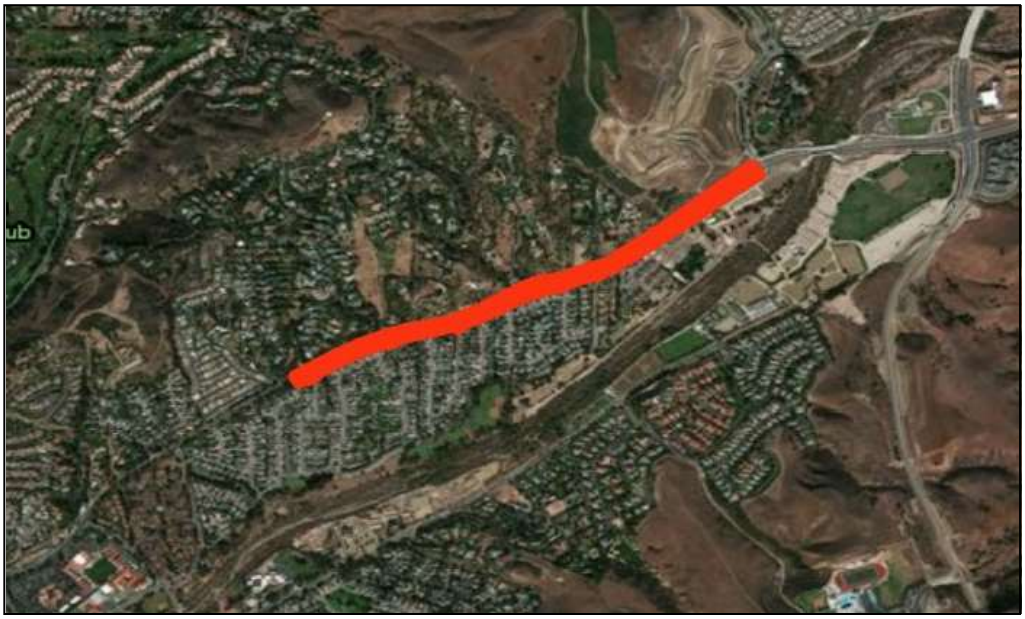
State Route 74 (SR-74) Lower Ortega Highway Widening



Community Impact Assessment

State of California
Department of Transportation
12-ORA-74- (PM 1.0/2.1)
EA 086920/ EFIS 1200000051

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Caltrans

Summary

The following summary describes community impacts and benefits associated with the State Route (SR) 74 Lower Ortega Highway Widening Project (Project) (EA 08692) in the City of San Juan Capistrano and unincorporated Orange County (post miles [PM] 1.0 to 2.1). In addition to the No Build, one Build Alternative, Alternative 2 is examined. This summary synthesizes impacts by topic area, as applicable to the project.

Land Use, Parks and Recreation, and Growth

The Build Alternative 2 would require acquisition of strips of adjacent five properties (1.41 ac) outside of the existing roadway and permanent easements (PEs) on 33 parcels (1.1 ac) resulting into conversion of 0.63 ac of planned land uses into transportation uses. Therefore, permanent impacts would occur as a result of partial acquisitions leading to noncompliance with development standards on the remaining lots. Implementation of Minimization Measure LU-2 will ensure the consistency with land uses as designated in the local General Plan. Whereas, implementation of Minimization Measure LU-3 will address any variances needed resulting from noncompliance with development standards.

Build Alternative 2 would require temporary construction easements (TCEs) for 41 parcels (1.88 ac) adjacent to SR-74 outside of the existing roadway. Temporary impacts would be minimized with implementation of Minimization Measure LU-1 and would not be considered adverse.

In addition to TCEs, construction of Build Alternative 2 would require temporary lane closures. With implementation of Project Feature PF-TR-1, a TMP would be prepared to address short-term traffic circulation and access effects during construction and would address potential temporary access effect to properties adjacent to the project limits.

Implementation of Minimization Measures LU-1, LU-2, and LU-3, below, would avoid and/or minimize potential adverse impacts to land use:

LU-1 Restoration of Land Used Temporarily. Prior to project construction, the Construction Contractor would generate time-stamped photo documentation of the pre-construction conditions of all temporary staging areas. All construction access, mobilization, material laydown, and staging areas would be returned to a condition equal to the pre-construction condition.

Following completion of the project, areas that are temporarily disturbed by construction activities would be returned to their property owners in the same or better condition than prior to construction. Owners of parcels where temporary construction easements (TCEs) would be required would receive compensation for the temporary use of a portion of their property.

LU-2 Land Use Consistency. The California Department of Transportation (Caltrans) will coordinate with City of San Juan Capistrano and the County of Orange to reflect the modification of land use designations for properties that will be acquired for the project that are not currently designated for transportation uses in the Land Use Elements of their General Plans.

LU-3 Development Standards Compliance. During final design, in accordance with the Caltrans *Highway Design Manual* (December 2018 or latest edition), design modifications that would minimize or avoid the loss of landscaping and noncompliance with general development standards will be selected, if feasible. If such losses cannot be minimized or avoided and the project still results in the loss of landscaping or other noncompliance with development standards, Caltrans will coordinate with the City of San Juan Capistrano and/or the County of Orange to obtain landscaping or setback variances for properties where the project would reduce the required amount of landscaping below the applicable municipal landscaping and setback requirements.

The project does not have the potential for growth-related effects.

Community Character

The Build Alternative 2 is not anticipated to permanently impact local population characteristics, cost of living, population growth, the local economy, or access to businesses/venues, nor it is anticipated to permanently affect property values and/or tax revenues. The Build Alternative 2 would not displace residences or businesses, divide neighborhoods, or affect community cohesion or quality of life.

A small percentage of Environmental Justice (EJ) populations are present in the communities impacted by the project; however, EJ populations would not experience disproportionate impacts (permanent or temporary), as the project occurs primarily within the State's existing ROW. There are no relocations associated with the project.

Temporary construction-related impacts relative to traffic circulation on local neighborhood streets would be avoided or minimized by the project's TMP strategies and measures.

Access to homes and businesses would be addressed in the project TMP. The TMP would be coordinated with the City of San Juan Capistrano (City). It is anticipated that the project would maintain all access at all times.

Temporary construction-related impacts would likely include short-term delays and detours on major local streets such as Calle Entradero, Via Cordova, Via Errecarte, and Avenida Siega. The project TMP strategies and measures would minimize these temporary impacts. Access to homes, park, and Open Space/Parks would mainly be maintained throughout construction. In addition, although portion of the privately-owned trails (East and West Hunt Club Trails) along SR-74 will be closed during construction, detour plan is being developed to address the closure of this portion of the trails. Potential temporary benefits could include construction-related job creation and local increases in sales revenue.

Build Alternative 2 would modify/widen five intersections (Calle Entradero, Via Cordova, Via Cordova, Via Cristal, Via Errecarte, and Avenida Siega) to accommodate the additional lanes, median, and shoulders. Via Cordova and Via Cristal intersections have existing right-turn pockets which would be retained. A four-way traffic signal is proposed at the existing intersection of SR-74 and Via Cordova/Hunt Club Drive. TCEs will be required on both north and south sides for installing this traffic signal. This change is anticipated to improve traffic circulation.

The Alternative 2 would modify 11 existing driveways to meet the grade of the widened roadway, to include reconstruction of the curb return, to maintain sight distance, and to avoid safety issues.

The Alternative 2 would provide Class II bicycle facilities on each side of the roadway as part of the 5 ft and 8 ft-wide paved shoulders throughout the project Limits. These facilities would be in conformance with the OCTA Commuters Bikeways Strategic Plan (CBSP) (2009). These changes also comply with the City's General Plan, Circulation Element goals which states that there is the need to promote an extensive public bicycle, pedestrian, and equestrian trails network.

Under Alternative 2, some existing trees and landscape within the City and State's ROW would be removed. All trees that are removed as part of the Project shall be

replaced by Caltrans or the agency constructing the project at a minimum ratio of three to one (3:1) based on the Settlement Agreement (SA). In addition, an aesthetics and plan committee will be formed to be able to incorporate the City's and Hunt Club's viewpoints. Caltrans would also employ context-sensitive design solutions and aesthetic treatments to the project. These standard measures would facilitate and maintain a continued sense of community character within the project area.

Traffic and Transportation/Pedestrian and Bicycle Facilities

The Build Alternative 2 would not permanently change travel routes or eliminate access to SR-74. The Build Alternative 2 would not change or alter access to local streets, neighborhoods, and area businesses. The Build Alternative 2 would be beneficial on bicycle and pedestrian facilities in the project area.

Build Alternative 2 would add one lane on both sides within the project limits. Alternative 2 would add Class II (striped on-road) bicycle facilities on both sides within the project limits, except from Avenida Siega to the City/County limits, where the shoulder would transition to an 8-ft wide should to merge with the County portion of the project. It would provide eastbound left-turn lanes at the unsignalized intersections and allow U-turns at these locations to alleviate side street delays. This would facilitate the movement of minor street traffic onto SR-74 via a right turn and then a U-turn at the next available intersection. As a result, all roadway segments are forecasted to operate at satisfactory LOS. Other project elements include, sidewalks, modification of driveways, one four-way traffic signal, improvements to intersections, shoulders, median, and drainages.

The Build Alternative 2 would result in temporary, short-term construction-related impacts such as delays and detours; therefore, the road users may experience temporary delays near the project site. The TMP strategies would be used to ensure access and address any temporary impacts caused by construction.

Public Involvement

This Community Impact Assessment (CIA) assesses potential land use, community, social, and economic impacts that could result from the Alternative 2. The report has been prepared in accordance with the California Department of Transportation's (Caltrans) Environmental Handbook Volume 4 Community Impact Assessment, 2011, guidelines. Regular Project Development Team (PDT) meetings are being held for the project. PDT meetings discussions indicate that a substantial interest exists in the proposed project from a community standpoint. A public hearing (open house format) will be held during Draft Environmental Document (DED) public circulation period.

An Initial Study with a Mitigated Negative Declaration (IS/MND) was prepared for the project in 2007. Due to the public concerns of the project, an Environmental Impact Report (EIR) was prepared for the project in 2009 to further analyze the environmental impacts for the project. Also, findings for significant impacts identified in the EIR, and a Statement of Overriding Considerations, was prepared. Currently, an Environmental Assessment (EA) is being prepared for the proposed project due to federal funding will be received for the project. This CIA has been prepared to support the EA. A CEQA Revalidation/Addendum is also being prepared for the change of project scope from the time the EIR was certified.

Summary of Major Potential Impacts From Alternative 2

Potential Impact		Alternative 1	No-Build Alternative
Land Use	**Consistency with the City General Plan**	Temporary: Temporary Construction Easements (TCEs) estimated at 88,866 sq. ft. and Permanent: Permanent Acquisitions estimated at 54,652 sq.ft.	Not Consistent
	Consistency with the County of Orange General Plan	Consistent	Not Consistent
	City Zoning Ordinance	Consistent	Not Consistent
	Master Plan of Arterial Highways	Consistent	Not Consistent
Parks and Recreation Facilities		Temporary- Construction Related Temporary delays. Project Transportation Management Plan (TMP) is required.	**No Impacts**
Growth		**None**	**None**
Community Character and Cohesion		Temporary - Construction Related Regular construction noise associated with the operation of equipment and machinery, and dust from construction activities within project area Protect/preserve existing mature trees within State Right of Way (ROW) when feasible Permanent – Beneficial to the users	None
Traffic and Transportation/ Pedestrian and Bicycle Facilities		Temporary- Construction Related Temporary delays; Project TMP required.	Severe Impacts
Cumulative Impacts		None	None

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Chapter 1 Introduction

This CIA is prepared for the SR-74 Lower Ortega Highway Widening project by Caltrans, in accordance with Caltrans policies, procedures, and guidance as defined in the Standard Environmental Reference (SER). The information in this document has been prepared as a "blended" assessment to comply with both the CEQA and the National Environmental Policy Act (NEPA) and other substantive environmental laws applicable to the subjects addressed in this report.

The following topics will not be addressed in this report, as impacts are not anticipated because either they are not reasonably related to the project or they do not exist in the study area including Coastal Zone, Wild and Scenic Rivers, Environmental Justice, and farmlands/timberlands under Chapter 2 Land Use; Toll Projects, Relocations, and Real Property Acquisition under Chapter 4 Community Character. Focused technical studies for topics, such as Air, Noise, Hazardous Waste, Landscape, Cultural Resources, as well as the main environmental document (where all of the technical studies are integrated and summarized together) have been studied and supplement information in this report.

1.1 What is a Community Impact Assessment

The purpose of this report is to provide information regarding social, economic, and land use effects of the project so that final transportation decisions will be made in the public interest. The report is intended to clearly describe the relevant existing conditions and the potential socioeconomic impacts of the project. Both CEQA and NEPA require consideration of social and economic impacts[1] of projects in the preparation of environmental documents. This CIA informs the project's environmental documents, including potential cumulative impacts, which are the combination of a project's impacts on a particular resource with the impacts of other past, present, and future human activities on the same resource. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (40 Code of Federal Regulations 1508.7).

[1] Under CEQA, however, the economic or social effects of a project in and of themselves shall not be treated as significant effects on the environment. Rather, the economic or social effects of a project may be used to determine the significance or physical changes caused by the project. The focus of the analysis shall be on the physical change, although the economic or social effects may be used to determine the significance of the physical change. For example, if the construction of a new freeway divides a community, the construction would be the physical change, but the social effects on the community would be the basis for determining that the effect would be significant (CEQA Guidelines Section 15131).

1.2 Regulatory Setting

The following list of existing laws, either directly or indirectly, require investigation to determine potential impacts to communities from a proposed action:

- CEQA
- NEPA
- Title VI of the Civil Rights Act of 1964
- Executive Order (EO) 12898 - Environmental Justice
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended
- The Americans with Disabilities Act (ADA) of 1990
- The California Land Conservation Act of 1965 (Williamson Act)
- 23 Code of Federal Regulations (CFR) 652, Accommodation for Pedestrians and Bicyclists
- Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which incorporates 23 U.S. Code Sections 109(h)

1.3 Assessment Process and Methodology Used

The methodology used for assessing project-related impacts to the community follows Caltrans' Volume 4 – Standard Environmental Reference Handbook (2011) and Caltrans' CIA Template (2016c), and includes establishing baseline existing conditions of the study area and then focusing analysis where impacts are more likely to occur. Baseline data were compiled from a variety of sources, including online information sources, geographic information systems (GIS) files, the Project Study Report–Project Development Support, and information gathered from local governments and industry. Methods used for each community impact topic analysis in Chapters 2 through 4 are summarized as follows:

Chapter 2 Land Use – Land Use Study Area includes the maximum disturbance limits (MDL) and uses a half-mile buffer from the MDL. Project alternatives were assessed against existing and future land use conditions for potential project impacts. In addition:

- A variety of sources were obtained and reviewed to evaluate existing and future land use conditions and project impacts. Sources include local jurisdiction planning documents, transportation planning documents, GIS data layers available at the city and/or county level for Orange County and the City of San Juan Capistrano, as well as aerial maps.

- Regional plans and local jurisdiction's general plans land use elements and transportation elements were then reviewed to identify policies and goals relevant to the project.

- Due to the project's limited scope, a "first-cut screening" of the growth-related impacts was conducted to determine the likelihood of impacts and the potential need for further analysis based on Caltrans' *Guidance for Preparers of Growth-related, Indirect Impact Analysis* (2016b).

Chapter 3 Community Character – Uses the four census tracts (320.23, 320.56, 320.61, and 423.12) within approximately a 1.1 mile of the project as the population and housing study area. Project alternatives were assessed against existing and future community character conditions for potential project impacts. In addition:

- In accordance with the *Federal Highway Administration Environmental Justice Reference Guide* (2015), a variety of sources were used to characterize the demographics of the community in the study area, including the U.S. Census, state demographic and economic information sources, and local data products.
- The assessment was performed in accordance with Title VI of the Civil Rights Act of 1964, as amended, and Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations."

Chapter 4 Traffic and Transportation/Pedestrian and Bicyclists – Considers the transportation, transit, and bicycle/pedestrian networks influenced by the project area to assess potential impacts of project alternatives on these resources. In addition:

- A variety of sources were used to evaluate existing and future transportation, transit, and bicycle/pedestrian conditions and project impacts. Sources include Traffic Study Report (2018), aerial maps, Google Street View, local transportation agency websites and planning documents, project engineering drawings, and online transit and pedestrian mapping applications.
- The assessment considered current transportation infrastructure and mapped roadway vehicle, transit, bicycle, and pedestrian routes, then considered how the proposed project design would or would not modify the route.

Field Efforts

A field review of the project site and adjacent community was conducted on August 24, 2018. Purpose of the field review was to verify existing land uses, as well as, to identify potential social and economic impacts to the adjacent community.

1.4 Proposed Project

This CIA is being conducted for the Lower SR-74 Improvement Project. Caltrans, in cooperation with OCTA, proposes to widen SR-74 from two lanes to four lanes from Calle Entradero (Post Mile [PM] 1.0) to 150 ft east of the City/County line; and carry out restriping from the City/County line to Reata Road (PM 2.1). The project will provide one additional 12 ft wide lane in each direction, as well as a 12-ft wide painted median at the remaining western portion within limits of the proposed project. In addition, a paved 5 ft wide shoulder will be provided on each side of the roadway to accommodate Class II (striped on-road) bicycle facilities, except from Avenida Siega to the City/County limits where the shoulder would transition to an 8 ft wide shoulder to merge with the County portion of the project. The proposed project will include intersection improvements, driveways modifications, reconstruction of pedestrian and bicycle facilities, modification of drainage facilities, construction of signals and lighting, relocations of utilities, and pavement rehabilitation.

