use agencies to avoid the location of sensitive sites (e.g., residences, health clinics, etc.) near sources of air pollution does not involve the AQMD. The potential for public health impacts remains unchanged when siting sensitive receptors near a pollution source or a pollution source near a sensitive receptor. Therefore, local policies should allow for a thorough evaluation of the air quality impacts for both scenarios.

Where possible, CARB recommends a minimum separation between new sensitive land uses and the following eight categories of existing sources (Table 1-1 in CARB's Proposed Air Quality and Land Use Handbook: A Community Health Perspective, March 2005, or subsequent versions adopted by CARB):

- high-traffic freeways and roads
- distribution centers
- rail yards
- ports
- refineries
- chrome plating facilities
- perchloroethylene dry cleaners
- large gasoline stations

It is recommended that the AQMD be consulted to obtain facility-specific emissions information and accepted assessment methods for determining relative exposure and health risk for proposed projects.

Recent studies have found an increased incidence of adverse effects among those who live near busy roadways; these include increased respiratory disease and increased mortality (Wilhelm, M., et al 2003; Kim, J. et al 2004). These studies found that residential proximity to traffic was associated with increased risk of low birth weight, increased medical visits for asthma and increased respiratory symptoms in children. Studies conducted near freeways in Southern California show that traffic emissions, such as carbon monoxide, ultra-fine particulates, and black carbon (soot) are several times higher next to freeways than the background concentrations. These concentrations fell to lower levels with increasing distance from the roadway, decreasing about 60-80 percent within 100 meters (Zhu, Yifang, et al, 2002).

Recent results from the Children's Health Study have shown strong evidence of adverse effects in children exposed to ambient levels of traffic-related pollutants. This study followed children in 12 communities in Southern California from 4th grade through 12th grade (McConnell, K., et al, 2002). Children in communities with high levels of NOx, PM_{2.5}, acid vapors, and elemental carbon showed reduced lung function growth over the study period. Additionally, a higher level of asthma was found in the children that lived nearest to busy roadways. In a report prepared for CARB, researchers concluded that the current levels of ambient air pollution in Southern California are associated with

clinically important chronic health effects that have substantial health and economic impacts (Peters, 2004).

The primary authority for siting public schools rests with local school districts which are the designated "lead agencies" for the CEQA environmental analyses. The California Education Code requires public school districts to notify the local planning agency when siting new public schools and the planning agency to determine if the proposed site conforms with the General Plan. If the proposed school is within 500 feet of the edge of a freeway or traffic corridor that has specified minimum average daily traffic counts, the school district is required to determine through specified risk assessment and air dispersion modeling that neither short-term nor long-term exposure poses significant health risks to pupils. Both the California Education Code section 17213 and the California Public Resources Code section 21151.8 require school districts to consult with the AQMD when preparing the environmental assessment. The AQMD verifies all permitted and non-permitted sources of air pollution that might significantly affect health have been identified and evaluated.

Generally, cancer risk will drop off with distance from a ground level pollution source, such as a freeway. Freeways and busy traffic corridors are defined as traffic volume of over 100,000 vehicles per day in urban areas and 50,000 vehicles per day in rural areas (Education Code Section 17312). CARB studies show that air pollution levels can be significantly higher within 500 feet (150 meters) of freeways or busy traffic corridors and then diminish rapidly. Actual concentration of diesel particulate matter will vary at a particular location depending on traffic volume, vehicle mix, prevailing winds and other variables. The decline in the relative concentration of diesel particulate matter as one moves away from the edge of a freeway is illustrated Figure 2-1. These data have been normalized to a receptor located 20 meters from the edge of freeway (i.e., at a distance of 20 m, the receptor is exposed to 100 percent of the diesel particulate matter emissions from the freeway). A downwind distance of 328 feet (100 m) will reduce cancer risk by over 60 percent. If the physical downwind distance is increased to 984 feet (300 m), the relative concentration is reduced over 80 percent.

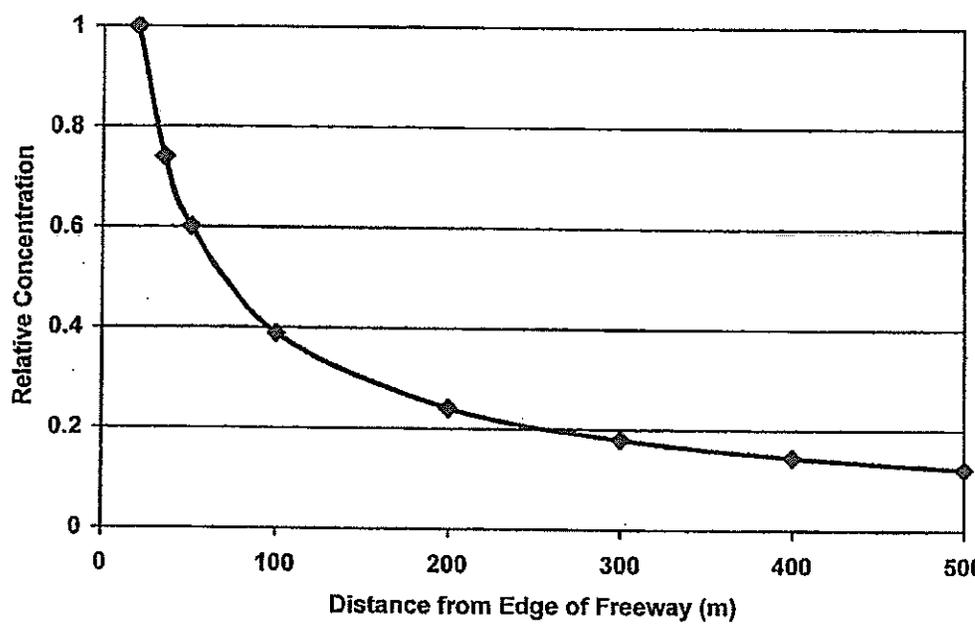


Figure 2-1

**Relative Concentration of Diesel Particulate Matter
in Relation to the Distance from The Edge of a Freeway**

Source: South Coast Air Quality Management District. Adapted from the California Air Resources Board's Diesel Risk Reduction Plan.

A comparison of total cancer risk and cancer risk from diesel particulate matter emissions in rural and urban areas shows that cancer risk associated with elevated levels of diesel particulate both decrease rapidly within the first 100 – 150 meters from the edge of a roadway (Table 2-2). Estimated cancer risk from diesel particulate matter along rural and urban roadways is decreased approximately 68 percent at a distance 150 m (492 ft) from the edge of the roadway. Clearly, these data demonstrate that a minimum distance that separates sources of diesel emissions from nearby receptors is effective in reducing potential cancer risk. The AQMD recognizes that physical separation of the receptors from the pollution sources is not always reasonable or feasible particularly in mature communities. For example, in southern Los Angeles county a sequence of land use decisions in urban areas allowed freeway construction through existing neighborhoods.

Table 2-3

Examples of Facilities That Emit Toxic Air Contaminants

Categories	Facility Type	Air Pollutants of Concern
Commercial	Perchloroethylene Dry Cleaners ¹	Perchloroethylene
	Chrome Platers/Chrome Spraying Operations	Hexavalent Chromium
	Gas Stations	Benzene
	Auto Body Shops	Metals, Solvents
	Furniture Repair	Solvents ² , Methylene Chloride
	Film Processing Services	Solvents, Perchloroethylene
	Cold Storage Distribution Centers, Warehouses	Diesel Particulate Matter
	Printing Shops	Solvents
	Diesel Engines	Diesel Particulate Matter
	Industrial	Manufacturers
Metal Platers, Welders, Metal Spray (flame spray) Operations		Hexavalent Chromium, Nickel, Metals
Chemical Producers		Solvents, Metals
Gasoline Refineries		Benzene, Solvents, Metals, PAHs
Furniture Manufacturers		Solvents
Shipbuilding and Repair		Hexavalent Chromium and other metals, Solvents
Hazardous Waste Incinerators		Dioxin, Solvents, Metals
Power Plants		Benzene, Formaldehyde, Particulate Matter
Research and Development Facilities		Solvents, Metals, etc.
Freight Distribution Centers		Diesel Particulate Matter
Public	Landfills	Benzene, Vinyl Chloride, Diesel Particulate Matter
	Waste Water Treatment Plants	Hydrogen Sulfide
	Medical Waste Incinerators	Dioxin, Benzene, PAH, PCBs, 1,3-Butadiene
	Recycling, Garbage Transfer Stations	Diesel Particulate Matter
	Municipal Incinerators	Dioxin, Benzene, PAH, PCBs, 1,3-Butadiene
Transportation	Port Facilities	Diesel Particulate Matter, Methyl Bromide
	Airports	Benzene, Formaldehyde
	Rail Yards (diesel locomotives)	Diesel Particulate Matter
	Rail Corridors	Diesel Particulate Matter
	Intermodal Facilities	Diesel Particulate Matter
	Truck Stops	Diesel Particulate Matter
	Freeways and Roadways	Diesel Particulate Matter, Benzene, 1,3-Butadiene, Formaldehyde
Agricultural Operations	Farming Operations	Diesel Particulate Matter, VOCs, NOx, PM ₁₀ , CO, SOx, Pesticides
	Livestock and Dairy Operations	Ammonia, VOCs, PM ₁₀

Source: Adapted from the Proposed Air Quality and Land Use Handbook: A Community Health Perspective, CARB, March 2005.

¹Non-perc alternatives (e.g. wet cleaning and CO₂ cleaning) may eliminate TAC emissions.

²Many, but not all solvents contain TACs.

- changing the land use designations in areas where there are significant cumulative impacts

"Cumulative" air quality analyses describe health and nuisance impacts related to cumulative emissions from sources that individually comply with AQMD, state, and federal rules. For example, in local jurisdictions where there are neighborhoods near a relatively large number of industrial facilities or near heavy cross-town traffic, there is concern that there may be accumulated effects of numerous emission sources operating near residences, schools, or other sensitive sites. Cumulative impacts may be mitigated through siting and zoning policies that consider, where feasible, appropriate setbacks and buffer zones to disperse the air pollutants before they reach sensitive receptors. When physical separation of sensitive receptors from sources of air pollution is not a feasible option, particularly in older well-developed communities, the design features of a specific facility or project (e.g., barriers and walls, landscaping, stack height, and ventilation systems) should be evaluated as an alternative to physical land separation.

JOB-HOUSING BALANCE

Residents in urban areas in the South Coast basin have become increasingly concerned with increased traffic congestion and the failure of the region to achieve state and federal clean air standards. The concept of a "jobs/housing balance" is based on the premise that the number of vehicle trips and vehicle miles traveled (VMT) can be reduced when sufficient jobs are available locally to balance the employment demands of the community, and when commercial services are convenient to residential areas. Achieving a good balance requires planning the location and nature of jobs and housing in order to encourage a reduction in vehicle trips and VMT while increasing mass transit ridership and alternative modes of transportation, such as bicycles and walking. The AQMD and the SCAG both embrace jobs/housing balance as a viable tool available to local governments to reduce air pollution.

SUGGESTED GOAL, OBJECTIVES AND POLICIES/STRATEGIES RELATED TO LAND USE

- Goal 1** Land use policies that address the relationship between land use and air quality to protect public health and minimize impacts on existing land use patterns and future land use development
- Objective 1.1** Through land use plans provide heightened consideration of policies and strategies to minimize exposure of sensitive receptors and sites (e.g., schools, hospitals, and residences) to health risks related to air pollution.

1.6.58 Michael H. Leifer

Comment P-58-1: Sound walls: As a further comment to the issue of noise impacts, a representative attended the February 16, 2011 San Clemente Planning Commission meeting where OCTA representatives made a presentation. At the presentation, OCTA representatives asserted, without providing any substantiation or support, that The Department is not constrained by the same environmental rules and procedures as other public agencies when it comes to known noise impacts. OCTA representatives asserted that because of these different rules/procedures, which were not identified, sound walls are not called “mitigation measures” and that the Department does not have a threshold for noise providing that if the noise level goes above “x” noise mitigation is required. Again, OCTA representatives made such assertions without providing any support or resources supporting such assertions. We are not aware of any special rules or procedures for the Department or OCTA exempting these agencies from mitigation against noise impacts. Rather, the Department and OCTA are bound by the same or similar environmental rules and regulations as other agencies. Thus, in order to comply with CEQA and/or NEPA, OCTA and the Department must mitigate the noise impacts being caused by the Project. Appropriately designed, constructed and situated sound walls should be provided as mitigation measures.

Response P-58-1: The Department is required to meet the requirements of both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). According to California Public Resources Code (PRC) Section 21082, CEQA provides lead agencies with general authority to adopt criteria for determining whether a given impact is significant. As a result, the analysis for the proposed project followed the guidance within the Caltrans Standard Environmental Reference (SER). The noise section of the IS/EA and the technical noise study report (NSR) were prepared consistent with the guidelines and procedures in the Caltrans Traffic Noise Analysis Protocol (Protocol) and the Technical Noise Supplements (TeNS).

The Department considers traffic noise impacts under CEQA to occur when traffic noise increases substantially compared to existing noise levels. For NEPA, noise abatement measures, such as sound barriers, would be considered if the predicted future worst-case noise level would approach or exceed the Noise Abatement Criteria (NAC) or have a substantial increase in noise of 12 dBA over their corresponding existing noise levels. Sound barriers must provide a minimum noise level reduction of 5 dBA or more (feasibility) and be cost-effective (reasonable) by comparing them to

the Department allowance calculations. Sound barriers that do not meet both the feasible and reasonable criteria are not recommended to be implemented. If sound barriers located outside of the State right-of-way (private property walls) are determined to be not reasonable, sound barriers can be reevaluated for reasonableness if the affected property owners agree to place the sound barrier on their land without compensation, thereby reducing the cost of constructing such sound barriers.

On a separate evaluation process, OCTA can evaluate the reasonableness factor for feasible barriers with Type 2 funding resources, which typically utilize local funds. If a sound barrier meets the Type 2 Sound Wall Criteria, OCTA can provide funding to construct the sound barrier.

See General Response No. 1, Noise.

Comment P-58-2: Air Quality: The Department and OCTA have not adequately analyzed the air quality issues as they pertain to the subject property. The South Coast Air Quality Management District (AQMD) has publicly documented the health risks associated with residential uses near busy roadways and freeways. The proposed project triggers a further review of this issue. Attached are excerpts of some documents by AQMD and the California Air Resources Board that have been publicly disseminated regarding such air quality issues. The environmental document does not analyze the air quality issues created by the project and the associated health risks to landowners adjoining the project area, including the subject property.

Response P-58-2: Chapter 11 (Air Quality) of the SER provides for a qualitative analysis for temporary construction activities. Construction of the entire project would occur for less than 5 years, which meets the Department's criteria as a temporary activity. Additionally, the analysis addresses localized operational impacts using the *Transportation Project-Level Carbon Monoxide Protocol* (December 1997) developed by the Institute of Transportation Studies at the University of California, Davis, the Caltrans *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Non-attainment and Maintenance Areas* (March 2006), and the United States Environmental Protection Agency's (EPA) March 2006 Final Rule which established the procedures to determine particulate matter impacts in nonattainment and maintenance areas. Implementation of the proposed project would alleviate several peak-hour mainline and freeway ramp deficiencies, thereby reducing congestion. Based on these localized hot-spot analyses, the proposed project would not create a significant increase in traffic, and air emissions would not be significant.

