

**FINAL**

*ENVIRONMENTAL*

*IMPACT REPORT*

*FOR*

*CENTENNIAL*

*GENERAL PLAN*

*SCH NO. 2013041021*

*prepared for:*

*CITY OF SAN  
CLEMENTE*

**Contact:**  
**Jeff Hook, AICP**  
**Principal Planner**

*prepared by:*

*THE PLANNING  
CENTER/DC&E*

**Contact:**  
**Nicole Morse, Esq.**  
**Senior Associate**

*OCTOBER 2013*

**FINAL**

*ENVIRONMENTAL*

*IMPACT REPORT*

*CENTENNIAL GENERAL*

*PLAN*

*SCH NO. 2013041021*

*prepared for:*

*CITY OF SAN  
CLEMENTE*

*9100 Calle Negocio  
Suite 100  
San Clemente, CA 92673  
949.361.6184*

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Jeff Hook, AICP  
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*Contact:  
Nicole Morse, Esq.  
Senior Associate*

*CSL-03.0L*

*OCTOBER 2013*

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**APPENDICES(Provided on the attached CD)**

- A. NOP Comment Letters
- B. Alternative Land Use Plan Traffic Model Data
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# 1. Introduction

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## 1.1 INTRODUCTION

This Final Environmental Impact Report (FEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Sections 21000 et seq.) and CEQA Guidelines (California Administrative Code Section 15000 et seq.).

According to CEQA Guidelines, Section 15132, the FEIR shall consist of:

- (a) The Draft Environmental Impact Report (DEIR) or a revision of the Draft;
- (b) Comments and recommendations received on the DEIR either verbatim or in summary;
- (c) A list of persons, organizations, and public agencies comments on the DEIR;
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- (e) Any other information added by the Lead Agency.

This document contains responses to comments received on the DEIR for the San Clemente Centennial General Plan during the public review period, which began July 16, 2013, and closed August 29, 2013. This document represents the independent judgment of the Lead Agency. This document and the circulated DEIR comprise the FEIR, in accordance with CEQA Guidelines, Section 15132.

## 1.2 FORMAT OF THE FINAL ENVIRONMENTAL IMPACT REPORT

This document is organized as follows:

**Section 1, Introduction.** *This* section describes CEQA requirements and content of this FEIR.

**Section 2, Response to Comments.** This section provides a list of agencies and interested persons commenting on the DEIR; copies of comment letters received during the public review period, and individual responses to written comments. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (A1 through A8 for letters received from agencies). Each comment and corresponding response is numbered with reference to the comment letter. (A1- 1, A1-2, etc.).

**Section 3. Revisions to the Draft EIR.** This section contains revisions to the DEIR text and figures as a result of the comments received by agencies and interested persons listed in Section 2, and/or errors and omissions discovered subsequent to release of the DEIR for public review.

## 1. Introduction

The responses to comments contain information and revisions that will be added to the text of the FEIR. City of San Clemente staff and EIR consultant have determined that the revisions and additional information do not constitute the type of significant new information that requires recirculation of the DEIR for further public comment under CEQA Guidelines Section 15088.5. The new information will not result in a significant new environmental impact not previously disclosed in the DEIR. Additionally, none of this information indicates there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that any of the other circumstances requiring recirculation described in Section 15088.5 would occur.

### 1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204 (a) outlines parameters for submitting comments, and reminds persons and public agencies that the focus of review and comment of DEIRs should be “on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. According to the CEQA Guidelines, “CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.”

CEQA Guidelines Section 15204 (c) further advises, “Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.” Section 15204 (d) also states, “Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency’s statutory responsibility.” Section 15204 (e) states, “This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section.”

In accordance with CEQA, Public Resources Code Section 21092.5, copies of the written responses to public agencies will be forwarded to those agencies at least 10 days prior to certifying the environmental impact report. The responses will be forwarded with copies of this FEIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on DEIRs.

## 2. Response to Comments

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Section 15088 of the CEQA Guidelines requires the Lead Agency (City of San Clemente) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the DEIR and to prepare written responses to those comments.

This section provides all written responses received on the DEIR and the Lead Agency's responses to each comment.

Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the DEIR are excerpted in this document, the sections are shown indented. Changes to the DEIR text are shown in underlined text for additions and ~~strikeout text~~ for deletions.

Table 2-1 shows a list of agencies and interested parties that submitted comments on the DEIR during the public review period. Note that comments received during the Notice of Preparation (NOP) of the DEIR were addressed in Section 1.7, Areas of Controversy of the DEIR. Table 1-4 of the DEIR lists the correspondence in response to the NOP, a summary of comments, and the location of where the comment was addressed in the DEIR. This table is updated herein, in Section 3.2, DEIR Revisions in Response to Written Comments.

**Table 2-1 List of Commenters**


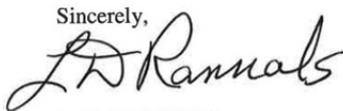
Number Reference	Commenting Person/Agency	Date of Comment	Page No.
<b>Agencies &amp; Organizations</b>			
A1	United States Marine Corps	August 12, 2013	2-3
A2	The Gas Company	July 11, 2013	2-9
A3	OC Public Works	August 28, 2013	2-13
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A6	State of California Native American Heritage Commission	July 29, 2013	2-31
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## 2. Response to Comments

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## 2. Response to Comments

LETTER A1 – United States Marine Corps – Camp Pendleton (2 pages)

	<p><b>UNITED STATES MARINE CORPS</b> MARINE CORPS INSTALLATIONS WEST-MARINE CORPS BASE BOX 555010 CAMP PENDLETON, CALIFORNIA 92055-5010</p>	<p>5700 CPLO 12 AUG 13</p>
<p>Mr. Jeff Hook Principal Planner City of San Clemente Planning Department 910 Calle Negocio, Suite 100 San Clemente, CA 92673</p>		
<p>Dear Mr. Hook:</p>		
<p>This letter is submitted in response to your Notice of Availability of a Draft Environmental Impact Report (Draft EIR) for the City of San Clemente Centennial General Plan announced on July 12, 2013. This correspondence provides comments on the subject Draft EIR from Marine Corps Base (MCB) Camp Pendleton.</p>		
<p>As you may recall, MCB Camp Pendleton previously submitted comments on the San Clemente General Plan Update in May of this year in response to the City's Notice of Preparation (NOP) and Scoping Meeting announcement of April 4, 2013. This letter provides additional comments from MCB Camp Pendleton that primarily address the Draft EIR.</p>		
<p>A summary of Camp Pendleton's comments is contained in enclosure (1). Should you have any questions with respect to these comments, the primary point of contact for this matter is the undersigned at (760) 725-6513. Thank you for the opportunity to review and comment on this Draft EIR.</p>		
<p>Sincerely,  L. D. RANNALS Community Plans &amp; Liaison Officer MCI-West &amp; MCB Camp Pendleton By direction of the Commanding General</p>		
<p>Enclosure</p>		
<p>Copy to: Chief of Staff AC/S G-7</p>		
<p>RECEIVED AUG 15 2013</p>		

A1-1

## 2. Response to Comments

Page 1

Comment #	Page, Section, Para.	Comments	
1	APPENDIX B	A copy of MCB Camp Pendleton's comment letter submitted to the San Clemente Planning Department on May 6, 2013 regarding the NOP was not included in Appendix B nor listed in section B1 "NOP Comments from Agencies" of the Draft EIS. Recommend Camp Pendleton's previous May 6 <sup>th</sup> correspondence and NOP comments be added to Appendix B.	A1-2
2	Executive Summary; Table 1-4; page 1-14	The same comment as addressed above in item #1 applies here as well. MCB Camp Pendleton's comments on the NOP and Scoping Meeting were not listed in Table 1-4 as other agency comments were. Recommend this oversight be corrected in the next iteration of the EIS.	A1-3
3	Section 5-10 NOISE; page 5.10-14	Under the paragraph entitled: <b>Marine Corps Base Camp Pendleton (MCBCP)</b> , revise the 3 <sup>rd</sup> sentence to read as follows: "Noise from Camp Pendleton is due to aircraft flight operations and the use of military weapon systems during training operations within the Base's Ranges and Live Fire Maneuver Areas."  Delete the final sentence of this paragraph and replace it to read as follows: "This is because noise modeling for the RCUZ is based on noise exposure occurring over a 24-hour period, rather than on the impact of a single noise event. Thus, the projected noise due to aircraft flight operations and heavy weapons use within the Base does not encroach upon the City of San Clemente."	A1-4
4	Section 5-10 NOISE; page 5.10-29	Under the <b>Impact 5.10-5</b> paragraph on this page, revise the 3 <sup>rd</sup> sentence to read as follows: "The projected noise due to aircraft flight operations and heavy weapons use within the Base does not encroach upon the City of San Clemente; thus, the City is outside Noise Zone 2 contours."	A1-5
5	General	As was pointed out in our previous May 6 <sup>th</sup> comments on the NOP, there are numerous places throughout this document (most frequently noted in the Land Use sections) that refer to the San Onofre State Beach as the "open space" land area located to the east and southeast of the City boundary. This wording is then usually followed with the statement that "beyond that narrow open space corridor is the largely undeveloped Camp Pendleton Marine Corps Base."  <b>Comment:</b> In fact, it is Marine Corps Base Camp Pendleton that borders the City of San Clemente on the City's east and southeast sides. Camp Pendleton is federal property; and all the land that Camp Pendleton occupies is owned by the Department of the Navy. There is no State-owned land on Camp Pendleton, which some readers of this EIR document may draw as a conclusion based on the manner in which the City's southeastern surrounding land uses are described. As the City knows, a portion of Camp Pendleton adjacent to the city boundary has been temporarily leased to the State of California for use as a State Park. The San Onofre State Beach is simply a temporary land use on Camp Pendleton. It's recommended that those sections of the EIR which discuss this matter be revised to reflect the State Park's lease status and make it clear that MCB Camp Pendleton is, in fact, the property located to the east and southeast of the City.	A1-6

ENCLOSURE (1)

## 2. Response to Comments

### A1. Response to Comments from United States Marine Corps, L. D. Rannals, Community Plans & Liaison Officer, dated August 12, 2013.

A1-1 This letter states the comments are provided on the DEIR and were provided on the NOP on May 6, 2013. We apologize that the NOP comment letter was left out of the DEIR. The letter has been incorporated in Table 1-4, Section 3.2 and Appendix A, herein.

A1-2 Per MCB Camp Pendleton's request, Appendix B of the DEIR has been updated to include the May 6, 2013, NOP Comment Letter and is included in Appendix A, herein.

A1-3 Per MCB Camp Pendleton's request, Table 1-4 of the DEIR has been updated to include the May 6, 2013, NOP Comment Letter, as follows:

<u>United States Marine Corps – Camp Pendleton</u>	<u>Project: Surrounding Land Use; Hazards; Noise</u>	<ul style="list-style-type: none"> <li>• <u>Properly characterize adjacent federal land and lease to the San Onofre State Beach.</u></li> <li>• <u>Properly identify the heliport.</u></li> </ul>	<u>Section 3, Project Description; Section 4, Environmental Setting; Section 5.9, Land Use; Section 5.10, Noise</u>
--	--	---	---

A1-4 Some of the requested revisions inaccurately change the conclusions of the DEIR. However, we have incorporated revisions that make sense for clarification. Per MCB Camp Pendleton's request, Section 5-10 at Page 5.10-14 of the DEIR has been revised as follows:

#### *Marine Corps Base Camp Pendleton (MCBCP)*

Camp Pendleton is located south and east of the City limits. This Marine Corps installation is a 24/7, live-fire military installation that supports the full spectrum of Marine Corps ground, amphibious, and aviation training activities. Noise from Camp Pendleton is due to aircraft ~~flight operations overflights~~ and the use of military ~~weapon systems during training operations within the Base's Ranges and Live Fire Maneuver Areas.~~ ~~equipment at the Air Station.~~ The Range Compatible Use Zone (RCUZ) Study defines noise zones for planning purposes to prevent conflicts with noise-sensitive land uses (Pendleton 2007). Noise Zone 1 is the lowest noise zone representing a level of noise that does not pose any hazard. Noise Zone 2 represents the area where noise may at times interfere with speech, sleep, or the ability to hear television and radio shows. Generally, residential development is not recommended within Noise Zone 2. According to the RCUZ study, the City is outside the Noise Zone 2 contours. Noise modeling for the RCUZ is based on noise exposure occurring over a 24-hour period, rather than on the impact of a single noise event. The projected noise due to aircraft and heavy weapons use within do not reach City of San Clemente limits remain below Noise Zone 2 contours, which are levels that interfere with speech, sleep, or the ability to hear television and radio shows.