3.2.3 Purpose

The purpose of the proposed action is to:

- Relieve existing and future traffic congestion and improve the flow of traffic on SR-74;
- Accommodate planned growth and development in the surrounding areas;
- Provide improvements consistent with local planning documents; and
- Gap closure.

3.2.4 Need

The area within the project limits experiences:

- Heavy peak-hour congestion and traffic delays due to the high traffic volumes;
- Demand exceeds capacity on the SR-74;
- Inconsistency with the local planning documents; and
- Inconsistency with the newly constructed roadway improvements on the SR-74

The need for this project is based on an assessment of the existing and future transportation demand, and current and predicted future traffic on SR-74 as measured by level of service (LOS). The following discussion demonstrates existing and forecast traffic demand on SR-74.

Project Alternatives

Alternative 1: No Build Alternative

Under NEPA, the No Build alternative can be used as the baseline for comparing environmental impacts; under CEQA, the baseline for environmental impact analysis is the existing conditions at the time at which environmental studies commenced to prepare the EIR. The No Build Alternative does not include improvements to the existing SR-74; therefore, the SR-74 would be maintained in its existing two-lane condition and would continue to be used by commuters, recreation traffic, and commercial trucks. The No Build Alternative is not consistent with regional and local transportation plans, would not alleviate existing and projected congestion in the study area, and would not meet the project purpose and need. The No Build Alternative serves as the baseline against which to evaluate the effects of the Preferred Alternative.

Alternative 2: Build Alternative

Project Features

Currently, two 12 ft general purpose lanes in each direction and painted median are located at the eastern portion of the project area. The alternative would widen this segment of existing SR-74, primarily on the north side of the roadway, to minimize removal of mature trees and to avoid removal of the existing sidewalk on the south side of SR-74. However, the existing curved and meandering sidewalk on the north side of SR-74 between Calle Entradero and Hunt Club Drive will be reconstructed. In addition, the Build Alternative 2 proposes to use rubberized asphalt concrete along the project's roadway footprint. Depending on the existing conditions within the public right of way and to the greatest extent reasonably possible, the reconstructed sidewalk may resemble the existing curve and meandering sidewalk. This alternative would result in the roadbed changing from the current varying width of 62.3 ft at Calle Entradero and 24.6 ft at the City/County Line to a width varying from 78 to 79 ft, including lanes, shoulders, and median. A paved 5 ft wide shoulder would be provided on each side of the roadway to accommodate Class II (striped on-road) bicycle facilities, except from Avenida Siega to the City/County limits where the shoulder would transition to an 8 ft wide shoulder to merge with the County portion of the project. The edge of the pavement would have concrete curbs on each side of the roadway. The proposed additional lanes, shoulders, median, drainages, driveways, and sidewalk have been developed consistent with the standards in the Caltrans' Highway Design Manual (6th Edition or latest edition).

Intersection Improvements

There are five roadways that intersect with SR-74 from the south within the Project Limits: Calle Entradero, Via Cordova, Via Cristal, Via Errecarte, and Avenida Siega as shown in Figure 1-4, Project Location Map. North of SR-74, Via Cordova becomes Hunt Club Drive, and Avenida Siega becomes Shade Tree Lane. Additionally, to the north, Palm Hill Drive, Strawberry Lane and Toyon Drive provide access to private property. Each intersection would be modified/widened to accommodate the additional lanes, median, and shoulders. At intersections where there are existing right-turn pockets (Via Cordova and Via Cristal), the right-turn pocket would remain. No new intersections are proposed.

Standard Roadway Widening (widening on both sides)

Rehabilitate and widen the existing roadway, from Calle Entradero at PM 1.0 to City limit at PM 1.9, with standard geometric cross section that includes four 8 ft lanes, a 12 ft painted median, 5 ft shoulders from Calle Entreadeo to Shade Tree Lane and 8 ft shoulders from Shade Tree Lane to the City/County boundary. Right turn lanes would be provided at Via Cristal, Via Errecarte, and Avenida Siega.

Build Alternative 2 would also affect the historical resource on the south, the existing equestrian trail, the existing driveways and the environmentally-sensitive areas on the north.

Driveways

On the north side of SR-74 within the Project Limits, there are 11 existing driveways. Each of the 11 driveways would be modified to meet the grade of the widened roadway and to include reconstruction of the curb return. These driveways would be designed in order to maintain sight distance and to avoid safety issues.

Build Alternative 2 would construct a retaining wall that would prevent access to SR-74 from an existing unpaved driveway located east of Shade Tree Lane and approximately 300 ft west of the City/County limits. When this parcel was subdivided, the vehicular access rights were relinquished with City approval. Any use of these access points along SR-74 is considered illegal. Additionally, this driveway is nonoperational for residential use due to its steep slope and unpaved condition.

Pedestrian and Bicycle Facilities

The existing sidewalk on the south side of SR-74 would be maintained in its current location with the exception of a portion of sidewalk at the intersection of Via Cordova, where the sidewalk would be shifted to the south and reconstructed to provide for the right-turn pocket at this intersection. A new sidewalk would be constructed to the east beyond Avenida Siega and would connect to the planned County sidewalk system to provide continuity and would be consistent with City and

County goals. In addition, the existing sidewalk on the north side of SR-74 would be reconstructed from Calle Entradero to Hunt Club Drive within the existing public right-of-way.

Class II bicycle facilities are planned and would be provided on each side of the roadway as part of the 5 ft and 8 ft-wide paved shoulders throughout the Project Limits. These facilities would be in conformance with the Orange County Transportation Authority (OCTA) Commuters Bikeways Strategic Plan (CBSP). The City's General Plan states in its Circulation Element that there is the need to promote an extensive public bicycle, pedestrian, and equestrian trails network. These bicycle facilities would comply with the City's goals.

Right-of-Way Acquisitions

The project would require a total of 46 parcels adjacent to SR-74 as partial acquisitions, Permanent Easements (PEs) and Temporary Construction Easements (TCEs). Eight of the 46 parcels will be required for TCEs only; and a total of 33 parcels would be required for both PEs and TCEs. The PEs would allow for maintenance of the proposed noise barriers and retaining walls and the TCEs would be required to accommodate construction of the proposed road widening (and drainage work), noise barriers, the four-way traffic signal at the intersection of SR-74 and Via Cordova/Hunt Club Drive, sidewalks and retaining walls. Five parcels would be required for partial acquisitions, PEs and TCEs. The partial acquisitions in some areas are required for the roadway widening. Although partial acquisitions and PEs would be required, no displacements or relocations are anticipated. Draft Right of Way Impact memorandum (DRIM) was prepared for the project and is provided in as an appendix in this CIA. Although a guard house immediately north of the Hunt Club Drive intersection would not be acquired for the project in order to address the potential hazard of vehicles stopped at the guard house from queuing on to SR-74, the existing guardhouse at this specific location, including all structures, fixtures, utility connections and landscaping would be relocated as part of the SA. As discussed earlier, Caltrans will compensate the Hunt Club Community Association for the relocation of the guard house.

Following construction of the traffic signal Improvements, the relocated Guardhouse shall accommodate at least as much distance for queued vehicles between the guard gate and the roadway as were accommodated by the original location of the Guardhouse prior to the installation of the Traffic Signal Improvements. The Guardhouse relocation shall be completed prior to final acceptance of the project construction and shall be completed prior to the recordation of a Notice of Completion (NOC) pursuant to California Civil Code section 3093.

Cut and Fill

The roadway widening within the project limits would require cut slopes approximately 20 ft deep on the north side of SR-74 east of Via Cordova and between Via Cristal and Via Errecarte and a 700 ft long fill slope east of Avenida Siega up to eight ft high. The designed cut slopes on the south side of SR-74 would require buttress keyways approximately three to five ft deep by 15 ft wide.

Drainage Improvements

Since most of the widening would occur on the north side of SR-74, all existing drainage facilities would be modified and extended to intercept flows at the proposed edge of pavement. Several additional drainage culverts would be added; locations and numbers of the drainage culverts will not be determined until design phase. The existing concrete channel along the north side of SR-74 at approximately Station 104+00 to Shade Tree Lane will be removed and replaced in place with a 24" pipe. Caltrans approved treatment BMPs such as biofiltration swales will implemented per Caltrans NPDES permit requirements. There would be no drainage systems added to the south side. However, existing drainage on the south side from Avenida Siega, where widening would occur to the City/County line, would be modified to intercept flows at the proposed edge of pavement.

Retaining Walls

There are seven retaining walls on the north side of SR-74 under consideration, all of which would be designed to meet Caltrans Division of Structures requirements. They are:

- A 160 ft long, 2 to 16 ft higher retaining wall on the north side of Palm Hill Drive;
- A 560 ft long, 2 to 20 ft high retaining wall from Palm Hill Drive to an access road;
- A 100 ft long, 2 to 10 ft high retaining wall just east of the abovementioned access road;
- A 280 ft long, 2 to 14 ft high retaining wall between Toyon Drive and an access road; and
- A 1,060 ft long, 8 to 24 ft high retaining wall between Shade Tree Lane to the City/County limits.
- Two 160 ft long, 3 ft high retaining walls on the north side of SR-74 between Calle Entradero and Hunt Club Drive.

Noise Attenuation

Two noise barriers (NB) (NB No. 2 and NB No. 3) were recommended for this project as a community enhancement to protect residences along south of the SR-74 as part of the project features within the certified FEIR. In addition, Noise Study Report (NSR; 2018) and Noise Abetment Decision Report (NADR; 2019) recommended noise barrier (NB No. 6).

- NB No. 2: A 712 ft long, maximum of 16 ft high noise barrier on the south side of the SR-74 from Via Cordova to Via Cristal.

- NB No. 3: A 1,215 ft long, maximum of 16 ft high noise barrier on the south side of the SR-74 from Via Cristal to Via Errecarte.

- NB No. 6: A 41 ft long barrier within the private property line on the westbound side of SR-74 was analyzed to shield Receptor R-120.[2]

Based on the SA, proposed noise barriers will use transparent sound attenuating material for the upper approximately five ft of the barriers. The City will accept responsibility for maintenance of the noise barriers (but not initial installation) on the City property.

The preliminary noise abatement decision presented in this document is based on preliminary project alignments and profiles, which may be subject to change. As such, the physical characteristics of noise abatement described herein may also be subject to change. If pertinent parameters change substantially during the final project design, the preliminary noise abatement decision may be changed or eliminated from the final project design. A final decision, made by the PDT, to construct noise abatement will be made upon completion of the project design and public input.

As part of the public review period for the project, the property owners and non-owner occupants will be sent a noise barrier survey letter to request each owner's or occupant's opinion on whether or not they would prefer a noise barrier and what height they would prefer the barrier to be based on the range of feasible and reasonable heights.

Signals and Lighting

Currently, there are no traffic signals within the project limits. A four-way traffic signal at the intersection of SR-74 and Via Cordova/Hunt Club Drive will be constructed. Therefore, TCE will be required on both north and south sides of SR-74 Via Cordova/Hunt Club Drive for installing the four-way traffic signal.

Caltrans and the City agree to share post-construction and maintenance costs for the traffic signal on an equal (50%-50%) basis.

[2] The recommended noise barrier NB No. 6 is located where interior noise mitigation N-1 (e.g., double-paned windows and mechanical heating and cooling) was recommended in the certified FEIR.

Utilities

All utilities such as power, gas, sewer, and telephone lines impacted by this project would be relocated or replaced in-kind within the project limits. In addition, an existing concrete channel along the north side of SR-74 at approximately Station 104+00 to Shade Tree Lane, will be undergrounded as part of the project.

Pavement Rehabilitation

The project would also rehabilitate the existing pavement. The remaining existing pavement would be ground and overlaid with new rubberized asphalt concrete pavement to provide adequate strength to accommodate the projected 2045 traffic demand.

1.5 Study Area

Delineation of the study area represents the first step of the CIA process and identifies where community impacts may potentially occur. The study area was developed to include areas that may be directly affected by construction and operation of the proposed project, as well as surrounding areas that may experience indirect impacts. Census Tracts 320.23, 320.56, 320.61, and 423.12 were used as boundaries for the study area. This larger area also provides context for the direct project impact area. The proposed project is located in the City and unincorporated County of Orange in Orange County on SR-74 (Figure 1.1). Individual study areas for certain topics were defined in Section 1.3 of this report.

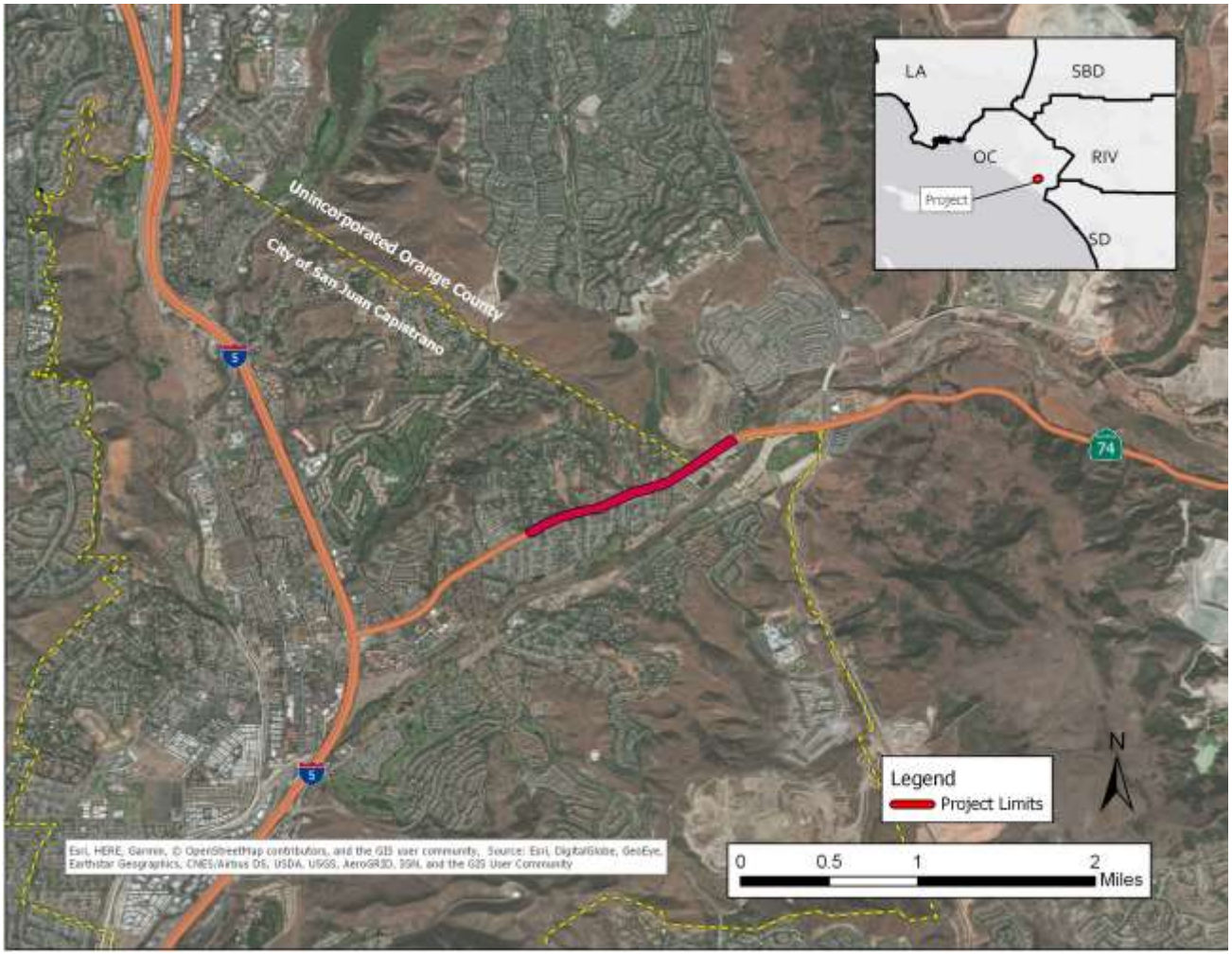


Figure 1.1 Project Location

Chapter 2 Land Use

As part of the scoping and environmental analysis carried out for the project, the following community impact topics were considered and were identified as resources that do not require further discussion in this document:

Coastal Zone – The project is not located in the Coastal Zone. The City of Dana Point's Local Coastal Program is located about 3.5 miles south west of the project limits. Hence, the project is not subject to the federal Coastal Zone Management Act of 1972 or the California Coastal Act of 1976.

Wild and Scenic Rivers – The project does not cross and is not near waters designated as Wild and Scenic Rivers, including the Santa Ana River. Therefore, the project is not subject to the National Wild and Scenic Rivers Act (16 United States Code 1271) or the California Wild and Scenic Rivers Act (Pub. Res. Code sec. 5093.50 et seq.).

Farmlands/Timberlands – The project does not cross and is not near farmlands or timberlands and, therefore, is not subject to the Farmland Protection Policy Act or the California Timberland Productivity Act of 1982.

Environmental Justice – The study area is predominantly non-minority (85 percent) and has a high median income, (greater than $130,000 per year). The US Census 2010 data supports the field review, which did not identify pockets of minority and/or low-income populations. The percent of the population identified as low-income or a minority was less than half that of the City or County. A Mobile Home Park (MHP) is located near the east end of the project. No minority and/or low-income populations have been identified that would be adversely affected by the proposed project as determined above. Therefore, this project is not subject to the provisions of E.O. 12898.

Relocations – Partial acquisitions of right-of-way would be required in various locations throughout the project area; however, no residential or business relocations necessitating the Relocation Assistance Program would be required as a result of the acquisitions. A DRIM was prepared for the project and is provided in as an appendix in this CIA.