The proposed project was also submitted to stakeholders at a Transportation Conformity Working Group (TCWG) meeting on February 23, 2010, pursuant to the interagency consultation requirement of 40 Code of Federal Regulations (CFR) 93.105 (c)(1)(i). The Department, the EPA, the California Air Resources Board (CARB), SCAQMD, and other interagency consultation participants reviewed additional information including the detailed particulate matter analysis and CT-EMFAC model outputs. The TCWG members determined that the proposed project was not a project of air quality concern (POAQC). Additionally, the proposed project represents the implementation of a Transportation Control Measure (TCM) and would reduce congestion as well as merging and weaving conflicts.

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<hm@tmengineers.com>
02/11/2011 10:56 PM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc
Subject Soundwalls are needed

The traffic on I5 is already heavy with a lot of noise impacting the residences in The Coast Development in San Clemente. Adding another 2 lanes will increase even more noise and getting closer to the houses. As it is, soundwalls are needed to protect residents from high noise exposure, with another added lanes, soundwalls are indispensable!!!

Caltrans has been announcing adding lanes and soundwalls, and as a resident next to the I5, soundwalls are absolutely needed to reduce traffic noise.

Hilda Ma
2933 Calle Frontera, San Clemente, CA 92673

1.6.59 Hilda Ma

Comment P-59-1: The traffic on I-5 is already heavy with a lot of noise impacting the residences in The Coast Development in San Clemente. Adding another 2 lanes will increase even more noise and getting closer to the houses. As it is, soundwalls are needed to protect residents from high noise exposure, with another added lanes, soundwalls are indispensable!!! the Department has been announcing adding lanes and soundwalls, and as a resident next to the I-5, soundwalls are absolutely needed to reduce traffic noise.

Response P-59-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
 Name: JOHN MANNIV
 City: CAPPO BCH Zip: 92624

Comment:
I DO NOT WANT THE DIRT HILL OR BEEM TO BE
REMOVED, I DON'T OBJECT TO A SOUND WALL AS LONG
AS IT IS PHYSICALS AND BUILT ON TOP OF THE HILL
AND NOT AT MY PRESENT GRAVE.

I WISH YOU DID A BETTER JOB OF PRESENTING
THE PROPOSED WORK. YOU WALKED EQUATIONS &
WORDS AT THE MEETING WHICH CAUSED MY
QUESTIONS. IN FACT NO ONE GAVE THE SAME
ANSWERS

P-60-1

Please add me to the distribution list. My address is:

Address: 34559 CALS FOREVER
 City: CAPPO BCH Zip: 92624

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.60 John Mannix

Comment P-60-1: I do not want the dirt hill or berm to be removed. I don't object to a sound wall as long as it is Plexiglas and built on top of the hill and not at my present grade. I wish you did a better job of presenting the proposed work. You lacked elevations and no one at the meeting could answer my questions. In fact no one gave the same answers.

Response P-60-1: See General Responses No. 2, Grading of Berm near Avenida de Estrella, and No. 2, Sound Barriers.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: DONALD DAY MASON

City: SAN CLEMENTE Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO

IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?

THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY. DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 355 CALLE BOARO

City: SAN CLEMENTE Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

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1.6.61 Donald Mason

Comment P-61-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-61-1: See General Response No. 1, Noise.



Bill McAndrew
<bill@alldiscountins.com>
01/19/2011 03:22 PM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc
Subject I5 Widening through Dana Point

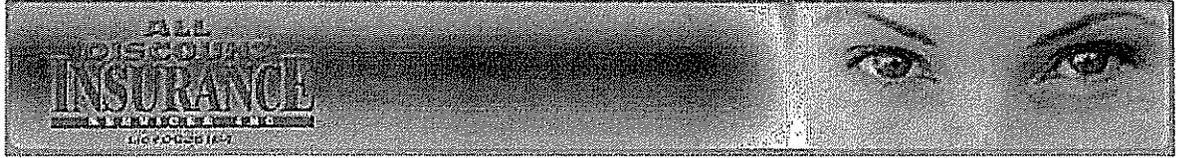
Attn: Scott Shelley,

I am reading the Public Notice for I-5 widening through Dana Point and was wondering if my property address 34471 Calle Portola in Capistrano Beach, Parcel # 123-271-68 will be affected?

I looked at the target area and it appears that this may encroach on my property but I am unsure. Is there a way or a list of housing that will be affected by this widening?

Thanks,

Bill McAndrew
All Discount Insurance
664 E. Vista Way # G
Vista, Ca 92084
(760) 630-4555



Confidentiality Note: This e-mail, and any attachment to it, contains privileged and confidential information intended only for the use of the individual(s) or entity named on the e-mail. If the reader of this e-mail is not the intended recipient, or the employee or agent responsible for delivering it to the intended recipient, you are hereby notified that reading it is strictly prohibited. If you have received this e-mail in error, please immediately return it to the sender and delete it from your system. Thank you.

P-62-1

1.6.62 Bill McAndrew

Comment P-62-1: I am reading the Public Notice for I-5 widening through Dana Point and was wondering if my property address 34471 Calle Portola in Capistrano Beach, Parcel # 123-271-68 will be affected? I looked at the target area and it appears that this may encroach on my property but I am unsure. Is there a way or a list of housing that will be affected by this widening?

Response P-62-1: The proposed project is not expected to encroach on your property. A list of properties affected is included in Chapter 3.3, Community Impacts, and includes properties at the I-5/Avenida Pico interchange.



Bart & Laura McCorvey
<bartandlaura@cox.net>
02/09/2011 10:30 PM

To <15HOV_Pico2PCH@dot.ca.gov>
cc
bcc
Subject Sound wall

Hello Ms. Smita Deshpande,

My question regarding the Pico/I-5 HOV Extension Project is this...would you want two more lanes of traffic noise zooming by your home without any help from the State government? I don't!

We are two streets east(back) from the freeway and we can easily hear the freeway. Apparently, Cal-Trans had said they would put a soundwall up

To help ease the noise and now they said they are not. If you have not seen this part of the freeway, it would be worth a drive. It is in beautiful San Clemente and the freeway backs up behind some nice homes.

Please be our voice and treat this as if a freeway was in your backyard. Please help us to get a soundwall.

Thank you!

*A Registered Voter and Homeowner,
Laura McCorvey*

1.6.63 Bart and Laura McCorvey

Comment P-63-1: My question regarding the Pico/I-5 HOV Extension Project is this...would you want two more lanes of traffic noise zooming by your home without any help from the State government? I don't! We are two streets east (back) from the freeway and we can easily hear the freeway. Apparently, Cal-Trans had said they would put a soundwall up To help ease the noise and now they said they are not. If you have not seen this part of the freeway, it would be worth a drive. It is in beautiful San Clemente and the freeway backs up behind some nice homes. Please be our voice and treat this as if a freeway was in your backyard. Please help us to get a soundwall.

Response P-63-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: Marilyn S. Mikulec

City: S.C. Zip: 92677

Comment: Marilyn S Mikulec

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.

IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?

THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY- DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 2955 Calle Frontera

City: SAN CLEMENTE Zip: 92677

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1.6.64 Marilyn Mikulis

Comment P-64-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-64-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
 Name: Michael C. Mikulics
 City: San Clemente Zip: 92673

Comment: M. C. Mikulics
~~WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED~~
~~FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?~~

~~YES OR NO.~~
~~IF YES HOW TALL WILL IT BE?~~

~~IF NO, WHY NOT?~~
~~THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND~~
~~WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST~~
~~HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA~~
~~REQUIRE A SOUND WALL AND OUR AREA DOES NOT?~~

~~WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT~~
~~WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME~~
~~OF THE PROJECT IS HIGH OCCUPANCY- DOES THAT MEAN INCREASED~~
~~TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?~~

Please add me to the distribution list. My address is:

Address: 2955 Calle Frontera
 City: San Clemente Zip: 92673

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1.6.65 Michael Mikuluis

Comment P-65-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-65-1: See General Response No. 1, Noise.



Bill Mills <mauimills@cox.net>

02/25/2011 11:46 AM

To <i5HOV_Pico2PCH@dot.ca.gov>

cc 'ROBERT' <r_price@cox.net>, <kackiewackie@sbcglobal.net>, <henryrager@cox.net>, 'Dolores Padgett' <dturtl1@cox.net>

bcc

Subject Caltrans/OCTA I-5 Widening and Soundwall

From Robert Price, 713 Calle Amable and William Mills, 717 Calle Amable

From: ROBERT [mailto:r_price@cox.net]

Sent: Friday, February 25, 2011 9:31 AM

To: 'Bill Mills'

Subject: RE: Need Info - RE: City of SC Planning Commission Meeting - Caltrans/OCTA I-5 Widening and Soundwall

I've reviewed the noise and air quality sections and supporting reports. The following is my expert opinion (see attached resume' detailing my credentials) based on my experience. In addition, I've restricted my observations to the area where I live, i.e. the Vaquero/Shorecliff golf course valley.

First, I know the firms and some of the individuals who have conducted the analyses, and they are well qualified professionals.

I think the IS/MND is inadequate in the following areas:

Noise

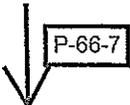
- The studies followed standard Caltrans protocols for this type of analysis. However, they only looked at an extremely limited number of potentially sensitive receptor locations immediately adjacent to the freeway right-of-way. P-66-1
- In addition, there were no 24-hr noise monitoring locations in the Vaquero/Shorecliff area. P-66-2
- Further, the monitoring conducted, and thus the modeling based upon the monitoring, may not be representative of actual "average" traffic conditions. For example, the monitoring was conducted mid-week near the beginning of the year and did not take into consideration heavier traffic periods (e.g., summer, weekends, increased truck traffic from the proposed Outlet Mall, etc.). P-66-3
- The noise modeling did not take into consideration site-specific topographic (the valley is a natural amphitheater) or meteorological conditions (prevailing winds, inversions) in the valley that tend to amplify and conduct noise further from the freeway than the study considered. P-66-4

Consequently, I believe the build alternatives should consider extending the soundwall proposed all the way across the Vaquero overpass and further south to alleviate the sound impacts to residents on the hillsides further from the right-of-way. This is "feasible" because it has been done on other Caltrans projects. P-66-5

Air Quality

A soundwall extended across the Vaquero overpass would help alleviate adverse air quality impacts to the residents of the valley. Anyone who lives here can attest to the fact that our backyards are subjected to continuous particulate emission fallout from the freeway. A soundwall would help alleviate this fallout. P-66-6

In addition, the air quality study did not address the potential for toxic air emissions from construction and operation of the HOV lanes. For example, rubberized asphalt (when hot) can emit hydrogen sulfide gas – a potentially toxic compound. This is primarily an occupational health concern, but conceivably could P-66-7



affect nearby residents during construction. The IS did not address this issue.

Further, the IS did not address the issue of potential long-term health effects from erosion of and airborne dispersion of rubberized asphalt particulate matter. There may be none, but the question needs to be addressed. A risk assessment may be in order, despite the weasel-word discussion in the IS about the "evolving" nature of public health risk assessments. This is equivalent to saying we don't know the answer so we won't ask the question. These are done all the time to provide at least qualitative information to decision makers.



Anyway, that's my two cents. Hope it helps.

Bob Price



Resume 021809.doc

1.6.66 Bill Mills

Comment P-66-1: The studies followed standard Caltrans protocols for this type of analysis. However, they only looked at an extremely limited number of potentially sensitive receptor locations immediately adjacent to the freeway right-of-way.

Response P-66-1: Noise level measurements were conducted at a selected number of representative locations within the project area. Measurement locations represent designated frequent human use areas, such as backyards of single-family residences, ground floor patio at multi-family residences, playgrounds, parks, and churches. The purpose of these noise level measurements is to calibrate the noise model. Once the calibration factor was found for an area, more receiver locations were modeled to cover the entire area. A total of 460 modeled receivers located within the project area were used to evaluate potential traffic noise impacts. The number of receivers used for this study is considered detailed because it represents approximately 1 to 3 single-family residences and cover up to two rows of homes from the freeway in the project area.

Comment P-66-2: In addition, there were no 24-hr noise monitoring locations in the Vaquero/Shorecliff area.

Response P-66-2: The 24-hour noise level measurement located in the area of Avenida Vaquero is located at 2953 Calle Frontera. This location represents the area along I-5 between Avenida Vista Hermosa and Camino de Estrella. The purpose of the 24-hour noise level measurement is to identify the peak traffic noise hour and the difference in noise level in which short-term noise level measurements were conducted during off-peak hours in the represented area. The difference in noise levels was then used to adjust the existing noise levels to the worst hour.

Comment P-66-3: Further, the monitoring conducted, and thus the modeling based upon the monitoring, may not be representative of actual “average” traffic conditions. For example, the monitoring was conducted mid-week near the beginning of the year and did not take into consideration heavier traffic periods (e.g., summer, weekends, increased truck traffic from the proposed Outlet Mall, etc.).

Response P-66-3: The purposed of the noise level measurements is to calibrate the Traffic Noise Model (TMN) version 2.5 with concurrent traffic counts and was not used to determine whether noise-sensitive uses are impacted. Traffic noise impacts are determined based on future worst-case noise levels with the proposed improvements (the highest traffic volume that would generate the highest noise level

and the highest truck percentage for the area). Abatement measures were based on the projected future worst-case noise levels.

Comment P-66-4: The noise modeling did not take into consideration site-specific topographic (the valley is a natural amphitheater) or meteorological conditions (prevailing winds, inversions) in the valley that tend to amplify and conduct noise further from the freeway than the study considered.

Response P-66-4: The topographic features such as changes in elevation from one location to another, existing barriers, and man-made structures were incorporated in the noise model. In addition, according to the TeNS, noise level measurements under certain meteorological conditions such a high wind conditions should be avoided. A no wind condition is the most optimal condition for noise level measurements because TNM 2.5 input has no provisions to consider meteorological effects. The traffic noise model is calibrated when the measured noise level equals the noise level generated by TNM 2.5 using concurrent traffic counts and incorporating site-specific features in the model. Noise level measurements conducted for this project follow the guidelines and procedures specified in the TeNS. The TeNS and the traffic noise model input have no provisions to consider meteorological effects. Therefore, traffic noise levels contained in the noise study contain no wind factors. However, under normal conditions, wind effect does not contribute any substantial changes to the noise results.

Comment P-66-5: Consequently, I believe the build alternatives should consider extending the soundwall proposed all the way across the Vaquero overpass and further south to alleviate the sound impacts to residents on the hillsides further from the right-of-way. This is “feasible” because it has been done on other Department projects.

