

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: REGION/DISTRICT PROJECT MANAGER
REGION/DISTRICT PROJECT ENGINEER
REGION/DISTRICT ENVIRONMENTAL BRANCH CHIEF

Date: November 18, 2010

File: District 12
Orange County
Route: Interstate 5
PM: 3.0/8.7
EA: 0F9600

From: Department of Transportation – District 12

Subject: Final Relocation Impact Memorandum

It has been determined there is an impact to owners, tenants, businesses, or persons in possession of real property to be acquired who would qualify for relocation assistance benefits or entitlements under the Uniform Relocation Assistance and Real Property Act of 1970.

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), the City of Dana Point, the City of San Clemente and the City of San Juan Capistrano, is proposing to improve Interstate 5 from 0.4 mile south of the Avenida Pico Undercrossing (UC) (Post Mile [PM] 3.0) to 0.1 mile south of the San Juan Creek Road UC (PM 8.7). The proposed project will add one high occupancy vehicle (HOV) lane in both directions on Interstate 5 throughout the project limits, reestablish existing auxiliary lanes, construct new auxiliary lanes, and improve several existing on and off-ramps to address traffic demand and improve operations and safety. The proposed project will also improve the Interstate 5/Avenida Pico interchange configuration through one of the following Design Options. Under Design Option A, the on and off-ramps at Avenida Pico will be realigned and the northbound on-ramp would be widened to three lanes. The overall configuration of the interchange would be similar to the existing configuration. Additionally, Avenida Pico will be improved under the structure to provide dual left-turn lanes to both the northbound and southbound on-ramps. This alternative will incorporate an interconnect line to optimize signal timing and operations for the closely spaced intersections at the interchange. The geometry of Avenida Pico will also be improved on the east side of Interstate 5 to remove the existing reversing curves. Bicycle lanes and standard outside shoulders will be provided throughout the majority of the interchange in both the eastbound and westbound directions. Sidewalk will be provided through the interchange in the eastbound direction. In the westbound direction, space will be provided to accommodate future construction of a 12 ft lane and sidewalk through the interchange. Under Design Option B, a northbound loop on-ramp would be added to allow for the removal of the existing left-turn lane for traffic heading eastbound on Avenida Pico to access northbound Interstate 5. (The existing directional on-ramp would remain in place for traffic heading westbound to access northbound Interstate 5). Additionally, the northbound off-ramp would be reconfigured around the loop, resulting in a partial cloverleaf configuration. The southbound ramps would be realigned, and the geometry of Avenida Pico will be improved as proposed in Design Option A.

There are four nonresidential, single business retail properties that will be impacted under all the Build Alternatives for Design Option B. These acquisitions occur adjacent to the Interstate 5/Avenida Pico Interchange (as shown in the attached maps). Two full acquisitions will occur in the southwest quadrant and two full acquisitions will occur in the southeast quadrant. Only two full acquisitions (in the southwest quadrant) will occur as a result of Design Option A. Table 1 identifies the parcels impacted by full acquisitions under both design options under all Build Alternatives. Based on the current availability of 31 retail spaces/properties¹ for lease or sale within the surrounding community of San Clemente and the current industrial/commercial vacancy rate of 1.7 percent² for Orange County, there will be sufficient retail space equal to or better for the displaced businesses.

¹ LoopNet.com (<http://www.loopnet.com/> accessed December 22, 2009).

² CB Richard Ellis, Orange County Industrial Market View, Third Quarter 2009.

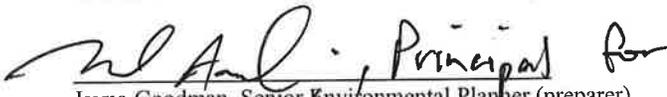
**Table 1 Full Acquisitions Under
Both Design Options –
All Build Alternatives**

| APN | Area impacted (sf) | Nonresidential, Single Business Retail |
|---|--------------------|--|
| Design Option A – All Alternatives | | |
| 057-103-09 | 16,500 | Shell Station |
| 057-013-10 | 5,600 | Burger Stop |
| Total | 22,100 | |
| Design Option B – All Alternatives | | |
| 057-103-09 | 16,500 | Shell Station |
| 057-013-10 | 5,600 | Burger Stop |
| 679-042-01 | 34,030 | Mobile Station |
| 679-042-02 | 47,920 | Carrows |
| Total | 104,050 | |

Source: RMC, Inc. 2010
 APN = Assessor's Parcel Number
 sf = square feet

Any business that moves from real property, moves personal property from real property as a result of the acquisition of the real property, or is required to relocate as a result of a written notice from Caltrans from the real property required for a transportation project is eligible for "Relocation Assistance." All activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources shall be available to the displaced in compliance with Title VI and State statute, after eligibility has been determined.