## 2. Response to Comments

- A1-5 Some of the requested revisions inaccurately change the conclusions of the DEIR. However, we have incorporated revisions that make sense for clarification. Per MCB Camp Pendleton's request, Section 5-10 at Page 5.10-29 of the DEIR has been revised as follows:

As discussed in the "Existing Conditions" section above, Camp Pendleton is east of City limits. Figure 5.10-5 shows the base's projected noise zones. According to the RCUZ study, the City is outside the Noise Zone 2 contours. The projected noise due to aircraft flight operations and heavy weapons use within City of San Clemente is outside the limits remain below Noise Zone 2 contours, ~~which are levels that interfere with speech, sleep, or the ability to hear television and radio shows.~~

- A1-6 Per MCB Camp Pendleton's request, the following sections have been revised:

Section 4.2.1, Regional Location at Page 4-1 of the DEIR has been revised as follows:

The City of San Clemente is in the southeastern corner of Orange County. As shown on Figure 3-1, *Regional Vicinity*, San Clemente is surrounded by the Pacific Ocean to the southwest; the cities of Dana Point and San Juan Capistrano to the northwest; unincorporated areas of Orange County to the north; and ~~San Onofre State Beach and Camp Pendleton in unincorporated San Diego County to the southeast.~~ Camp Pendleton is federal property that leases land adjacent to San Clemente to the State for use as a State Park (San Onofre State Beach). The City's incorporated boundaries encompass approximately 18.4 square miles or 11,754 acres. Regional access to the City is provided by Interstate 5 (I-5), which bisects the City, connecting it with other Orange County communities, Los Angeles County to the northwest, and San Diego County to the southeast. A rail line used by Metrolink and Amtrak also traverses the City, parallel and adjacent to the Pacific Ocean.

Section 5.9.1, Environmental Setting at Page 5.9-1 of the DEIR has been revised as follows:

The city of San Clemente is in the southeastern corner of Orange County. As shown in Figure 3-1, *Regional Vicinity Map*, San Clemente is surrounded by the Pacific Ocean to the southwest; the cities of Dana Point and San Juan Capistrano to the northwest; unincorporated areas of Orange County to the north; and ~~San Onofre State Beach and Camp Pendleton in unincorporated San Diego County to the southeast.~~ Camp Pendleton is federal property that leases land adjacent to San Clemente to the State for use as a State Park (San Onofre State Beach). An aerial photograph of the City and surrounding area is shown in Figure 3-2, *Citywide Aerial*.

Section 5.9.1, Environmental Setting at Page 5.9-2 of the DEIR has been revised as follows:



## 2. Response to Comments

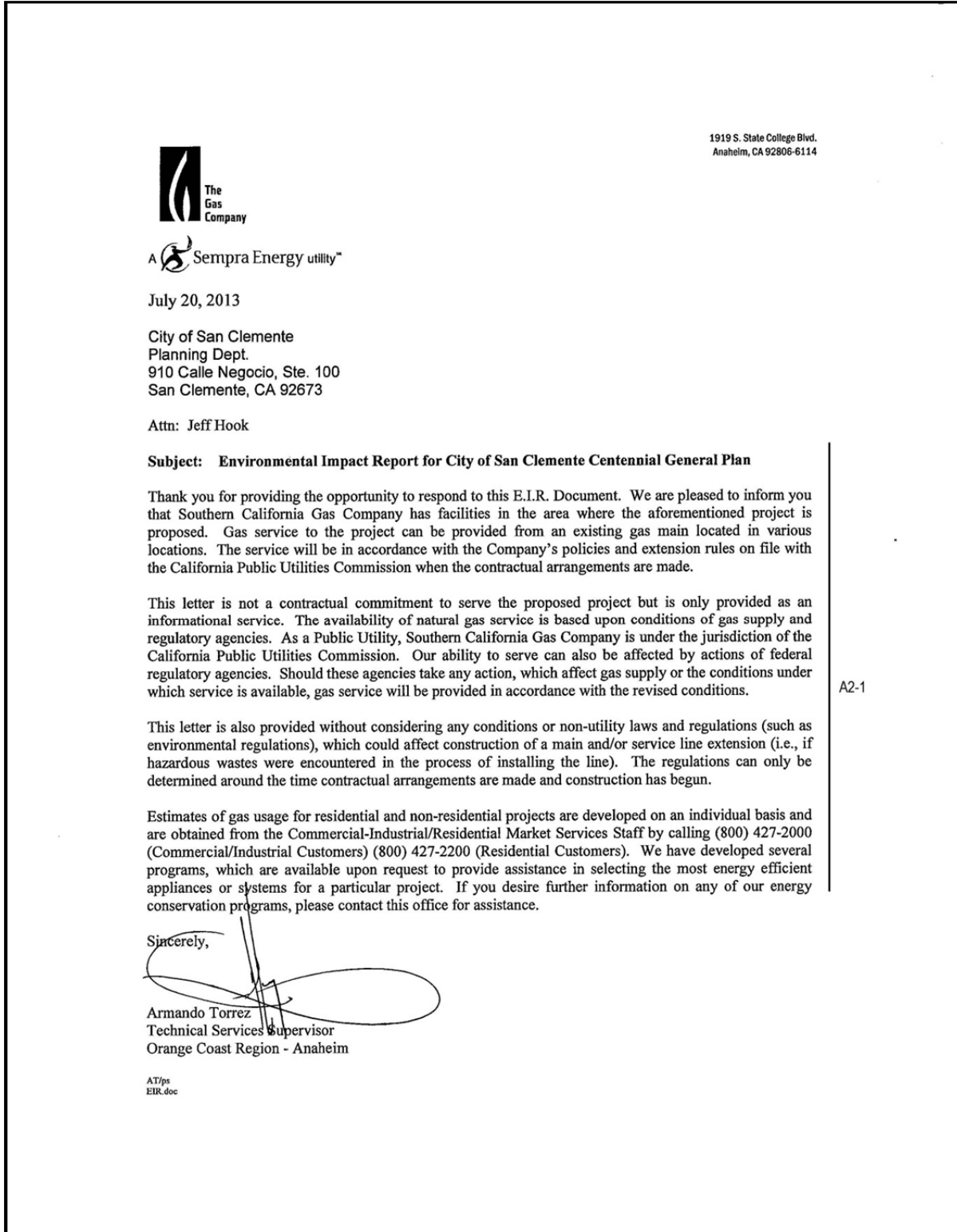
San Clemente is at the southernmost end of Orange County. Adjacent developed urban areas are limited to the northwest, which consists of residential neighborhoods in the cities of Dana Point and San Juan Capistrano. To the north, the City is surrounded by undeveloped hillside areas in San Juan Capistrano and unincorporated Orange County. To the east and southeast is San Diego County, and the City is adjacent to open space and undeveloped land at ~~San Onofre State Beach. Directly beyond that narrow open space corridor, which follows San Mateo Creek, is the largely undeveloped~~ Camp Pendleton Marine Corps Base (see Figure 3-2, *Citywide Aerial*).

## 2. Response to Comments

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## 2. Response to Comments

LETTER A2 – The Gas Company (1 page)



## 2. Response to Comments

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## 2. Response to Comments

**A2. Response to Comments The Gas Company, Armando Torrez, Technical Services Supervisor, dated July 20, 2013.**

A2-1 The Gas Company indicated that existing natural gas infrastructure serves the project area, but acknowledged that natural gas service is affected by regulatory conditions and overall availability of supply. Comment noted; no response is necessary.

## 2. Response to Comments

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## 2. Response to Comments

LETTER A3– OC Public Works (1 pages)



**Ignacio G. Ochoa, P.E., Interim Director**  
300 N. Flower Street  
Santa Ana, CA 92703  
P.O. Box 4048  
Santa Ana, CA 92702-4048  
Telephone: (714) 667-8800  
Fax: (714) 967-0896

NCL 13-033

August 28, 2013

Mr. Jeff Hook, Principal Planner  
City of San Clemente/Planning Department  
910 Calle Negocio, Suite 100  
San Clemente, California 92673

**SUBJECT:** Notice of Availability of a Draft Environmental Impact Report in Compliance with Title 14, Section 15082(a) of the California Code of Regulations for the City of San Clemente Centennial General Plan

Dear Mr. Hook:

The County of Orange has reviewed the Notice of Availability of a Draft Environmental Impact Report in Compliance with Title 14, Section 15082(a) of the California Code of Regulations for the San Clemente Centennial General Plan located in City of San Clemente and has no comments at this time. We would like to be advised of any further developments, please keep us on the distribution list for future notifications related to this project.

A3-1

Sincerely,

A handwritten signature in blue ink, appearing to read 'Polin Modanlou', is written over a horizontal line.

Polin Modanlou, Manager  
Strategic Land Planning Division  
OC Public Works/OC Planning Services  
300 North Flower Street  
Santa Ana, California 92702-4048  
[Polin.modanlou@ocpw.ocgov.com](mailto:Polin.modanlou@ocpw.ocgov.com)

PM/yj



## 2. Response to Comments

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## 2. Response to Comments

**A3. Response to Comments from OC Public Works, Polin Modanlou, Manager, dated August 28, 2013.**



A3-1 OC Public Works indicated that they reviewed the Notice of Availability of a Draft EIR for the Centennial General Plan and have no comments at this time. The City will include OC Public Works on the distribution list for further notices related to the Centennial General Plan EIR. No response is necessary.

## 2. Response to Comments

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## 2. Response to Comments

LETTER A4 – State of California State Clearinghouse (2 pages)

 EDMUND G. BROWN JR. GOVERNOR	<p>STATE OF CALIFORNIA <b>GOVERNOR'S OFFICE of PLANNING AND RESEARCH</b> STATE CLEARINGHOUSE AND PLANNING UNIT</p>	 KEN ALEX DIRECTOR
--	--	---

August 29, 2013

Jeff Hook  
City of San Clemente  
910 Calle Negocio, Suite 100  
San Clemente, CA 92673

Subject: San Clemente Centennial General Plan  
SCH#: 2013041021

Dear Jeff Hook:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 28, 2013, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.


Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

  
Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044  
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

<b>RECEIVED</b>
SEP 3 2013
SAN CLEMENTE PLANNING DIVISION

A4-1

## 2. Response to Comments

<b>Document Details Report</b>			
<b>State Clearinghouse Data Base</b>			
<b>SCH#</b>	2013041021		
<b>Project Title</b>	San Clemente Centennial General Plan		
<b>Lead Agency</b>	San Clemente, City of		
<hr/>			
<b>Type</b>	EIR Draft EIR		
<b>Description</b>	The proposed project is a new San Clemente "Centennial" General Plan that meets CA Code requirements for a general plan, a Strategic Implementation Program that implements the goals and policies of the General Plan, a Climate Action Plan, and the San Clemente Bicycle and Pedestrian Master Plan. The proposed General Plan revises the 1993 General Plan land use map, elements required by the State of CA, and optional elements. The exception is the Housing Element, which was adopted separately in July 2011.		
<hr/>			
<b>Lead Agency Contact</b>			
<b>Name</b>	Jeff Hook		
<b>Agency</b>	City of San Clemente		
<b>Phone</b>	949 361 6184	<b>Fax</b>	
<b>email</b>			
<b>Address</b>	910 Calle Negocio, Suite 100		
<b>City</b>	San Clemente	<b>State</b>	CA <b>Zip</b> 92673
<hr/>			
<b>Project Location</b>			
<b>County</b>	Orange		
<b>City</b>	San Clemente		
<b>Region</b>			
<b>Lat / Long</b>	33° 27' 3" N / 117° 36' 28" W		
<b>Cross Streets</b>	Citywide		
<b>Parcel No.</b>			
<b>Township</b>	8/9S	<b>Range</b>	7W <b>Section</b> Varies <b>Base</b> SBB&M
<hr/>			
<b>Proximity to:</b>			
<b>Highways</b>	SR-1, 74		
<b>Airports</b>	No		
<b>Railways</b>	Amtrak/Metrolink		
<b>Waterways</b>	Pacific Ocean, Prima Deshecha Canada, etc.		
<b>Schools</b>	Various		
<b>Land Use</b>	Various		
<hr/>			
<b>Project Issues</b>	Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues; Aesthetic/Visual		
<hr/>			
<b>Reviewing Agencies</b>	Resources Agency; California Coastal Commission; Department of Conservation; Department of Fish and Wildlife, Region 5; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Management Agency, California; California Highway Patrol; Caltrans, District 12; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 9; Native American Heritage Commission; Public Utilities Commission		
<hr/>			
<b>Date Received</b>	07/15/2013	<b>Start of Review</b>	07/15/2013 <b>End of Review</b> 08/28/2013

## 2. Response to Comments

**A4. Response to Comments from State of California State Clearinghouse, Scott Morgan, Director, State Clearinghouse, dated August 29, 2013.**

A4-1 The State Clearinghouse forwarded comments from agencies that mailed comments on the Centennial General Plan DEIR. These comment letters have been addressed individually in this FEIR as follows:


- Native American Heritage Commission is addressed in Response A6.
- State of California Public Utilities Commission is addressed in Response A7.


## 2. Response to Comments

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## 2. Response to Comments

LETTER A5 - State of California Department of Transportation (6 pages)

<p>STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY</p> <p><b>DEPARTMENT OF TRANSPORTATION</b> DISTRICT 12 3347 MICHELSON DRIVE, SUITE 100 IRVINE, CA 92612-8894 PHONE (949) 724-2000 FAX (949) 724-2019 TTY 711 www.dot.ca.gov</p>	<p>EDMUND G. BROWN Jr., Governor</p>  <p><i>Flex your power! Be energy efficient!</i></p>
---	--



August 26, 2013

**FAX & MAIL**

Mr. Jeff Hook City of San Clemente 910 Calle De Negocio San Clemente, California 92673	File: IGR/CEQA SCH#: 2013041021 IGR Log # 3170-A I-5
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Dear Mr. Hook:

Thank you for the opportunity to review and comment on the **Draft Environmental Impact Report (EIR) for the City of San Clemente's "Centennial" General Plan**. The proposed project meets the California code requirements for a general plan, a Strategic Implementation Program that implements the goals and policies of the General Plan, a Climate Action Plan, and the San Clemente Bicycle and Pedestrian Master Plan. The proposed General Plan revises the 1993 General Plan land use map, elements required by the State of California, and optional elements. The exception is the Housing Element, which was adopted separately in July 2011.

**The Department of Transportation (Department) is a responsible agency** on this project and has the following comments:

1. Our comments in our previous NOP comment letter dated May 7, 2013 (copy attached) regarding the use of Highway Capacity Manual (HCM) methodology for all State transportation facilities are still standing. "The use of HCM is preferred by the Department because it is an operational analysis as opposed to the Intersection Capacity Utilization (ICU) method, which is a planning analysis. All HCM input sheets, assumptions and volumes on State Facilities should be submitted to the Department for review and approval. The EIR should include appropriate mitigation measures to offset any potential impacts."  
The Department's Guide for the Preparation of Traffic Impact Studies which is available at: <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf> can provide further discussion on analyzing traffic impacts to the State transportation system.

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A5-1

## 2. Response to Comments

Mr. Jeff Hook  
August 26, 2013  
Page 2

2. All impact evaluation under CEQA should analyze the State Highway Facilities that have reasonable nexus, in addition to the ramps and intersections analyzed under this DEIR, for potential direct and cumulative impacts and adequate mitigation measures: A5-2

- Freeway Segments (Basic, Weaving, Merge and Diverge)
- Multi-Lane Highways

3. The Department is concerned with the additional traffic onto freeway off /on ramps and the queuing effects onto the mainline and the adverse operational and safety impacts. Therefore a queuing analysis should be submitted for review and comments on all ramps within the study area to ensure that traffic would not back up from the off ramp to I-5 mainline and that on ramps would have sufficient vehicular storage. A5-3

4. The analysis should include a discussion on bike traffic as it crosses I-5, considering that the City plans to improve various city streets. A5-4

5. The traffic study should include a discussion on coordinating with the Department's existing and planned projects. A5-5

6. Please submit the additional requested analysis and information including all input sheets, assumptions and volumes on State facilities to the Department for review and comments prior to finalizing and certifying the EIR. A5-6

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Maryam Molavi at (949) 724-2267.

Sincerely,



MAUREEN EL HARAKE  
Branch Chief, Regional-Community-Transit Planning  
District 12

C: Scott Morgan, Office of Planning and Research

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## 2. Response to Comments

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

### DEPARTMENT OF TRANSPORTATION

District 12  
3347 Michelson Drive, Suite 100  
Irvine, CA 92612-8894  
Tel: (949) 724-2241  
Fax: (949) 724-2592



*Flex your power!  
Be energy efficient!*

May 7, 2013

Jeff Hook  
City of San Clemente  
910 Calle De Negocio  
San Clemente, California 92673

File: IGR/CEQA  
SCH#: None  
I-5

IGR log # 3170

**Subject: City of San Clemente Centennial General Plan**

Dear Mr. Hook,

Thank you for the opportunity to review and comment on the **Notice of Preparation for a Draft Environmental Impact Report (EIR) for the City's General Plan. The City of San Clemente is preparing a new General Plan.** The proposed project is a new San Clemente "Centennial" General Plan that meets the California code requirements for a general plan, a Strategic Implementation Program that implements the goals and policies of the General Plan, a Climate Action Plan, and the San Clemente Bicycle and Pedestrian Master Plan. The proposed General Plan revises the 1993 General Plan land use map, elements required by the State of California, and optional elements. The exception is the Housing Element, which was adopted separately in July 2011.

A5-7

**The Department of Transportation (Department) is a responsible agency on this project and we have the following comments:**

1. The General Plan should include language requiring the City to develop policies stressing coordination between the City and the Department early in the land use and transportation planning process.
2. The Department supports General Plans that foster efficient land-use pattern that (a) support improved mobility and reduced dependency on single-occupant vehicle trips, (b) accommodates an adequate supply of housing for all incomes, (c) reduce impacts on valuable habitat, productive farmland, and air quality, (d) increase resource use efficiency, and (e) result in safe and vibrant neighborhoods. The Department recognizes that non-motorized travel is a vital element of the transportation system and therefore, encourages communities to make pedestrian and bicycle activity possible, thus expanding transportation options, and creating a streetscape that better serves a range of users: pedestrians, bicyclists, transit riders, and automobiles.
3. The Department's Traffic Operations Branch requests all traffic analysis be based on the method outlined in the latest version of the Highway Capacity Manual (HCM) when analyzing traffic impacts on State Transportation Facilities including but not limited to freeway segments, highway segments, intersections, on or off ramps (weaving, queuing, merging and diverging). The use of HCM is preferred by the Department because it is an

A5-8

A5-9

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## 2. Response to Comments

operational analysis as opposed to the Intersection Capacity Utilization (ICU) method, which is a planning analysis. In the case of projects that have direct impacts on State Facilities, the Department recommends that the traffic impact analysis be based on HCM method. Should the project require an encroachment permit, Traffic Operations may find the Traffic Impact Study based on ICU methodology inadequate resulting in possible delay or denial of a permit by the Department. All input sheets, assumptions and volumes on State Facilities including ramps and intersection analysis should be submitted to the Department for review and approval. All environmental documents should include appropriate mitigation measures to offset any potential impacts. The traffic impact on the state transportation system should be evaluated based on the Department's Guide for the Preparation of Traffic Impact Studies which is available at:

A5-9  
cont'd

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>.

4. The General Plan should acknowledge the Departments' standard of maintaining a target Level of Service (LOS) at the transition between LOS C and LOS D on State highway facilities. Any degradation of the LOS past this threshold should be mitigated to bring the facility back to the baseline/existing condition. For future projects that may impact State facilities, we recommend that early coordination be done between the Department and the City to fully address level of significance thresholds (transition between LOS C and D) and appropriate methods for analyzing impacts (LOS vs. Hours of Delay).

A5-10

5. This project has the potential to significantly impact the freeways mainline and interchanges, ramps and intersections. Impacts of development causing operating conditions to deteriorate to deficient levels of service, or impacts adding to an existing deficient level of service condition require mitigation.

A5-11

6. The Department has interest in working cooperatively to establish a Traffic Impact Fee (TIF) program to mitigate such impacts on a "fair share" basis. Local development project applicants would pay their "fair share" to an established fund for future transportation improvements on the state highway system. If there is an existing TIF program, it can be amended to include mitigation for the state highway system or a new TIF program may be considered. The Department requests the opportunity to participate in the TIF for state highway improvements development process.

A5-12

7. The Department has an established methodology standard used to properly calculate equitable project share contribution. This can be found in Appendix B of the Department's Guide for the Preparation of Traffic Impact Studies which is available at:

A5-13

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>.

8. For CEQA purposes, the Department does not consider the Congestion Management Plan (CMP) significance threshold of an increase in v/c more than 1% ramps or 3% for mainline appropriate. For analysis of intersections connecting to State facilities, ramps and freeway mainline, we recommend early coordination occur to discuss level of significance thresholds related to traffic and circulation.

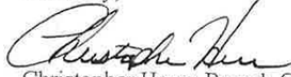
A5-14

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## 2. Response to Comments

Please continue to keep us informed of any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Maryam Molavi at (949) 724-2267. A5-15

Sincerely,



Christopher Herre, Branch Chief  
Local Development/Intergovernmental Review

C: Scott Morgan, Office of Planning and Research

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## 2. Response to Comments

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## 2. Response to Comments

### A5. **Response to Comments from State of California, Department of Transportation, Maureen El Harake, Branch Chief, dated August 26, 2013.**

A5-1 The DEIR used the adopted thresholds of significance of the City of San Clemente, which as lead agency has authority to determine its preferred analysis methodologies and thresholds of significance. Based on the analysis of state facilities conducted in accordance with adopted City of San Clemente methodologies and criteria of significance, one impact to state facilities would occur at Avenida Vista Hermosa and I-5 Northbound on/off-ramp under three of the buildout scenarios (the No Foothill Transportation Corridor (FTC), the FTC with Tesoro Extension (Tesoro Extension), and Tesoro Extension with Road Diet Alternative. As shown on Table 5.14-15, Page 5.14-55 of the DEIR, the City has incorporated mitigation for this impact to restripe the eastbound right turn lane on Avenida Vista Hermosa to an eastbound shared through-right lane at the ramp and an eastbound through lane at the intersection. This mitigation may require realignment and restriping of Avenida Vista Hermosa in the eastbound direction to provide shared through-right striping at the ramp and a third through lane at the intersection. Note also that the City Council will be considering the Alternative Land Use Plan Alternative as recommended by the Planning Commission. Adoption of this alternative would eliminate impacts to Avenida Vista Hermosa and the I-5 (see Appendix B herein).

Although HCM methodology is preferred by Caltrans, under CEQA, the lead agency has authority to determine its preferred analysis methodologies and thresholds of significance for determining impacts. CEQA does not give Caltrans authority to require that the City use a particular threshold of significance standard, and conversely, the City does not have the right to require that Caltrans use a particular threshold. (See CEQA Guidelines Section 15050, which provides that the lead agency's determination of whether to prepare an EIR "shall be final and conclusive for all persons including responsible agencies...") Under CEQA, the City as lead agency is required to consult with Caltrans, which was done through the NOP process in accordance with City of San Clemente guidelines and CEQA requirements.