2.1 Existing and Future Land Use

This section describes the existing land use surrounding the project, how the land use is expected to change in the foreseeable future, and how the project would be expected to impact both existing and future land use.

2.1.1 Affected Environment

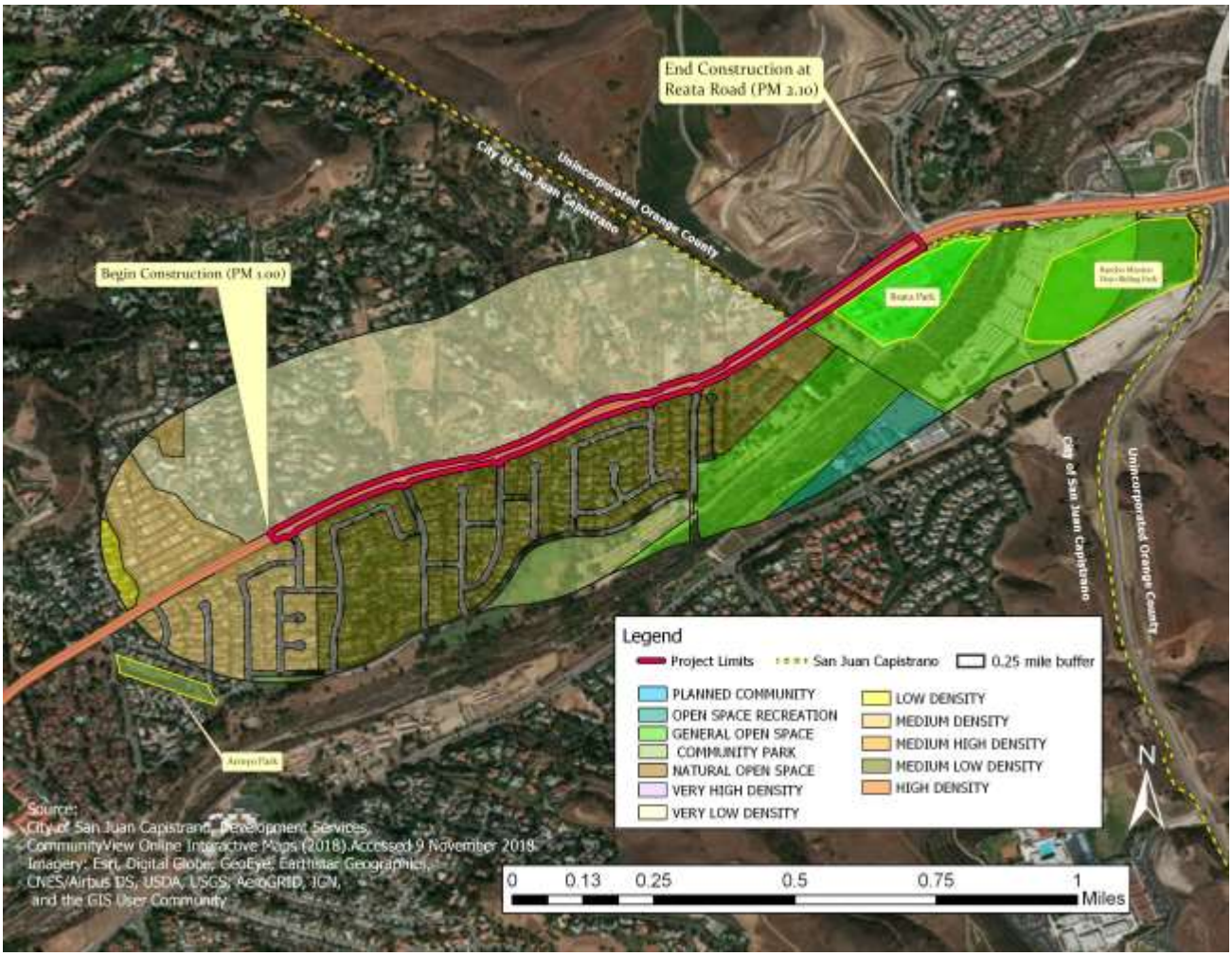
Majority of the study area is located within the City of San Juan Capistrano City limits. County's unincorporated property is located east of the project limits. In the project vicinity, land uses are designated by the City General Plan to the north, south, and west, and the County General Plan to the east of the project limits. The land use study area as shown in Figure 2.1.

The project site includes the segment of SR-74 that consists of four (4) lanes, with two lanes in each direction from Calle Entradero to within approximately 663 ft of the Via Cordova and SR-74 intersection. The road then tapers to two (2) lanes, with one lane in each. Land uses surrounding the project site consist of mostly residential land uses between areas utilized for farming or ranching purposes and vacant, undeveloped parcels. Areas on the south side of SR-74 predominately comprise high-density single-family residential land uses. Areas located immediately north and south of the project limits along SR-74 are under the jurisdiction of the City.

The City has designated SR-74 as a scenic corridor. The project limits have not been officially designated as a California State Scenic Highway, but SR-74 through the project site is eligible for the designation. The significance of a State Scenic Highway designation is further discussed in the Environmental Assessment in Section 2.6 Visual and Aesthetics.

Areas of nonresidential land uses are dispersed throughout and buffered by areas of open space. Throughout the project area, projected future developments are mainly residential, open spaces, and business-related. General Plan land use designations in the project vicinity shown in Figure 2.1 identifies planned developments in the project vicinity that are currently under construction or have not yet been constructed. Majority of existing land uses observed in the project vicinity were mainly residential and open spaces.

Figure 2.1 Existing Land Uses within the Land Use Study Area



The City is characterized by many distinct residential neighborhoods that are defined by both human-made and natural physical features, including but not limited to I-5, the Union Pacific Railroad (UPRR), steep hillsides, and three major creeks that cross the City: San Juan Creek, Oso Creek, and Trabuco Creek. The City has experienced substantial residential growth over the last 25 years, resulting in distinctive older and more recent neighborhoods.

Land uses within and immediately adjacent to the study area include residential, open space, and agriculture and can be described as semirural. Property values and growth patterns contribute considerably to the character of a community. With respect to property values, most properties within the study area have experienced substantial value increases over the past decade.

Based on the Orange County Progress Report (CDR 2018), the City has experienced a substantial increase in population over the past three decades; however, there has only been a gradual increase since 1995. The population has increased almost tenfold since 1970 but has only increased 2 percent annually (at most) since 1995. The Orange County Facts and Figures anticipate this lower growth rate through 2035. These numbers reflect the fact that much of the City is developed.

The area immediately served by SR-74 within the City is generally built out. However, land to the east in unincorporated Orange County is primarily undeveloped. The majority of the land within the City limits is presently developed or designated for recreation or open space. This remaining land is generally vacant undevelopable land. Undevelopable lands are not available for development for physical, public policy, or environmental reasons.

Total land use study area is approximately 676 acres. Existing land uses within the Land Use Study Area are as follows:

- Residential medium density
- Residential Medium High density
- Residential Medium Low Density
- General Open Space
- Community Park

The study area is zoned as single family residential, Residential/Agricultural, Community Park, Neighborhood Park, Open Space Recreation, Natural Open Space, and General Open Space.

Current development activity within the Land Use Study area is given in Table 2.1. A list of reasonably foreseeable future projects is provided in Table 2.2

Table 2.1: Current Development Activities Within and Near the Land Use Study Area

No.	Project Name	Location	Land Use	Status	Size	Lead Agency
1	San Juan Hills High School	West of La Pata Avenue; 29211 Stallion Ridge, San Juan Capistrano, CA 92675	Public high school	Completed	50 ac	Capistrano Unified School District
2	24-Hour Fitness	South side of Calle Arroyo, west of Rancho Viejo Road; 27124 Calle Arroyo, San Juan Capistrano, CA 92675	Health club	Under construction	38,000 sf	City of San Juan Capistrano
3	Plaza Banderas	Northeast corner of El Camino Real & SR-74 (Ortega Highway); San Juan Capistrano, CA 92675	Hotel and restaurant	Under construction	18,398 sf	City of San Juan Capistrano
4	The Oaks	South side of Ortega Highway, west of Reata Park; San Juan Capistrano, CA 92675	Residential equestrian	Completed	12 ac	City of San Juan Capistrano
5	Tirador Residential	Near terminus of Calle Arroyo; San Juan Capistrano, CA 92675	Townhomes and detached single-family residences	Under review	229,591 sf	City of San Juan Capistrano
6	Chevron Service Station & Convenience Store	27164 Ortega Highway, San Juan Capistrano, CA 92675	New fueling station and convenience store	Under review	1,932 sf	City of San Juan Capistrano
7	Reata Glen	28805 Ortega Highway, San Juan Capistrano, CA 92675	Senior Residential	Under construction	22,815 ac	County of Orange
8	Blenheim Farms and Stables	28801 San Juan Creek Road, San Juan Capistrano, CA 92675	Stable/barn	Approved	974,091 sf	City of San Juan Capistrano
9	Sendero Marketplace	30721 Gateway Place, Ladera Ranch, CA 92694	Commercial/Retail	Completed	98,000 sf	County of Orange
10	Escencia Ranch Plan Planning Subarea 2.2	East of Antonio Parkway north of Cow Camp Road	Neighborhood Center, Residential	Completed	225 ac	County of Orange

No.	Project Name	Location	Land Use	Status	Size	Lead Agency
11	Ranch Plan Planning Areas 3 & 4	East of Antonio Parkway and Ladera Ranch, south of Coto de Caza, and west of Caspers Regional Park	Residential, urban activity center, business park, and open space	Under review	3,313 ac	County of Orange

Sources: City of San Juan Capistrano (2018); County of Orange (2018)
ac = acre(s)
sf = square feet
SR-74 = State Route 74

Table 2.1a: Caltrans Roadway Projects in the Vicinity of the Study Area

No.	Project Name	Lead Agency	Project Description	Status
1	Upgrade Pedestrian Facilities within CT ROW to Current ADA Standards at 0.06 mi east of I-5) /SR-74 interchange to the City of San Juan Capistrano city limit line (EA 0M090).	City of San Juan Capistrano	Modify traffic signals and lighting, refresh pavement delineation, modify median noise areas, and upgrade the existing ADA facilities to meet current standards on SR-74.	95% PSE review Ready to List in June 2019
2	Landscape project for Mitigation Planting for Roadway Project (EA 0L720; PM 2.93-5.06).	City of San Juan Capistrano	Widen shoulders, install centerline rumble strips, construct turn-out lanes, replace MBGR.	Under Construction
3	Traffic Signal (EA 0R550)	City of San Juan Capistrano	DDO Emergency Project - Remove and Replace damage traffic signal	Under Construction
4	Slope Embankment Repairs (EA 0Q570)	City of San Juan Capistrano	Slope embankment repairs	Complete Closed out on July 31, 2018

Source: Caltrans, District 12 (2018)

2.1.2 Environmental Consequences

Temporary Impacts

No Build Alternative

The No Build Alternative does not include any construction components. Since there are no anticipated changes to the existing land use, no temporary land use planning impacts to existing or future land uses would occur as a result of the No Build Alternative.

Build Alternative 2

Construction of Build Alternative 2 would require temporary construction easements (TCEs) for 41 parcels adjacent to SR-74 to accommodate construction of proposed noise barriers, the four-way traffic signal, sidewalk improvements, and retaining walls. Table 2.1.1 below shows the acreages of temporary impacts to existing land uses.

Table 2.1.1: Temporary Impacts to Existing Land Uses

Existing Land Use[1]	Temporary Impacts (acres)
Single-Family Residential	1.88
Highway	3.38
Vacant	0.003
Total	**5.26**
Total Outside of Existing Roadway	**1.88**

Source: Southern California Association of Governments (SCAG) (2008).
[1] Existing land use designations are based on available information from the SCAG database.

As shown in Table 2.1.1 above, Build Alternative 2 would require approximately 1.88 ac of TCEs. Owners of parcels where TCEs would be required would receive compensation for the temporary use of a portion of their property. After construction, TCEs would be returned to their original condition, as specified in Minimization Measure LU-1, outlined in Section 2.1.1.5.

Therefore, temporary impacts as a result of construction activities would be minimized with implementation of Minimization Measure LU-1 and would not be considered adverse.

In addition to TCEs, construction of Build Alternative 2 would require temporary lane closures. However, access to all nearby residences and/or businesses would be maintained during any closures through the identification of detour routes on alternate streets. With implementation of Project Feature PF-TR-1, as detailed in Section 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, a TMP would be prepared to address short-term traffic circulation and access effects during construction and would address potential temporary access effect to properties adjacent to the project limits.

Permanent Impacts

No Build Alternative

Under the No Build Alternative, the proposed improvements identified for Build Alternative 2 would not be constructed. As a result, the No Build Alternative would not result in direct or indirect impacts to existing land uses or long-term effects related to General Plan land uses, including permanent easements and right-of-way acquisition.

Build Alternative 2

As shown in Table 2.1.2 below, Build Alternative 2 would result in permanent impacts to approximately 1.41 ac outside of the existing roadway.

Table 2.1.2: Permanent Impacts to Existing Land Uses

Existing Land Use[1]	Permanent Impacts (acres)
Single-Family Residential	1.40
Vacant	0.003
Highway	8.96
Total	**10.37**
Total Outside of Existing Roadway	**1.41**

Source: Southern California Association of Governments (SCAG) (2008).
[1] Existing land use designations are based on information from the SCAG database.

Permanent impacts would result from the partial acquisition of five parcels required to construct the proposed roadway widening, sidewalk improvements, drainage improvements, retaining walls, and noise barriers associated with Build Alternative 2. Permanent use of land would also be required through permanent easements (PEs) on 33 parcels (totaling 1.1 ac). A PE is defined as "a right Caltrans purchase from owner for a specific use." Property owners for parcels with PEs would still retain ownership of the underlying fee, and Caltrans would hold an easement interest. The PEs would allow for maintenance of the proposed noise barriers and retaining walls and the TCEs would be required to accommodate construction of the proposed road widening (and drainage work), noise barriers, the four-way traffic signal at the intersection of SR-74 and Via Cordova/Hunt Club Drive, sidewalks and retaining walls. Therefore, PEs would not result in a permanent land use conversion and would not result in an adverse impacts to land use. No full acquisitions or displacements are required for Build Alternative 2.

Table 2.1.3: General Plan Land Use Impacts

	General Plan Land Use	Build Alternative 2 (acres)
Permanent Impacts (Roadway Improvements)	Medium Density Residential	0.01
	Medium Low Density Residential	0.13
	Suburban Residential	0.003
	Very Low Density Residential	0.24
Permanent Fee Area (Partial Acquisitions)	Very Low Density Residential	0.24
Total Conversion of Planned Land Uses to Transportation Uses		**0.63**
Permanent Easements (PEs)	Medium Low Density	0.24
	Suburban Residential	0.004
	Very Low Density	0.83
Total Permanent Impacts		**1.70**

Sources: City of San Juan Capistrano (2019); Orange County (2015).

As shown in Table 2.1.3, Build Alternative 2 would result in the conversion of 0.63 ac of land planned for residential uses into transportation uses for the proposed roadway improvements.

As discussed above, the permanent partial acquisition of five parcels would be required to accommodate the proposed improvements under Build Alternative 2. Parcels acquired by Build Alternative 2 would be converted from their existing and planned land uses to transportation land use. In general, Build Alternative 2 would improve operations and reduce traffic congestion in the study area, and the properties impacted by these improvements would benefit from this improved circulation. Build Alternative 2 would not change the overall land use pattern of the study area. Therefore, the land use compatibility impacts are not considered to be substantial after implementation of Minimization Measure LU-2, which will ensure the consistency with land uses as designated in the local General Plan.

Although the partial acquisitions would not affect the existing or planned land use of the entire parcel, they could result in noncompliance with development standards on the remaining lot. With implementation of Minimization Measure LU-3, as outlined below, coordination with the property owner and the local jurisdiction would be undertaken to address any variances needed resulting from noncompliance with development standards.

Because Build Alternative 2 involves acquisition of strips of adjacent properties and Caltrans would work with the property owner and the local jurisdictions to resolve zoning issues (LU-3), no substantial permanent impacts to planned land uses would occur.

Cumulative Impacts

Because the Build Alternative 2 would not result in incompatible land uses or growth-related impacts, the project would not contribute to cumulative impacts for this resource. Therefore, the project contribution to cumulative impacts on land use was not further evaluated.

2.1.3 Avoidance, Minimization, and/or Mitigation Measures

The Build Alternative proposed for the lower SR-74 Widening Project is not expected to result in permanent or temporary impacts to existing and future planned land uses within the project limits. However, with implementation of following minimization measures LU-2 and LU-3, as discussed earlier in this section, impacts to existing and future land uses would not be adverse.

LU-2 **Land Use Consistency**. The California Department of Transportation (Caltrans) will coordinate with City of San Juan Capistrano and the County of Orange to reflect the modification of land use designations for properties that will be acquired for the project that are not currently designated for transportation uses in the Land Use Elements of their General Plans.

LU-3 **Development Standards Compliance**. During final design, in accordance with the Caltrans Highway Design Manual (December 2018 or latest edition), design modifications that would minimize or avoid the loss of landscaping and noncompliance with general development standards will be selected, if feasible. If such losses cannot be minimized or avoided and the project still results in the loss of landscaping or other noncompliance with development standards, Caltrans will coordinate with the City of San Juan Capistrano and/or the County of Orange to obtain landscaping or setback variances for properties where the project would reduce the required amount of landscaping below the applicable municipal landscaping and setback requirements.

2.2 Consistency with State, Regional, and Local Plans

This section describes the land use and transportation elements of applicable state, regional, and local plans, and includes an assessment of whether the proposed project's alternative 2 is consistent with those plans and plan elements. The General Plan policies relevant to the SR-74 Project suggest that the City wishes to preserve the rural character of its community even as growth and land development occurs.