APPROVED:


 Jayna Goodman, Senior Environmental Planner (preparer)
 LSA Associates, Inc.

CONCURRED:


 Senior Right of Way Agent

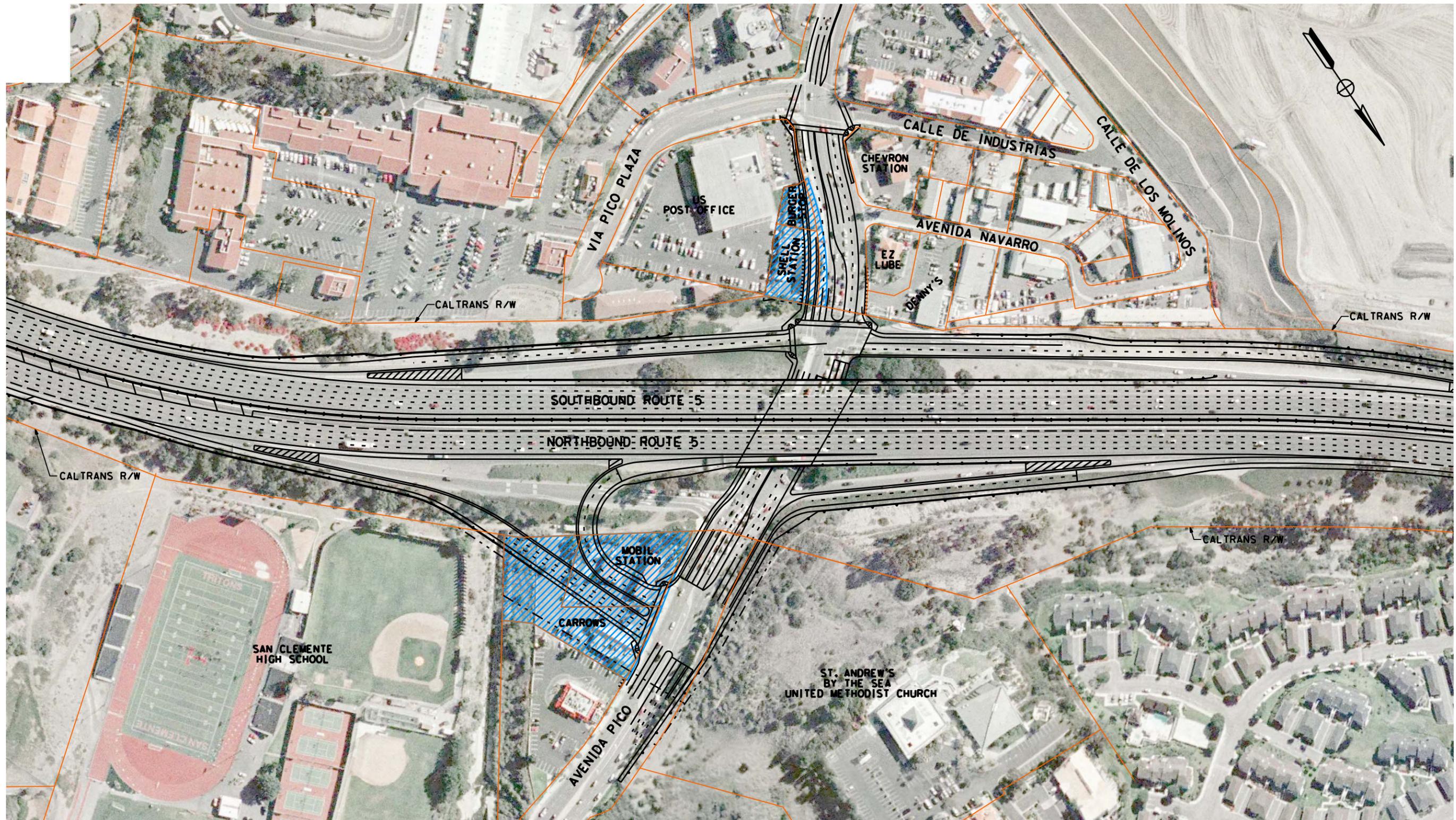


0 50 100 150
 ALL DIMENSIONS ARE IN FEET
 UNLESS OTHERWISE SHOWN

**AVENIDA PICO INTERCHANGE OPTION A
 RIGHT OF WAY IMPACT MAP**

LEGEND:
 FULL ACQUISITION
 RIGHT OF WAY LINE

ROUTE 5 HOV EXTENSION



0 50 100 150
 ALL DIMENSIONS ARE IN FEET
 UNLESS OTHERWISE SHOWN

**AVENIDA PICO INTERCHANGE OPTION B
 RIGHT OF WAY IMPACT MAP**

LEGEND:
 FULL ACQUISITION
 RIGHT OF WAY LINE

ROUTE 5 HOV EXTENSION