A5-2 Based on a thorough review of congestion at nearby state facilities and policies and objectives stated for the proposed Centennial General Plan, a main-line and weaving analysis was not conducted. Tables 10-2 and 10-3 and Figures 10-11 and 10-12 of the California Department of Transportation Mobility Performance Report 2010 show the top 10 bottlenecks and congested segments during the AM and PM peak periods in Orange County. None of these locations are adjacent to the City of San Clemente. The Centennial General Plan would allow for a limited amount of growth and is intended to provide additional employment opportunities within the City to create a more robust jobs/housing balance reducing vehicle miles traveled. Therefore, further analysis of the freeways is not necessary.

## 2. Response to Comments

Further, an analysis of regional freeway congestion would be more appropriate at either a regional level such as the Regional Transportation Plan (Countywide) or a project level analysis where specific impacts can be attributed to specific projects.

A5-3 Refer to Response to Comment A5-1. The DEIR for the Centennial General Plan is a Program DEIR that evaluates impacts associated with changes to land uses within the City and the maximum intensity that would be allowed. Under CEQA, a Program EIR is prepared for a series of related actions that are characterized as one large project or program (CEQA Guidelines Section 15168). This is less detailed than a Project EIR, which evaluates impacts of a specific development. An EIR on a project such as the adoption of the General Plan should focus on the secondary effects that can be expected to follow from the adoption, but need not be as detailed as an EIR on specific facilities, including queuing on all freeway off/on ramps (CEQA Guidelines Section 15146). All future development projects will be subject to CEQA and require more specific traffic analysis, which would include an analysis of freeway queuing.

A5-4 The Bicycle and Pedestrian Master Plan (BPMP) is part of the project and was evaluated in the DEIR. The BPMP establishes goals and policies for San Clemente's system of bike pedestrian facilities and identifies the need to integrate with the existing system of regional bikeways in the southern Orange County area. The BPMP also identifies areas needed for improvement to provide greater connectivity. The City allows for safe crossing of the I-5 by bicycles and pedestrians at several locations with pedestrian-accommodating bridges and undercrossings away from interchanges, including at Avenida Vaquero, Avenida Palizada, a bridge connecting Avenida Del Presidente and El Camino Real, and at Avenida San Luis Rey, as well as a pedestrian bridge at Concordia Elementary School. The BPMP recommends measures to enhance freeway crossing safety by painting bicycle lanes, increasing driver awareness of the presences of cyclists and walkers, and improving visibility. Future street improvements will be required to comply with the goals and policies of the Centennial General Plan and BPMP. Additional safety measures can be considered once the specific design of future facilities are known. The Centennial General Plan also includes the following policy:

**M-2.26 Bicycle and Pedestrian Facility Design Standards.** We shall utilize the Caltrans Highway Design Manual and other infrastructure guidelines as appropriate to design and maintain bicycle and pedestrian facilities to high safety standards.

A5-5 The City regularly coordinates with Caltrans on roadway and development projects and plans to continue to do so in the future.

A5-6 Refer to Response to Comment A5-1. The Mobility Report for the Centennial General Plan was provided to Caltrans along with the DEIR.

A5-7 Refer to Response to Comment A5-5.

## 2. Response to Comments

- A5-8 Refer to Response to Comment A5-4.
- A5-9 Refer to Response to Comment A5-1.
- A5-10 Refer to Response to Comment A5-1.
- A5-11 Refer to Response to Comment A5-1.
- A5-12 The City requires the payment of development fees which include the Regional Circulation Financing and Phasing Program (RCFPP). Comment is hereby noted and will be forwarded to the appropriate City of San Clemente decision makers for their review and consideration.
- A5-13 Comment noted. No further response is necessary.
- A5-14 Comment noted. No further response is necessary.
- A5-15 The City will include Caltrans on any notices on the project.

## 2. Response to Comments

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## 2. Response to Comments

LETTER A6 – State of California Native American Heritage Commission (3 pages)

<p>STATE OF CALIFORNIA <b>NATIVE AMERICAN HERITAGE COMMISSION</b> 1550 Harbor Boulevard West Sacramento, CA 95691 (916) 373-3715 (916) 373-5471 – FAX e-mail: ds_nahc@pacbell.net</p>	<p>Edmund G. Brown, Jr., Governor</p>	<p><b>RECEIVED</b> JUL 31 2013 <b>SAN CLEMENTE</b> PLANNING DIVISION</p>
<p>July 29, 2013</p>		
<p>Mr. Jeff Hook, Project Planner <b>City of San Clemente</b> 910 Calle Negocio, Suite 100 San Clemente, CA 92673</p>		
<p>RE: SCH#20130441021. CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the “<b>San Clemente Centennial General Plan Project;</b>” in the City of San Clemente; Orange County, California</p>		
<p>Dear Mr. Hook:</p>		
<p>The Native American Heritage Commission (NAHC) has reviewed the CEQA Notice regarding the above referenced project. In the 1985 Appellate Court decision (170 Cal App 3<sup>rd</sup> 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites. This project is also subject to California Government Code sections 65352.3, <i>et seq.</i></p>	<p>A6-1</p>	
<p>The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:</p>		
<p>Contact the appropriate Information Center for a record search to determine if a part or all of the area of project effect (APE) has been previously surveyed for cultural places(s). The NAHC recommends that known traditional cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report (DEIR).</p>		
<p>If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native</p>	<p>A6-2</p>	

## 2. Response to Comments

American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

A6-2  
cont'd

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface existence.

A6-3

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Health & Safety Code Section 7050.5 and California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.

A6-4

Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f). Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,



Dave Singleton  
Program Analyst  
(916) 653-6251

CC: State Clearinghouse

Attachment: Native American Contacts list

## 2. Response to Comments

### Native American Contacts Orange County July 29, 2013

Juaneno Band of Mission Indians Acjachemen Nation

David Belardes, Chairperson

32161 Avenida Los Amigos Juaneno

San Juan Capistrano CA 92675 m

chiefdavidbelardes@yahoo.

(949) 493-4933 - home

(949) 293-8522

Juaneno Band of Mission Indians

Adolph 'Bud' Sepulveda, Vice Chairperson

P.O. Box 25828 Juaneno

Santa Ana , CA 92799

**bssepul@yahoo.net**

714-838-3270

714-914-1812 - CELL

bsepul@yahoo.net

Tongva Ancestral Territorial Tribal Nation

John Tommy Rosas, Tribal Admin.

Private Address Gabrielino Tongva

tattnlaw@gmail.com

310-570-6567

Juaneño Band of Mission Indians

Sonia Johnston, Tribal Chairperson

P.O. Box 25628 Juaneno

Santa Ana , CA 92799

sonia.johnston@sbcglobal.

714-323-8312

714-998-0721

Juaneno Band of Mission Indians Acjachemen Nation

Teresa Romero, Chairwoman

31411-A La Matanza Street Juaneno

San Juan Capistrano CA 92675-2674

(949) 488-3484

(949) 488-3294 - FAX

(530) 354-5876 - cell

Juaneno Band of Mission Indians

Anita Espinoza

639 Holten Road Juaneno

Talent , Or 97540

neta777@sbcglobal.net

(505) 310-5850 - cell

Juaneno Band of Mission Indians

Alfred Cruz, Cultural Resources Coordinator

P.O. Box 25628 Juaneno

Santa Ana , CA 92799

alfredcruz@sbcglobal.net

714-998-0721

714-998-0721 - FAX

714-321-1944 - cell

United Coalition to Protect Panhe (UCPP)

Rebecca Robles

119 Avenida San Fernando Juaneno

San Clemente CA 92672

rebrobles1@gmail.com

(949) 573-3138

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013041021; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the San Clemente Centennial General Plan; located in the City of San Clemente; Orange County, California.**

## 2. Response to Comments

**Native American Contacts  
Orange County  
July 29, 2013**

Juaneno Band of Mission Indians Acjachemen Nation  
Joyce Perry, Representing Tribal Chairperson  
4955 Paseo Segovia Juaneno  
Irvine , CA 92612  
kaamalam@gmail.com  
949-293-8522

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013041021; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the San Clemente Centennial General Plan; located in the City of San Clemente; Orange County, California.**

## 2. Response to Comments

### A6. **Response to Comments from Native American Heritage Commission, Dave Singleton, Program Analyst, dated July 29, 2013.**

A6-1 This comment describes the NAHC's role as a trustee agency and the various state codes protecting Native American resources. A cultural records search was completed at the South Central Costal Information Center (SCCIC) at California State University Fullerton on April 10, 2013. Please refer to Section 5.4.1 of the DEIR for a detailed description of the cultural resources environmental setting.

A6-2 Refer to Mitigation Measure 4-1 on Page 5.4-18, which requires preparation of a detailed mitigation plan where resources are discovered. In addition, future projects will be required to comply with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 in the event of an accidental discovery of human remains.

A6-3 The DEIR concludes that the City is considered sensitive for archaeological resources and ground disturbance has a high potential for uncovering archaeological resources. In the event of an unanticipated discovery of archaeological resources during grading and excavation of the site, a qualified archaeologist would assess the find and develop a course of action to preserve the find, as indicated in Mitigation Measure 4-1. In addition, the Centennial General Plan includes policies that require notification to California Native American organizations of projects that have the potential to adversely impact archaeological or cultural resources (see Policy 3.02).

In accordance with SB 18, the City of San Clemente sent a written request to NAHC on April 3, 2013, requesting a list of tribes to consult that could be affected by implementation of the Centennial General Plan. NAHC responded on August 7, 2013 with a Native American Tribal Consultation list of two tribes (four different representatives) with traditional lands or cultural places associated with the project area that should be consulted during the project review process. The City sent invitation letters to representatives of these tribes on August 8, 2013, formally inviting them to consult with the City during the project review process. The intent of the consultation was to provide an opportunity for interested tribes to work together with the City during the project planning process to identify and protect tribal cultural resources. On August 12, 2013, a follow-up phone call and e-mail were made to each of the tribes. To date, none of the tribes have submitted formal requests for consultation. The Planning Center|DC&E spoke to Joyce Perry, Juaneño Band of Mission Indians, Acjachemen Nation, on August 12, 2013. She stated that she received the request to consult and has no objections. However, she would like to be kept informed of future development within the City since there are many burial areas within its jurisdiction.

A6-4 Refer to Response to Comment A7-2. Refer to Page 5.4-15 of the DEIR. Development under the Centennial General Plan would be required to comply with California Health

## 2. Response to Comments

and Safety Code Section 7050.5. If human remains are discovered within the project area, any disturbance of a development site shall halt and remain halted until the coroner has conducted an investigation and made recommendations to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Additionally, Public Resources Code Section 5097.98 mandates the process to be followed in the event of a discovery of any human remains and would mitigate all potential impacts.


## 2. Response to Comments

LETTER A7 – State of California Public Utilities Commission (1 page)

STATE OF CALIFORNIAEDMUND G. BROWN JR., Governor

---

**PUBLIC UTILITIES COMMISSION**  
320 WEST 4TH STREET, SUITE 500  
LOS ANGELES, CA 90013  
(213) 576-7083



August 1, 2013

Jeff Hook  
City of San Clemente  
910 Calle Negocio, Suite 100  
San Clemente, CA 92673

Dear Mr. Hook:


Re: SCH 2013041021 San Clemente Centennial General Plan Project DEIR

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Section (RCES) is in receipt of the *Draft Environmental Impact Report (DEIR)* for the proposed City of San Clemente (City) Centennial General Plan Project.

The project area includes active railroad tracks. RCES recommends that the City add language to the Centennial General Plan so that any future development adjacent to or near the railroad/light rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad ROW.

If you have any questions in this matter, please contact me at (213) 576-7076, [ykc@cpuc.ca.gov](mailto:ykc@cpuc.ca.gov).