Response P-66-5: The beginning and ending limits of the sound barrier located along the northbound side north of Avenida Vaquero were determined under a separate project, and the construction of this barrier would occur prior to the implementation of the proposed I-5 HOV Lane Extension project. The proposed project would remove a portion of this barrier to accommodate for the proposed improvements and replace in-kind with the same height at a nearby location.

Comment P-66-6: A soundwall extended across the Vaquero overpass would help alleviate adverse air quality impacts to the residents of the valley. Anyone who lives

here can attest to the fact that our backyards are subjected to continuous particulate emission fallout from the freeway. A soundwall would help alleviate this fallout.

Response P-66-6: See General Response No. 1, Public Health Concerns.

Comment P-66-7: In addition, the air quality study did not address the potential for toxic air emissions from construction and operation of the HOV lanes. For example, rubberized asphalt (when hot) can emit hydrogen sulfide gas – a potentially toxic compound. This is primarily an occupational health concern, but conceivably could affect nearby residents during construction. The IS did not address this issue. Further, the IS did not address the issue of potential long-term health effects from erosion of and airborne dispersion of rubberized asphalt particulate matter. There may be none, but the question needs to be addressed. A risk assessment may be in order, despite the weasel-word discussion in the IS about the “evolving” nature of public health risk assessments. This is equivalent to saying we don’t know the answer so we won’t ask the question. These are done all the time to provide at least qualitative information to decision makers.

Response P-66-7: The comment is requesting that the air quality analysis evaluate the short-term construction and long-term operational health effects of potentially toxic impacts.

Analysis of air quality impacts for the proposed project has been conducted consistent with the Department adopted protocols and guidance and addresses both construction and operational impacts of the proposed project. While there will be emissions from construction operations, these are short-term and would cease upon construction completion.

Following all the Caltrans standard specifications for construction and the SCAQMD Rule 403 control measures will minimize construction emissions, minimizing the probability of localized construction impacts.

During operation, the project would not contribute to violation of an air quality standard for ozone (O₃) and would not result in any concentrations exceeding the 1-hour or 8-hour carbon monoxide (CO) standards. In addition, the project would result in a net decrease in particulate matter greater than 2.5 microns in diameter (PM_{2.5}) and particulate matter greater than 10 microns in diameter (PM₁₀) and would reduce local mobile source air toxic (MSAT) emissions. The proposed project would not

substantially contribute to or cause deterioration of existing air quality, and mitigation measures are not required for the long-term operation of the project.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
 Name: Donald Minko
 City: San Clemente Zip: 92673

Comment: We live in Frave Harbour over 144
Residents that did not receive notice at
our homes since we live about
150 feet from the widening project
~~new noise barrier~~
Concerned about noise reports &
future noise levels in Frave Harbour
A simple 4 ft clear extension on our
existing 6 ft wall would provide noise
warnings - no more

Please add me to the distribution list. My address is:
 Address: 2141 Avenida Espada
 City: San Clemente Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

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P-67-1

P-67-2

1.6.67 Donald Mineo

Comment P-67-1: We live in Faire Harbour over 144 residents that did not receive notice at our homes since we live about 150 feet from the widening project.

Response P-67-1: Residents and businesses located within a 750 ft radius of the proposed project were contacted twice via United States Postal Service mail regarding the proposed project. The first contact was in March 2009, informing the community that a public information meeting would be held during the initiation of engineering/technical studies for the proposed project. The public was informed about the meeting through newspaper advertisements (please see public notice after Section 1.6.11 of this appendix), resident mailing, and the OCTA, the Department, City of San Clemente, City of Dana Point, and City of San Juan Capistrano websites. Secondly, the public was contacted in January 2011 by the same methods listed above to announce that the Draft IS/EA was available for public review and inviting the public to attend a public hearing.

Comment P-67-2: Concerned about noise reports and future noise levels in Faire Harbour. A simple 4 ft clear extension on our existing 6ft wall would provide no more noise worries.

Response P-67-2: See General Response No. 1, Increase in Noise Level. As shown in the Noise Study Report (NSR) (September 2010), short-term and 24-hour monitoring locations were placed in your neighborhood (Via Concha). Unfortunately, after cataloging the existing noise levels and modeling the predicted future noise levels in your area, it was determined that the noise in your area would not exceed the 67 dBA L_{eq} NAC. Therefore, a sound wall is not proposed.



roger morrison
<roger.ucla@yahoo.com>
02/11/2011 03:39 PM

To <I5HOV_PICO2PCH@DOT.CA.GOV>
cc <MauiMills@Cox.net>, <rtm-mam@cox.net>
bcc
Subject Public Comment

Caltrans,

I live along the Fwy in San Clemente.

There have been various comments regarding a sound wall over the years. This would be an Ideal time to do it The projected rising traffic levels will make sound walls necessary sooner or later.

P-68-1

In regards to the Pico NB on ramp I Believe the clover leaf over the Mobil gas station would would be the best answer to unclog this very busy intersection.

P-68-2

Finally This is also an opportunity for Cal Trans to respect the concerns of our neighbors regarding unnecessary blocking of our priceless ocean views. I must trim my trees so they do not block the views of other neighbors. I wish Cal Trans would do the same for their trees blocking mine and many of my neighbors views.

P-68-3

This project has the opportunity to make major improvements in local traffic flow and at the same time a let Cal Trans improve their civic neighborly rating by committing to remove or substantially trim the offending trees.

Thank You,

Roger & Mary Ann Morrison
3017 Calle Juarez
San Clemente, Ca 92673

8:00? 8:25? 8:40? Find a flick in no time
with the Yahoo! Search movie showtime shortcut.
<http://tools.search.yahoo.com/shortcuts/#news>

1.6.68 Roger and Mary Ann Morrison

Comment P-68-1: There have been various comments regarding a sound wall over the years. This would be an Ideal time to do it The projected rising traffic levels will make sound walls necessary sooner or later.

Response P-68-1: See General Response No. 1, Increase in Noise Levels.

Comment P-68-2: In regards to the Pico NB on ramp I Believe the clover leaf over the Mobil gas station would be the best answer to unclog this very busy intersection.

Response P-68-2: The commenter's preference is acknowledged.

Comment P-68-3: Finally this is also an opportunity for Cal Trans to respect the concerns of our neighbors regarding unnecessary blocking of our priceless ocean views. I must trim my trees so they do not block the views of other neighbors. I wish Cal Trans would do the same for their trees blocking mine and many of my neighbors' views. This project has the opportunity to make major improvements in local traffic flow and at the same time a let Cal Trans improve their civic neighborly rating by committing to remove or substantially trim the offending trees.

Response P-68-3: See General Response No. 2, Trees in the Department Right-of-Way.



Erin Balsara Naderi
<ENaderi@ptwww.com>
02/11/2011 06:41 PM

To "I5HOV_Pico2PCH@dot.ca.gov"
<I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc

Subject FW: Caltrans/OCTA I-5 HOV Lane Extension Project

Dear Ms. Oliveri and Mr. Shelley:

At the request of Mr. Leifer, attached in PDF format are letters of today's date regarding the above referenced matter. Please review.

P-69-1

Thank you.

Erin Balsara Naderi
Palmieri, Tyler, Wiener, Wilhelm & Waldron LLP
2603 Main Street, Suite 1300
Irvine, CA 92614-6228
enaderi@ptwww.com
Reception (949) 851-9400
Direct line (949) 851-7348

IRS Circular 230 Disclosure: Pursuant to Internal Revenue Service Circular 230, only formal opinions satisfying specific requirements may be relied on for the purpose of avoiding certain penalties under the Internal Revenue Code. Any tax advice contained in this communication (including attachments) does not constitute a formal opinion satisfying such requirements. Accordingly, we must advise you that any such tax advice was not intended or written to be used, and cannot be used, by you or any other person as such an opinion for the purpose of (i) avoiding penalties imposed under the Internal Revenue Code or (ii) promoting, marketing or recommending to another party any matters addressed herein.

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Oliveri 02 11 11.pdf



Oliveri 02 11 11 LMGI.pdf

1.6.69 Erin Naderi

Comment P-69-1: At the request of Mr. Leifer, attached in PDF format are letters of today's date regarding the above referenced matter. Please review.

Response P-69-1: Please refer to Responses to Comments P-57 and P-58, which are responses to the above-referenced letters from Mr. Leifer.



mike nelson
<j_mike_nelson@yahoo.com>

02/19/2011 08:07 AM

To <15HOV_Pico2PCH@dot.ca.gov>

cc

bcc

Subject San Clemente Interchange

When the "locals" banded against the Toll Way in San Clemente. I told everyone that would listen that "I-5 through San Clemente would be similiar to the SH--91 through Riverside". Still seems stupid to have taxpayers pay for this project when "users" could be paying for a ride on the toll road.
Mike Nelson, San Clemente Resident.

1.6.70 Mike Nelson

Comment P-70-1: When the “locals” banded against the Toll Way in San Clemente I told everyone that would listen that “I-5 through San Clemente would be similar to the SH-91 through Riverside”. Still seems stupid to have taxpayers pay for this project when “users” could be paying for a ride on the toll road.

Response P-70-1: Comment noted. The I-5 HOV Lane Extension Project is independent of the SR-241 Toll Road Extension. Questions or comments regarding the progress on the SR-241 Toll Road Extension should be directed to TCA.

Ms. Deshpande,

I am a homeowner in the Coast. At the time, I was purchasing my home, my future neighbors mentioned, a soundwall being built, which impacted my decision to buy, along the freeway.

At the time of the Hermosa Interchange construction, a soundwall was built directly, across the freeway from my home. It is hard to believe, that they were affected more, as we are closer to the source, and now have to deal with additional noise, reflecting off the wall.

I also find it hard to believe, the conditions at the La Paz Interchange, are that much different then ours, and a soundwall was recently, built there.

I have noticed, demo, and new construction, on a wall at the Vaquero Overpass, conditions must be bad, if it warrants a new wall. I live a half mile south and, on the same side of the freeway. My environment cannot be much different then the above, mentioned, as I am the first house in the Coast as you pass under Hermosa, on the East side of the freeway.

I do believe, that if you put a long term monitor, in my back yard, the disciple levels would warrant a wall.

Costs will go up, building a wall is inevitable, with freeway widening, and additional traffic, it is time.

Thank you,
Ron Obermeyer

1.6.71 Ron Obermeyer

Comment P-71-1: I am a homeowner in the Coast. At the time, I was purchasing my home, my future neighbors mentioned, a soundwall being built, which impacted my decision to buy, along the freeway. At the time of the Hermosa Interchange construction, a soundwall was built directly, across the freeway from my home. It is hard to believe, that they were affected more, as we are closer to the source, and now have to deal with additional noise, reflecting off the wall. I also find it hard to believe the conditions at the La Paz Interchange are that much different then ours, and a soundwall was recently built there. I have noticed, demo, and new construction, on a wall at the Vaquero Overpass, conditions must be bad, if it warrants a new wall. I live a half mile south and, on the same side of the freeway. My environment cannot be much different then the above, mentioned, as I am the first house in the Coast as you pass under Hermosa, on the East side of the freeway. I do believe that if you put a long term monitor, in my back yard, the discipline levels would warrant a wall. Costs will go up, building a wall is inevitable, with freeway widening, and additional traffic, it is time.

Response P-71-1: See General Response No. 1, Noise.

Ms. Deshpande,

I am a homeowner in the Coast. At the time, I was purchasing my home, my future neighbors mentioned, a soundwall being built, which impacted my decision to buy, along the freeway.

At the time of the Hermosa Interchange construction, a soundwall was built directly, across the freeway from my home. It is hard to believe, that they were affected more, as we are closer to the source, and now have to deal with additional noise, reflecting off the wall.

I also find it hard to believe, the conditions at the La Paz Interchange, are that much different then ours, and a soundwall was recently, built there.

I have noticed, demo, and new construction, on a wall at the Vaquero Overpass, conditions must be bad, if it warrants a new wall. I live a half mile south and, on the same side of the freeway. My environment cannot be much different then the above, mentioned, as I am the first house in the Coast as you pass under Hermosa, on the East side of the freeway.

I do believe, that if you put a long-term monitor, in my back yard, the disciple levels would warrant a wall.

Costs will go up, building a wall is inevitable, with freeway widening, and additional traffic, and it is time.

An additional observation, widening the freeway, pushes the top of the slope closer to our homes, giving us more exposure, to more freeway noise.

Thank you,
Ron Obermeyer

2905 Calle Frontera
San Clemente, Ca.
92673
cell# 949-369-7479

1.6.72 Ron Obermeyer [duplicate of P-71]

Comment P-72-1: I am a homeowner in the Coast. At the time, I was purchasing my home, my future neighbors mentioned, a soundwall being built, which impacted my decision to buy, along the freeway. At the time of the Hermosa Interchange construction, a soundwall was built directly, across the freeway from my home. It is hard to believe, that they were affected more, as we are closer to the source, and now have to deal with additional noise, reflecting off the wall. I also find it hard to believe, the conditions at the La Paz Interchange, are that much different then ours and a soundwall was recently built there. I have noticed, demo, and new construction, on a wall at the Vaquero Overpass, conditions must be bad, if it warrants a new wall. I live a half mile south and, on the same side of the freeway. My environment cannot be much different then the above, mentioned, as I am the first house in the Coast as you pass under Hermosa, on the East side of the freeway.

I do believe that if you put a long-term monitor, in my back yard, the discipline levels would warrant a wall. Costs will go up, building a wall is inevitable, with freeway widening, and additional traffic, and it is time. An additional observation, widening the freeway, pushes the top of the slope closer to our homes, giving us more exposure, to more freeway noise.

Response P-72-1: See General Response No. 1, Noise.



<ortega52@cox.net>
02/09/2011 04:05 PM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc
Subject Request for soundwall

Dear Ms. Smita Deshpande:

This is to voice my concerns at the decision by OCTA/Caltrans not to install a soundwall along area running adjacent to the I5 Freeway from Vista Hermosa and Calle Estrella/Los Mares to protect our homes in what is named "The Coast".

As I understand there are plans to extend the I-5 with two new lanes which will run another 20 feet closer to our homes. These lanes will add an increase in decibels/noise and present undue hardship and health risks to me and my family. My son has Asthma and I fear that an increase will present him with additional health issues. The soundwall with glass on top will give us some protection and maintain our ocean views. I therefore, protest any extention without consideration for installing a sound wall.

P-73-1

Additionally, I will once again petition that since there are plans to extend the freeway, that Caltrans initiate workorders to remove the Eucalyptus trees that are obstructing our views. We have made many requests and I feel we have been ignored. I understand that I bought my home along the freeway, but we were promised a sound wall and we paid a premium for our views and feel that we have been ignored. I am sure that if you lived here you would agree that the trees are hampering our views.

P-73-2

My understanding is that Caltrans says these trees are there for the motorist to enjoy. Well the motorists fly by and I am here day after day. The trees are across the freeway from my "Coast" home and are at the top of a berm atop a valley. There is absolutely no purpose for these trees.

I request that you respond to these concerns to advise me that they were received by you. Thank you for your time.