2.2.1 Affected Environment

Regional plans and local jurisdiction's general plans land use elements and transportation elements were reviewed to identify policies and goals relevant to the project. The plans and policies considered for consistency evaluation are described below.

2.1.2.1 Regional Plans

SCAG Regional Transportation Plan/Sustainable Communities Strategy

SCAG is the Metropolitan Planning Organization (MPO) for the Counties of Orange, Los Angeles, San Bernardino, Riverside, Ventura, and Imperial (SCAG region). SCAG is mandated by the federal government to develop regional plans for transportation, growth management, hazardous waste management, and air quality.

The proposed project is included in the Southern California Association of Governments' (SCAG's) 2016 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) under RTP ID ORA 120507 and in the 2019 Federal Transportation Improvement Program (FTIP) under Project ID ORA 190102 (refer to Appendix H). The project is currently not included in the 2019 RTP/SCS. In addition, the project will also be funded by OCTA with the Renewed Measure M (M2) Freeway Program. Measure M is the 0.5-cent sales tax for transportation improvements first approved by Orange County voters in 1990 and renewed by voters for a 30-year extension in 2006. The combined measures raise the sales tax in Orange County by 0.5 cent through 2041 to alleviate traffic congestion. The improvement of the proposed project is identified as "Project O" in the program.

Southern California Association of Governments Federal Transportation Improvement Program

The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The 2016 RTP/SCS states benefits would be in the following categories: savings resulting from reduced travel delay, air quality improvements, safety improvements, and reductions in vehicle operating costs. The plan will provide a return of $2 for every dollar invested. It would result in an 8-percent reduction in greenhouse gas emissions per capita by 2020—an 18-percent reduction by 2035 and a 21 percent reduction by 2040—compared with 2005 levels. Regional air quality would improve under the Plan, as cleaner fuels and new vehicle technologies would be implemented. The combined percentage of work trips made by carpooling, active transportation and public transit would increase by about 4 percent. The number of vehicle miles traveled (VMT) per capita would be reduced by more than seven percent and vehicle hours traveled (VHT) per capita by 17 percent (for automobiles and light-/medium-duty trucks) as a result of more location-efficient land use patterns and improved transit service. Daily travel by transit would increase by nearly one-third as a result of improved transit service and more transit-oriented development patterns. More than 351,000 additional new jobs annually would be

created, due to the region's increased competitiveness and improved economic performance. The Plan would reduce the amount of previously undeveloped (greenfield) lands converted to more urbanized uses by 23 percent.

Federal Transportation Plan

The FTIP is a federally mandated four-year program of all surface transportation projects that will receive federal funding or are subject to a federally required action. The SCAG 2019 FTIP is a comprehensive listing of such transportation projects proposed over fiscal years (FY) 2018/19 – 2023/24 for the region, with the last two years 2022/23 – 2023/24 provided for informational purposes. As the Metropolitan Planning Organization (MPO) for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. This listing identifies specific funding sources and fund amounts for each project. It is prioritized to implement SCAG's overall strategy for enhancing regional mobility and improving both the efficiency and safety of the regional transportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, signal synchronization, intersection improvements, freeway ramps, and non–motorized (including active transportation) projects. The FTIP is developed through a bottom–up process by which the six County Transportation Commissions (CTCs) work with their local agencies and public transportation operators, as well as the general public, to develop their individual county Transportation Improvement Programs (TIPs) for inclusion into the regional FTIP. The 2019 FTIP has been developed in partnership with the CTCs and Caltrans districts 7, 8, 11, 12, and headquarters. The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source.

OCTA Master Plan of Arterial Highways

The 2018 OCTA Master Plan of Arterial Highways (MPAH) and the City's Circulation Element designate Ortega Highway as a primary arterial highway, a four-lane divided roadway.

Measure M Renewal Ordinance

In 1990, Orange County voters approved Measure M, a 0.5-cent sales tax for transportation improvements that was scheduled to sunset in 2011. On November 7, 2006, the county's voters renewed Measure M for a 30-year extension through 2041 and approved a continuation of transportation improvements through the Measure M Transportation Investment Plan (M2). By 2041, the M2 program plans to deliver approximately $15.5 billion worth of transportation improvements to Orange County. Major improvement plans target Orange County freeways, streets

and roads, and transit and environmental programs. The improvement to the I-5/El Toro Road Interchange was included in project "B" in the M2 program and is subject to the provisions of OCTA's M2 Ordinance. Attachment B, Section II.A.4, of the M2 Ordinance contains the following language related to the design of freeway projects funded by M2:

"Freeway Projects will be built largely within existing rights of way using the latest highway design and safety requirements. However, to the greatest extent possible within the available budget, Freeway Projects shall be implemented using Context Sensitive Design, as described in the nationally recognized Federal Highway Administration (FHWA) Principles of Context Sensitive Design Standards. Freeway Projects will be planned, designed and constructed using a flexible community responsive and collaborative approach to balance aesthetic, historic and environmental values with transportation safety, mobility, and maintenance and performance goals. Context Sensitive Design features include: parkway-style designs; environmentally friendly, locally native landscaping; sound reduction; improved wildlife passage and aesthetic treatments, designs and themes that are in harmony with the surrounding communities."

2.1.2.2 Local General Plans

General Plans contain policies that guide land-use-related decisions within a jurisdiction. General Plans address issues that directly and indirectly influence land uses (e.g., housing, noise, transportation, public services and facilities, and conservation and open space). Refer to Table 2.1.3 for an analysis of the consistency of the proposed project with both the City of San Juan Capistrano and the County of Orange General Plans.

City of San Juan Capistrano General Plan

The City of San Juan Capistrano General Plan (adopted in 1999 with amendments in 2002 and the Housing Element adopted in 2014) guides the physical development of incorporated City and land outside of the City boundaries, which bears a relationship to its planning activities. Relevant transportation policies in the City of San Juan Capistrano General Plan are described below:

Circulation Element

Goal 1: Provide a system of roadways that meets the needs of the community.

- **Policy 1.1**: Provide and maintain a City circulation system that is in balance with the land uses in San Juan Capistrano.
- **Policy 1.2**: Implement the City's Master Plan of Streets and Highways.
- **Policy 1.3**: Coordinate improvements to the City circulation system with other major transportation improvement programs.
- **Policy 1.4**: Improve the San Juan Capistrano circulation system roadways in concert with land development to ensure sufficient level of service.

Goal 3: Provide an extensive public bicycle, pedestrian, and equestrian trails network.

- **Policy 3.1**: Provide and maintain an extensive trails network that supports bicycles, pedestrians, and horses and is coordinated with those networks of adjacent jurisdictions.

Table 2.1.3: Consistency with State, Regional, and Local Plans and Programs

Policy	Build Alternative 2	No Build Alternative
City of San Juan Capistrano General Plan		
Circulation Element		
Goal 1. Provide a system of roadways that meets the needs of the community.	**Consistent.** Build Alternative 2 would relieve existing and future traffic congestion and accommodate planned growth in the surrounding area. Therefore, Build Alternative 2 would not conflict with this goal.	**Inconsistent.** The No Build Alternative would not result in any changes to existing roadway within the City and would not accommodate planned growth. The No Build Alternative would conflict with this goal.
Policy 1.1. Provide and maintain a City circulation system that is in balance with the land uses in San Juan Capistrano.	**Consistent.** Build Alternative 2 would relieve existing and future traffic congestion and accommodate planned growth in the surrounding area. Therefore, Build Alternative 2 would not conflict with this policy.	**Neutral.** The No Build Alternative would not result in any changes to the circulation system or the land uses in the City. The No Build Alternative would not conflict with this policy.
Policy 1.2. Implement the City's Master Plan of Streets and Highways.	**Consistent.** The City's General Plan Circulation Element designates SR-74 as a "Primary Arterial Highway" which is defined as a four-lane roadway. Therefore, Build Alternative 2 would not conflict with this policy.	**Inconsistent.** The No Build Alternative would not result in any improvements that would implement the City's Master Plan of Streets and Highways. Therefore, the No Build Alternative would conflict with this policy.
Policy 1.3. Coordinate improvements to the City circulation system with other major transportation improvement programs.	**Consistent.** Build Alternative 2 would widen SR-74 consistent with the City's General Plan Circulation Element and the County's Master Plan of Arterial Highways. Build Alternative 2 also includes pedestrian and bicycle improvements in the City that would connect to planned improvements in the County. Therefore, Build Alternative 2 would not conflict with this policy.	**Inconsistent.** The No Build Alternative would not result in any improvements related to the City's circulation system or other transportation improvement programs. The No Build Alternative would also not include improvements to the pedestrian and bicycle circulation system. Therefore, the No Build Alternative would conflict with this policy.
Policy 1.4. Improve the San Juan Capistrano circulation system roadways in concert with land development to ensure sufficient levels of service.	**Consistent.** Build Alternative 2 would improve connections between residential, commercial, and public land uses. Build Alternative 2 would improve the overall LOS and substantially improves traffic operations for through traffic along the corridor in the Design Year (2045). Therefore, Build Alternative 2 would not conflict with this policy.	**Inconsistent.** The No Build Alternative would not result in any changes to the transportation system and roadway segments would continue to exceed capacity. Therefore, the No Build Alternative would conflict with this policy objective.
Goal 3. Provide an extensive public bicycle, pedestrian, and equestrian trails network.	**Consistent.** Build Alternative 2 would provide Class II bicycle facilities on each side of the roadway and a new sidewalk to connect to the planned County sidewalk system. Existing horse trails in the study area would not be impacted. Therefore, Build Alternative 2 would not conflict with this goal.	**Neutral.** The No Build Alternative would not result in any development and would maintain the existing pedestrian and horse trails in the study area. There are no bicycle facilities on SR-74 within the study area. Therefore, the No Build Alternative would not conflict with this goal.

Table 2.1.3: Consistency with State, Regional, and Local Plans and Programs

Policy	Build Alternative 2	No Build Alternative
Policy 3.1. Provide and maintain an extensive trails network that supports bicycles, pedestrians, and horses and is coordinated with those networks of adjacent jurisdictions.	**Consistent.** Build Alternative 2 would include Class II bicycle facilities on each side of the roadway as part of the 5 ft and 8ft-wide paved shoulders throughout the project limits. The existing sidewalks would be maintained or relocated. In addition, a new sidewalk would be constructed to the east beyond Avenida Siega and would connect to the planned County sidewalk system to provide continuity. Existing horse trails in the study area would not be impacted. Therefore, Build Alternative 2 would not conflict with this policy.	**Neutral.** The No Build Alternative would not result in any development and would maintain the existing pedestrian and horse trails in the study area. There are no bicycle facilities on SR-74 within the study area. Therefore, the No Build Alternative would not conflict with this policy.
Goal 4. Minimize the conflict between the automobile, commercial vehicles, pedestrians, horses, and bicycles.	**Consistent.** Build Alternative 2 would include a paved 5 ft wide shoulder on each side of the roadway to accommodate Class II (striped on-road) bicycle facilities, except from Avenida Siega to the City/County limits where the shoulder would transition to an 8 ft wide shoulder to merge with the County portion of the project. Build Alternative 2 would also include a new sidewalk east of Avenida Siega to connect to the existing County sidewalk system. Therefore, Build Alternative 2 would not conflict with this goal.	**Inconsistent.** The No Build Alternative would not result in any changes to bicycle, pedestrian, or horse trails to minimize conflicts between these users and vehicles. The No Build Alternative would conflict with this policy.
Policy 4.1. Provide sufficient right-of-way widths along roadways to incorporate features that buffer pedestrians, horses, and bicycles from vehicular traffic.	**Consistent.** Build Alternative 2 would include a paved 5 ft wide shoulder on each side of the roadway to accommodate Class II (striped on-road) bicycle facilities, except from Avenida Siega to the City/County limits where the shoulder would transition to an 8 ft wide shoulder to merge with the County portion of the project. Therefore, Build Alternative 2 would not conflict with this policy.	**Inconsistent.** The No Build Alternative would not result in any changes to bicycle, pedestrian, or horse trails to buffer pedestrians, horses, and bicyclists from vehicular traffic. The No Build Alternative would conflict with this policy.
Policy 4.2. Provide traffic management improvements within areas where through traffic creates public safety problems.	**Consistent.** Build Alternative 2 would widen SR-74 relieving an existing choke point. Therefore, Build Alternative 2 would not conflict with this policy.	**Inconsistent.** The No Build Alternative would not provide traffic management improvements. Therefore, the No Build Alternative would conflict with this policy.
Policy 4.3. Install additional street improvements within areas where necessary to improve vehicular and non-vehicular safety.	**Consistent.** Build Alternative 2 would relieve an existing choke point. In addition, Build Alternative 2 would provide a paved 5 ft wide shoulder on each side of the roadway to accommodate Class II (striped on-road) bicycle facilities, except from Avenida Siega to the City/County limits where the shoulder would transition to an 8 ft wide shoulder to merge with the County. Therefore, Build Alternative 2 would not conflict with this policy.	**Inconsistent.** The No Build Alternative would not install additional street improvements. Therefore, the No Build Alternative would conflict with this policy.

Table 2.1.3: Consistency with State, Regional, and Local Plans and Programs

Policy	Build Alternative 2	No Build Alternative
Goal 5. Achieve the development of regional transportation facilities.	**Consistent.** Build Alternative 2 would relieve existing and future traffic congestion along SR-74, a regional route. Therefore, Build Alternative 2 would not conflict with this goal.	**Inconsistent.** The No Build Alternative would not develop or improve regional transportation facilities. Therefore, the No Build Alternative would conflict with this policy objective.
Policy 5.1. Support the implementation of the Orange County Master Plan of Arterial Highways and the south Foothill Tollway Segment (Segment CP).	**Consistent.** Build Alternative 2 would widen SR-74, consistent with the County's Master Plan of Arterial Highways. Therefore, Build Alternative 2 would not conflict with this policy.	**Inconsistent.** The No Build Alternative would not support the implementation of the Orange County Master Plan of Arterial Highways. Therefore, the No Build Alternative would conflict with this policy.
County of Orange General Plan		
Transportation Element		
Goal 1. Provide a circulation plan that supports land use policies of the County.	**Neutral.** Build Alternative 2 would result in minor changes to land uses in the study area with partial acquisition of five parcels (0.004 ac of land designated general open space and 0.63 ac of land designated residential use would be converted to transportation uses). However, these minor changes would not alter the overall land use pattern of the study area. Furthermore, the proposed improvements would improve traffic operations within the study area to relieve existing and future traffic congestion and accommodate planned growth. Therefore, Build Alternative 2 would not conflict with this goal.	**Neutral.** The No Build Alternative would not result in any changes to land uses in the region. However, under the No Build Alternative, the corridor would continue to exceed capacity and planned future growth accounted for in the County's General Plan and land use designations would not be accommodated. The No Build Alternative would not conflict with this goal.
Goal 2. Provide a circulation (arterial highway) plan that is integrated with that of adjacent jurisdictions.	**Consistent.** Build Alternative 2 is consistent with both the City's Circulation Plan and the 2018 MPAH designation for SR-74 as a Primary Highway. The County Circulation Plan is required to be consistent with the MPAH in order to be eligible for all Measure M2 Net Revenue, as well as other OCTA programs and funding. Therefore, the County's General Plan will be updated for consistency with the 2018 MPAH. Therefore, Build Alternative 2 would not conflict with this goal.	**Inconsistent.** The No Build Alternative would not result in any changes to the transportation system. The No Build Alternative would be inconsistent with the 2018 MPAH and the City's General Plan and would be inconsistent with this goal.
Policy 2.1. Coordinate with the following transportation planning agencies: Caltrans, OCTA, TCA and Orange County cities on various studies relating to freeway, tollway and transportation corridor planning, construction, and improvement in order to facilitate the planning and implementation of an integrated circulation system.	**Consistent.** Build Alternative 2 would widen SR-74, which would be consistent with the Orange County General Plan and would be integrated with the plans of the adjacent jurisdictions. Caltrans is coordinating with OCTA and the City of San Juan Capistrano to implement this project. Therefore, Build Alternative 2 would not conflict with this policy.	**Inconsistent.** The No Build Alternative would not support the implementation of the Orange County general Plan and coordination with other transportation planning agencies. Therefore, the No Build Alternative would conflict with this policy.