Sincerely,



Ken Chiang, P.E.  
Utilities Engineer  
Rail Crossings Engineering Section  
Safety and Enforcement Division

C: State Clearinghouse

A7-1

## 2. Response to Comments

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## 2. Response to Comments

### A7. **Response to Comments from State of California Public Utilities Commission, Ken Chiang, PE, Utilities Engineer dated August 1, 2013.**

A7-1 Comment noted. The consultant will recommend added policy language to City Council for consideration with adopted Centennial General Plan related to railroad safety. Please refer to Page 5.14-42 of the DEIR for an analysis of impacts related to the rail corridor. The Centennial General Plan contains a number of policies relating to railroad safety and connectivity, including supporting the expansion of Metrolink and Amtrak (Policy 2.06); encouraging pedestrian and bicycling connectivity, including designated railroad crossings for pedestrians (Policy BPR 3.04); supporting the relocation of the railroad right-of-way away from the beach to the vicinity of the I-5 freeway; and allowing the use of gates and barriers to limit public access associated with safe access along and across the railroad (Policy C 1.06).

As part of the Implementation Program, the City has and will continue to implement the Quiet Zone/Railroad Safety Program throughout the entire City. This program will provide safety improvements of the City's railroad crossings in lieu of trains sounding their horns. The crossing in the City's North Beach has been designated a quiet zone. To implement quiet zones citywide, the City's efforts have entailed a multipronged strategy that includes administrative approaches with the Federal Railroad Administration (FRA) and California Public Utilities Commission (CPUC); legislative approaches with the federal and state governments; and evaluating infrastructure improvements. The City is currently pursuing an Audible Warning System (AWS) as a feasible solution to reducing train horn noise. The CPUC is currently reviewing the Preliminary Decision (PD) issued by an Administrative Law Judge last summer. Once the internal review is completed, the PD will be considered by the full CPUC, which is anticipated to occur in October 2013. Assuming the City receives a favorable decision from the CPUC, the AWS will have all necessary approvals. The City has already received California Coastal Commission approval for the AWS system. In the meantime the OCTA is working with Southern California Regional Rail Authority (SCRRA) to install the AWS and other safety improvements. This involves the coordination of track closures. The OCTA expects to complete this work by the end of 2013.

## 2. Response to Comments


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## 2. Response to Comments

LETTER A8 –Transportation Corridor Agencies (1 page)

San Joaquin Hills  
Transportation  
Corridor Agency

Chairman:  
Rush Hill  
Newport Beach



**Transportation Corridor Agencies™**

Foothill/Eastern  
Transportation  
Corridor Agency

Chairwoman:  
Lisa A. Bartlett  
Dana Point

August 28, 2013

Mr. Jeff Hook, Principal Planner  
City of San Clemente Planning Department  
910 Calle Negocio, Suite 100  
San Clemente, CA 92673

**Subject:** Notice of Availability of a Draft Environmental Impact Report (EIR) for the  
Centennial General Plan SCH No. 2013041021

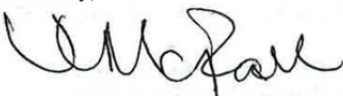
Dear Mr. Hook:

This Transportation Corridor Agencies (TCA) has reviewed the on the above-subject Draft Environmental Impact Report (DEIR). We would like to provide the following comments for your consideration:

1. TCA commends the efforts of the City to conduct its analysis with both the full extension of the full completion of SR 241 and the SR 241 Tesoro Extension. A8-1
2. There is a proposed land use change from Open Space to Neighborhood Commercial under the proposed land use plan at the 37.8-acre property located at the eastern terminus of Avenida Pico at the City's boundary. There is surprisingly little discussion about this land use change and it is not included in any "Focus Areas" of the EIR analyses. The subject parcel is partially owned by TCA. We disagree with the Neighborhood Commercial designation and would prefer that the parcel remain designated as Open Space – Publicly Owned, as shown in dark green on the legend. A8-2


Again, thank you for the opportunity to review and comment on the DEIR. We look forward to reviewing the final EIR when it becomes available. Should you have any questions regarding this letter, please do not hesitate to contact me at (949) 754-3475 or via email at [vmcfall@thetollroads.com](mailto:vmcfall@thetollroads.com).

Sincerely,



**Valarie McFall**  
Director, Environmental Services

**cc:** David Lowe, TCA  
Mike Kraman, TCA  
Terry Swindle, TCA



Neil Peterson, Chief Executive Officer  
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## 2. Response to Comments

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## 2. Response to Comments

**A8. Response to Comments from Transportation Corridor Agencies, Valarie McFall, Director, Environmental Services, dated August 28, 2013.**

A8-1 No response is necessary.

A8-2 This comment is incorrect in that no change from Open Space to Neighborhood Commercial is proposed for the 37.8-acre property at the eastern terminus of Avenida Pico. This property is designated Neighborhood Commercial in the City's adopted 1993 General Plan and no change is proposed to this property in the Centennial General Plan. For this reason, the property was not included within a "Focus Area." These are areas of the City where a limited number of land use changes are concentrated.

This area is currently undeveloped. Therefore, buildout of the Centennial General Plan could result in development of this site to a commercial use, unless its land use designation s changed to Open Space. Analysis of this parcel was considered throughout the DEIR as part of the overall General Plan buildout. In addition, the conversion of undeveloped open space to development was addressed on Page 5.3-30 of the DEIR.

## 2. Response to Comments

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## 3. Revisions to the Draft EIR

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### 3.1 INTRODUCTION

This section contains revisions to the DEIR based upon (1) additional or revised information required to respond to a specific comment; (2) applicable updated information that was not available at the time of DEIR publication; and/or (3) typographical errors and omissions. The revisions do not alter any impact significance conclusions as disclosed in the DEIR and there is no substantial evidence that this new information or revisions will result in a new significant environmental impact not previously disclosed in the DEIR. Additionally, there is no substantial evidence that, as a result of this new information or revisions, there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5 of CEQA Guidelines. Changes made to the DEIR are identified here in ~~strikeout text~~ to indicate deletions and in underlined text to signify additions.

### 3.2 DEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

The following text has been revised in response to comments received on the DEIR.

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Page vii, Table of Contents. The following minor technical revision has been made to clarify the location of the appendices.

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#### APPENDICES (Provided on attached CD)

- A Notice of Preparation (NOP)/Initial Study
- B NOP Responses/Scoping Meeting Minutes
- C Air Quality/GHG Modeling Data
- D Cultural Records Search
- E Infrastructure Technical Report for Hydrology, Sewer, Water, and Water Quality
- F Noise Measurements and Calculations Outputs
- G Mobility Report
- H Centennial General Plan Policies
- I Regulatory Framework
- J Public Services Correspondence

### 3. Revisions to the Draft EIR

Page 1-7, Section 1.4, Project Summary. The following minor technical revision has been made to clarify the timing of the Strategic Implementation Program process.

#### 3.2.1 Strategic Implementation Program

The Strategic Implementation Plan implements the Centennial General Plan by providing a framework to connect day-to-day and short-term actions to long-term goals. Strategic Implementation Plan policies require the City Council to prioritize actions for implementing the Centennial General Plan, require ongoing monitoring of development to ensure consistency with City master plans, and require that the City monitor and report progress in achieving the goals of the Centennial General Plan. The City must prepare an annual report on the status of the General Plan. This approach ensures that the Centennial General Plan evolves over time and responds to changing conditions. It provides an institutional framework to annually revisit the General Plan, gauge its continuing relevance, and recommit activities and investments to the community's long-term vision. The Strategic Implementation Program will be developed and maintained following General Plan adoption.

Page 1-14, Table 1-4, 1.7, Areas of Controversy. The following minor technical revision has been made to correct the omission of two letters that were received during the NOP process and in response to comments made by MCB Camp Pendleton (Letter A1).

**Table 1-4 Summary of NOP and Scoping Meeting Comments**

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
California Department of Transportation, District 12 (Caltrans)	Traffic/ Transportation	<ul style="list-style-type: none"> <li>General Plan should encourage coordination between land use and transportation planning (comment on content of General Plan)</li> <li>Utilize Highway Capacity Manual when analyzing traffic impacts</li> <li>Utilize established Caltrans methodologies for developing mitigation</li> </ul>	Section 5.14, <i>Transportation and Traffic</i>
California Department of Fish and Wildlife (CDFW) <sup>1</sup>	Biological Resources	<ul style="list-style-type: none"> <li>CDFW considers adverse impacts to protected species as "significant without mitigation"</li> <li>Identify potential impacts to sensitive flora and fauna, associated natural habitats, and wildlife corridors</li> <li>Identify potential impacts to jurisdictional waters</li> </ul>	Section 5.3, <i>Biological Resources</i>
Native American Heritage Commission	Cultural Resources	<ul style="list-style-type: none"> <li>Identify potential impacts to paleontological and cultural resources</li> <li>Consult with Native American tribes</li> </ul>	Section 5.4, <i>Cultural Resources</i>
Orange County Public Works (OCPW)	Recreation	<ul style="list-style-type: none"> <li>Discuss regional recreational facilities in General Plan (comment regarding content of General Plan)</li> </ul>	Not applicable



### 3. Revisions to the Draft EIR

**Table 1-4 Summary of NOP and Scoping Meeting Comments**

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
PEDal	Transportation	<ul style="list-style-type: none"> <li>Use a multimodal approach to transportation; integrate Bike and Pedestrian Master Plan with General Plan</li> <li>Concerns regarding relationship/consistency between various planning documents in regards to multimodal transportation</li> <li>Consider bicycle and pedestrian modes when analyzing traffic volumes</li> </ul>	Section 5.14, <i>Transportation and Traffic</i>
Rancho Mission Viejo (RMV)	Notification	<ul style="list-style-type: none"> <li>RMV owns property adjacent to San Clemente that has been entitled for development</li> <li>Contact RMV if information is needed regarding RMV land holdings</li> </ul>	Not applicable
Southern California Association of Governments (SCAG)	Land Use; Population and Housing; Transportation	<ul style="list-style-type: none"> <li>Utilize goals and recommended mitigation measures from SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in environmental analysis</li> <li>Utilize adopted SCAG growth forecasts</li> </ul>	Section 5.9, <i>Land Use and Planning</i> ; Section 5.11, <i>Population and Housing</i>
South Coast Air Quality Management District (SCAQMD)	Air Quality	<ul style="list-style-type: none"> <li>Identify potential air quality impacts of Centennial General Plan</li> <li>Utilize SCAQMD CEQA Air Quality Handbook for air quality analysis and mitigation</li> </ul>	Section 5.2, <i>Air Quality</i>
The Gas Company	Utilities	<ul style="list-style-type: none"> <li>Natural gas infrastructure is available to service the planning area</li> </ul>	Section 5.15, <i>Utilities and Service Systems</i>
Mike Cotter	Notification; Aesthetics	<ul style="list-style-type: none"> <li>Scoping Meeting notification was inadequate</li> <li>Identify meaningful project objectives</li> <li>Concerns about three-story buildings</li> </ul>	Section 3, <i>Project Description</i>
John Hazeltine	Aesthetics; Biological Resources	<ul style="list-style-type: none"> <li>Concerns about Tree Preservation Ordinance (comments regarding content of General Plan)</li> </ul>	Not applicable
Georgette Korsen	Aesthetics; Air Quality; Biological Resources; Greenhouse Gases	<ul style="list-style-type: none"> <li>Concerns about tree removal and Tree Preservation Ordinance (comments regarding content of General Plan)</li> <li>Concerns about changes to community character</li> </ul>	Section 5.1, <i>Aesthetics</i>
Scoping Meeting Comments	Notification; Project Description; Aesthetics; Traffic	<ul style="list-style-type: none"> <li>Provide future notices on the City's website</li> <li>Concerns with buildout numbers and increases in intensity</li> <li>Concerns about traffic impacts, including impacts to Pico</li> <li>Use a multimodal approach to transportation; integrate Bike and Pedestrian Master Plan with General Plan</li> <li>Issues regarding number of stories/building height in T-Zone (comments on content of General Plan)</li> </ul>	Section 3, <i>Project Description</i> ; Section 5.1, <i>Aesthetics</i> ; Section 5.9, <i>Land Use</i> ; Section 5.14, <i>Transportation and Traffic</i>

### 3. Revisions to the Draft EIR

**Table 1-4 Summary of NOP and Scoping Meeting Comments**

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
<u>Orange County Transportation Authority (OCTA)</u>	<u>Transportation</u>	<ul style="list-style-type: none"> <li>• <u>Coordinate with OCTA on MPAH amendments</u></li> <li>• <u>Provide CMP analysis</u></li> </ul>	<u>Section 5.14, Transportation and Traffic</u>
<u>United States Marine Corps – Camp Pendleton</u>	<u>Project; Surrounding Land Use; Hazards; Noise</u>	<ul style="list-style-type: none"> <li>• <u>Properly characterize adjacent federal land and lease to the San Onofre State Beach.</u></li> <li>• <u>Properly identify the heliport.</u></li> </ul>	<u>Section 3, Project Description; Section 4, Environmental Setting; Section 5.9, Land Use; Section 5.10, Noise</u>

<sup>1</sup> Formerly the California Department of Fish and Game.