Irene Ortega
3011 Calle Juarez
San Clemente, Ca. 92673
949 492-2872 home

1.6.73 Irene Ortega

Comment P-73-1: This is to voice my concerns at the decision by OCTA/the Department not to install a soundwall along area running adjacent to the I5 Freeway from Vista Hermosa and Calle Estrella/Los Mares to protect our homes in what is named “The Coast”. As I understand there are plans to extend the I-5 with two new lanes which will run another 20 feet closer to our homes. These lanes will add an increase in decibels/noise and present undue hardship and health risks to me and my family. My son has Asthma and I fear that an increase will present him with additional health issues. The soundwall with glass on top will give us some protection and maintain our ocean views. I therefore, protest any extension without consideration for installing a sound wall.

Response P-73-1: See General Response No. 1, Noise.

Comment P-73-2: Additionally, I will once again petition that since there are plans to extend the freeway, that the Department initiate work orders to remove the Eucalyptus trees that are obstructing our views. We have made many requests and I feel we have been ignored. I understand that I bought my home along the freeway, but we were promised a sound wall and we paid a premium for our views and feel that we have been ignored. I am sure that if you lived here you would agree that the trees are hampering our views. My understanding is that the Department says these trees are there for the motorist to enjoy. Well the motorists fly by and I am here day after day. The trees are across the freeway from my “Coast” home and are at the top of a berm atop a valley. There is absolutely no purpose for these trees.

Response P-73-2: See General Response No. 2, Trees in the Department Right-of-Way.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print: Dolores J Padgett
 Name: _____
 City: San Clemente Zip: 92673

Comment: I live in the Coast Division.
I am concern with the sound pollution
+ pollution to our homes. I
request a sound wall that will
not obscure the ocean view + foliage
that does not obstruct the ocean
view

Thank you

Dolores J Padgett

Please add me to the distribution list. My address is:

Address: 752 Calle Vallarta
 City: San Clemente Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

P-74-1

P-74-2

1.6.74 Dolores Padgett

Comment P-74-1: I live in the Coast Division. I am concern with the sound pollution and pollution to our homes.

Response P-74-1: See General Response No. 1, Public Health Concerns.

Comment P-74-2: I request a sound wall that will not obscure the ocean view and foliage that does not obstruct the ocean view.

Response P-74-2: See General Response No. 2, Sound Barriers, and No. 2, Trees in the Department Right-of-Way.



Dolores Padgett
<dturtl1@cox.net>
02/20/2011 02:29 PM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc

Subject Comment for I5 HOV Project

I attended the City Planning Meeting 16 February 2011 and commented on the proposed widening of I5 adding HOV lanes. I spoke before the Commission both as a Homeowner since 1987 at The Coast and as President of the Board of Directors. I am dismayed that the plan does not have enough money for Sound Walls for the entire project to protect homeowners on the corridor at risk. It is unconscionable that the Coast, which was a Tier 2 project in 2004 because of the sound level being above EPA recommended levels, is now being excluded due to Cost. The Tier 2 project that expended money for rubberized asphalt did nothing since the decibel level is still in the 70's. The argument given was that the new project will only increase by 2 decibels and the soundwall will not be cost effective since it will not lower decibels enough. It was mentioned that the sound monitors had recorded for 24 hours but there was no consideration for change in wind and temperature. The upper level monitors were placed in back yards with house and tree buffers and were below the affected area of Calle Burro, which is now plagued with high level noise depending of time of day - winds and temperature. Any project that goes forward to increase lanes, traffic and pollution on I-5 must include a Sound Wall - masonry/glass, because of the view issues, and with the new Acoustical Tiles that were discussed at this meeting. Cal Trans and OCTA owe it to the homeowners and taxpayers of this state to place a Sound Wall as stated above with or without the project going foward. Please keep me informed of the approval process for this I5 HOV project. My email is Dturtl1@cox.net and my address and phone number is at the closing. Thank you for you attention to this matter.

P-75-1

Sincerely yours

Dolores J. Padgett
--
Dolores J Padgett
752 Calle Vallarta
San Clemente Ca
949 361-8999

1.6.75 Dolores Padgett

Comment P-75-1: I attended the City Planning Meeting 16 February 2011 and commented on the proposed widening of I5 adding HOV lanes. I spoke before the Commission both as a Homeowner since 1987 at The Coast and as President of the Board of Directors. I am dismayed that the plan does not have enough money for Sound Walls for the entire project to protect homeowners on the corridor at risk. It is unconscionable that the Coast, which was a Tier 2 project in 2004 because of the sound level being above EPA recommended levels, is now being excluded due to Cost. The Tier 2 project that expended money for rubberized asphalt did nothing since the decibel level is still in the 70's. The argument given was that the new project will only increase by 2 decibels and the soundwall will not be cost effective since it will not lower decibels enough. It was mentioned that the sound monitors had recorded for 24 hours but there was no consideration for change in wind and temperature. The upper level monitors were placed in back yards with house and tree buffers and were below the affected area of Calle Burro, which is now plagued with high level noise depending of time of day - winds and temperature. Any project that goes forward to increase lanes, traffic and pollution on I-5 must include a Sound Wall - masonry/glass, because of the view issues, and with the new Acoustical Tiles that were discussed at this meeting. Cal Trans and OCTA owe it to the homeowners and taxpayers of this state to place a Sound Wall as stated above with or without the project going forward. Please keep me informed of the approval process for this I5 HOV project. My email is Dturtl1@cox.net and my address and phone number is at the closing.

Response P-75-1: See General Response No. 1, Noise, and General Response No. 2, Visual.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
 Name: Laura Ferguson
 City: Capo BCH Zip: 92624

Comment:
I DID NOT RECIEVE A SOUND WALL SURVEY, PLEASE
SEND ME AND MY HUSBAND ONE EACH, FOR EACH HOUSE
= 4 SURVEYS

I HAVE A HILL BEHIND MY HOUSE THAT WORK GREAT AS
A NATURAL SOUND BARRIER, BEING SOIL IT ABSORBS THE
SOUND. I SEE YOUR PLANS CALL FOR GRADING
YOU ONLY NEED TO PROBABLY REGRADE, THIS WOULD
NOT DISTURB MY VIEW. AFTER ALL IT ALL ABOUT
THE VIEW THE WALL WOULD REALLY CHANGE THE DYNAMICS
OF THE ACTUAL BERM/HILL.

PLEASE SEND THOSE SURVEYS (4)
THANK YA
(LAW)

Please add me to the distribution list. My address is:
 Address: 34581 & 34579 CALLE PORTOLA OWNER of both properties = 2 votes
 City: CAPITLAND BEACH Zip: 92624

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

Sound wall survey

P-76-1

P-76-2

1.6.76 Laura Perguson

Comment P-76-1: I did not receive a sound wall survey, please send me and my husband one each. For each house = four surveys.

Response P-76-1: A sound wall survey was sent to your two residences on January 14, 2011, via certified mail. For both the residences, at 34581 and 34579 Calle Portola, a notice was left at each address on January 14, 2011; it was stated as unclaimed on February 1, 2011, and was subsequently delivered to an undisclosed address in the City of Orange on February 7, 2011.

Comment P-76-2: I have a hill behind my house that work great as a natural sound barrier. Being soil it absorbs the sound. I see your plans call for grading; you only need to probably re-grade. This would not disturb my view. After all it all about the view, the wall would really change the dynamics of the natural berm/hill.

Response P-76-2: See General Response No. 1, Grading of Berm near Avenida de Estrella.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: Laura Ferguson
 City: CAPD BEACH/27 Zip: 92624

Comment:

✓ WE HAVE A HILL BETWEEN OUR PROPERTY AND THE FWY. FROM WHAT WAS SAID IN THE JANUARY 31, 2011 PRESENTATION THE HILL/BERM WILL STAY THE SAME. I VOTE NOT TO BUILD A SOUND WALL! IF SO I VOTE FOR A GLASS ONE.
 ✓ WHAT I WOULD LIKE TO SEE DONE WHEN PLANNING IS:

~~ALL ELECTRICAL WIRES & POLES REMOVED AND PLACED UNDER GROUND!~~
~~DRAINAGE, ALL MOST ALL OUR PROPERTIES DRAIN BACK TOWARD THE FWY. PLEASE MAKE ADJUSTMENTS~~
~~GIVE THE HOME OWNERS THE EXTRA PROPERTY TO MAINTAIN THIS WILL SAVE MONEY AND CALTRANS CAN UTILIZE THEIR TIME THEY SAVED.~~

✓ MOST IMPORTANT !! I HAVE AN OCEAN VIEW AND DO NOT WANT TO LOOSE IT. I ALSO LIKE THE OCEAN BREEZE, EVEN THOUGH IT WILL HAVE MORE POLLUTION LIKE DIESEL FUMES.

Please add me to the distribution list. My address is: OVER →

Address: 34581 CALLE PORTOLA
 City: CARLSTADT BCH, DANA POINT Zip: 92624

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

P-77-1

P-77-2

✓ ALSO, I OWN THE HOUSE NEXT DOOR TO THE ONE I LIVE IN
34579 CALLE PORTOLA CAROLINA 92624. THIS IS MY DAUGHTER'S
FUTURE HOME. AT THIS TIME MY VOTE SHOULD COUNT AS 2.

P-77

✓ WHY ARE WE NOT BUILDING THE TOLL ROAD INSTEAD. THIS WOULD
RELEASE TRAFFIC ON FWY'S MAYBE MORE.

P-77-3

✓ LEAVE THE HILL ALONE, NB ON RAMP @ CAMINO DE ESTRELLA.

✓ NO SOUND WALL, IF SO GLASS

✓ LEAVE US ROOM BETWEEN THE FWY TO MAINTAIN

✓ PUT ALL ELECTRICAL LINES IN GROUND

✓ FIX DRAINAGE

✓ GIVE ME 2 VOTES.

THANK YOU

LOVE: 34581 & 34579 CALLE PORTOLA CAROLINA 92624

-----Fold Here-----

Place
Stamp
Here

Smita Deshpande
Environmental Branch Chief
Attn. Scott Shelley
Caltrans District 12
3347 Michelson Drive, Suite 100
Irvine, CA 92612-8894

1.6.77 Laura Ferguson

Comment P-77-1: We have a hill between our property and the freeway. From what was said in the January 31, 2011 presentation the hill/berm will stay the same. I vote not to build a sound wall! If so, I vote for a glass one. What I would like to see done when planning is:

- All electrical wires and poles removed and placed under ground!
- Drainage all most all our properties drain back towards the freeway. Please make adjustments.
- Give the homeowners the extra property behind home to maintain. This will save money and the Department can utilize their time they saved.

Response P-77-1: See General Response No. 1, Increase in Levels and Grading of Berm near Avenida Estrella. See General Response No. 2, Grading of Berm near Avenida Estrella. At this time, electrical wires and poles adjacent to your property will remain aboveground; however, if relocation of these utilities is determined to be necessary during final design, the decision about whether to place them underground will be decided at that time. Drainage system improvements are proposed to collect and convey the design flow from the project site while maintaining existing flow patterns and incorporating existing drainage systems as much as feasible. The Department will continue to provide maintenance to their property behind the homeowners.

Comment P-77-2: Most important! I have an ocean view and do not want to lose it. I also like the ocean breeze, even though it will have more pollution like diesel fumes.

Response P-77-2: See General Response No. 2, Sound Barriers.

Comment P-77-3: I own the house next door to the one I live in. 34579 Calle Portola, Capo Beach 92624. This is my daughters' future home. At this time my vote should count as 2.

- Why are we no building the toll road instead? This would relieve traffic on freeway, maybe more.
- Leave the hill alone, NO on ramp At Camino De Estrella.
- No sound wall, if so, glass.
- Leave us room between the freeway to maintain.
- Put all electrical lines in ground.

- Fix drainage.
- Give me 2 votes.

Response P-77-3: Refer to Responses P-10-1 and P-10-2 above. A noise barrier survey letter was sent to each of the above-referenced properties. The I-5 HOV Lane Extension Project is independent of the SR-241 Toll Road Extension. Questions or comments regarding the progress on the SR-241 Toll Road Extension should be directed to the TCA.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: Tim Ferguson
 City: Capo, Bch. Zip: 92624

Comment:

We have a ocean view that we would
like to keep, there is a small dirt
barrier between our prop. & n. bound on ramp,
this should stay, no higher/lower, it is kind
of a sound buffer for us, we do not want
it wall here. I think I speak for all who
live along this barrier. you can put all
the wires & pole under ground though.
Thanks

P-78-1

Please add me to the distribution list. My address is:

Address: 34581 Calle Portola & 34579 Calle Portola (Two properties)
 City: Capo Bch Zip: 92624

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.78 Tim Perguson

Comment P-78-1: We have an ocean view that we would like to keep. There is a small dirt berm between our property and N bound on ramp, this should stay. No higher/lower, it is kind of a sound buffer for us. We do not want a wall here. I think I speak for all who live along this berm, you can put all the wires and poles underground though. Thanks

Response P-78-1: See General Response No. 2, Sound Barriers and Grading of Berm near Avenida Estrella, and No. 1, Increase in Noise Level. At this time, electrical wires and poles adjacent to your property will remain aboveground; however, if relocation of these utilities is determined to be necessary during final design, the decision about whether to place them underground will be decided at that time.



Joanne Pollard
<joanne_pollard@cox.net>
02/11/2011 10:33 AM

To "15HOV_Pico2PCH@dot.ca.gov"
<15HOV_Pico2PCH@dot.ca.gov>
cc
bcc
Subject additional Sound Wall in San Clemente

Dear Ms. Deshpands
I have lived in San Clement for 30 plus years and have friends and family living in the Coast. We do not want the addition of two HOV lane from Pico to PCH without a second sound wall to protect their homes from additional pollution!
Please help protect the Coast area from the additional noise and dirt.
Joanne Miller Pollard

P-79-1

Sent from my iPad

1.6.79 Joanne Pollard

Comment P-79-1: I have lived in San Clement for 30 plus years and have friends and family living in the Coast. We do not want the addition of two HOV lanes from Pico to PCH without a second sound wall to protect their homes from additional pollution! Please help protect the Coast area from the additional noise and dirt.

Response P-79-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: THOMAS PROFFIT
 City: SAN CLEMENTE Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.

IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?

THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 2940 CALLE FRONTERA
 City: SAN CLEMENTE Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.80 Thomas Proffit

Comment P-80-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-80-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
 Name: ABDUL & FARHAT QADEER
 City: San Clemente Zip: CA-92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.
IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?
THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY. DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 2942, Calle Frontera
 City: San Clemente Zip: CA-92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.81 Abdul Farhat Qadeer

Comment P-81-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-81-1: See General Response No. 1, Noise.



<henryrager@cox.net>
02/08/2011 08:40 PM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc

Subject Ms. Deshpande: I-5 Extension and NO SOUND WALL at
THE COAST in SAN CLEMENTE

Ms. Deshpande,

My neighbors and my family have many concerns about the HOV project that will put big heavy duty diesel trucks closer to our beautiful homes here in San Clemente. Caltrans had agreed several years ago to put up a sound wall to drown out the excessive noise that troubles our neighborhood. We have waited patiently and yet you folks have decided NOT to do it! We ask why would you decide not to do it? Especially now that you are trying to extend the freeway lanes with the big truck lanes closer to our yards, doors, and windows. We don't like this idea! Would you like a new truck lane closer to your home and family?