Table 2.1.3: Consistency with State, Regional, and Local Plans and Programs

Policy	Build Alternative 2	No Build Alternative
Goal 3. Provide a circulation plan that facilitates the safe, convenient, and efficient movement of people and goods throughout unincorporated areas of the County.	**Consistent.** Build Alternative 2 would improve traffic flow and reduce traffic congestion, thus improving the circulation system within unincorporated Orange County and the City/County line. Therefore, Build Alternative 2 would not conflict with this goal.	**Inconsistent.** The No Build Alternative would not result in any changes to the transportation system. The No Build Alternative would be inconsistent with the 2018 MPAH and the City's General Plan and would be inconsistent with this goal.
Policy 3.1. Maintain acceptable levels of service on arterial highways pursuant to the Growth Management Element of the General Plan.	**Consistent.** With Build Alternative 2, all roadway segments are forecasted to operate at satisfactory LOS. While most study intersections would continue to operate at a deficient LOS, Build Alternative 2 would not exacerbate existing conditions. Therefore, Build Alternative 2 would not conflict with this policy.	**Inconsistent.** The No Build Alternative would not result in any changes to current levels of service in the region. Under the No Build Alternative, most study intersections operate at unsatisfactory LOS. Therefore, the No Build Alternative would conflict with this policy.
Policy 3.2. Ensure that all interactions within the unincorporated portion of Orange County maintain a peak hour level of service "D" according to the County Growth Management Plan Transportation Implementation Manual.	**Neutral.** With Build Alternative 2, all roadway segments are forecasted to operate at satisfactory LOS. While most study intersections would continue to operate at a deficient LOS, Build Alternative 2 would not exacerbate existing conditions. Therefore, Build Alternative 2 would not conflict with this policy.	**Inconsistent.** The No Build Alternative would not result in any changes to current levels of service in the region. Under the No Build Alternative, most study intersections operate at unsatisfactory LOS. Therefore, the No Build Alternative would conflict with this policy.
Goal 6: Implement transportation demand management (TDM) and transportation system management (TSM) strategies which reduce peak hour vehicle travel demand and minimize single-occupant vehicles and trip length on the unincorporated County roadway system.	**Consistent.** Build Alternative 2 would include Class II bicycle facilities on each side of the roadway as part of the 5 ft and 8ft-wide paved shoulders throughout the project limits. Therefore, Build Alternative 2 would not conflict with this goal.	**Inconsistent.** The No Build Alternative would not result in any changes to the circulation system. The No Build Alternative would not enhance the efficiency of the circulation system and would conflict with this policy.
Objective 6.5. Enhances the efficient movement of vehicles through the circulation system by providing bike lanes and restricting parking on arterials whenever feasible.	**Consistent.** Build Alternative 2 would provide for the efficient movement of vehicles and would include Class II bicycle facilities on each side of the roadway as part of the 5 ft and 8ft-wide paved shoulders throughout the project limits. Therefore, Build Alternative 2 would not conflict with this policy.	**Inconsistent.** The No Build Alternative would not result in any changes to the circulation system. The No Build Alternative would not enhance the efficiency of the circulation system and would conflict with this policy.

Sources: 1999 City of San Juan Capistrano General Plan; 2005 Orange County General Plan.
ft = foot/feet
LOS = level of service
MPAH = Master Plan of Arterial Highway
OCTA = Orange County Transportation Authority
SR-74 = State Route 74

Goal 4: Minimize the conflict between the automobile, commercial vehicles, pedestrians, horses, and bicycles.

- **Policy 4.1**: Provide sufficient right-of-way widths along roadways to incorporate features that buffer pedestrians, horses, and bicycles from vehicular traffic.
- **Policy 4.2**: Provide traffic management improvements within areas where through traffic creates public safety problems.
- **Policy 4.3**: Install additional street improvements within areas where necessary to improve vehicular and non-vehicular safety.

Goal 5: Achieve the development of regional transportation facilities.

- **Policy 5.1**: Support the implementation of the Orange County Master Plan of Arterial Highways and the south Foothill Tollway Segment (Segment CP).

General Plans

County of Orange General Plan

The County of Orange General Plan (adopted in 2005 with amendments in 2012 and 2015) provides direction for land use decisions in unincorporated parts of the County of Orange. The study area includes areas of unincorporated land in the County of Orange, at the eastern project limits. There is some land classified as suburban residential near SR-74 northeast of the land use study area; however, the majority of unincorporated Orange County land in the land use study area is designated in the County of Orange General Plan as Open Space. Relevant transportation policies in the County of Orange General Plan are described below:

Transportation Element

Goal 1: Provide a circulation plan that supports land use policies of the County.

Goal 2: Provide a circulation (arterial highway) plan that is integrated with that of adjacent jurisdictions.

- **Policy 2.1**: Coordinate with the following transportation planning agencies: the Department (State), OCTA, the Transportation Corridor Agencies (County corridor planning and construction) and Orange County cities on various studies relating to freeway, tollway and transportation corridor planning, construction and improvement in order to facilitate the planning and implementation of an integrated circulation system.

Goal 3: Provide a circulation plan that facilitates the safe, convenient, and efficient movement of people and goods throughout unincorporated areas of the County.

- **Policy 3.1:** Maintain acceptable levels of service on arterial highways pursuant to the Growth Management Element of the General Plan.
- **Policy 3.2**: Ensure that all intersections within the unincorporated portion of Orange County maintain a peak hour level of service "D" according to the County Growth Management Plan Transportation Implementation Manual.

Goal 6: Implement transportation demand management (TDM) and transportation system management (TSM) strategies which reduce peak hour vehicle travel demand and minimize single-occupant vehicles and trip length on the unincorporated County roadway system.

- **Objective 6.5:** Enhance the efficient movement of vehicles through the circulation system by providing bike lanes and restricting parking on arterials whenever feasible.

2.2.2 Environmental Consequences

The project is identified in the local and regional transportation plans, as well as transportation funding programs. The Build Alternative 2 is consistent with the local and regional plans, existing land use, and goals and policies.

Temporary Impacts

No Build Alternative and Build Alternative 2

Consistency with State, regional, and local plans and programs is related to the consistency of permanent project changes with those plans. As a result, Build Alternative 2 and the No Build Alternative would not result in any temporary inconsistencies with State, regional, and local plans and policies.

Permanent Impacts

No Build Alternative

The No Build Alternative would maintain the existing configuration of SR-74 and would not include any improvements to the existing circulation system. The existing condition of SR-74 in the study area is generally inconsistent with the goals, policies, or objectives of regional planning efforts and with the goals and policies of the General Plans of the City and County.

Build Alternative 2

Build Alternative 2 would be consistent with the applicable policies and objectives contained in the General Plans of the City of San Juan Capistrano and the County of Orange and would not require amendments to these General Plans. Specifically, Build Alternative 2 is consistent with the policies and objectives that improve regional transportation facilities and maximize the efficiency of the circulation system.

The City's General Plan and the 2018 OCTA MPAH, designate SR-74 as a four-lane divided highway from Interstate 5 east to the Orange/Riverside County border and Build Alternative 2 is consistent with this designation. The County's General Plan Circulation Element designates SR 74 as a four-lane highway east of the City/County line; however, the County's General Plan will be updated for consistency with the MPAH.

Implementation of Build Alternative 2 would not result in changes to existing land use patterns along SR-74 because the project segment of SR-74 is an existing transportation facility located in a highly developed area. In addition, infrastructure and safety projects are allowed within the MSAA/HCP planning area; therefore, Build Alternative 2 would not conflict with the MSAA/HCP.

The proposed Class II bicycle facilities would be in conformance with the 2009 OCTA Commuter Bikeways Strategic Plan (CBSP). The City's Circulation Element states that there is a need to promote an extensive public bicycle, pedestrian, and equestrian trails network. These bicycle facilities would comply with the City's goals.

Build Alternative 2 is also consistent with regional planning efforts as identified in the 2016 RTP/SCS and the 2019 FTIP to reduce traffic congestion and improve operations. Therefore, no permanent direct or indirect adverse effects would occur related to inconsistencies with existing plans and policies.

Cumulative Impacts

The Build Alternative 2 would not result in incompatible land uses or growth-related impacts, the project would not contribute to cumulative impacts for this resource; therefore, the project contribution to cumulative impacts on land use was not further evaluated.

2.2.3 Avoidance, Minimization, and/or Mitigation Measures

No substantial impacts related to consistency with State, regional, and local plans and programs would occur. Therefore, no avoidance, minimization, and/or mitigation measures are required.

2.3 Parks and Recreation

This section describes park and recreational resources within the study area and includes an assessment of how the project would be expected to impact those resources.

2.3.1 Affected Environment

The parks and recreational facilities within the project vicinity consist of neighborhood parks, community parks, joint-use parks, private parks, recreational facilities, community services, and a trail system. See Figure 4.1 for recreational resources within the 0.5 mile and in the vicinity of the study area.

Figure 4.1 Recreational Resources



The closest parks to the project limits include the following:

- Reata Park and Event Center: a 12-acre park, is located to the west, adjacent to the eastern limits of the study area at 28632 Ortega Highway, San Juan Capistrano.

- Sendero Field: a 15-acre park, located approximately 0.25 mile east of the eastern limits of the study area at 29201 Ortega Highway, San Juan Capistrano.

- Cook Park-Cordova: a 9.0-acre park, located approximately 0.25 mile south of the study area at 28398 Calle Arroyo, San Juan Capistrano.

- Cook Park-Del Campo: a 1.5-acre park, located approximately 0.20 mile south of the study area at 28336 Calle Arroyo, San Juan Capistrano.

- Rancho Mission Viejo Riding Park, a 40-acre park, is located approximately 0.2 mile east of the eastern limits of the study area at 27174 Ortega Highway, San Juan Capistrano.

    - San Juan Creek Neighborhood Park, 4.7-acre park including children's play areas and benches, approximately 0.3 mi south of the project limits at the northwest corner of San Juan Creek and Camino Lacouage, San Juan Capistrano.

    - Arroyo Park, 3.6- acre park including an equestrian trail and grassy areas, approximately 0.3 mi west of the project limits at 31300 Sundance Drive, San Juan Capistrano.

The City also has an extensive trail network. Following private equestrian trails, are located on the north side of SR-74, outside of the project limits but within the study area.

- West Hunt Club Trail, existing privately owned multi-use Trail (combination horse, hiking, and biking), Northeastern portion of the study area, extending north from SR-74 between Steeplechase Drive and Hunt Club Drive, San Juan Capistrano.

- Hunt Club Feeder Trail, existing privately owned multi-use Trail (combination horse, hiking, and biking), Northeastern portion of the study area, extending north from SR-74 between Hunt Club Drive and Ascot Lane, San Juan Capistrano.

- East Hunt Club Trail, existing privately owned multi-use Trail (combination horse, hiking, and biking), Northeastern portion of the study area, extending north from SR-74 between Ascot Lane and Palm Hill Drive, San Juan Capistrano.

- Siega Trail, an additional recreational trail on the south side of SR-74 is identified as the Siega Trail and is located along Avenida Siega, San Juan Capistrano.

2.3.2 Environmental Consequences

Temporary Impacts

No Build Alternative

Under the No Build Alternative, the proposed improvements identified for Build Alternative 2 would not be constructed and the current configuration of SR-74 would be maintained. As a result, the No Build Alternative would not result in temporary adverse effects related to parks and recreational facilities.

Build Alternative 2

The proposed improvements adjacent to Reata Park would include restriping, and there would be no TCEs within the park property. Due to the distances of Arroyo Park, Sendero Field, Cook Park-Cordova, Cook Park-Del Campo, San Juan Creek Neighborhood Park, and Rancho Mission Viejo Riding Park from the proposed improvements, there would be no TCEs within these parks, and construction of Build Alternative 2 would not result in direct temporary impacts to parks within the study area.

Access to Siega Trail would be maintained at all times during the construction and operation of the proposed project. However, two privately owned trails (East and West Hunt Club Trails) would be impacted temporarily due to construction of the retaining walls during construction; however, TMP will be prepared to address these temporary impacts. In addition, with the implementation of minimization measure LU-1, following completion of the project, trail areas that are temporarily disturbed by construction activities would be returned in the same or better condition than prior to construction,

Site preparation and construction would involve clearing, cut-and-fill activities, grading, and paving that could temporarily generate fugitive dust and other emissions. The construction-related emissions would be substantially reduced based on compliance with Caltrans Standard Specifications for construction and South Coast Air Quality Management District (SCAQMD) Rule 403. As a result, construction of Build Alternative 2 would not result in substantial temporary air quality impacts on parks within the study area.

During construction of Build Alternative 2, construction noise may intermittently dominate the noise environment in the immediate area of construction. Noise control during construction would

conform to the provisions in Section 14-8.02 of Caltrans' "Noise Control Requirements" and, therefore, the project construction would not result in substantial noise impacts on parks within the study area.

Two trails (the East and West Hunt Club Trails) would be impacted temporarily due to the construction of retaining walls; however, Project Feature PF-TR-1 requires preparation of a TMP to address these temporary impacts, and access to other local trail system would be maintained throughout the duration of the construction period. In addition, detour plan for closure of these trails during construction is being developed to address the temporary impacts. Any temporary impacts to the trails during construction would be restored to pre-construction conditions with implementation of minimization measures LU-1 and LU-3. Therefore, temporary impacts to parks and recreational facilities would not be adverse.

Permanent Impacts

No Build Alternative

Under the No Build Alternative, the proposed improvements identified for Build Alternative 2 would not be constructed and the current configuration of SR-74 would be maintained. As a result, the No Build Alternative would not result in permanent adverse effects related to parks and recreational facilities.

Build Alternative 2

Build Alternative 2 would not require permanent acquisition of or permanent easements on parkland. No modifications to the existing multi-use trails in the vicinity would occur as part of the proposed project. Therefore, no permanent impacts to parks and recreational facilities would occur as a result of Build Alternative 2.

2.3.3 Avoidance, Minimization, and/or Mitigation Measures

Project Feature PF-TR-1 (TMP) has been incorporated into Build Alternative 2 and is discussed in Chapter 4 (Traffic and Transportation / Pedestrian and Bicycle Facilities). With implementation of minimization measures LU-1 below and LU-3, as discussed earlier in this section, impacts to parks and recreational facilities would not be adverse.

LU-1 Restoration of Land Used Temporarily. Prior to project construction, the Construction Contractor would generate time-stamped photo documentation of the pre-construction conditions of all temporary staging areas. All construction access, mobilization, material laydown, and staging areas would be returned to a condition equal to the pre-construction condition.

Following completion of the project, areas that are temporarily disturbed by construction activities would be returned to their property owners in the same or better condition than prior to construction. Owners of parcels where temporary construction easements (TCEs) would be required would receive compensation for the temporary use of a portion of their property.

2.4 Growth

2.4.1 Affected Environment

Because of the project's limited scope and because growth is not a major or controversial issue, growth is discussed here in Chapter 2 instead of in its own chapter. "First-cut screening" of the growth-related impacts was conducted to determine the likelihood of impacts and the potential need for further analysis based on Caltrans' *Guidance for Preparers of Growth-related, Indirect Impact Analysis* (2016b). Per the guidance, the following questions/factors are addressed below:

1. Does the project have the potential to change accessibility?
2. Consider factors such as project type, project location, and growth pressure.
3. Is project-related growth reasonably foreseeable?
4. If there is project-related growth, could it impact resources of concern?

The project is intended to widen the SR-74 in a location where development has already occurred, and where additional development is planned for in the adopted land use plans of the local jurisdiction. Approximately 1.1 mile section of the SR-74 that would be widened to four lanes which currently is a two lane section with left and right turn lanes at intersections and a painted median at various locations. The proposed improvements would provide continuity of four lanes, as the road to the west currently has four lanes and the road to the east will have four lanes upon completion of this project.

The project is located within a built-out urban area with no vacant land. As such, this project is not likely to cause growth-related impacts. The project is expected to relieve congestion and thereby improve travel time (Traffic Study 2018). Travel route would not change. Improvements to intersections and driveways are proposed to improve level of service. Provision of Class II bicycle facilities and sidewalks are planned to facilitate pedestrians and bike riders. A four-way traffic signal at the intersection of SR-74 and Via Cordova/Hunt Club Drive will be constructed to better regulate traffic at this intersection.

According to the data for employment by industry from the US 2010 Census, the Professional, Science, Management, Administration, and Waste Management Services and the Education, Health, and Social Science industries employ the largest portion of workers in San Juan Capistrano with

over 15 percent each. The arts, entertainment, accommodations, and food industry is the third largest industry sector with almost 13 percent. The Education, Health, and Social Science industry employs the largest portion of employees in Orange County with 18.5 percent.

The proposed SR-74 widening from Calle Entradero east to the City/County border would not have any growth-inducing effect in the immediate area because the adjacent land is built out with and/or entitled for suburban, mostly single-family, residential uses. The nature of this development, as well as the limited improvements proposed on SR-74, would limit the feasibility of large-scale redevelopment of the area adjacent to the roadway.

SR-74 is currently used for commuting to and from southern Orange and Riverside Counties. SR-74 is near capacity during commute hours and will not generate more commuting to Orange County. Hence, the proposed project would not influence development in western Riverside County.

Table 2.2 Population and Employment Trends, 2010-2045

	2010[1]	2018[2]	2025[3]	2035[3]	2045[3]
Population					
San Juan Capistrano	34,593	36,064	37,073	38,608	38,994
Orange County	3,010,232	3,220,451	3,368,151	3,503,764	3,595,128
Employment					
San Juan Capistrano	21,280[1a]	22,104	22,877	24,035	24,688
Orange County	1,983,911[1a]	2,097,785	2,171,207	2,281,105	2,343,082

1. U.S. Census Bureau, 2010 Census, Summary File 1, Table DP-1, Profile of General Population and Housing Characteristic (accessed Nov.7, 2018).
   1a. U.S. Census Bureau, 2006-2010 American Community Survey, Table S2303, Work Status in the Past 12 months (accessed Nov. 7, 2018),
2. U.S. Census Bureau, 2013-2017 American Community Survey, Table S2303, Work Status in the Past 12 months (accessed Nov. 7, 2018),
3. Center for Demographic Research, California State University, Fullerton, Orange County Council of Governments, Technical Advisory Committee
   a. Growth and Population rates are based on Regional Statistical Area (RSA) D-40 that includes San Juan Capistrano

2.4.2 Environmental Consequences

The project is located in a suburban area. According to the city and county employment data, the project area would experience a steady low growth in the coming years, as shown in Table 2.2. These projections are independent of the project.

Temporary Impacts

No Build Alternative and Build Alternative 2

Because potential growth-related effects represent permanent impacts of a project, there is no discussion of temporary impacts related to growth in this section.

Permanent Impacts

No Build Alternative

No improvements to SR-74 would occur under the No Build Alternative. Therefore, the No Build Alternative would not result in any permanent growth-related impacts.

Build Alternative 2

The assessment of the potential growth-related impacts of Build Alternative 2 was conducted using the First-cut Screening analysis approach. Based on this approach, following elements were considered for this evaluation.