Page 1-19, Table 1-5 and Page 5.2-34, Section 5.2, Air Quality. The following minor technical revision has been made to provide further clarification to implement the mitigation measure.

2-3 The City of San Clemente shall evaluate new development proposals ~~with~~<sup>for</sup> sensitive land uses (e.g., residential, schools, day care centers) within the City for potential incompatibilities with regard to the California Air Resources Board’s *Air Quality and Land Use Handbook: A Community Health Perspective* (April 2005). Applicants for sensitive land uses that are within ~~California Air Resources Board’s~~ the recommended buffer distances shall submit a health risk assessment (HRA) to the City of San Clemente prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children age 0 to 6 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06) or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:

- Air intakes away from high-volume roadways and/or truck loading zones.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters.

Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City’s Planning Department.

### 3. Revisions to the Draft EIR

Pages 1-20 through 1-23, Table 1-5 and Page 5.3-37 through 5.3-39, Section 5.3, Biological Resources. The following minor technical revisions have been made to provide further clarification to implement the mitigation measures and correct typographical errors. Mitigation Measure 3-3 was deleted because it was a duplicate of Mitigation Measure 3-2; the numbering for the remaining mitigation was adjusted accordingly.

- 3-1 The City of San Clemente shall require applicants ~~for public and private or future~~ development projects that disturb ~~vacant and developed~~ land to prepare a biological resources survey. The biological resources survey shall be conducted by a qualified biologist and submitted to the City's Planning Department. The biological resources survey shall include, but not be limited to: Analysis of available literature and biological databases, such as the California Natural Diversity Database, to determine sensitive biological resources that have been reported historically from the proposed development project vicinity; review of current land use and land ownership within the proposed development project vicinity; Assessment and mapping of vegetation communities present within the proposed development project vicinity; and general assessment of potential jurisdictional areas, including wetlands and riparian habitats.
- a) If the proposed development project site supports vegetation communities or mature trees that may provide habitat for special status plant or wildlife species, a focused habitat assessment shall be conducted by a qualified biologist to determine the potential for special status plant and/or animal species to occur within or adjacent to the proposed development project area.
  - b) If one or more special status species has the potential to occur within the proposed development project area, focused species surveys shall be conducted to determine the presence/absence of these species to adequately evaluate potential direct and/or indirect impacts to these species.
  - c) If construction activities are not initiated immediately after focused surveys have been completed, additional preconstruction special status species surveys may be required, in accordance with the California Endangered Species Act and Federal Endangered Species Act, to ~~ensure~~ assure impacts are avoided or minimized to the extent feasible. If preconstruction activities are required, a qualified biologist would perform these surveys as required for each special status species that is known to occur or has a potential to occur within or adjacent to the proposed development project area.
  - d) If sensitive biological resources, including mature trees or wildlife corridors are identified within or adjacent to the proposed development project area, as outlined in the biological resources report, the construction limits shall be clearly flagged to ~~ensure~~ assure impacts to sensitive biological resources and the wildlife corridor are avoided or minimized, to the extent feasible. Prior to implementing construction activities, the City of San Clemente shall require applicants to contract with a qualified

### 3. Revisions to the Draft EIR

biologist to verify that the flagging clearly delineates the construction limits and sensitive resources to be avoided.

- e) If sensitive biological resources are known to occur within or adjacent to the proposed development project area, as outlined in the biological resources report, the City of San Clemente shall require applicants to contract with a qualified biologist to develop and implement a project-specific contractor training program to educate project contractors on the sensitive biological resources within and adjacent to the proposed development project area and measures being implemented to avoid and/or minimize impacts to these species.
- f) If sensitive biological resources are present within or adjacent to the proposed development project area and impacts may result from construction activities, as outlined in the biological resources report, ~~the City may require that a developer retain a qualified biological monitor~~ to ~~may be present~~ required during ~~all or~~ a portion ~~or all~~ of the construction activities to ~~ensure~~ assure impacts to the sensitive biological resources are avoided or minimized to the extent feasible. The specific biological monitoring requirements shall be determined on a project-by-project basis. The qualified biological monitor shall be approved by the City on a project-by-project basis based on applicable experience with the sensitive biological resources that may be impacted by the proposed development project activities.

3-2 The City of San Clemente shall require applicants of public and private development projects that have the potential to affect listed species to obtain written authorization from the U.S. Fish and Wildlife Service that the grading or construction activity is in compliance with regulations on the “take” of the listed species that would directly or indirectly be impacted. Any mitigation requirements set forth by such agencies shall be incorporated into the project’s final design plans.

~~3-3 The City of San Clemente shall require applicants of development projects that have the potential to affect listed species to obtain written authorization from the U.S. Fish and Wildlife Service that the grading or construction activity is in compliance with regulations on the “take” of the listed species that would directly or indirectly be impacted. Any mitigation requirements set forth by such agencies shall be incorporated into the project’s final design plans.~~

3-34 The City of San Clemente shall require applicants of development projects that have the potential to affect jurisdictional waters of the US pursuant to the Clean Water Act ~~resources~~ to contract with a qualified biologist to conduct a jurisdictional delineation following the methods outlined in the 1987 US Army Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the USACE Wetland Delineation Manual: Arid West Region (2008) to map the extent of wetlands and nonwetland waters, determine jurisdiction, and assess potential impacts. The results of the delineation shall be presented in a wetland delineation letter report and shall be incorporated into the CEQA document(s) required for approval and permitting of the proposed development project.

### 3. Revisions to the Draft EIR

3-45 The City of San Clemente shall require applicants ~~to obtain permits for~~ development projects that have the potential to impact jurisdictional waters, wetlands, and riparian habitat under the jurisdiction of features to obtain permits and authorizations from the US Army Corps of Engineers, California Department of Fish and Wildlife, and/or ~~San Diego~~Santa Ana Regional Water Quality Control Board. The agency authorization would include impact avoidance and minimization measures as well as mitigation measures for unavoidable impacts. Specific avoidance, minimization, and mitigation measures for impacts to jurisdictional resources shall be determined through discussions with the regulatory agencies during the proposed development project permitting process and may include monetary contributions to a mitigation bank or habitat creation, restoration, or enhancement.

#### Impact 5.3-4

3-56 The City of San Clemente shall require applicants of ~~future~~ development projects that are within designated open space or identified as a major linkage/corridor (see Figure 5.3-6) to prepare a habitat connectivity evaluation. The results of the evaluation will be incorporated into the project's biological report required under Mitigation Measure 3-1. The habitat connectivity evaluation shall assess the potential for the project to adversely affect the intended functions of the wildlife corridor. The evaluation shall also identify project design features that would reduce potential impacts and maintain functionality ~~of~~ habitat and connectivity for wildlife movement. To this end, the City shall incorporate the following measures, to the extent practicable, into projects that would propose development within these areas:

- Avoid known sensitive biological resources
- Any lighting associated with the project in this area, including street lights and residential lights, shall be of the minimum output required and shall be down-shielded to prevent excessive light bleed into adjacent areas
- Encourage development plans that maximize wildlife movement
- Provide buffers between development and sensitive habitat areas
- Any road crossings, bridges, culverts, etc., shall be constructed with soft bottoms with an openness ratio of at least 0.9 (openness ratio=height x width/length), and sized to accommodate the largest species that could use the facility, or as recommended by CDFW
- Use native, drought-resistant plant species in landscape design.

### 3. Revisions to the Draft EIR

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Pages 1-24 through 1-25, Table 1-5 and Page 5.4-18 through 5.4-19, Section 5.4, Cultural Resources. The following minor technical revision has been made to allow for archiving at a local facility.

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- 4-1 City staff shall require applicants for development permits to provide studies by qualified archaeologists assessing the cultural and historical significance of any known archaeological resources on or next to each respective development site; and assessing the sensitivity of sites for buried archaeological resources. On properties where resources are identified, or that are determined to be moderately to highly sensitive for buried archaeological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:
- a. An archaeologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
  - b. Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources.
  - c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Archaeologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University Fullerton or local archival facility, where available; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).
- 4-2 City staff shall require applicants for development permits to provide studies by qualified paleontologists assessing the sensitivity of sites for buried paleontological resources. On properties determined to be moderately to highly sensitive for paleontological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified paleontologist. The mitigation plan shall include the following requirements:
- a. A paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
  - b. Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources.
  - c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Paleontologist. If significance criteria are met, then the project

### 3. Revisions to the Draft EIR

shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University Fullerton or local archival facility, where available; and provide a comprehensive final report, including catalog with museum numbers.

Pages 1-26, Table 1-5 and Page 5.6-48, Section 5.6, Greenhouse Gas Emissions. The following minor technical revision has been made to clarify that the CAP is part of the project not the General Plan.

6-1 The City of San Clemente’s Climate Action Plan is included as part of the proposed ~~project~~General Plan. The CAP sets GHG reduction targets for the City to achieve. Additionally, the CAP includes measures for the City to implement in support of achieving the reduction targets. As shown in Table 5.6-8, the policies in the proposed General Plan are consistent with the CAP. No other additional measures to reduce GHG emissions are available.

Pages 1-28 and 1-29, Table 1-5 and Page 5.10-37 and 5.10-38, Section 5.10, Noise. The following minor technical revisions have been made.

10-1 Prior to the issuance of building permits for ~~any projects~~ that involves a noise-sensitive use within the 65 dBA CNEL contour (i.e., areas in or above 65 dBA CNEL) along major roadways, freeways, and railroads, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls), and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling) to ensure compliance with the City’s Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Title 24 and 21 of the California Code of Regulations).

10-5 ~~Heavy Industrial~~ projects in the Los Molinos area would be required to provide evidence that vibration due to the operation of machinery would not adversely affect nearby vibration sensitive uses such as commercial, hotel, institutional, and residential uses. If vibration related to the operation of mechanical equipment is determined to be perceptible at vibration-sensitive uses (i.e., exceed the Federal Transit Administrations vibration annoyance criterion of 78 VdB).

Page 1-30, Table 1-5. The following minor technical revision has been made to correct a typographical error.

5.14 TRANSPORTATION/TRAFFIC				
5.14-1	Project-related trip generation would impact levels of service for the existing area roadway system.	Potentially Significant	<p><b>Mitigation Measures for Intersections</b> See Table 1-6, Page 1-32+5</p> <p><b>Mitigation Measures for Roadway Segments</b> See Table 1-7, Page 1-35+6</p>	Significant and Unavoidable

### 3. Revisions to the Draft EIR

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Page 4-1, Section 4, Environmental Setting. The following section has been revised in response to comments from MCP Camp Pendleton (Comment A1-6).

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#### 3.2.2 Regional Location

The City of San Clemente is in the southeastern corner of Orange County. As shown on Figure 3-1, *Regional Vicinity*, San Clemente is surrounded by the Pacific Ocean to the southwest; the cities of Dana Point and San Juan Capistrano to the northwest; unincorporated areas of Orange County to the north; and ~~San Onofre State Beach and Camp Pendleton~~ in unincorporated San Diego County to the southeast. Camp Pendleton is federal property that leases land adjacent to San Clemente to the State for use as a State Park (San Onofre State Beach). The City's incorporated boundaries encompass approximately 18.4 square miles or 11,754 acres. Regional access to the City is provided by Interstate 5 (I-5), which bisects the City, connecting it with other Orange County communities, Los Angeles County to the northwest, and San Diego County to the southeast. A rail line used by Metrolink and Amtrak also traverses the City, parallel and adjacent to the Pacific Ocean.