Many of our neighbors are dissatisfied by your recent actions not to follow through with the Sound Wall project for The Coast by Caltrans (Many of us have the worded letter by Caltrans promising the sound wall). We only have to look at other freeway-close neighborhoods in Orange County(The La Paz Rd sound wall in Mission Viejo is one example). We only have to ask, why do they have one and we don't?

What's ironic is that representatives with OCTA(you two organizations work together) at the January 31st meeting told us specifically that our noise level would go UP from its present conditions(it is still presently higher than acceptable noise standards) and showed us the data! OCTA said that Caltrans is the organization we must contact so we are contacting you, Ms. Deshpande.

Ms. Deshpande, we ask you to review the nuisances of freeway noise and other environmental problems(toxic fumes from diesel motors, trash from motorists, etc.) that will come about from a freeway extension to our homes before we at The Coast agree to an HOV project altogether. You must first keep your word at Caltrans and build the belated sound barrier you promised in a letter that said we qualified!

We may contact our attorneys for assistance in this matter.

Good day,

Mr. Henry Rager and other concerned neighbors

PS We will discuss this further at the City of San Clemente Council Chambers meeting on February 16th. You can expect other emails from other concerned neighbors of The Coast in lieu of snail mail to contact you officially.

1.6.82 Henry Rager

Comment P-82-1: My neighbors and my family have many concerns about the HOV project that will put big heavy duty diesel trucks closer to our beautiful homes here in San Clemente. The Department had agreed several years ago to put up a sound wall to drown out the excessive noise that troubles our neighborhood. We have waited patiently and yet you folks have decided NOT to do it! We ask why would you decide not to do it? Especially now that you are trying to extend the freeway lanes with the big truck lanes closer to our yards, doors, and windows. We don't like this idea! Would you like a new truck lane closer to your home and family?

Many of our neighbors are dissatisfied by your recent actions not to follow through with the Sound Wall project for The Coast by the Department (Many of us have the worded letter by the Department promising the sound wall). We only have to look at other freeway-close neighborhoods in Orange County (The La Paz Rd sound wall in Mission Viejo is one example). We only have to ask, why do they have one and we don't? What's ironic is that representatives with OCTA (you two organizations work together) at the January 31st meeting told us specifically that our noise level would go UP from its present conditions (it is still presently higher than acceptable noise standards) and showed us the data! OCTA said that the Department is the organization we must contact so we are contacting you, Ms. Deshpande.

Ms. Deshpande, we ask you to review the nuisances of freeway noise and other environmental problems (toxic fumes from diesel motors, trash from motorists, etc.) that will come about from a freeway extension to our homes before we at The Coast agree to an HOV project altogether. You must first keep your word at the Department and build the belated sound barrier you promised in a letter that said we qualified! We may contact our attorneys for assistance in this matter.

Response P-82-1: See General Response No. 1, Noise.



<henryrager@cox.net>
02/10/2011 08:16 PM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc <mauimills@cox.net>

bcc

Subject Ms. Deshpande: I-5 Extension and NO SOUND WALL at
THE COAST in SAN CLEMENTE

Ms. Deshpande,

My neighbors and my family have many concerns about the HOV project that will put big heavy duty diesel trucks closer to our beautiful homes here in San Clemente. Caltrans had agreed several years ago to put up a sound wall to drown out the excessive noise that troubles our neighborhood. We have waited patiently and yet you folks have decided NOT to do it! We ask why would you decide not to do it? Especially now that you are trying to extend the freeway lanes with the big truck lanes closer to our yards, doors, and windows. We don't like this idea! Would you like a new truck lane closer to your home and family?

Many of our neighbors are dissatisfied by your recent actions not to follow through with the Sound Wall project for The Coast by Caltrans (Many of us have the worded letter by Caltrans promising the sound wall). We only have to look at other freeway-close neighborhoods in Orange County(The La Paz Rd sound wall in Mission Viejo is one example). We only have to ask, why do they have one and we don't?

What's ironic is that representatives with OCTA(you two organizations work together) at the January 31st meeting told us specifically that our noise level would go UP from its present conditions(it is still presently higher than acceptable noise standards) and showed us the data! OCTA said that Caltrans is the organization we must contact so we are contacting you, Ms. Deshpande.

Ms. Deshpande, we ask you to review the nuisances of freeway noise and other environmental problems(toxic fumes from diesel motors, trash from motorists, etc.) that will come about from a freeway extension to our homes before we at The Coast agree to an HOV project altogether. You must first keep your word at Caltrans and build the belated sound barrier you promised in a letter that said we qualified!

We may contact our attorneys for assistance in this matter.

Good day,

Mr. Henry Rager and other concerned neighbors

PS We will discuss this further at the City of San Clemente Council Chambers meeting on February 16th. You can expect other emails from other concerned neighbors of The Coast in lieu of snail mail to contact you officially.

1.6.83 Henry Rager [duplicate of P-82]

Comment P-83-1: My neighbors and my family have many concerns about the HOV project that will put big heavy duty diesel trucks closer to our beautiful homes here in San Clemente. The Department had agreed several years ago to put up a sound wall to drown out the excessive noise that troubles our neighborhood. We have waited patiently and yet you folks have decided NOT to do it! We ask why would you decide not to do it? Especially now that you are trying to extend the freeway lanes with the big truck lanes closer to our yards, doors, and windows. We don't like this idea! Would you like a new truck lane closer to your home and family?

Many of our neighbors are dissatisfied by your recent actions not to follow through with the Sound Wall project for The Coast by the Department (Many of us have the worded letter by the Department promising the sound wall). We only have to look at other freeway-close neighborhoods in Orange County (The La Paz Rd sound wall in Mission Viejo is one example). We only have to ask, why do they have one and we don't? What's ironic is that representatives with OCTA (you two organizations work together) at the January 31st meeting told us specifically that our noise level would go UP from its present conditions (it is still presently higher than acceptable noise standards) and showed us the data! OCTA said that the Department is the organization we must contact so we are contacting you, Ms. Deshpande.

Ms. Deshpande, we ask you to review the nuisances of freeway noise and other environmental problems (toxic fumes from diesel motors, trash from motorists, etc.) that will come about from a freeway extension to our homes before we at The Coast agree to an HOV project altogether. You must first keep your word at the Department and build the belated sound barrier you promised in a letter that said we qualified! We may contact our attorneys for assistance in this matter.

Response P-83-1: Refer to Response P-82-1 above.



Carl Rieger
<crieger@eastdilsecured.com
>

02/11/2011 03:53 PM

To <i5hov_pico2pch@dot.ca.gov>

cc

bcc

Subject Comments

Please make sure the merge lanes are properly striped (especially at Vista Hermosa) as to allow the free flow of traffic. The current striping and length of the merge lanes at Vista Hermosa constrict traffic.

P-84-1

Please send future updates and notices to the below address rather than via the homeowners association

Rieger
353 Calle Burro
San Clemente, CA 92673

P-84-2

Thank you.

Carl W. Rieger, Jr.
Eastdil Secured
3161 Michelson Drive, Suite 1650
Irvine, CA 92612

949-930-7489 direct
CA DRE #01212401

Securities products offered through Wells Fargo Securities, LLC

Please visit our website at www.eastdilsecured.com

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1.6.84 Carl W. Rieger, Jr.

Comment P-84-1: Please make sure the merge lanes are properly striped (especially at Vista Hermosa) as to allow the free flow of traffic. The current striping and length of the merge lanes at Vista Hermosa constrict traffic.

Response P-84-1: Thank you for your comment.

Comment P-84-2: Please send future updates and notices to the below address rather than via the homeowners association.

353 Calle Burro
San Clemente, CA 92673

Response P-84-2: Updates and notices will be sent you to at the address indicated.



Terry Rogers
<my51woody@cox.net>
02/11/2011 10:15 AM

To <I5HOV_PICO2PCH@dot.ca.gov>
cc
bcc
Subject I5 HOV Land Project

Ms Deshpande,

As a concerned home owner living on Calle Frontera in San Clemente, Ca, I want to ask you to please reconsider putting a sound wall along the new section of I5 that you will be widening for the new diamond lane. At least in San Clemente the sound wall will be put to good use and not be covered with graffiti and damaged in other ways as it is most areas where sound walls are installed. We already have way to much freeway noise and moving traffic 12 to 20 feet closer to our homes will make the noise level much worse. Also consider the loss in property value due to the increased noise from the freeway.

P-85-1

It seems that Caltrans has a bad attitude toward San Clemente in general and the Coast Home Owners development specifically. Such as, eucalyptus trees blocking the ocean view of so many home owners. If Caltrans was a friend and had any consideration for tax payers, they could have a crew trim back a few trees and they would make a 110 home owners (tax payers) happy. Why can't Caltrans executives realize a little good will would go a long way and be good for everyone.

P-85-2

Thank you for you consideration on the above matter and take into conderation the negative impact of not building a sound wall would have on the homeowners in the Coast development between Camino Estrella and Pico.

Terry Rogers
2960 Calle Frontera
San Clemente, Ca 92673
(949) 481-9394

Information from ESET NOD32 Antivirus, version of virus signature database 5865 (20110211)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

1.6.85 Terry Rogers

Comment P-85-1: As a concerned home owner living on Calle Frontera in San Clemente, Ca, I want to ask you to please reconsider putting a sound wall along the new section of I5 that you will be widening for the new diamond lane. At least in San Clemente the sound wall will be put to good use and not be covered with graffiti and damaged in other ways as it is most areas where sound walls are installed. We already have way to much freeway noise and moving traffic 12 to 20 feet closer to our homes will make the noise level much worse. Also consider the loss in property value due to the increased noise from the freeway.

Response P-85-1: See General Response No. 1, Noise, and General Response No. 3, Property Value.

Comment P-85-2: It seems that the Department has a bad attitude toward San Clemente in general and the Coast Home Owners development specifically. Such as, eucalyptus trees blocking the ocean view of so many home owners. If the Department was a friend and had any consideration for tax payers, they could have a crew trim back a few trees and they would make a 110 home owners (tax payers) happy. Why can't the Department executives realize a little good will would go a long way and be good for everyone.

Response P-85-2: See General Response No. 2, Trees in the Department Right-of-Way.



Isabel Rosales
<otaok@hotmail.com>
02/12/2011 11:11 PM

To <i5hov_pico2pch@dot.ca.gov>
cc
bcc
Subject Sound Wall/Extension Project

Ms. Smita Deshpande,

I am a resident/homeowner on the Coast at 2945 Calle Frontera. I am concerned about the addition of extra hwy lanes on the I-5 N. If extra lanes are planned to be made, I sure hope a sound proof wall is planned as well. The fwy is along my backyard and it sits down low. As it is now with double pane windows, we still experience the ongoing noise from the 24/7 fwy noise. Unfortunately, we do not have the luxury of opening our windows to allow fresh air and breeze in nice warm days. Having cars even closer to our home will be extremely bothersome. Currently I am a full time nursing student and in order for me to be able to focus and study, I need to wear soundproof headphones in my house. Our home is noisy as it is from the fwy. A sound wall would be the least you can do to help such bothersome noise.

If a sound proof wall cannot be planned, then extra lanes may not as well.

Sincerely,
Isabel Rosales

949-945-8854

1.6.86 Isabel Rosales

Comment P-86-1: I am a resident/homeowner on the Coast at 2945 Calle Frontera. I am concerned about the addition of extra hwy lanes on the I-5 N. If extra lanes are planned to be made, I sure hope a sound proof wall is planned as well. The fwy is along my backyard and it sits down low. As it is now with double pane windows, we still experience the ongoing noise from the 24/7 fwy noise. Unfortunately, we do not have the luxury of opening our windows to allow fresh air and breeze in nice warm days. Having cars even closer to our home will be extremely bothersome. Currently I am a full time nursing student and in order for me to be able to focus and study, I need to wear soundproof headphones in my house. Our home is noisy as it is from the fwy. A sound wall would be the least you can do to help such bothersome noise. If a sound proof wall cannot be planned, then extra lanes may not as well.

Response P-86-1: See General Response No. 1, Noise.



Ken Roth <kenroth@cox.net>
02/19/2011 10:47 PM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc

Subject I-5 Project in San Clemente

I enthusiastically support the project. Additionally, Option B for the NB ramp of Avenida Pico would be my first choice.

P-87-1

Thank you,

Ken Roth
3 Camino Sendero
San Clemente, CA 92673
949-481-2579

1.6.87 Ken Roth

Comment P-87-1: I enthusiastically support the project. Additionally, Option B for the NB ramp of Avenida Pico would be my first choice.

Response P-87-1: The commenter's preference of Option B is acknowledged.



Jean Schuessler
<paparoger2@msn.com>
02/12/2011 08:18 AM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc
Subject Impact of I-5 high occupancy vehicle lane project

I live above the I-5 on the North side btw Vaquero & Vista Hermosa & across from the San Gorgonio park....My concern about the widening of the fwy below me is that of the hillside (possible slope giving way) and the noise factor. We have lived in our house at 3019 Calle Juarez for over 30yrs and have made various improvements to our house to help with the noise. Our back yard is up against the CalTrans fence and at the highest point of the slope.

P-88-1

I am under the impression that there will be no sound wall at this location because it would not help if we are above the wall. Of course, any wall along the fence line would take away our ocean view if it were above 6'.....

Anyway, those would be my concerns. Thank you.

Sincerely,

Jean Schuessler

1.6.88 Jean Schuessler

Comment P-88-1: I live above the I-5 on the North side btw Vaquero & Vista Hermosa & across from the San Gorgonio park.....My concern about the widening of the fwy below me is that of the hillside (possible slope giving way) and the noise factor. We have lived in our house at 3019 Calle Juarez for over 30 yrs and have made various improvements to our house to help with the noise. Our back yard is up against the the Department fence and at the highest point of the slope. I am under the impression that there will be no sound wall at this location because it would not help if we are above the wall. Of course, any wall along the fence line would take away our ocean view if it were above 6'.....

Response P-88-1: As stated in the Draft IS/EA, under both Build Alternatives, several slopes within the project alignment are located within earthquake-induced landslide hazard zones. A site-specific Final Geotechnical Design Report (GDR), Structure Foundation Reports (SFRs), and Materials Reports (MRs) will include subsurface exploration and laboratory testing during the design phase of the proposed project to further evaluate the potential earthquake-induced landslide hazard and to characterize the geotechnical conditions at these locations for use in further detailed analyses and slope design. Implementation of measures recommended by the Final GDR, SFRs, and MRs will ensure that no direct or indirect permanent adverse impacts from landslides or slope instability would occur under either Build Alternative 2 or 4 (under Design Options A and B).

Also, please see General Response No. 1, Noise, and No. 2, Sound Barriers.