Accessibility

Build Alternative 2 would improve an existing highway facility and would not alter access to or from this facility. The proposed improvements would not provide a new transportation facility or new access points to previously inaccessible areas. Build Alternative 2 would help to alleviate existing and forecasted traffic congestion in the study area by converting it from two lane to four lane facility along with other improvements, resulting in improved operations on SR-74 and on nearby arterials. Additionally, Build Alternative 2 would help to accommodate projected future (2045) traffic volumes in the study area consistent with adopted local land use and transportation plans (as discussed in Section 2.1, Land Use, and in Chapter 4, Traffic and Transportation/ Pedestrians and Bicyclists). Therefore, the project does not have the potential to change accessibility.

Project Type, Location, and Growth Pressure

The City of San Juan Capistrano General Plan, as well as the 2018 OCTA MPAH, designates SR-74 as a four-lane divided highway from I-5 east to the Orange/Riverside County border. Build Alternative 2 is consistent with the City's General Plan and the MPAH. The County's General Plan Circulation Element designates SR-74 as a four-lane highway east of the City/County line; however, the County's General Plan will be updated for consistency with the MPAH. In addition, there is limited land available outside the Ranch Plan Planned Development Areas for new development within the study area. Any changes to the amount of development in the Ranch Plan would require additional environmental review and would not influence development in eastern Orange County.

The proposed SR-74 widening within the project limits would not have any growth-inducing effects in the immediate area because the adjacent land is built out with and/or entitled for suburban, residential uses or recreational facilities. Build Alternative 2 would accommodate approved and planned growth in the study area (see Table 2.1: Current development activity within and near the Land Use Study Area in Section 2.1) because it would add capacity to this segment of SR-74 and thereby help to alleviate existing and forecasted congestion in the study area. Available land for development in the study area has either mostly been approved for development or has been designated as reserve lands. Additionally, as described in Section 2.1, Land Use, Build Alternative 2 is consistent with the growth-related objectives and policies of the General Plans of the City of San Juan Capistrano and the County of Orange. Build Alternative 2 is unlikely to lead to the intensification of development densities or timing for development, and no development is predicted on the project being built.

Due to the current General Plan land use designations and objectives, Build Alternative 2 is unlikely to alter the historic and projected growth patterns within the City of San Juan Capistrano or the County of Orange and would not encourage growth on undeveloped and unplanned land. Build Alternative 2 would accommodate existing and planned growth, but would not influence growth beyond what is currently planned.

Reasonably Foreseeable Project-related Growth

Under NEPA, indirect impacts need only be evaluated if they are reasonably foreseeable, rather than remote and speculative. As discussed above, Build Alternative 2 would not influence growth beyond those development projects currently planned for the area (Table 2.1), and development anticipated by both the City's and County's General Plan land use designations. Immediately east of the City/ County border, development in unincorporated Orange County is completed as part of the Ranch Plan. Widening the SR-74 would serve this planned growth.

The Ranch Plan was accounted for in the County growth projections and was included in the 2025 opening year and 2045 design year traffic volumes. The proposed improvements would not provide capacity beyond what is needed to serve existing and approved development; therefore, it would not encourage intensification of existing and planned land uses. The proposed project would accommodate planned growth and development in the surrounding areas, meeting the purpose and need of the project.

Growth on the Ranch Plan property has not exceeded the level already approved by the County because restrictions associated with the Ranch Plan approvals limited the amount of overall development. This growth level had been established through provisions of the General Plan and zoning. Infrastructure to serve the Ranch Plan development was provided as part of the land development project, and the impacts of the required infrastructure improvements had been addressed as part of the environmental documentation for the Ranch Plan.

Build Alternative 2 would not influence the rate, type, or amount of growth in the study area. Therefore, no reasonably foreseeable project-related growth would occur under Build Alternative 2.

Resources of Concern

As indicated above, Build Alternative 2 would not influence the rate, type, or amount of growth that would otherwise occur, hence, the reasonably foreseeable growth anticipated to occur in the study area is not project-related. Because Build Alternative 2 would not result in growth-inducing impacts, no analysis of those potential impacts beyond what is provided above in the First-cut Screening analysis is necessary. The project is not expected to have growth-related impacts, as it is not anticipated that it would affect existing land use and future development plans. The project is consistent with regional, county, and city plans.

2.4.3 Avoidance, Minimization, and/or Mitigation Measures

The Build Alternative 2 would not influence the location, type, or rate of future growth and development and would not result in any adverse temporary or permanent growth-inducing impacts. Therefore, no avoidance, minimization, and/or mitigation measures are needed.

Chapter 3 Community Character

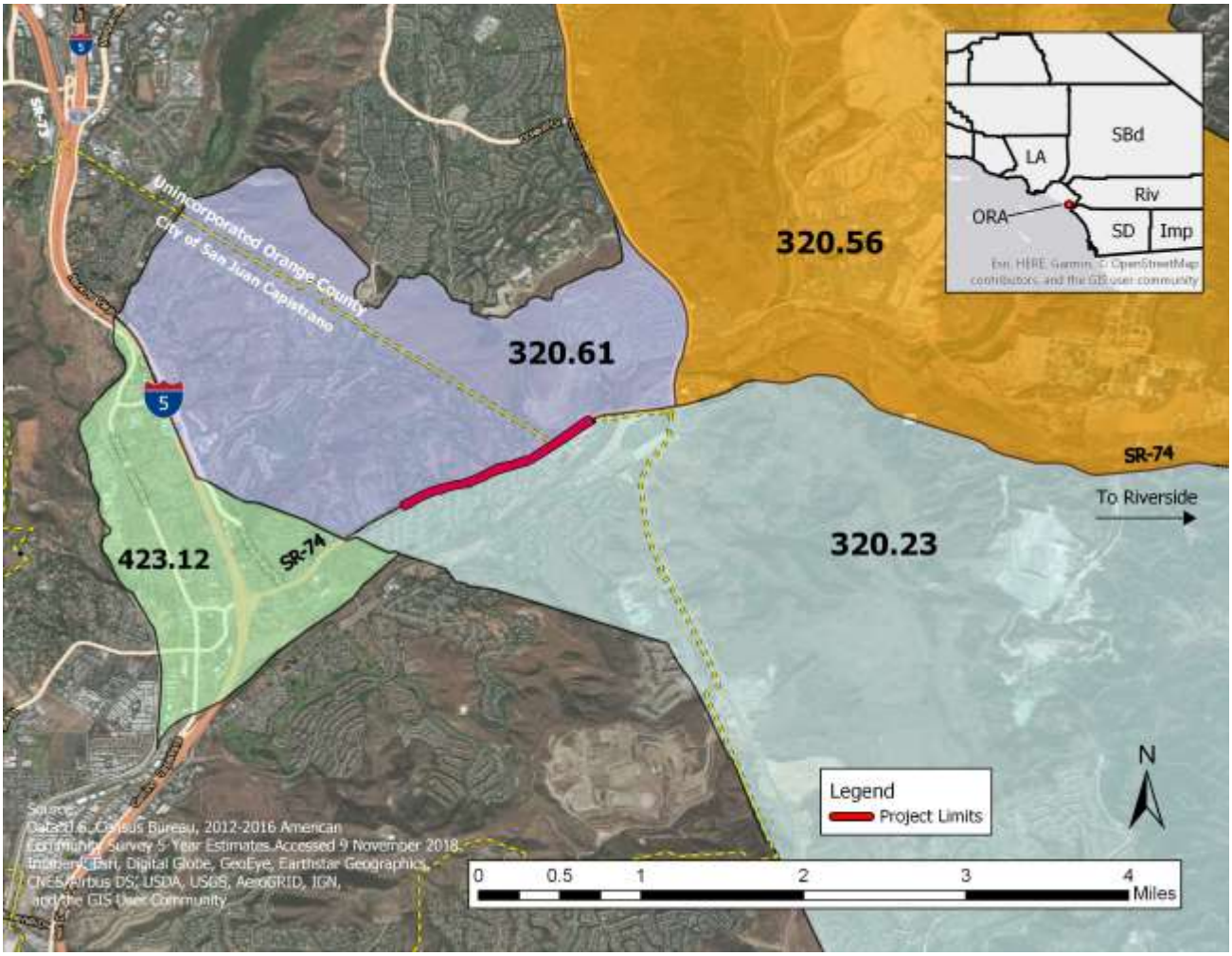
3.1 Population and Housing

This section characterizes the local community and neighborhoods in the CIA study area and includes an assessment of the potential for the project to impact community character and cohesion.

3.1.1 Affected Environment

The approximately one square-mile population and housing study area is composed of four census tracts, 320.23, 320.56, 320.61, and 423.12 within approximately 1.2 mile of the project area, as shown in Figure 3.1 and Table 3.1.

Figure 3.1 Study Area Census Tracts



3.1.1.1 Regional Population Characteristics

The area surrounding the project, including the city of San Juan Capistrano and Unincorporated County of Orange, is a diverse metropolitan area undergoing demographic changes over the past few decades. Once largely homogeneous and affluent, the population in Orange County is increasingly diversifying. Today, the county is one of the most urban in California (University of California Irvine and University of California Los Angeles 2014). Housing prices are increasingly unaffordable to more people, and transportation systems increasingly require rehabilitation and maintenance (SCAG 2016).

The population of Orange County is projected to continue to grow (12 percent between 2014-2016 [Orange County Business Council 2017]); the median age continues to rise; and the demand for compact urban living continues to increase. At the same time, many people in the region will continue to live in suburbs and commute. Development in the city of San Juan Capistrano is expected to continue to be mostly compact with concentrations of urban development (SCAG 2016). The City is build out with ample open and recreational spaces. It is more suburban in nature.

3.1.1.2 Neighborhoods, Communities, and Community Character

The proposed project site is located in the City of San Juan Capistrano, a unique community grounded in a history of Native American culture and the Mission San Juan Capistrano, established by Franciscan missionaries in 1776. The City has 13 sites or districts listed in the National Register of Historic Places. These include, the Mission and downtown buildings, the Los Rios Street Historic District east of the train depot, homes in the early 20th century Mission Hill-Mission Flats neighborhood east of the library, several 18th/19th century adobe buildings, 19th/20th century ranch and farmhouses and several other historic buildings and sites are on the Inventory of Historic and Cultural Landmarks (IHCL). The City has a rural, village-like character that, together with its historical features, draws many tourists (City of San Juan Capistrano).

Although primarily a residential community, the City has a variety of land uses, providing open space, recreation, institutional, retail, and other commercial opportunities. Small retail complexes exist approximately one mile west of the project limits. The City has maintained an open space character by acquiring land to preserve its defining ridgelines, hillsides, and trails. Nearly 40 percent of the City is open space and/or parkland. A large recreational trail network provides many recreational opportunities for biking, hiking, and horseback riding within the City. The City is well known as an equestrian destination, with a large concentration of stables and boarding facilities.

The City is characterized by many distinct residential neighborhoods that are defined by both human-made and natural physical features, including but not limited to I-5, the Union Pacific Railroad (UPRR), steep hillsides, and three major creeks that cross the City: San Juan Creek, Oso Creek, and Trabuco Creek. The City has experienced substantial residential growth over the last 35 years, resulting in distinctive older and more recent neighborhoods.

Land uses within and immediately adjacent to the study area include residential, open space, recreational, and unplanned areas and can be described as semirural. Remaining households live in mobile homes or other type of housing. El Nido, Mobile Estates has about 156 homes and is located near the east end of the project. However, no mobile homes are directly adjacent to the project site. Other closest MHPs in the vicinity of the Study Area are San Juan Mobile Estates, Rancho ALipaz, Capistrano Terrace. Near the study area, average rent for 1 to 3 bed room apartments range from $1,865 to $2495 (Sendero Gateway Apartment Homes, 2018).

Property values and growth patterns contribute considerably to the character of a community. With respect to property values, most properties within the study area have experienced substantial value increases over the past two decades.

Community Cohesion

Community cohesion is the degree to which residents have a sense of belonging to their neighborhood; their level of commitment to the community; or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time (Community Impact Assessment Handbook, California Department of Transportation [Department], October 2011). One measure of community cohesion is to determine the length of time that a certain population has resided in its homes. Theoretically, the longer people live in a community, the more committed they are to it and the more cohesive the community becomes. Data on demographics, current and forecast population, ethnic distribution, and housing in the study area were obtained from the United States 2010 Census, the 2018 Orange County Projections (OCP-2018), the City of San Juan Capistrano Web site, American Community Surveys, and the San Juan Capistrano Chamber of Commerce.

As shown in Table 3.1-Community Cohesion, Residency Characteristics, United States 2010 Census data reports that about 61 to 74 percent of residents in study area census tracts moved in between 2000 – 2014. Similarly, Census data found that 32 percent of CT 320.61 (same as the County) and 21 percent of residents in CT 423.12 resided in the same house in 1990 or earlier. These numbers for the City and the County are 32 and 28 percent respectively.

This percentage of long-term residents in the project area suggests that the community cohesion is present but is not at the high end of the scale, but the study area is similar in terms of residency characteristics to the City and County.

Table 3.1 Community Cohesion—Residency Characteristics

Residency	CT 320.23		CT 320.56		CT 320.61		CT 423.12		City of San Juan Capistrano		Orange County	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Moved in 2015 or later	642	14%	259	11%	98	7%	146	6%	789	6%	105,395	10%
Moved in from 2000-2014	3,378	74%	1,663	70%	843	61%	1,803	73%	7,579	62%	628,213	61%
Moved in 1990 and earlier	557	12%	451	19%	438	32%	521	21%	3,861	32%	291,368	28%

Source: U.S. Census Bureau 2013-2017American Community Survey 5-Year Estimates, Table DP04 Selected Housing Characteristics (accessed Nov. 7, 2018)

CT = Census Tract

Another measure of community cohesion is if residents, either individually or through their representatives, express particular concern for their neighborhood at public meetings or other forums. Based upon the level of participation of community members at previous community meetings, it is evident that the connectedness and cohesion within the community is high. A public hearing will be held for this project during the public circulation of the Draft EA.

Population and Housing

The population and housing study area includes four U.S. Census tracts within the City of San Juan Capistrano and Unincorporated County of Orange.

As shown in Table 2.2, between 2010 and 2018, the City and the County show 4.2 and 6.9 percent respective increase in population growth. U.S. Census Bureau, 2006-2010 and 2013-2017 American Community Survey 5-Year Estimates for the City and the County show that projected employment increase for the same period is 3.9 and 5.7 percent. The same estimates for the City and the County (through the year 2045) show that the population and employment are expected to progressively increase through 2045, although at approximately the same rate.

Table 3.2 Population and Employment Estimates

	2010[1]	2018[2]	2025[3]	2035[3]	2045[3]
Population					
San Juan Capistrano	34,593	36,064	37,073	38,608	38,994
Orange County	3,010,232	3,220,451	3,368,151	3,503,764	3,595,128
Employment					
San Juan Capistrano	21,280[1a]	22,104	22,877	24,035	24,688
Orange County	1,983,911[1a]	2,097,785	2,171,207	2,281,105	2,343,082

Sources:

1. U.S. Census Bureau, 2010 Census, Summary File 1, Table DP-1, Profile of General Population and Housing Characteristic (accessed Nov.7, 2018).
   1a. U.S. Census Bureau, 2006-2010 American Community Survey, Table S2303, Work Status in the Past 12 months (accessed Nov. 7, 2018),
2. U.S. Census Bureau, 2013-2017 American Community Survey, Table S2303, Work Status in the Past 12 months (accessed Nov. 7, 2018),
3. Center for Demographic Research, California State University, Fullerton, Orange County Council of Governments, Technical Advisory Committee
   a. Growth and Population rates are based on Regional Statistical Area (RSA) D-40 that includes San Juan Capistrano

Table 3.3 Population and Housing Demographic Data in and Around the Study Area

	Geography					
	CT 320.23	**CT 320.56**	**CT 320.61**	**CT 423.12**	**City of San Juan Capistrano**	**Orange County**
2010 Census Data (Individuals)						
Total Population	13,544	7,072	3,349	9,085	34,593	3,010,232
Total Minority[1]	9.3%	17.7%	8.7%	3.6%	5.5%	22.2%
Hispanic or Latino[2]	12.6%	13.7%	7.5%	73.2%	38.7%	33.7%
Race Minority	13.9%	22.0%	10.7%	33.6%	32.9%	39.2%
Black or African American	0.7%	1.5%	0.8%	0.6%	0.6%	1.7%
American Indian and Alaska Native	0.5%	0.2%	0.2%	1.4%	0.8%	0.6%
Asian	5.3%	12.1%	5.9%	1.7	2.8%	17.9%
Native Hawaiian and Other Pacific Islander	0.1%	0.3%	0.1%	0.0%	0.1%	0.3%
Some other race	3.1%	2.7%	1.0%	26.8%	15.1%	14.5%
Two or more Races	4.3%	5.2%	2.7%	3.0%	3.5%	4.2%
Elderly (65+)	8.8%	6.2%	23.2%	8.8%	15.6%	11.6%
Youth (<18)	32.9%	34.4%	20.1%	31.4%	24.6%	24.5%
2013 – 2017 American Community Survey (Individuals)[4]						
Total Population	14,434	7,586	3,816	9,900	35,948	3,155,816
Low Income[5]	2.2%	2.0%	1.9%	14.7%	10.3%	10.9%
Disabled (18+)	2.7%	2.8%	9.0%	7.7%	9.7%	7.9%
Unemployed (16+)	0.6%	2.4%	1.8%	2.6%	3.1%	3.8%
2013 – 2017 American Community Survey (Households)[4]						
Total Households	4,577	2,373	1,379	2,470	12,229	1,024,976
Median Income	$160,482	$132,708	$151,723	$51,359	$81,730	$81,851

Sources:
U.S. Census Bureau, 2010 Census, Summary File 1, Table DP-1, Profile of General Population and Housing Characteristic (accessed Nov.7, 2018).
U.S. Census Bureau, 2013-2017 American Community Survey (Individuals), Table DP02 Selected Social Characteristics in the United States (accessed Nov. 7, 2018),
U.S. Census Bureau, 2013-2017 American Community Survey (Households), Table DP03 Selected Economic Characteristics in the United States (accessed Nov. 7, 2018),

1. Minority refers to a person who identifies as any race other than White and/or identifies as Hispanic or Latino. Hispanic or Latino and race percentages do not add up to the total minority percentages because an individual who identifies as both Hispanic or Latino and a race other than White is counted in both the Hispanic or Latino and race percentages, but is only counted once under the total minority percentages
2. Hispanic or Latino is independent of race and is the only ethnic minority option available on the 2010 U.S. Census.
3. Race minority refers to any race option on the 2010 U.S. Census other than White and regardless of Hispanic or Latino identification. A breakdown of minority by race is provided as it is collected by the 2010 U.S. Census
4. American Community Survey data are population estimates based on scientific random sampling techniques. Selected individuals and households are required by law to provide responses (U.S. Census Bureau, 2017).
5. Low-income includes individuals considered "below the poverty level" by the U.S. Census Bureau. Poverty thresholds are established by the U.S. Census Bureau and is based on family size and income (U.S. Census Bureau, 2017)

CT = Census Tract

As shown in Table 3.3, Hispanic or Latino population and/or non-white individuals in the study area census tracts range from about 7 to 14 percent except in Census tract 423.12 where nearly 73 percent individuals belong to this category. It also implies that about three-fourth of individuals in the study area census tracts identify as White, except in census tract 423.12 where nearly one fourth of individuals are in this category.