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Page 5.1-2, Section 5.1, Aesthetics. The following minor technical revision has been made to update ownership information for the conservation area described below.

---

The City's natural land resources are part of the San Clemente Coastal Streams Watershed, an 18-square-mile area that nearly follows the City's jurisdictional boundaries and also covers small portions of the cities of San Juan Capistrano and Dana Point. Within the watershed, San Clemente's steep coastal canyons create three basins—Prima Deshecha, Segunda Deshecha, and the Southern Coastal Canyons—that ultimately drain into the Pacific Ocean. These coastal canyons provide natural buffers between neighborhoods and create habitat corridors extending from inland hills to the coast. Natural land resources also include portions of a 1,200-acre wilderness reserve that covers much of South Orange County and falls under the stewardship of the nonprofit ~~Donna O'Neill Land Conservancy~~ Rancho Mission Viejo Land Trust. Approximately 175 acres of the Donna O'Neill Land Conservancy property are within the City and SOI.

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Page 5.1-26, Section 5.1, Aesthetics. The following minor technical revision has been made to add the proposed implementation measure from the Centennial General plan to the Aesthetics section since it is a relevant policy that would reduce lighting impacts. Dark Skies Implementation Measure 20 was provided in Appendix H of the DEIR and is not new information.

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#### Centennial General Plan Implementation Measures

##### Dark Skies

- 20) Use the International Dark-Sky Association's (IDA's) Model Lighting Ordinance to aid in developing outdoor lighting standards for residential and non-residential uses.



### 3. Revisions to the Draft EIR

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Page 5.3-30, Section 5.3, Biological Resources. The following minor technical revision has been made to update ownership information for the conservation area described below.

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**Sphere of Influence.** The SOI covers approximately 1,035 acres of natural habitat northeast of the City boundary in unincorporated Orange County. This land is part of a preserve under the management of the Rancho Mission Viejo Land Trust (previously the Donna O'Neill Land Conservancy), which was created as mitigation for impacts of the Talega residential development in San Clemente. The ~~O'Neill~~ preserve is managed for ecological, educational, charitable, conservation, open space, scientific, and recreational uses and is within a nature reserve identified under the Orange County Southern Subregion HCP. The proposed Centennial General Plan land use plan does not include the SOI. This area could be annexed by the City in the future, at which time a land use designation would be proposed. Inclusion of the lands in an SOI of the City would have no impact on sensitive species that occur there.

---

Page 5.3-33, Section 5.3, Biological Resources. The following minor technical revision has been made to update ownership information for the conservation area described below.

---

**Impact Analysis:** The major wildlife movement corridors identified by the Orange County Southern Subregion HCP (Dudek 2006) are along the northern and northeastern boundaries of the City and in the SOI. The SOI is a preserve managed by the Rancho Mission Viejo Land Trust (previously the Donna O'Neill Land Conservancy) and is identified as a nature preserve in the HCP. The Centennial General Plan does not propose any development in the SOI, and its status as a preserve indicates that it would not be developed in the future.

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Page 5.3-34, Section 5.3, Biological Resources. The following minor technical revision has been made to update ownership information for the conservation area described below.

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**Impact Analysis:** The City and SOI are within the Plan Area of the Orange County Southern Subregion Habitat Conservation Plan, which serves as an HCP for the “take” of selected federally threatened species, including the California gnatcatcher. The City of San Clemente is one of the signatories of the HCP. The land within the SOI (approximately 1,035 acres) and approximately 190 acres that adjoin the SOI in the northeastern corner of the City are part of a current preserve managed by the Rancho Mission Viejo Land Trust (previously the Donna O'Neill Land Conservancy). The ~~O'Neill~~ preserve, while still privately owned, is a designated part of the Habitat Reserve under the HCP. The Centennial General Plan does not propose any development in the SOI, and therefore would not impact the protected status of the ~~O'Neill~~ preserve.

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### 3. Revisions to the Draft EIR

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Page 5.5-13, Section 5.5, Geology and Soils. The following minor technical revision has been made to correct the elevation of the tsunami inundation area shown on Figure 5.5-6.

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#### ***Tsunami Flood Hazards***

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The tsunami inundation line is about 17 feet above mean sea level (see Figure 5.5-6, Tsunami Inundation Map). Areas of San Clemente that would be flooded by a ~~30-foot~~ tsunami are limited to the beach and adjoining low-lying areas (CGS 2009) due to the presence of cliffs near the beach along the San Clemente coastline (see Figure 5.5-6, *Tsunami Inundation Map*). The City Emergency Planning Program has designated tsunami hazard zones and tsunami evacuation routes. Tsunami flood hazards are discussed further in Section 5.8, *Hydrology and Water Quality*, of this DEIR.

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Page 5.6-10, Section 5.6, Greenhouse Gas Emissions. The following minor technical revision has been made to clarify the data used for the emissions inventory.

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#### **Existing Setting**

##### *2012 Greenhouse Gas Emissions Inventory*

An existing emissions inventory of the City of San Clemente was conducted based on the existing land uses, employment, population, and traffic data, and is shown in Table 5.6-4. The existing GHG emissions were calculated using OFFROAD2007, EMFAC2011, and emission factors identified in CalEEMod.

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Page 5.6-37, Table 5.6-8, Section 5.6 Greenhouse Gas Emissions. The following minor technical revision has been made to correct incorrect information.

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Continue existing, and explore expansion of, highway pricing strategies.

~~Not applicable. Inconsistent: The proposed General Plan does not contain any policies that would support this strategy.~~

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Page 5.9-1, Section 5.9, Land Use and Planning. The following section has been revised in response to Comment A1-6.

---

#### **5.9.1 Environmental Setting**

The city of San Clemente is in the southeastern corner of Orange County. As shown in Figure 3-1, *Regional Vicinity Map*, San Clemente is surrounded by the Pacific Ocean to the southwest; the cities of Dana Point and San Juan Capistrano to the northwest; unincorporated areas of Orange County to the north; and ~~San Onofre State Beach~~ and Camp Pendleton in unincorporated San Diego County to the southeast. Camp Pendleton is

### 3. Revisions to the Draft EIR

federal property that leases land adjacent to San Clemente to the State for use as a State Park (San Onofre State Beach). An aerial photograph of the City and surrounding area is shown in Figure 3-2, *Citywide Aerial*.

---

Page 5.9-2, Section 5.9, Land Use and Planning. The following section has been revised in response to Comment A1-6.

---

#### Existing Surrounding Land Uses

San Clemente is at the southernmost end of Orange County. Adjacent developed urban areas are limited to the northwest, which consists of residential neighborhoods in the cities of Dana Point and San Juan Capistrano. To the north, the City is surrounded by undeveloped hillside areas in San Juan Capistrano and unincorporated Orange County. To the east and southeast is San Diego County, and the City is adjacent to open space and undeveloped land at ~~San Onofre State Beach. Directly beyond that narrow open space corridor, which follows San Mateo Creek, is the largely undeveloped~~ Camp Pendleton Marine Corps Base (see Figure 3-2, *Citywide Aerial*).

---

Page 5.10-14, Section 5.10 Noise. This section has been revised per Response to Comment A1-4.

---

#### *Marine Corps Base Camp Pendleton (MCBCP)*

Camp Pendleton is located south and east of the City limits. This Marine Corps installation is a 24/7, live-fire military installation that supports the full spectrum of Marine Corps ground, amphibious, and aviation training activities. Noise from Camp Pendleton is due to aircraft ~~flight operations~~<sup>overflights</sup> and the use of military ~~weapon systems during training operations within the Base's Ranges and Live Fire Maneuver Areas.~~<sup>equipment at the Air Station.</sup> The Range Compatible Use Zone (RCUZ) Study defines noise zones for planning purposes to prevent conflicts with noise-sensitive land uses (Pendleton 2007). Noise Zone 1 is the lowest noise zone representing a level of noise that does not pose any hazard. Noise Zone 2 represents the area where noise may at times interfere with speech, sleep, or the ability to hear television and radio shows. Generally, residential development is not recommended within Noise Zone 2. According to the RCUZ study, the City is outside the Noise Zone 2 contours. Noise modeling for the RCUZ is based on noise exposure occurring over a 24-hour period, rather than on the impact of a single noise event. The projected noise due to aircraft and heavy weapons use within do not reach City of San Clemente limits remain below Noise Zone 2 contours, which are levels that interfere with speech, sleep, or the ability to hear television and radio shows.

---

Page 5.10-29, Section 5.10 Noise. The analysis under Impact 5.10-5 has been revised per Response to Comment A1-5.

---

As discussed in the “*Existing Conditions*” section above, Camp Pendleton is east of City limits. Figure 5.10-5 shows the base’s projected noise zones. According to the RCUZ study, the City is outside the Noise Zone 2 contours. The projected noise due to aircraft flight operations and heavy weapons use within City of San

### 3. Revisions to the Draft EIR

~~Clemente is outside the limits remain below Noise Zone 2 contours, which are levels that interfere with speech, sleep, or the ability to hear television and radio shows.~~

---

Page 5.12-3, Section 5.12 Public Services. Figure 5.12-1, Public Facilities. The following minor technical revision has been made to update the location of critical facilities. The revised figure is included in Appendix C of this FEIR

---

#### Figure 5.12-1 Public Facilities

---

Page 5.13-7, Section 5.13 Recreation. The following minor technical revision has been made to update ownership information for the conservation area described below.

---

The Richard and Donna O'Neill Land Conservancy (managed by the Rancho Mission Viejo Land Trust) is a nonprofit organization representing the County of Orange, the City of San Clemente, and Rancho Mission Viejo that oversees stewardship of a 1,200-acre wilderness reserve in South Orange County. Approximately 175 acres of the Donna O'Neill Land Conservancy property is within the City.

---

Page 5.14-1, Section 5.14, Transportation and Traffic. The following minor technical revision has been made to provide additional information on the traffic methodology used for the project. This does not present new information requiring recirculation of the DEIR.

---

This section presents the existing transportation conditions in the City including the roadway network, bicycle and pedestrian network, public transit network, parking conditions, aviation facilities, and current intersection and roadway segment operations. This section also discusses the methodology used to evaluate impacts. Traffic counts were not conducted during the summer months, so that the traffic analysis could determine impacts using normal, average traffic volumes throughout the City, which is the approach typically taken for transportation planning and traffic engineering studies. Because San Clemente is a beach city and many residents from surrounding cities and counties visit the beach, there are intermittent periods during the summer and other holidays with greater than average peak demand period. The City's transportation policies and guidelines ensure that the roadway system is designed for average traffic volumes instead of summer or peak demand periods. This ensures that the City's roadway capacity is not overdesigned to accommodate excessive traffic.

---

Page 5.14-16, Section 5.14 Transportation and Traffic, Figure 5.14-4, Future Roadway Map. The following minor technical revision has been made to show the location of the future alignment of the Foothill Transportation Corridor and Tesoro Extension. The revised figure is included in Appendix C of this FEIR

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#### Figure 5.14-4 Future Roadway Map

### 3. Revisions to the Draft EIR

Page 5.14-19, 3<sup>rd</sup> Bullet, Section 5.14, Transportation and Traffic. The following minor technical revision has been made to correct a typographical error.

- With FTC and Road Diet Alternative 1.** This scenario assumes buildout of the General Plan with the implementation of the FTC extension to the I-5 and implementation of a road diet. Road Diet Alternative 1 consists of a 2-lane road diet on Coast Highway (North El Camino Real) between Camino ~~Capistrano~~ San Clemente and Avenida Estacion, and a 2-lane road diet on Camino Mira Costa between Camino De Estrella and Camino Capistrano.

Page 5.14-38, Section 5.14 Transportation and Traffic. The following minor technical revision has been made to Table 5.14-12 to be consistent with the roadway segment impacts stated on Page 5.14-28 and mitigation provided for those segments on Table 5.15-16.