Theresa Secrest
<TSecrest@irvinecompany.com>
02/18/2011 09:17 AM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc
Subject Caltrans/OCTA I-5 Widening and Sound wall - North of Avenida Vista Hermosa, San Clemente

SOUNDWALL ISSUE:

My home is located about ¼ mile up the hill from the I-5 freeway, north of the canyon near Avenida Vista Hermosa. When the last freeway project was completed about 5+ years ago, and the sound wall was erected on the ocean-side of the freeway, the noise level from the freeway rose dramatically in my neighborhood on the inland side of the freeway. I complained to Cal Trans at that time, but was told, more or less, that only those homeowners next to the freeway could complain. The sound wall on the ocean-side of the freeway, in my opinion, is amplifying the noise and bouncing the sound-waves through the canyon and up through our neighborhood. Unless we are having off-shore (Santa-Ana) winds, it sounds like the freeway is in my front yard even though I'm ¼ mile away as the crow flies, and I can't even see the freeway from my house. **RECOMMENDATION:** Since the wind (99% of the time) is blowing the freeway noise inland, a larger, more effective sound wall is needed on the inland side of the freeway just north of Avenida Vista Hermosa to reverse the damage that was caused by the erection of the less needed sound wall on the opposite side of the I-5 freeway. In addition, more trees (at least faster growing trees) are needed in the canyon/gully area next to the freeway to help create a sound barrier. Also consider reducing the size of the sound wall on the ocean side of the freeway since much of the wall protects the downhill side of a non-populated canyon. **SEE THE MAP BELOW** Really, was the sound wall that was erected 5+ years ago (which continues to cause the dramatic increase in traffic noise for my neighborhood) really necessary for the ocean-side of the freeway? The Shorecliffs neighborhood (on the ocean-side of the freeway) is naturally protected by the prevailing winds, plus they are on a downhill slope from the freeway???

P-89-1

FREEWAY WIDENING ISSUE:

I have lived in San Clemente for nearly 20 years and am very familiar with the traffic patterns on the I-5 freeway as I drive about 25K miles per year between work to the north, picking up kids from school, sporting events, etc. I enter/exit the freeway at least 6 times each day. Although widening the freeway to accommodate the extension of the carpool lane sounds nice, it won't alleviate the traffic problem between Camino Las Ramblas and Pico. Here are the reason's, based on my observations:

SOUTHBOUND:

1. A large amount of traffic enters the I-5 southbound at the Pacific Coast Highway entrance and there are no extra traffic lanes. If a carpool lane takes up one of the current lanes, traffic will be worse for the non-carpool lanes. If an additional lane is added so that the same amount of lanes are available for the non-carpool lanes, then there is hardly any progress...only the carpool lane patrons will benefit. **Recommendation:** Add a new lane or two, but don't extend the carpool lane from its present termination point in San Juan Capistrano. The traffic slowdown is caused by the merging of PCH with the I-5 and there is not enough traffic lanes to accommodate the traffic, the slow-down is not caused by the carpool lane ending in San Juan.
2. Practically the entire community of Talega accesses the I-5 at Avenida Vista Hermosa. The right lane of south-bound I-5 in regular traffic slows to 40 mph because of all the cars merging into the right lane (along with all the big-rig trucks traveling south) so that they can exit at Avenida Vista Hermosa. I sometimes can't make it over to the right lane because it is unsafe and

P-89-2

P-89-3

have missed my exit. **Recommendation:** Create a longer 2-lane Avenida Vista Hermosa off-ramp with the available paved shoulder (similar to what was completed at southbound Oso Parkway). This may just be a matter of re-striping and eliminating the big-rig overnight parking areas. Use the available shoulder area between Avenida Vista Hermosa and Pico to create a new traffic lane between those off ramps (Pico is the secondary off-ramp that is used by Talega residents). Keep in mind...when the development of the new homes and shopping center at Vista Hermosa is completed within the next 2 years or so, there will be a huge freeway traffic issue as there will be long line of cars on the off ramps/freeway waiting for the traffic lights. Right now the lights are green 98% of the time since there is NO cross traffic except during the middle school opening and closing times. **Suggestion:** Set up traffic counters at the southbound Vista Hermosa off ramp to verify.



P-89-3

NORTHBOUND:

1. The traffic slows at Avenida Vista Hermosa or Pico for the same reason as above...more people getting on the freeway since the development of Talega. **Recommendation:** Add another lane northbound between Pico and Camino Las Ramblas. **DO NOT** designate the additional lane carpool as the issue will not be resolved.

P-89-4

Theresa Secret
Coast Neighborhood Homeowner

Notice to recipient: This e-mail is only meant for the intended recipient of the transmission, and may be a confidential communication or a communication privileged by law. If you received this e-mail in error, any review, use, dissemination, distribution, or copying of this e-mail is strictly prohibited. Please notify us immediately of the error by return e-mail and please delete this message from your system. Thank you in advance for your cooperation.

1.6.89 Theresa Secret

Comment P-89-1: My home is located about ¼ mile up the hill from the 1-5 freeway, north of the canyon near Avenida Vista Hermosa. When the last freeway project was completed about 5+ years ago, and the sound wall was erected on the ocean-side of the freeway, the noise level from the freeway rose dramatically in my neighborhood on the inland side of the freeway. I complained to Cal Trans at that time, but was told, more or less, that only those homeowners next to the freeway could complain. The sound wall on the ocean-side of the freeway, in my opinion, is amplifying the noise and bouncing the sound-waves through the canyon and up through our neighborhood. Unless we are having off-shore (Santa-Ana) winds, it sounds like the freeway is in my front yard even though I'm ¼ mile away as the crow flies, and I can't even see the freeway from my house.

RECOMMENDATION: Since the wind (99% of the time) is blowing the freeway noise inland, a larger, more effective sound wall is needed on the inland side of the freeway just north of Avenida Vista Hermosa to reverse the damage that was caused by the erection of the less needed sound wall on the opposite side of the I-5 freeway. In addition, more trees (at least faster growing trees) are needed in the canyon/gully area next to the freeway to help create a sound barrier. Also consider reducing the size of the sound wall on the ocean side of the freeway since much of the wall protects the downhill side of a non-populated canyon. SEE THE MAP BELOW Really, was the sound wall that was erected 5+ years ago (which continues to cause the dramatic increase in traffic noise for my neighborhood) really necessary for the ocean-side of the freeway? The Shorecliffs neighborhood (on the ocean-side of the freeway) is naturally protected by the prevailing winds, plus they are on a downhill slope from the freeway???

Response P-89-1: Thank you for your recommendations. However, at a distance of 1,320 ft (approximately 0.25 mile) up the hill, noise levels on your property would not approach or exceed the 67 dBA L_{eq} NAC. Per the Caltrans Noise Analysis Protocol, since noise levels would not approach or exceed the 67 dBA L_{eq} NAC, the consideration of noise abatement measures are not required. The existing sound wall located along the southbound side of the I-5 between Camino de Estrella and Avenida Vista Hermosa currently shields the residences located behind it. Some of these walls would be removed in order to accommodate the proposed improvement and must be replaced in-kind at the same height at a nearby location. Based on the noise study, this sound wall provides necessary noise attenuation for the residences behind it. Therefore, reducing the height of the existing wall located in this area is not

warranted. In addition, the reflection caused by the existing wall would not cause any perceptible increases in noise levels at distances beyond 300 ft. See General Response No. 1, Noise, and No. 2, Sound Barriers.

Comment P-89-2: A large amount of traffic enters the I-5 southbound at the Pacific Coast Highway entrance and there are no extra traffic lanes. If a carpool lane takes up one of the current lanes, traffic will be worse for the non-carpool lanes. If an additional lane is added so that the same amount of lanes are available for the non-carpool lanes, then there is hardly any progress...only the carpool lane patrons will benefit.

Recommendation: Add a new lane or two, but don't extend the carpool lane from its present termination point in San Juan Capistrano. The traffic slowdown is caused by the merging of PCH with the I-5 and there is not enough traffic lanes to accommodate the traffic, the slow down is not caused by the carpool lane ending in San Juan.

Response P-89-2: Thank you for your recommendations. As stated in the Traffic Study (Austin Foust, May 2010), the operational analysis addresses the freeway mainline (both HOV and general purpose lanes), ramp termini (merging, diverging and weaving) and intersections on the local street system (ramp intersections and those immediately adjacent). Operational performance is based on measures such as speed, density, and delay, with level of service (LOS) being the primary basis for comparing the Build Alternatives to the No-Build Alternative.

For mainline general purpose freeway segments, the measure used to provide an estimate of LOS is density. As stated in the Highway Capacity Manual (HCM), the upper value shown for LOS "E" (45 passenger cars per mile per lane [pc/mi/ln]) is the maximum density at which sustained flows at capacity are expected to occur. Flow breakdown and congestion, as represented by LOS "F," occurs when queues begin to form on the freeway. Density tends to increase sharply within the queue and may be considerably higher than the maximum value of 45 pc/mi/ln for LOS E. For ramp-freeway junctions (i.e., on and off the freeway), merge, diverge, and weaving analyses are carried out to give operational performance measures.

Traffic data for existing freeway conditions was compiled from published the Department data, traffic volume information from the California Freeway Performance Measurement System (PeMS), and traffic counts collected on the local roadways and the SR-1 (PCH)/I-5 junction. The data as presented here represents average weekday volumes for 2009. For southbound I-5, two segments were found to

operate at a less than acceptable LOS (E or F): southbound between Camino De Estrella and Vista Hermosa and southbound between Ortega Highway and San Juan Creek Road – both in the PM peak hour. The I-5/PCH interchange area was found to be operating at an acceptable level of service.

The 2040 freeway and HOV projections were derived using forecast data from OCTAM 3.3. A comparison between OCTAM’s 2005 existing conditions baseline counts and the OCTAM 2035 forecasts was performed to analyze the proposed project Build Alternatives. The analysis conducted for the Traffic Study found that operational improvements occur in five segments. In two instances, conditions worsen from LOS “D” to LOS “E” due to a reduced number of mainline general purpose or auxiliary lanes in the Build Alternative compared to the No-Build Alternative. The HOV analysis results for 2040 were included in the mainline analysis and showed five segments with HOV lanes that exceed 1,600 vehicles per hour per lane (vph/lane) for the Build Alternatives, two of which are within the project limits.

Comment P-89-3: Practically the entire community of Talega accesses the I-5 at Avenida Vista Hermosa. The right lane of south-bound I-5 in regular traffic slows to 40 mph because of all the cars merging into the right lane (along with all the big-rig trucks traveling south) so that they can exit at have missed my exit.

Recommendation: Create a longer 2-lane Avenida Vista Hermosa off-ramp with the available paved shoulder (similar to what was completed at southbound Oso Parkway). This may just be a matter of re-striping and eliminating the big-rig overnight parking areas. Use the available shoulder area between Avenida Vista Hermosa and Pico to create a new traffic lane between those off ramps (Pico is the secondary off-ramp that is used by Talega residents). Keep in mind...when the development of the new homes and shopping center at Vista Hermosa is completed within the next 2 years or so, there will be a huge freeway traffic issue as there will be long line of cars on the off ramps/freeway waiting for the traffic lights. Right now the lights are green 98% of the time since there is NO cross traffic except during the middle school opening and closing times. Suggestion: Set up traffic counters at the southbound Vista Hermosa off ramp to verify.

Response P-89-3: Thank you for your recommendations. The traffic study completed for the project included future projects as a part of the future condition, including additional development at the I-5/Avenida Vista Hermosa interchange area. The

existing southbound off-ramp at Avenida Vista Hermosa is shown to be operating sufficiently in the future condition, so no further improvements are proposed in this location.

Comment P-89-4: The traffic slows at Avenida Vista Hermosa or Pico for the same reason as above....more people getting on the freeway since the development of Talega.

Recommendation: Add another lane northbound between Pico and Camino Las Ramblas. DO NOT designate the additional lane carpool as the issue will not be resolved.

Response P-89-4: Thank you for your recommendations. Please see Response P-89-2.

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Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
 Name: C SEWARD
 City: SAN CLEMENTE Zip: 92672

Comment:
THE ADDITION OF HOV LANES ON I5.
IS A WASTE OF MONEY. THE ADDITIONAL
HOV LANES WILL ONLY MOVE THE GRID LOCK
TO SAN CLEMENTE AT PICO AVE.
I-5 SOUTH AT PICO HAS A 8% GRADE
(CAUSING LARGE TRUCKS (18 WHEELERS) TO
SLOW DOWN AND MOVE TO THE RIGHT. THIS
RESULTS IN SLOW DOWN OF ALL SOUTH BOUND
TRAFFIC MOVE OVER BECAUSE SLOW TRUCK
THE HOV LANE IS ONLY GOING TO CAUSE
MORE TRAFFIC CONGESTION.

P-90-1

Please add me to the distribution list. My address is:

Address: _____
 City: _____ Zip: _____

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding; stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.90 C. Seward

Comment P-90-1: The addition of HOV lanes on I5 is a waste of money. The additional HOV lane will only move the grid lock to San Clemente at Pico Avenue. I-5 south at Pico has a 8% grade causing large trucks (18 wheelers) to slow down and move to the right. This results in slow down of all south bound traffic move over because slow truck. The HOV lane is only going to cause more traffic congestion.

Response P-90-1: Traffic congestion through the project limits is expected to decrease in 2040 with the implementation of both the Build Alternatives under both design options. The environmental analysis shows the Build Alternatives would meet the purpose and need to relieve congestion and reduce delay. It is anticipated that traffic delays and congestion can be reduced. The projected traffic volumes demonstrate the anticipated increase in demand for the HOV lane if it is extended.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: Linda Sherman
City: Capistrano Beach Zip: 92624

Comment:

Please do not build a sound wall behind our home. Our property value has already declined, and if we lost our view, we might as well walk away as we would be so far under water. In addition, there should be no reason to detour the hillside. The hillside creates enough of a barrier. If the traffic were moved closer it would create a health hazard. As it is, we are facing huge inconveniences and loss of health and assets due to this project - noise - lack of sleep, dirt and pollution, dangers to our health (my husband and son are both asthmatic), and loss of property value. How will you compensate us for this? A sound wall seems like an effort, but in reality, causes more problems. I don't completely understand the toll road alternate traffic instead.

Please add me to the distribution list. My address is:

Address: 34571 Calle Portola
City: Capistrano Beach Zip: 92624

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

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1.6.91 Linda Sherman

Comment P-91-1: Please do not build a sound wall behind our home. Our property value has already declined, and if we lost our view, we might as well walk away, we would be so far under water. In addition, there should be no reason to destroy the hillside. The hillside creates enough of a barrier. If the traffic were moved closer it would create a health hazard. As it is, we are facing huge inconveniences and loss of health and assets due to this project – noise – lack of sleep, dirt and pollution, dangers to our health (my husband and son are both asthmatic), and lost of property value. How will you compensate us for this? A sound wall seems like an effort, but in realty causes more problems. Wouldn't completing the toll road alleviate traffic instead?