The Table also shows that in the County, about 22 percent individuals identify as a minority. Study area census tracts generally have a lower percentage of elderly than the City and the County (16 and 12 percent respectively), except in census tract 320.61 where about one fourth individuals are over 65 years old.

On the other hand, study are census tracts generally have higher percentage of youth ranging from about 32 to 35 percent than the City and the County (about 24 percent) except in census tract 320.61 where about 20 percent of individuals are under 18 years old.

Similarly, study area census tracts have much lower percentage of low-income population (1.9 to 2.2 percent) than the City and the county (about 11 percent) except in census tract 423.12 where approximately 15 percent of individuals are low income.

Disabled individuals over 18 years old in census tracts 320.61 and 423.12 are similar to rates in the City and the County. However, these rates are lower in census tracts 320.23 and 320.56.

Unemployment rates for individuals over 16 years old are generally lower in the study area census tracts than the City and the County.

Median household incomes in the study area census tracts are much higher (ranging between approximately $133,000 and $160,000) than the City and the County average of approximately $82,000, except the census tract 423.12 where the median household income is about $51,000.

As discussed in chapter 2, the study area is mainly residential, open space, and recreational with some retail/ business areas. Residential neighborhoods are present throughout the study area.

Table 3.5 Number of Households and Average Number of Persons per Household in and around the Study Area

Area	Number of Households	Average Number of Persons per Household
Orange County	1,024,976	3.04
San Juan Capistrano	12,229	2.93
Study Area		
CT 320.23	4,577	3.15
CT 320.56	2,373	3.20
CT 320.61	1,379	2.74
CT 423.12	2,470	3.99

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Table S1101 Households and Families (accessed Nov. 7, 2018)
CT = Census Tract

Table 3.5 shows that the study area census tracts have 11,313 households. The average number of persons per household is approximately three for the County, the City , and the study area. In the 2012-2016 ACS, 5-year estimates, the City had decreased to about 3.01 persons per household. In the City, the average household size as of 2000 U.S. Census was 3.06. The City shows a decrease in household size that does not parallel the increase in population.

Table 3.6 Summary of Housing in the Study Area

Area	Single-family Residences[1]		Multifamily Residences[2]		Mobile Homes		Other (Boats, RVs, etc.)	
	Number	%	Number	%	Number	%	Number	%
Orange County	679,782	62.8	371,425	34.3	29,966	2.8	528	0.1
San Juan Capistrano	9,647	74.8	2,164	16.8	1,094	8.5	0	0.0
Study Area								
CT 320.23	4,442	91.2	427	8.8	0	0.0	0	0.0
CT 320.56	1,798	74.4	603	24.9	17	0.7	0	0.0
CT 320.61	1,305	85.5	100	6.5	122	8.0	0	0.0
CT 423.12	1,405	56.1	1,101	43.9	0	0.0	0	0.0

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Table DP04 Selected Housing Characteristics (accessed Nov. 8, 2018)
[1] Single-family Residences may be attached or detached homes.
[2] Multifamily Residences are 2 or more units in a structure
CT = Census Tract
RV's = recreational vehicles

Table 3.6 shows that similar to the County, more than three fourth of households in the study area live in either attached or detached single-family homes except in census tract 423.12 where about 53 percent population lives in this category of homes.

Whereas, approximately 10 to 25 percent live in multifamily homes except in census tract 423.12 where this population is about 47 percent. In the study area, percentage of households living in the mobile homes is extremely low. Census tracts 320.56 and 320.61 has 0.6 and 9.0 percent households who live in the mobile homes. In other two census tracts, none of the households live in mobile homes. Closest Mobile Home Parks (MHP) include, San Juan Mobile Estates, Rancho ALipaz, Capistrano Terrace. El Nido, MH Estate, is near the east end of the project. However, no mobile homes are directly adjacent to the project site.

Table 3.7 shows that in the study area census tracts, percentage of owner-occupied homes is much higher than the County. Also, median home values in the study area census tracts are way greater than the City and the County average.

Table 3.7 Household Characteristics in and around the Study Area

	Geography					
	CT 320.23	**CT 320.56**	**CT 320.61**	**CT 423.12**	**City of San Juan Capistrano**	**Orange County**
2010 Census Data[1]						
Owner Occupied	78.7%	74.3%	89.2%	51.8%	74.3%	59.3%
Renter Occupied	21.3%	25.7%	10.8%	48.2%	25.7%	40.7%
2013 – 2017 American Community Survey[2]						
Family Households[3]	F88.9%	85.0%	84.4%	69.2%	72.2%	72.1%
Median Value[4]	$926,400	$704,900	$1,303,100	$433,300	$635,100	$620,500
Vacant Housing Units[4]	6.0%	1.9%	9.7%	1.4%	5.2%	5.2%

Sources:
1. U.S. Census Bureau, 2010 Census, Summary File 1, Table DP-1, Profile of General Population and Housing Characteristic (accessed Nov.7, 2018).
2. American Community Survey data are population estimates based on scientific random sampling techniques. Selected individuals and households are required by law to provide responses (U.S. Census Bureau, 2017).
3. U.S. Census Bureau, 2013-2017 American Community Survey (Households), Table B11016, Household Type by Household Size (accessed Nov. 7, 2018),
4. U.S. Census Bureau, 2013-2017 American Community Survey (Households), Table B11016, Household Type by Household Size (accessed Nov. 7, 2018),

3.2.5 Environmental Consequences

Temporary Construction Impacts to Population and Housing

No Build Alternative

The No Build Alternative is not expected to influence the population and housing because it does not increase or decrease population or housing, change its distribution, affect the household types found in the study area, or affect travel mode choices made by the study area population.

Build Alternative 2

Construction of the Build Alternative 2 would temporarily affect local communities. Temporary construction impacts would include disruption of local traffic patterns and access to residences and businesses; increased traffic congestion; and increased noise, vibration, and dust. As described in Section 4.2, a TMP would be implemented for the project in a cost-efficient and timely manner with minimal interference to the traveling public. The TMP, when implemented, would result in minimized project-related traffic delay and accidents by the effective application of traditional traffic mitigation strategies and innovative combinations of public and motorist information, demand management, incident management, system management, and alternative route and construction strategies.

Permanent Impacts to Population and Housing

No Build Alternative

The No Build Alternative would not impact population and housing, as it does not increase or decrease population or housing, change its distribution, or affect the household types found in the area. Other developments previously approved and not associated with the SR-74 Widening project may be built and may have an effect on population and housing.

Build Alternative 2

The Build Alternative 2 would not increase or decrease population nor housing figures for the area in relation to growth, composition, or demographic since no full property acquisitions are required. As described in Section 2.1.2, the Build Alternative 2 would not allow for increased development beyond what is already planned or approved, nor would it affect the type of housing built in the area. The Build Alternative 2 would improve the traffic conditions in the area to accommodate for the planned and approved growth and development, meeting the purpose and need outlined in Chapter 1. Implementation of the Build Alternative 2 would have no impact on population and housing given that there are no full property acquisitions and they would not affect the level of development in the vicinity of the study area.

3.3 Economic Conditions

This section profiles the current and anticipated future economic conditions of the area surrounding the project and includes an assessment of the potential impacts the project would be expected to have on the economy, including employment, income, businesses, and tax revenues.

3.3.1 Affected Environment

3.3.1.1 Regional Economy

Over the last few decades, Orange County has shifted from farm, mining/logging, and manufacturing toward the service and information sectors. Tourism on its own accounts for nearly 15 percent of the county's employment (California Employment Development Department 2016a and 2017a).

Economic forecasts for the county anticipate continued economic growth and predict increased retail spending by consumers focused in online shopping, apparel stores, and used car lots and service stations.

3.3.1.2 Employment and Income

Orange County economic forecasts anticipate continued job growth, especially in construction, education and health, and professional and business services. According to the San Juan Capistrano Chamber of Commerce, the City has approximately 2,000 businesses that employ 8,800 people. The top five employers for the City are: Costco Wholesale; Fluid Master, Inc.; Endevco; 24 Hour Fitness; and St. Margaret's of Scotland School (City of San Juan Capistrano, November 2017).

The most recent census data estimate median county income at just over $81,000, as previously shown. County incomes are expected to rise in 2018, faster than the California income growth for the second year in a row (*The Orange County Register* 2018). As previously shown in Section 3.1 employment and population are expected to continue to grow into the foreseeable future.

3.3.1.3 Business Activity

The CIA study area is mainly residential, open space, and recreational. No businesses or farms are located in the project area. The non-residential uses near the study area include St. Margaret's Episcopal School, Academy of Defensive Driving, the Oaks Farms (real estate developer), and Ortega Dental Care. Multiple equestrian facilities near the project and surrounding area include ACE Equestrian Blenheim Park, Ortega Equestrian Center, European Equestrian Concepts (horse trainer), Mission Trails Stables, Rancho Mission Viejo Horse Park, Rancho Mission Viejo Riding Park. Some of the sports facilities near the project area include Tartan Field at Nicholas Sports park, Sendero Field, and Reata Park and Event Center. Major tourist destination, Mission San Juan Capistrano is about 1.3 miles east of the Study Area's eastern limit.

3.3.1.4 Fiscal Conditions

Property tax is derived from the assessed value of real property and allocated tax rates throughout Orange County. Table 3.8 shows the assessed value of homes within the four census tracts intersecting within approximately a quarter-mile of the project area within Orange County. In the census tracts near the project, 4 to 19 percent of homes are valued at less than $500,000, compared to 25 percent of homes in Orange County valued at less than $500,000, except in the census tract 423.12, where 43% homes are valued less than the homes in Orange County valued at less than $500,000. The median home value in the census tracts is higher than in the county, ranging from about $660,700 to $1,206,300, compared to $584,200 in Orange County except in the census tract 423.12, where the median home value is lower ($423.100) than in the county. In summary, home values near the project are generally higher than home values elsewhere in the county.

Table 3.8 Home Values within and near the Study Area

Area	CT 320.23		CT 320.56		CT 320.61		CT 423.12		San Juan Capistrano		Orange County	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Less than $149,999	34	1%	41	2%	78	6%	40	3%	651	7%	33,282	6%
$150,000 - $199,999	0	0%	0	0%	28	2%	0	0%	170	2%	8,555	1%
$200,000 - $299,999	85	2%	55	3%	45	3%	296	24%	680	7%	25,569	4%
$300,000 - $499,999	134	3%	307	17%	47	4%	503	40%	1,815	20%	128,985	22%
$500,000 - $999,999	2,125	54%	1,367	75%	279	21%	241	19%	3,491	38%	309,467	53%
$1,000,000 - $1,499,999	1,094	28%	22	1%	270	21%	93	7%	1,297	14%	45,344	8%
$1,500,000 – 1,999,999	225	6%	0	0%	243	18%	16	1%	349	4%	15,545	3%
$2,000,000 and over	203	5%	31	2%	326	25%	54	4%	618	7%	21,804	4%
Total	3,900	--	1,834	--	1,316	--	1,243	--	9,071	--	588,551	--
Median Value[1]	$926,400	--	$704,900	--	$1,303,100	--	$433,300	--	$635,100	--	$620,500	--

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Table B25075 Value Owner-occupied housing (accessed Nov. 15, 2018)
[1]U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Table B25077 Median Value (Dollars) (accessed Nov. 15, 2018)
CT = Census Tract

3.3.2 Environmental Consequences

3.3.2.1 Regional Economy

Temporary Construction Impacts

No Build Alternative

The No Build Alternative is not expected to influence the regional economy or change economic forecasts.

Build Alternative 2

The Build Alternative 2 is not anticipated to have temporary negative economic impacts on the county, city, local neighborhoods, residents, or businesses. The project is also not expected to negatively affect the regional economy. The project would not result in temporary impacts to the regional economy because work activities for the Build Alternative 2 would occur primarily within the State's existing ROW. It is possible there could be a temporary economic benefit to the local economy and businesses as a result of construction crew members working in the area and making personal expenditures, for example lunches at local restaurants and fuel purchases at local gasoline stations.

Permanent Impacts

No Build Alternative

The No Build Alternative is not expected to influence the regional economy or change economic forecasts.

Build Alternative 2

The Build Alternative 2 is not anticipated to have permanent negative impacts on the regional economy.

Cumulative Impacts

Because the Build Alternative 2 is not expected to affect the regional economy, the project would not contribute to cumulative impacts for this resource; therefore, the project contribution to cumulative impacts on the regional economy was not further evaluated.

3.3.2.2 Employment and Income

Temporary Construction Impacts

No Build Alternative

The No Build Alternative would not construct any of the project improvements and, therefore, it would not create new, remove, or change employment or income growth near the project area or in the county.

Build Alternative 2

Temporary short-term construction activities associated with the Build Alternative 2 would not adversely impact local employment or household income.

Permanent Impacts

No Build Alternative

The No Build Alternative is not expected to influence the regional economy or change economic forecasts.

Build Alternative 2

The project would provide benefits from faster, more reliable transportation to and from work for both area residents and commuters. This incremental improvement in mobility along SR-74 could contribute to long-term employment and household income in the local area.

Cumulative Impacts

Because the Build Alternative 2 would not result in permanent negative impacts to local employment and household income, the project would not contribute to cumulative impacts for these resources; therefore, the project's contribution to cumulative impacts for employment and income was not further evaluated.

3.3.2.3 Business Activity

Temporary Construction Impacts

No Build Alternative

The No Build Alternative would not immediately impact regional or local business economies; however, it would result in a continued decline in traffic congestion and reduce traffic throughput. Long-term negative consequences for the regional and local economies are possible. Business activity could suffer as a result of increasing congestion. Customers trying to access businesses in and around the project would likely experience increasing delays on SR-74 as well as local arterial streets as they elect to utilize more circuitous routes to reach their intended destinations (TOAR 2018). This same scenario would likely affect

service deliveries by vendors to area businesses and residents. Likewise, employees enroute to and from work/job sites could also expect longer commute times as a result of increasing congestion.

Build Alternative 2

Temporary construction-related impacts to local businesses along SR-74 would be avoided and minimized with implementation of the project's TMP. The TMP would be coordinated with the City to ensure access to local businesses and associated parking lots are maintained during construction. As a result, temporary impacts to local businesses would be minimal.

Permanent Impacts

No Build Alternative

The No Build Alternative is not expected to influence the regional economy or change economic forecasts because the project occurs entirely within Orange County.

Build Alternative 2

The environment around local businesses in the study area is not anticipated to change as there are no household or commercial relocations associated with the project. The study area is suburban in nature.

Widening of SR-74 under is not expected to negatively affect local business activities. Access to SR-74 would be maintained for east and westbound.

The project would not impact established private commercial parking lots associated with local businesses along SR-74.

Overall, improvements to traffic congestion and safety along the Ortega Highway could benefit businesses by improving accessibility, travel times, and trip reliability. Freight deliveries and goods movement along this segment of the SR-74 also should improve.

Cumulative Impacts

Because the Build Alternative 2 would not result in business displacements or permanent impacts to business activity, the project would not contribute to cumulative impacts for this resource; therefore, the project contribution to cumulative impacts on business activity was not further evaluated.

3.3.2.4 Fiscal Conditions

Temporary Construction Impacts

No Build Alternative

The No Build Alternative would not change existing conditions and would not be expected to impact property values or tax revenue.

Build Alternative 2

The project would not be expected to temporarily impact fiscal conditions, including property values or tax revenues.

Permanent Impacts

No Build Alternative

The No Build Alternative would not involve construction and hence would not change existing fiscal conditions.

Build Alternative 2

The Build Alternative 2 would not be expected to impact property values and resulting tax revenue because the project would not be expected to change demand for residential and/or commercial property. Therefore, the project would not affect assessed property values or taxes. The project would not result in business or residential displacements, change the urban nature of the area, or remove access to SR-74 would be maintained.

Cumulative Impacts

Because the Build Alternative 2 would not be expected to result in changes to property values or tax revenues and since the project is not anticipated to contribute to cumulative impacts for this resource, cumulative impacts on fiscal conditions were not further evaluated.