Response P-91-1: See General Responses No. 1, Noise; No. 2, Grading of Berm near Avenida de Estrella; and No. 3, Property Value. The I-5 HOV Lane Extension Project is independent of the SR-241 Toll Road Extension. Questions or comments regarding the progress on the SR-241 Toll Road Extension should be directed to the TCA.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: Scott Sherman
 City: Capo Beach Zip: 92624

Comment:
 The hillside behind my house need not be graded. On Ramp can handle the car loads on it.
 Put a Wall at bottom of Hill Next to Ramp Not to ruin my Ocean or Ocean View.
 I will be compensated for the stress, chemical fumes, health hazards, sleep deprivation, asthma problems, emotion strain, property devaluation, Not Resellable for what I paid.
 Do Not Put a wall against Mr. fence & Create a Prison wall in my backyard, causing stress on me personally.
 While Construction Directly behind my house is going on at night a hotel should be paid at my expense or compensated for the stress of not sleeping, possibly causing my job loss then a lawsuit will ensue.
 Pay Mr. \$200,000 and Mike Quetz

P-92-1

P-92-2

P-92-3

Please add me to the distribution list. My address is:

Address: 34571 Calle Portola
 City: Capo Beach Zip: 92624

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pic02PCH@dot.ca.gov.

1.6.92 Scott Sherman

Comment P-92-1: The hillside behind my house need not be graded. On ramp can handle the car loads on it.

Response P-92-1: See General Response No. 1, Grading of Hill near Avenida de Estrella.

Comment P-92-2: Put a wall at bottom of hill next to ramp not to ruin my ocean or openview.

Response P-92-2: See General Response No. 2, Sound Barrier.

Comment P-92-3: How will I be compensated for the stress, chemical fumes, health hazards, sleep deprivation, asthma problems, emotion strain, and property devaluation, not resellable for what I paid. Do not put a wall against my fence and create a prison wall in my backyard, causing stress on me personally. While construction directly behind my house is going on at night, a hotel should be paid at your expense or compensate for the stress of not sleeping, possibly causing my job loss than a lawsuit will in sue. Pay me \$800,000 and I'll be quiet.

Response P-92-3: See General Response No. 1, Public Health Concerns. The Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (Uniform Act) (Public Law 910646, 84 Statutes 1894) mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced by its projects. The Uniform Act provides for uniform and equitable treatment by federal or federally assisted programs of persons displaced from their homes, businesses, or farms and establishes uniform and equitable land acquisition policies.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
 Name: BOB SKUPA AND KATHY SKUPA
 City: SAN CLEMENTE Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.

IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?

THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY. DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 2927 CALLE FRONTERA
 City: SAN CLEMENTE Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.93 Bob and Kathy Skupa

Comment P-93-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-93-1: See General Response No. 1, Noise.

Pg 1 of 2



Please re test
CapoBch area w/
split in wall.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
Name: Lynn Smith 949 496-1168
City: CapoBch Zip: 92624

Comment:

①

I came to meeting last yr in S.C @ comm. center and asked for a sound study to be done on existing sound wall in area of capoBch (Calle ULTIMA) because there is an overlap on sound wall not continuous a sound barrier down the opening even though w. your studies. Show it should not. It need some sort of material added to wall to bounce it back OR absorb sound, or connect the open space. Close up channel. One lane closer to our houses would be a sound night mare as it exists now. (cont pge 2)

Please add me to the distribution list. My address is:

Address: 26712 Calle ULTIMA
City: Capo Beach Zip: 92624

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

Pg 2
92



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print: Lynn Smith 949 496 1168
Name: _____
City: Capo Bdr Zip: 92624

Comment:

I know your studies show one more lane closer would not affect our quality of living, it is not true. The gap already did not function as you projected hypo the facility or tested.

(2) The real difference for our street (Calle ULTIMA) was rubber in the road. The repavement really made a difference.

Please add me to the distribution list. My address is:

Address: 26712 Calle ULTIMA
City: Capo Bdr Zip: 92624

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

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1.6.94 Lynn Smith

Comment P-94-1: I came to a meeting last year in San Clemente at community center and asked for a sound study to be done on existing sound wall in area of Capo Beach (Calle Ultima) because there is an overlap on sound wall, not continuous; and sound roars down the opening even though your studies show it should not. It needs some sort of material added to wall to bounce it back or absorb sound. Or connect the open space close up channel. One lane closer to our houses would be a sound nightmare as it exists now. I know your studies show one more lane closer would not affect our quality of living. It is not true. The gap already did not function as you projected hypothetically or tested. The real different for our street (Calle Ultima) was rubber in the road. The re-pavement really made a difference.

Response P-94-1: Future worst-case noise levels near the opening of the two barriers at Calle Ultima (Receivers R-309 and R-310) from the September 2010 NSR indicate that noise levels would reach up to 60 dBA L_{eq} . It takes doubling the sound energy to increase the noise level by 3 dBA. As the residences are shielded by existing barriers, as a result of the parallel sound barriers and the opening, the increase in noise caused by the two existing sound barriers would be less than 3 dBA. Therefore, additional increases in noise levels would not approach or exceed the 67 dBA L_{eq} NAC.

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Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print: JIM STEPHENS
 Name: _____
 City: SAN CLEMENTE Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.

IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?

THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY- DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 502 CAVE SURPRESO
 City: SAN CLEMENTE Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

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1.6.95 Jim Stephens

Comment P-95-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-95-1: See General Response No. 1, Noise.



Jim and Mary
<clerkandwrench@cox.net>
02/09/2011 10:19 AM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc
Subject Sound Wall

Dear Project Managers,

It is with deep disappointment that I am writing this letter.

It is a very sad day in this country, when the common citizen has to be the watchdog to make sure that a governmental agency make good on their word of commitment.

To learn that there has been a change of plan in building the sound wall on the East side of the I 5 widening project is more than devastating, "criminal", I think would be the correct way to label it.

To further devalue "The Coast" properties more than they already are, by not honoring a commitment to build a once promised sound wall, sounds like it will end up in the courts system. Is that what Caltrans really wants? This will certainly add hundreds of thousands of dollars to a project that is already very expensive.

It is my suggestion that the wall be built, as promised in the beginning, to avoid such litigation. The only people that win in these types of litigation are the attorneys. It will certainly be a losing proposition for Caltrans and the tax-payer! BUILD THE WALL AND BE DONE WITH IT!

Jim and Mary

Stephens

Sorpresa

Clemente, CA 92673

502 Calle

San

“The Coast”

1.6.96 Jim and Mary Stephens

Comment P-96-1: It is with deep disappointment that I am writing this letter. It is a very sad day in this country, when the common citizen has to be the watchdog to make sure that a governmental agency make good on their word of commitment. To learn that there has been a change of plan in building the sound wall on the East side of the I 5 widening project is more than devastating, “criminal”, I think would be the correct way to label it. To further devalue “The Coast” properties more than they already are, by not honoring a commitment to build a once promised sound wall, sounds like it will end up in the courts system. Is that what the Department really wants? This will certainly add hundreds of thousands of dollars to a project that is already very expensive. It is my suggestion that the wall be built, as promised in the beginning, to avoid such litigation. The only people that win in these types of litigation are the attorneys. It will certainly be a losing proposition for the Department and the tax-payer! BUILD THE WALL AND BE DONE WITH IT!

Response P-96-1: See General Response No. 1, Noise.

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Jim and Mary
<clerkandwrench@cox.net>
02/24/2011 01:07 PM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc
bcc
Subject Fw: Sound Wall for The Coast

From: Jim and Mary
Sent: Thursday, February 24, 2011 12:08 PM
Subject: Sound Wall for The Coast

Dear Project Manager(s),

It is as you know, the hope of the residents and homeowners of "The Coast", that the right thing will be done, and a sound wall will be built in conjunction with the car-pool lanes being added to Interstate 5. Hopefully the wall will be built in such a way, that it will not obstruct anybody's ocean view. It seems that a plexi-glass upper section would remedy that problem.

Hopefully the view-blocking eucalyptus trees that are also lowering the property values, would be removed at the same time, to make ample room for the sound wall.

Thank you for taking the time to read this letter and considering all the things mentioned above.

Sincerely,

Jim and Mary Stephens,
Homeowners in "The Coast"

P-97-1

P-97-2

1.6.97 Jim and Mary Stephens

Comment P-97-1: It is as you know, the hope of the residents and homeowners of “The Coast”, that the right thing will be done, and a sound wall will be built in conjunction with the car-pool lanes being added to Interstate 5. Hopefully the wall will be built in such a way, that it will not obstruct anybody’s ocean view. It seems that a plexi-glass upper section would remedy that problem.

Response P-97-1: See General Responses No. 1, Noise, and No. 2, Sound Barriers.

Comment P-97-2: Hopefully the view-blocking eucalyptus trees that are also lowering the property values, would be removed at the same time, to make ample room for the sound wall.

Response P-97-2: See General Responses No. 2, Trees in the Department Right-of-Way.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: MARY J. STEPHENS

City: SAN CLEMENTE Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.

IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?

THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY. DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 502 CALLE SORPRESO
City: SAN CLEMENTE CA Zip: 92673

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1.6.98 Mary Stephens

Comment P-98-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-98-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: Li STEVENS

City: SAN CLEMENTE Zip: 92673

Comment:

Li Stevens

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.

IF YES HOW TALL WILL IT BE?

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HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
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WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY. DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 2951 CALLE FRONTERA
City: SAN CLEMENTE Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

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1.6.99 Li Stevens

Comment P-99-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-99-1: See General Response No. 1, Noise.



Patti Stringer
<stringer3@cox.net>
02/11/2011 09:51 AM

To <15HOV_Pico2PCH@dot.ca.gov>
cc
bcc
Subject Sound Wall for Coast Residents

Ms. Smita Deshpande

We are long time residents of San Clemente and have friends and family living in the Coast. We do not want the addition of two HOV lanes from Pico to PCH without a sound wall to protect their homes from additional noise and dust. We need to protect the homes and residents of our beautiful city. If Cal Trans doesn't protect the The Coast residents, perhaps they won't protect other San Clemente residents either. We want a sound wall to protect our city's homes and residents.

Thank you,

*Patti Stringer
San Clemente resident*

1.6.100 Patti Stringer

Comment P-100-1: We are long time residents of San Clemente and have friends and family living in the Coast. We do not want the addition of two HOV lanes from Pico to PCH without a sound wall to protect their homes from additional noise and dust. We need to protect the homes and residents of our beautiful city. If Cal Trans doesn't protect the The Coast residents, perhaps they won't protect other San Clemente residents either. We want a sound wall to protect our city's homes and residents.

Response P-100-1: See General Response No. 1, Noise.



Jeff Suckiel
<JSuckiel@trachtmanlaw.com
>
02/11/2011 09:14 AM

To "i5hov_pico2pch@dot.ca.gov"
<i5hov_pico2pch@dot.ca.gov>
cc
bcc

Subject FW: Sound wall for I-5 HOV project

Dear Ms. Smita Deshpande,

I am disappointed to hear that CalTrans is no longer building a sound wall for the The Coast community. We will be severely impacted by the noise and dust pollution from two more freeway lanes. I choose to live in this beautiful community and city and am raising my family here. My kids should be able to play outside without MORE noise and dust pollution from the I-5. I DO NOT want the addition of two more lanes without a sound wall to protect our community from a significant increase in noise and dust pollution. There is no excuse for this simple measure not to be taken by CalTrans – claiming lack of funding is a ridiculous position for this well funded governmental organization to take. The sound wall is a very realistic, common and simple solution - to protect the families of this community and our home values.

P-101-1

I hope you take this into consideration.

Thank you,

Jeff Suckiel
A Coast Homeowner
2920 Calle Frontera, San Clemente

Jeffery M. Suckiel, Esq.
TRACHTMAN & TRACHTMAN
27401 Los Altos, Suite 300
Mission Viejo, California 92691
(949) 282-0100
(949) 282-0111 [fax]
jsuckiel@trachtmanlaw.com

1.6.101 Jeff Suckiel

Comment P-101-1: I am disappointed to hear that CalTrans is no longer building a sound wall for the The Coast community. We will be severely impacted by the noise and dust pollution from two more freeway lanes. I choose to live in this beautiful community and city and am raising my family here. My kids should be able to play outside without MORE noise and dust pollution from the I-5. I DO NOT want the addition of two more lanes without a sound wall to protect our community from a significant increase in noise and dust pollution. There is no excuse for this simple measure not to be taken by CalTrans – claiming lack of funding is a ridiculous position for this well funded governmental organization to take. The sound wall is a very realistic, common and simple solution - to protect the families of this community and our home values.

Response P-101-1: See General Response No. 1, Noise.



Jen Suckiel
<jensuckiel@gmail.com>
02/11/2011 08:40 AM

To <i5hov_pico2pch@dot.ca.gov>
cc
bcc

Subject Sound wall for I-5 HOV project

Dear Ms. Smita Deshpande,

I am disappointed to hear that CalTrans is no longer building a sound wall for the The Coast community. We will be severely impacted by the noise and dust from two more freeway lanes. I choose to live in this beautiful community and city and am raising my family here. My kids should be able to play outside with out significantly more noise and dust pollution from the I-5. I DO NOT want the addition of two more lanes without a sound wall to protect our community from additional noise and dust. This seems like a very simple solution - to protect the families of this community and our home values.

I hope you take this into consideration.

Thank you,

Jennifer Suckiel
A Coast Homeowner and mother of three
2920 Calle Frontera, San Clemente

1.6.102 Jennifer Suckiel

Comment P-102-1: I am disappointed to hear that CalTrans is no longer building a sound wall for the The Coast community. We will be severely impacted by the noise and dust from two more freeway lanes. I choose to live in this beautiful community and city and am raising my family here. My kids should be able to play outside without significantly more noise and dust pollution from the I-5. I DO NOT want the addition of two more lanes without a sound wall to protect our community from additional noise and dust. This seems like a very simple solution - to protect the families of this community and our home values.

Response P-102-1: See General Response No. 1, Noise.



Jen Suckiel
<jensuckiel@gmail.com>
02/12/2011 04:47 PM

To i5hov_pico2pch <i5hov_pico2pch@dot.ca.gov>
cc
bcc

Subject Sound Wall for I5 expansion Pico to PCH

Ms. Smita Deshpande,

The decision not to provide a sound wall for the The Coast residents is weighing heavily on my mind. I have already sent you an email requesting a sound wall for our community. I am encouraging you to think about the families that live in The Coast. We already have so much noise and dust from the freeway - as the freeway moves closer to our homes, it is only right that our homes, children and home values are protected. This is such a simple solution. Please do not treat us any differently than the community in Mission Viejo along the I5. I understand that the freeway expansion is necessary, please understand that the sound wall is as well.

P-103-1

Thank you,

Jennifer Suckiel
2920 Calle Frontera
San Clemente, CA 92673

1.6.103 Jennifer Suckiel

Comment P-103-1: The decision not to provide a sound wall for the The Coast residents is weighing heavily on my mind. I have already sent you an email requesting a sound wall for our community. I am encouraging you to think about the families that live in The Coast. We already have so much noise and dust from the freeway - as the freeway moves closer to our homes, it is only right that our homes, children and home values are protected. This is such a simple solution. Please do not treat us any differently than the community in Mission Viejo along the I5. I understand that the freeway expansion is necessary, please understand that the sound wall is as well.

Response P-103-1: See General Response No. 1, Noise.



Richard Unfried
<PudgyPups@aol.com>
02/07/2011 02:29 PM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc <CityHall@san-clemente.org>,
<CityManager@san-clemente.org>,
<BonigutT@san-clemente.org>,
bcc
Subject Pico-15 freeway interchange

To whom it may concern;

We have a interest in the project at Avenida Pico in San Clemente.

We own the land at 600 (Mobil Station) and 620 (Carrows Restaurant) Avenida Pico.

We are both retired and these properties are our source of income.

Please keep this in mind as you decide which option you will be using.

We have worked side by side with the city in the past to help with the traffic congestion at this intersection. Over the years, we have given to the city around 100 feet of frontage land as the widening of Pico was needed.

Thank you for your service to our great state and cities.

Karen and Richard Unfried
949-493-5213

1.6.104 Karen and Richard Unfried

Comment P-104-1: We have a interest in the project at Avenida Pico in San Clemente. We own the land at 600 (Mobil Station) and 620 (Carrows Restaurant) Avenida Pico. We are both retired and these properties are our source of income. Please keep this in mind as you decide which option you will be using. We have worked side by side with the city in the past to help with the traffic congestion at this intersection. Over the years, we have given to the city around 100 feet of frontage land as the widening of Pico was needed. Thank you for your service to our great state and cities.

Response P-104-1: Thank you for your comment.

1.6.105 Resident

Comment P-105-1: The sound wall must be a plexiglass or my ocean view will be gone creating a huge financial loss for me. (Many house on Calle Portola are ocean view homes and need plexiglass. Mission Viejo has a plexiglass sound wall.

Response P-105-1: See General Response No. 2, Sound Barriers.

Comment P-105-2: The drainage from my 1959 house goes back towards the soundwall, not to the front curb/street. I need you to address the drainage for my house.

Response P-105-2: Drainage system improvements are proposed to collect and convey the design flow from the project site while maintaining existing flow patterns and incorporating existing drainage systems as much as possible.



Chris Vance
<ckvance1@cox.net>
02/10/2011 03:24 PM

To <I5HOV_Pico2PCH@dot.ca.gov>
cc 'Bill Mills' <mauimills@cox.net>
bcc
Subject I-5 HOV Extension-San Clemente

Hello Mrs. Deshpande-

I am sending this email to voice my concerns regarding the proposed HOV extension through San Clemente. As a long-time resident and homeowner, with a home directly overlooking the freeway, I can tell you under no uncertain terms, that even without the proposed widening of I-5, a sound-wall along the east side of the freeway is needed and would be greatly appreciated in the area between Avenida Pico and Camino de Los Mares. I understand that when I bought the property in 2001, the freeway was already there, and I still chose to purchase the home, but the impact on our quality of life has definitely impacted by that decision. Even now, it is hard to go outside and have a comfortable conversation. We have been hearing for many years that a sound-wall has been under consideration, and I am confident of impact that it would make the amount of freeway noise that we live with every day. I spend a lot of time (as do most of us in California) driving the freeways, and see sound-walls in many places that do not impact the surrounding residents nearly as much as the freeway impacts the residents of our community, and question how and why these decisions are made. I have to assume that those people made their voices heard, and got the ear, of somebody that could make a difference, so here I am! PLEASE HELP US!! The widening of I-5 is probably necessary, but as a group of very impacted homeowners, our needs MUST be addressed. This project should NOT move forward without a sound-wall on the eastern side of the freeway. I appreciate your attention and look forward to you making the right decision. Thank you!

P-106-1

Christopher & Peggy Vance
3013 Calle Juarez
San Clemente, Ca. 92673
c)949-212-1166

1.6.106 Christopher and Peggy Vance

Comment P-106-1: I am sending this email to voice my concerns regarding the proposed HOV extension through San Clemente. As a long-time resident and homeowner, with a home directly overlooking the freeway, I can tell you under no uncertain terms, that even without the proposed widening of I-5, a sound-wall along the east side of the freeway is needed and would be greatly appreciated in the area between Avenida Pico and Camino de Los Mares. I understand that when I bought the property in 2001, the freeway was already there, and I still chose to purchase the home, but the impact on our quality of life has definitely impacted by that decision. Even now, it is hard to go outside and have a comfortable conversation. We have been hearing for many years that a sound-wall has been under consideration, and I am confident of impact that it would make the amount of freeway noise that we live with every day. I spend a lot of time (as do most of us in California) driving the freeways, and see sound-walls in many places that do not impact the surrounding residents nearly as much as the freeway impacts the residents of our community, and question how and why these decisions are made. I have to assume that those people made their voices heard, and got the ear, of somebody that could make a difference, so here I am! PLEASE HELP US!! The widening of I-5 is probably necessary, but as a group of very impacted homeowners, our needs MUST be addressed. This project should NOT move forward without a sound-wall on the eastern side of the freeway. I appreciate your attention and look forward to you making the right decision.

Response P-106-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

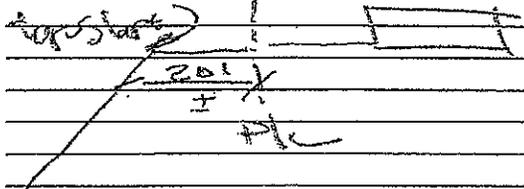
*Please print:

Name: Pat Walla 181 Avenida La Cuesta
 City: San Clemente Zip: 92672

Comment:

Proposed Sound Wall is shown cutting through
My rear yard. Wall is not on Property Line.
Please adjust Line.

The common property line has a major water
transmission line exist. please consider building
a wall on OCTA property. Plenty
of space between top of slope and p/c
see sec below



Please call
949-492-5827

Please add me to the distribution list. My address is:

Address: 181 Avenida La Cuesta
 City: San Clemente CA Zip: 92672

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

P-107-1

P-107-2

1.6.107 Pat Walla

Comment P-107-1: Proposed sound wall is shown cutting through my rear yard. Wall is not on property line. Please adjust line.

Response P-107-1: The line will be adjusted on related figures. Refinements to the location and design of the barrier will be made during the Plans, Specifications and Estimates (PS&E) phase.

Comment P-107-2: The common property line has a major water transmission line exist. Please consider building c' wall on OCTA property. Plenty of space between top of slope and P/L. Please call 949-492-5897.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
 (With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:

Name: Brent Waterworth

City: San Clemente Zip: 92673

Comment:

I live in the Coast neighbourhood and was wondering if there will be a new soundwall constructed on the EAST side of the proposed freeway along the COAST homes. Will an increase in traffic and lanes becoming closer to our hill I feel that it is imperative that a soundwall be constructed on the EAST side along the COAST homes.

Thank you for your time.

Brent Waterworth

Please add me to the distribution list. My address is:

Address: 2910 Calle Flaneta
 City: San Clemente Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.108 Brent Waterworth

Comment P-108-1: I live in the Coast neighborhood and was wondering if there will be a new sound wall constructed on the east side of the proposed freeway and along The Coast homes. Will an increase in traffic and lanes becoming closer to our hill; I feel that it is imperative that a sound wall be constructed on the east side along The Coast homes.

Response P-108-1: See General Response No. 1, Noise.



Public Comment Card
Interstate 5 High Occupancy Vehicle Lane Project
Initial Study/Environmental Assessment
(With Proposed Mitigated Negative Declaration/Finding of No Significant Impact)

Please print:
 Name: Nancy Westler
 City: San Clemente Zip: 92673

Comment:

WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED
FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT?

YES OR NO.

IF YES HOW TALL WILL IT BE?

IF NO, WHY NOT?

THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND
WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST
HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA
REQUIRE A SOUND WALL AND OUR AREA DOES NOT?

WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT
WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME
OF THE PROJECT IS HIGH OCCUPANCY DOES THAT MEAN INCREASED
TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Please add me to the distribution list. My address is:

Address: 502 Calle Sorpresa
 City: San Clemente Zip: 92673

PUBLIC COMMENT PERIOD: January 14, 2011 to February 12, 2011. The Initial Study/Environmental Assessment and supporting technical studies are available for review and comment at Caltrans District 12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA (M-F 8:00 am to 5:00 pm); the San Clemente Public Library, 242 Avenida del Mar, San Clemente, CA (Monday through Thursday, 10:00 a.m. to 9:00 p.m., Friday and Saturday, 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.), Dana Point Public Library, 33841 Niguel Road, Dana Point, CA (Monday through Wednesday, 10:00 a.m. to 9:00 p.m., Thursday, 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.); and the San Juan Capistrano Public Library, 31495 El Camino Real, San Juan Capistrano, CA (Monday through Wednesday 10:00 a.m. to 8:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 5:00 p.m., and Sunday 12:00 p.m. to 5:00 p.m.). The document can be viewed online at: http://www.dot.ca.gov/dist12/files/I5HOV/I-5_HOV.htm

WRITTEN COMMENTS: Provide written comments during the public meeting or mail to Caltrans District 12 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: I5HOV_Pico2PCH@dot.ca.gov.

1.6.109 Nancy Westler

Comment P-109-1: WILL THERE BE A SOUND WALL ON THE EAST SIDE OF PROPOSED FREEWAY EXPANSION OF INTERSTATE 5 HIGH OCCUPANCY PROJECT? YES OR NO. IF YES, HOW TALL WILL BE? IF NO, WHY NOT? THERE IS A SOUND WALL ON THE WEST SIDE. THERE IS A NEW SOUND WALL BEING CONSTRUCTED JUST TO THE NORTH OF THE COAST HOMES ON THE EAST SIDE OF THE FREEWAY. WHY DOES THIS AREA REQUIRE A SOUND WALL AND OUR AREA DOES NOT? WITH CARS, TRUCKS PASSING 20 FEET CLOSER TO OUR TRACT WHAT WOULD BE THE JUSTIFICATION FOR NO SOUND BARRIER? THE NAME OF THE PROJECT IS HIGH OCCUPANCY – DOES THAT MEAN INCREASED TRAFFIC? DOESN'T INCREASED TRAFFIC MEAN MORE NOISE?

Response P-109-1: See General Response No. 1, Noise.

1.7 Transcript Comments

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1.7.1 Michael Metcalf

Comment T-1-1: Measurement 2 promised increased rail service, Metrolink hourly service to Laguna Niguel in 2010. It is now 2011. Where is the trans-service?

Response T-1-1: The I-5 HOV Lane Extension Project is independent of any increase in rail service or Metrolink hourly service to Laguna Niguel. Questions or comments regarding these services should be directed to OCTA at (714) 560-OCTA.

Comment T-1-2: These improvements are 1950 improvements, not 2050 improvements.

Response T-1-2: As stated in Chapter 1, Project Description, the proposed I-5 HOV Lane Extension project is needed to address:

- A high level of traffic during the weekdays, as well as the weekends/holidays throughout the proposed project limits
- Congestion due to the termination of the existing HOV lane in both directions
- Delay due to weaving and merging of HOV at the current termini in both directions
- Congestion at the on-/off-ramps due to high traffic demands at the ramps, and
- Congestion due to weaving and merging between the successive ramps at several interchanges

Therefore, these improvements are necessary to alleviate today's congestion and provide for a better facility in the future.

Comment T-1-3: Where are the bike lanes on the overpasses?

Response T-1-3: A Class II bikeway (on-road striped) is provided at the Avenida Vaquero undercrossing, and on the eastbound side of Avenida Vista Hermosa, a sidewalk 5.5 ft in width and a Class II bicycle lane are provided on both sides. At Avenida Pico, a sidewalk between 8 and 10 ft in width and a Class III bicycle facility are provided on the eastbound side. Both Build Alternatives would improve pedestrian and bicycle access on Avenida Pico, and therefore, would not result in any indirect or direct impacts. Bicycle lanes would be provided in both the eastbound and westbound directions and a sidewalk would be provided through the interchange in the eastbound direction only. In the westbound direction, space would be provided to accommodate future construction of a 12 ft lane and sidewalk through the interchange.

1.7.2 Charles Mann

Comment T-2-1: I am for Alternative 4. I just think that it will be easier for the traffic to be able to use the carpool lane a lot easier.

Response T-2-1: Your preference for Alternative 4 has been acknowledged. Thank you for your comment.

Comment T-2-2: And also, I would like to make a comment that I would like to see the off-hour use of the carpool lane open to everyone; in other words, not restricted just to carpool lanes all day, but much like they do in San Francisco, or Northern California, where they allow traffic to come and go after 10 o'clock in the morning. Anybody can drive in there even if you're not more than two people, and that makes it convenient to move traffic through there.

Response T-2-2: Alternative 4 proposes no HOV buffer instead of the 4 ft buffer proposed in Alternative 2. Under the no buffer scenario, the HOV lane will accommodate continuous access (what you have mentioned above) throughout the project limits.

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PUBLIC HEARING
January 31, 2011

I-5 HIGH OCCUPANCY VEHICLE (HOV) LANE EXTENSION PROJECT

CITY OF SAN CLEMENTE OFFICES

910 CALLE NEGOCIO, 2ND FLOOR

SAN CLEMENTE, CALIFORNIA 92673

Pages 1 - 4

PUBLIC HEARING - COMMENTS

1
2
3 MICHAEL METCALF: I live at 246 West Mariposa,
4 San Clemente.

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6 Comment No. 1: Measurement 2 promised increased
7 rail service, Metrolink hourly service to Laguna Niguel
8 in 2010. It is now 2011. Where is the trans-service?
9

10 Comment No. 2: These improvements are 1950
11 improvements, not 2050 improvements.
12

13 And No. 3: Where are the bike lanes on the
14 overpasses?
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1 CHARLES MANN: My address is 311 East Avenida Cordoba,
2 San Clemente.

3

4 I am for Alternative 4. I just think that it will
5 be easier for the traffic to be able to use the carpool
6 lane a lot easier.

7

8 And also, I would like to make a comment that I
9 would like to see the off-hour use of the carpool lane
10 open to everyone; in other words, not restricted just to
11 carpool lanes all day, but much like they do in
12 San Francisco, or Northern California, where they allow
13 traffic to come and go after 10 o'clock in the morning.
14 Anybody can drive in there even if you're not more than
15 two people, and that makes it convenient to move traffic
16 through there.

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1 STATE OF CALIFORNIA) ss:
2 COUNTY OF LOS ANGELES)
3

4 I, PAULETTE VANTON, CSR NO. 6962, do hereby
5 certify:

6 That the foregoing PUBLIC HEARING comments were
7 recorded by me at the time and place therein set forth.

8 That the testimony was recorded stenographically
9 by me, and were thereafter transcribed under my direction
10 and supervision, and that the foregoing pages contain a
11 full, true and accurate record of all comments and
12 testimony to the best of my skill and ability.

13 I further certify that I in no way interested in
14 the outcome thereof.

15 IN WITNESS WHEREOF, I have subscribed my name this
16 15th day of February, 2011.

17

18 PAULETTE VANTON, CSR NO. 6962

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[witness - words]

witness 4:15
words 3:10