3.3.3 Avoidance, Minimization, and/or Mitigation Measures

The Build alternative 2 would not affect the regional economy, result in business displacements, affect business activities, or change property values or resulting tax revenue; therefore, no avoidance, minimization, and/or mitigation measures are needed. The Build Alternative 2 could benefit employment and income, which could in turn lead to new jobs through the generation of additional sales revenue in the short term from construction teams.

3.4 Community Facilities and Services

This section describes the community facilities and services available in the area surrounding the project and how the project would be expected to impact these facilities and services, including community resources, emergency services, and utilities.

3.4.1 Affected Environment

3.4.1.1 Community Facilities

No public libraries, community centers, police departments, fire stations, or post offices are located within 0.25 mile of the project area. There are also some churches, parks, and schools but none of them are immediately adjacent to or within the project area. San Juan Hills High School is located near the end of San Juan Creek Road off La Pata Avenue. Harold J. Ambuehl Elementary School for kindergarten through fifth grade (28001 San Juan Creek Road, San Juan Capistrano, CA 92675) is the closest public school to the project area. St. Margaret's Episcopal School (31641 La Novia Avenue, San Juan Capistrano, CA 92675) is the closest private school to the project area. However, neither is within a 0.25 mi radius of the limits of the study area. Reata Park and Event Center is also outside the study area and serves the area near the project.

3.4.1.2 Emergency Services

Ortega Dental Clinic is the only medical service near the project area (about 0.3 mile) but still it is outside of the study area. Fire protection services for the City are provided through a fire services district that is administered and staffed by the Orange County Fire Authority (OCFA). Fire Station No. 7, located approximately 0.5 mi from the project area at 31865 Del Obispo, San Juan Capistrano, currently serves the project area. The OCFA provides emergency vehicles to the project area. The City contracts with the Orange County Sheriff's Department to provide on-site and localized police services. The closest police station, located at 25925 Camino Del Avion, approximately three mi from the project site, currently serves the project area.

3.4.1.3 Utilities

Utilities such as gas, water, sewer, telephone, and electric are present within the project limits, and some may be relocated within the project limits.

3.4.2 Environmental Consequences

3.4.2.1 Community Facilities and Services

Temporary Impacts

No Build Alternative

There are no community facilities (such as schools, libraries, community centers, or law enforcement/fire department stations located within 0.25 mi of the project site. The No Build Alternative would not result in any temporary impacts to community facilities or services. It would not result in any removal or change of access to facilities or services, nor would it

create new demand for community services since no capital improvements are included with this alternative.

Build Alternative 2

As there are no community facilities within 0.25 mi of the project site, the Build Alternative 2 would not impact any community facilities during construction. During construction (short-term), response times for the California Highway Patrol, Orange County Sheriff's Department, and Fire Department may be slightly increased as part of temporary traffic control and traffic delays.

Modifications to the pedestrian system under Build Alternative 2 would include the realignment of the south sidewalk at the intersection of Via Cordova. In this location, the sidewalk would be shifted to the south and reconstructed to provide for the right-turn pocket at this intersection. This would be a short-term inconvenience; however, these short-term impacts are considered less than significant. A new sidewalk would be constructed east of Avenida Siega and would connect to the County sidewalk system to provide continuity. This would be a beneficial effect of the project. With implementation of a TMP, impacts to pedestrian circulation are less than significant.

Alternative 2 would also straighten the existing sidewalk on the north side of SR-74 from Calle Entradero and Via Cordova. This would result in temporary impacts only on community cohesion from a pedestrian movement perspective during construction of the realigned sidewalk. These temporary impacts would be limited, and with implementation of a TMP, temporary construction impacts to pedestrian circulation are considered less than significant.

Permanent Impacts

No Build Alternative

The No Build Alternative would not result in any removal or change of access to facilities or services, nor create new demand for community services since no capital improvements are included with this alternative. However, SR-74 west of the project limits is currently four lanes and upon completion of the County portion, the highway east of the project limits will be four lanes; if not built, a bottleneck results under the No Build Alternative. Therefore, the proposed project would affect access to community facilities and services, since traffic demand will exceed capacity and speeds will vary greatly, which will result in traffic delays. The No Build Alternative would have impact on community facilities and services.

Build Alternative 2

Under Build Alternative 2, the existing sidewalk from Calle Entradero and Via Cordova would be removed; however, it would be reconstructed as part of this alternative. The existing meandering sidewalk would be reconstructed slightly to the north as a straight sidewalk (not curvilinear) within the existing public right-of-way. There would be approximately 12 ft of public land remaining on the north side behind the proposed back of curb. However, a short retaining wall would be required along the existing limit of the public right-of-way, which is delineated by the southern edge of the existing equestrian trail. With this variation, most, if not all, trees within this section along the north side of the roadway would be removed as a part of construction. With replacement of the sidewalk, potential impacts associated with removal of the existing sidewalk are considered less than significant. For landscape enhancements, Aesthetic Mitigations (VIS-2 to VIS-8) will be implemented. Even with Aesthetic Mitigations, potential impacts associated with visual quality after removal of the trees are considered significant.

There would be no significant impact to the existing equestrian trail or signal/pedestrian crossing under Build Alternative 2. Therefore, Build Alternative 2 would not have significant permanent impact on community facilities and services.

3.4.2.2 Emergency Services

Temporary Impacts to Emergency Services

No Build Alternative

The No Build Alternative would not have temporary impacts on response times by emergency responders.

Build Alternative 2

As such, there are no emergency services in the project area. However, if the emergency services have to use this part of the SR-74, there will be some delay during construction due to temporary closures. Per the project's TMP, the project would be required to coordinate with the City and first responders (for example, Orange County Sheriff's Department and California Highway Patrol and OCFA) to avoid and minimize longer response times due to temporary construction-related delays.

Permanent Impacts to Emergency Services

No Build Alternative

SR-74 west of the project limits is currently four lanes and upon completion of the County portion, the highway east of the project limits will be four lanes, resulting in a bottleneck under the No Build Alternative. Therefore, emergency services (police, fire, and emergency vehicle services) may be delayed as traffic congestion worsens and the LOS in the project area declines, resulting in significant impacts to emergency services.

Build Alternative 2

Implementation of Build Alternative 2 is anticipated to result in a positive impact to emergency services by improving the LOS within the project limits and reducing emergency response times. Any sliver takes that include portions of driveways will be reconstructed to meet the new grade of the edge of roadway pavement to allow full and adequate access for emergency services vehicles.

Since the project would not be expected to impact population growth or residential developments, there would not likely be a change in demand for emergency services as a result of the project.

Cumulative Impacts

The Build Alternative 2 would not result in permanent impacts to emergency response times, the project would not contribute to cumulative impacts for this resource; therefore, the project contribution to cumulative impacts on emergency services was not further evaluated.

3.4.2.3 Utilities

Temporary Impacts to Utilities

No Build Alternative

The No Build Alternative would not include any work and, therefore, it would not impact utility services to the community.

Build Alternative 2

The majority of the utilities within the project limits parallel SR-74 or are located under the existing road and do not present conflicts with the improvements identified for the Build Alternative 2. The relocation of the following utilities under roadway would be required as part of the Build Alternatives. There would be a less than significant temporary impact to utilities.

- SDG&E pedestal and SDG&E transformer.
- SDG&E overhead electric line.
- SDG&E overhead line relocated underground.
- CSJC water line east.
- SDG&E line.
- Four AT&T overhead lines.
- Five COX Communication overhead lines.

Some utility relocations may require short-term, limited interruptions of service. The potential exists for construction activities to encounter unexpected utilities within the project limits.

With protection in place during construction for these utilities, Build Alternative 2 would have a less than significant impact on utilities.

Some temporary impacts to emergency response time may occur as part of traffic control and traffic delays during construction. A TMP would be implemented to minimize impacts to all utilities such as power, gas, and sewer, and telephone lines impacted by this project. Therefore, temporary impacts to utilities as result of Build Alternative 2 would be considered less than significant.

Permanent Impacts to Utilities

No Build Alternative

The No Build Alternative does not require construction; therefore, there will be no impacts to utilities.

Build Alternative 2

Utilities would be relocated, replaced, or protected in place during construction of Build Alternative 2. There will be no long-term disruptions in service as a result of utilities within the study area, and there will be no permanent impacts to utilities.

3.4.3 Avoidance, Minimization, and/or Mitigation Measures

The following minimization measures should be implemented:

- Design, construction, and inspection of utilities that would need relocation would be done in accordance with Department's requirements.
- Coordination with the utility providers would be initiated during the preliminary engineering phase of the project and would continue through final design and construction, consistent with Department requirements.
- Coordination efforts would include planning utility rerouting, identifying potential conflicts, ensuring that construction of the proposed project minimizes disruption to utility operations, and formulating strategies for any unanticipated problems that may arise during construction.
- The Department would also coordinate with emergency service providers to avoid delays by ensuring that all providers are aware well in advance of temporary road closures and detours.

Chapter 4: Traffic and Transportation/ Pedestrian and Bicycle Facilities

This chapter describes the transportation-related conditions surrounding the project and the potential impacts the project would be expected to have on these resources, including access, circulation, parking, public transportation, and pedestrian and bicycle facilities.

4.1 Affected Environment

The affected environment includes SR-74 from PM 1.0 to PM 2.1, located in the City of San Juan Capistrano and unincorporated County of Orange in Orange County.

4.1.1 Access, Circulation, and Parking

The existing SR-74 consists of four through lanes from I-5 to approximately 330 ft east of Calle Entradero. It transitions to two through lanes east of Via Cordova to west of Avenida Siega. Within the study area, eastbound SR-74 is accessible from the Reata road (beyond the City/County limits) east of La Pata Avenue/ Antonio Parkway to Calle Entradero. Within the study area, SR-74 intersects with five roadways from the south. They are: Calle Entradero, Via Cordova, Via Cristal, Via Errecarte, and Avenida Siega. North of SR-74, Via Cordova becomes Hunt Club Drive, and Avenida Siega becomes Shade Tree Lane, Via Cristal and Via Errecarte are T-intersections. Additionally, to the north of SR-74, Strawberry Lane, Toyon Drive and Palm Hill Drive provide access to hillside private properties. There are no high occupancy vehicle (HOV) lanes on the SR-74.

There are no existing bicycle facilities within the project limits.

Outside of, but parallel to, the project limits are private equestrian trails identified as the East and West Hunt Club Trails located on the north side of SR-74. The existing East and West Hunt Club Trails, as well as the associated Hunt Club feeder trails located on the north side of SR-74 between the Hunt Club entrances, would be maintained. Siega Trail is on the south side of SR-74 and is located along Avenida Siega. The Siega Trail would also be maintained.

Circulation

SR-74 is a major east-west arterial in south Orange County extending from Interstate I-5 in the City northeast to Riverside County where it intersects with I-15. SR-74 then extends further northeast toward the City of Palm Desert in Riverside County. The existing SR-74

alignment consists of four through lanes from I-5, then turns into three through lanes and then at approximately 330 feet (ft) east of Calle Entradero, the project limit, it transitions to two through lanes. The alignment of the existing roadway imposes driving restrictions such as limited sight distance and difficulties in negotiating sharp curves.

Sidewalks exist intermittently throughout the project area on the north and south sides of SR-74. These sidewalks begin outside the western limits of the project. The existing sidewalk on the south side of SR-74 would be maintained in its current location with the exception of a portion of sidewalk at the intersection of Via Cordova, where the sidewalk would be shifted to the south and reconstructed to provide for the right-turn pocket at this intersection. A new sidewalk would be constructed to the east beyond Avenida Siega and would connect to the planned County sidewalk system to provide continuity and would be consistent with City and County goals.

Class II (striped on-road) bicycle facilities are planned and would be provided on each side of the roadway as part of the 5 ft and 8 ft-wide paved shoulders throughout the project Limits. These facilities would be in conformance with the Orange County Transportation Authority (OCTA) Commuters Bikeways Strategic Plan (CBSP). The City's General Plan states in its Circulation Element that there is the need to promote an extensive public bicycle, pedestrian, and equestrian trails network. These bicycle facilities would comply with the City's goals.

Parking

There are no on street parking spaces on the SR-74 within the project limits. There is some private parking lots for retail spaces. The project would not impact the spaces causing loss of revenue to the City. TCEs have no potential to impact any of the parking spaces Public or private.

Under Build Alternative 2, connections to all existing trails in the vicinity of the project area would be maintained.

Under Build Alternative 2, all utilities such as power, gas, sewer, and telephone lines impacted by this project would be relocated or replaced in-kind within the project limits. The Build Alternative 2 would also rehabilitate the existing pavement. The remaining existing pavement would be ground and overlaid with new rubberized Asphalt Concrete (AC) pavement to provide adequate strength to accommodate the projected 2035 traffic demand.

Travel routes would not permanently change under the Build Alternative 2. Access to neighborhoods and businesses would not be altered and would be maintained under the Build Alternative 2. Existing Eleven (11) Driveways would be altered as a result of the project. Pedestrian facility continuity would be build and sidewalk would change from existing conditions to make it compliant with ADA. The project would add bicycle lane in the project area, identified in the goals for the City's General Plan's Circulation Element OCTA's CBSP. Where required, curbs, and gutters would be reconstructed to meet current ADA standards, which would be a positive benefit to the community.

Cumulative Impacts

The Build Alternative 2 would not result in substantial changes to access, circulation, or parking, the project would not contribute to cumulative impacts for this resource. The development efforts surrounding the project are reflected in the Traffic Study Report (2018) and used by this project (see Appendix B). Therefore, the project contribution to cumulative impacts on access, circulation, and parking was not further evaluated.

4.2 Avoidance, Minimization, and/or Mitigation Measures

The Build Alternative 2 includes implementation of a project TMP as a Project Feature PF TR-1 to address temporary construction-related impacts relating to access and circulation. No additional measures are required because the project would not result in permanent impacts to public access and circulation.

PF-TR-1 **California Department of Transportation (Caltrans) Standard Specification Section 12-4:** A Transportation Management Plan (TMP) will be completed during final design and will be implemented by the Construction Contractor during project construction to address short-term traffic circulation and access effects during project construction. Specifically, during final design, a qualified traffic engineer will prepare the TMP, which will include, but not be limited to, the elements described below to reduce traveler delays and enhance traveler safety during project construction. The TMP will be approved by Caltrans District 12 during final design and will be incorporated into the plans, specifications, and estimates for implementation by the Construction Contractor.

The TMP will detail a plan for the umbrella standard specification of 12-4 Maintaining Traffic and any applicable sections (i.e., 12-4.01 General, 12-

4.02 Traffic Control Systems, 12-4.03 Falsework Openings, and 12-4.04 Pedestrian Facilities, etc.). The TMP will contain, but not be limited to, the following elements intended to reduce traveler delay and enhance traveler safety: a public information/awareness campaign, traveler information strategies, incident management, construction strategies, demand management, and alternate route strategies. These elements will be refined during final design and incorporated in the TMP for implementation during project construction.

Chapter 5: Public Involvement

A Public Hearing (open house format) is scheduled on June 25, 2019, from 5:00 p.m. to 7:00 p.m. at Kinoshita Elementary School located at 2 Via Positiva, San Juan Capistrano, California 92675.

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Imagery: Esri, Digital Globe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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Appendix A: Reasonable Foreseeable Future Projects

Project Title	Project Description	Lead Agency	Project Status
CUSD Offices	Construction of government offices (125,000 gross square feet) at the southerly terminus of Valle Road from San Juan Creek Road.	CUSD	Complete
Pacifica San Juan (SunCal)	Surrounding McCracken Hill and extending south to Camino Las Ramblas. Residential. 411 single-family and multifamily units.	San Juan Capistrano	Under construction
San Juan Meadows	La Novia Avenue. Residential. 196 single-family detached units, 79 single-family attached units, and 165 multifamily units.	San Juan Capistrano	Approved; not constructed
Serra Plaza	Del Obispo Street at Paseo Adelanto. Offices. 45,500 gross square feet.	San Juan Capistrano	Complete
Whispering Hills Estates Planned Community	Single-family dwelling units on the eastern edge of the City by La Pata Avenue.	San Juan Capistrano	Under construction
San Juan Hills High School	West of La Pata Road (Antonio Parkway) and north of San Juan Creek Road. Public high school. 2,000 students.	CUSD	Complete
Villa Montana Apartment Homes	10 ac of the Whispering Hills Estates site. 163-unit apartment development.	San Juan Capistrano	Under review
Junipero Serra Catholic High School	Junipero Serra Road and Camino Capistrano. Private high school. 2,200 students.	San Juan Capistrano	Complete
Honeyman Ranch: Rancho Madrina	Rancho Viejo Road. Residential estate homes. 119 single-family detached units.	San Juan Capistrano	Under construction
Ortega Ranch Offices	Rancho Viejo Road and Ortega Highway. 11-building office complex. 151,272 gross square feet.	San Juan Capistrano	Complete
Mammoth Offices	Rancho Viejo Road at Via Escolar. 2-building office complex. 103,832 gross square feet.	San Juan Capistrano	Complete
Ortega Animal Hospital	Ortega Highway between Rancho Viejo Road and La Novia Avenue. Veterinary clinic and animal boardino. 7,767 oross square feet.	San Juan Capistrano	Complete
Reising Law Offices	Ortega Highway between Rancho Viejo Road and La Novia Avenue. Law offices. 5,963 gross square feet.	San Juan Capistrano	Complete
Rancho Viejo Office Park	Rancho Viejo Road north of Spotted Bull Lane (east side). 47 percent medical office, 53 percent commercial office. 67,720 qross square feet.	San Juan Capistrano	Under review
Valle Ranch	South terminus of Valle Road. Offices. 44,400 gross square feet.	San Juan Capistrano	Complete

Source: City of San Juan Capistrano, 2018.