**Table 5.14-12 Summary of Roadway Segment Impacts**

Roadway Segment	Scenario						
	No FTC	With FTC	With FTC and RD Alt <sup>1</sup>	With FTC and RD Alt <sup>2</sup>	With FTC and RD Alt <sup>3</sup>	With FTC TE	With FTC TE with RD Alt <sup>2</sup>
Avenida Vista Hermosa, between Calle Frontera and Via Turqueza	X	X	X	X		X	X
Avenida Vista Hermosa, between Via Turqueza and Camino Vera Cruz	X					X	X
Avenida Vista Hermosa, between Camino Vera Cruz and Avenida La Pata	X					X	X
Camino De Estrella, between I-5 NB on/off ramp and Camino El Molino	X	X	X	X	X	X	X
Avenida Pico, between I-5 NB on/off ramp and Avenida Presidio	X	X	X	X	X	X	X
Avenida Pico, between Avenida Presidio and Calle del Cerro	X	X	X	X	X	X	X
Avenida Pico, between Calle del Cerro and Calle Amanecer	X					X	X
Avenida Pico, between Calle Amanecer and Camino Vera Cruz	X					X	X
Avenida La Pata, between Calle Saluda and Avenida Vista Hermosa	X					X	X
Coast Highway, between Camino Capistrano and Camino San Clemente	X	X		X		X	
<u>El Camino Real, between Camino San Clemente and Avenida Estacion</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>El Camino Real, between Avenida Estacion and Avenida Pico</u>	<u>X</u>	<u>X</u>		<u>X</u>		<u>X</u>	<u>X</u>
<u>El Camino Real, between Avenida Pico and Los Molinos</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>

### 3. Revisions to the Draft EIR

**Table 5.14-12 Summary of Roadway Segment Impacts**

Roadway Segment	Scenario						
	No FTC	With FTC	With FTC and RD Alt <sup>1</sup>	With FTC and RD Alt <sup>2</sup>	With FTC and RD Alt <sup>3</sup>	With FTC TE	With FTC TE with RD Alt <sup>2</sup>
<u>El Camino Real, between Los Molinos and Calle Las Bolas</u>	X	X	X	X	X	X	X
<u>El Camino Real, between Calle Las Bolas and Avenida De La Grulla</u>	X	X	X	X	X	X	X
<u>El Camino Real, between Avenida De La Grulla and Avenida Aragon</u>		X		X	X	X	X
<u>El Camino Real, between Avenida Aragon and El Portal</u>	X	X		X	X	X	X
<u>El Camino Real, between El Portal and Canada</u>				X	X		X
<u>El Camino Real, between Canada and Escalones</u>				X	X		X
<u>El Camino Real, between Escalones and Mariposa</u>				X	X		X

Source: Fehr and Peers, 2013.

Note: Only roadway segments which experience an impact under the analyzed scenarios are listed.

X = significant impact, FTC = Foothill Transit Corridor, RD = road diet, TE = Tesoro extension, ALT=alternative

Page 5.14-61, Section 5.14, Transportation and Traffic. The following minor technical revision has been made to clarify the impact finding resulting from removal of the City’s roadway segment LOS. This is not new information because it was addressed in the DEIR and provides additional clarification; hence, it does not require recirculation of the EIR.

#### Special Consideration – Modification of City LOS Policies

~~The Centennial General Plan removes the City’s policy which requires the evaluation of roadway segment LOS. Therefore, adoption of the Centennial General Plan will eliminate the requirement to evaluate roadway segment LOS from future traffic studies. Additionally, impacts to roadway segments would be considered less than significant and Mitigation Measure 14-5 with corresponding Table 5.14-16 would be eliminated. The City may consider a less restrictive LOS policy and allow LOS E operations at several interchanges with I-5 and also eliminate roadway segment LOS as an evaluation tool. Alternatively, the City could choose to keep its LOS policy as currently written and continue the evaluation of roadway segment LOS. The consequences of whether to eliminate roadway segment LOS is each choice are described below.~~

Page 7-5, Section 7.3, Alternatives Selected for Further Analysis. Table 7-1 Buildout Statistical Summary has been revised to reflect the correct population buildout number for the No Project/1993 Adopted General Plan Alternative and to add in the baseline numbers. This revision does not affect the environmental analysis.

### 3. Revisions to the Draft EIR

**Table 1 Buildout Statistical Summary**

	Existing 2013	Proposed Project	No Project/1993 Adopted General Plan Alternative	Alternative Land Use	Reduced Intensity Alternative
Dwelling Units	25,982	29,567	29,054	29,567	26,610
Population	64,208	76,547	75,343	76,547	68,892
Nonresidential square feet	8,045,000	18,139,484	17,393,045	15,701,484	13,604,613
Employment	27,700	39,313	37,742	34,029	29,485
Jobs-to-Housing Ratio	1.07	1.33	1.30	1.15	1.10

Page 7-9, Section 7.4, No Project/1993 Adopted General Plan Alternative. The following minor technical revision has been made to provide additional information on the merits of the alternative.

## 7.4-16 Conclusion

### Avoid or Substantially Lessen the Significant Impacts of the Project

The No-Project/1993 Adopted General Plan Alternative would have similar impacts for aesthetics, biological resources, cultural resources, geology and soils, hydrology and water quality, and population and housing. Impacts would be slightly reduced for hazards and hazardous materials, public services, recreation, and utilities and service systems. In addition, while it would substantially reduce significant impacts with regard to air quality, GHG, noise, and traffic, these impacts would not be eliminated.

### Attainment of Project Objectives

The adoption of the No-Project/1993 Adopted General Plan Alternative would allow development ~~leave the City open for future growth~~ that may not be compatible with the City's new ~~City's~~ goals and objectives ~~of the City~~. In addition, such development growth would not provide the mix of uses and housing that would be allowed under the Centennial General Plan. The No-Project/1993 Adopted General Plan Alternative fails to provide a new General Plan (Objective 1), establish a living and web-based General Plan (Objective 2), or ensure consistency between the housing sites identified in the adopted Housing Element and the Land Use Element (Objective 8). Furthermore, the alternative also does not promote mixed-use development (Objective 6), locate mixed uses near regional employment and activity centers (Objective 6), or promote multimodal transportation (Objective 10), which is encouraged to reduce vehicle miles traveled (VMT) and associated air quality and GHG emissions. For these same reasons, this alternative would be inconsistent with SCAG's Compass Blueprint for the region. ~~accomplish the project objectives in the City's vision and has other potential environmental impacts resulting from its implementation. Specifically, the No-Project/1993 Adopted General Plan Alternative does not promote mixed-use development, does not locate a mixed uses near regional employment and activity centers, does not promote multimodal transportation, and therefore would be inconsistent with SCAG's Compass Blueprint for these areas.~~

### 3. Revisions to the Draft EIR

---

Page 7-12, Section 7.5, Alternative Land Use Plan. Fehr & Peers prepared a traffic model run for this scenario to show which roadway segment impacts would be eliminated under the Alternative Land Use Plan Alternative. The paragraph below has been updated and the traffic data is included as an appendix. This additional information does not result in any new significant impacts or increase in severity of impacts, which would require recirculation of the EIR.

---

#### 7.5.14 Transportation and Traffic

Under this alternative, the Rancho San Clemente Business Park would not increase office and industrial development intensities over the Centennial General Plan. The alternative, would assume there would be less conversion of industrial uses to office uses, and consequently, there would be result in a reduction of the Business Park's nonresidential square footage capacity when compared with the proposed project. Since office uses generate higher traffic levels than industrial uses, this alternative would reduce daily traffic associated with the Business Park by approximately 40,000 to 50,000 trips per day. This would substantially reduce impacts on Avenida Pico, since the level of development associated with the previously adopted General Plan does not result in any significant impacts in the area near to the Business Park. This alternative would eliminate seven of the nine roadway intersection impacts associated with buildout of the Centennial General Plan. Impacts would remain at Avenida Vista Hermosa/Camino Vera Cruz and Avenida Pico/Los Molinos. Traffic modeling data is provided in Appendix B.

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Page 7-13, Section 7.5, Alternative Land Use Plan. The following minor technical revision has been made to provide additional information on the merits of the alternative.

---

#### 7.5-16 Conclusion

##### Avoid or Substantially Lessen the Significant Impacts of the Project

The Alternative Land Use Plan would result in substantial reductions of impacts related to air quality, GHG emissions, noise, and traffic. However, these impacts would not be eliminated and would remain significant and unavoidable. Impacts would also be reduced for public services and utilities and service systems. This alternative would have similar impacts as the proposed project tofor aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning and recreation. Impacts related to population and housing would be slightly greater than the proposed project under this alternative.

##### Attainment of Project Objectives

The adoption of the Alternative Land Use Plan Alternative would attain most of the project objectives described in Section 7.1.2, Project Objectives. However, because this alternative would result in less flexibility for growth of commercial and office uses citywide, it would to a lesser extent than the proposed project promote sustainable economic vitality and economic growth (Objective 4). Because smaller growth in commercial and office space would offer less job opportunities for current and future residents of San



### 3. Revisions to the Draft EIR

Clemente, buildout of this alternative would require more out-commuting, resulting in a lower reduction of per-capita vehicle miles traveled (VMT) for the region. Therefore, its adoption would achieve consistency with AB 32 and SB 375 (Objective 9), although to a lesser degree than the proposed project. However, the alternative's reduction of traffic impacts along Avenida Pico would ensure that roadway design in the City could accommodate traffic generated from land uses (Objective 11) to a greater degree than the proposed project.

Page 7-18, Section 7.6, Reduced Intensity Alternative. The following minor technical revision has been made to provide additional information on the merits of the alternative.

## 7.6-16 Conclusion

### Avoid or Substantially Lessen the Significant Impacts of the Project

The Reduced Intensity Alternative would result in substantial reductions of impacts related to air quality, GHG emissions, noise, and traffic. However, these impacts would not be eliminated and would remain significant and unavoidable. Impacts related to hazards and hazardous materials, public services, recreation, and utilities and service systems would be reduced. The Reduced Intensity Alternative would result in similar impacts as the proposed project to aesthetics, biological resources, cultural resources, geology and soils, hydrology and water quality, and land use and planning.

### Attainment of Project Objectives

Although the Reduced Intensity Alternative meets some of the objectives established for the project, the reduction in nonresidential square footage may reduce the City's ability to reduce per-capita VMT for the region (Objective 9) compared to the proposed project, which is one of the goals of SCAG's Compass Blueprint for High Quality Transit Areas. ~~By providing additional commercial square footage in the City, commuters would not need to travel outside the City to other areas of Orange County or San Diego County for employment. Because this alternative would result in lower buildout development intensity than allowed under the 1993 General Plan, it would not provide as many new opportunities for infill growth (Objective 5) or mixed use development (Objective 6). For these reasons, it would also, to a lesser degree than the proposed project, promote economic vitality and job growth (Objective 5). Due to the significant reduction in nonresidential square footage, the Reduced Intensity Alternative would alter land uses but would not provide the same degree of flexibility in locating future businesses. Since there would be less opportunity to locate new nonresidential uses or increase intensity within Focus Areas of the city, this alternative would not promote sustainable economic vitality to the same degree as the proposed project (Objective 4).~~

### 3. Revisions to the Draft EIR

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## Appendix A. NOP Comment Letters

## Appendix

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May 9, 2013

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Mr. Jeff Hook  
Principal Planner  
Planning Department  
910 Calle Negocio, Suite 100  
San Clemente, CA 92673

**Subject: City of San Clemente Centennial General Plan**

Dear Mr. Hook:

The Orange County Transportation Authority (OCTA) has reviewed the above referenced document. The following comment is provided for your consideration:

- In regards to MPAH and CMP, 3.16 – *Transportation/Traffic*:
  - If the City of San Clemente envisions modifications to any Master Plan of Arterial Highway facilities, please coordinate with OCTA as soon as possible, in order to initiate MPAH amendment processes.
  - Please provide a CMP analysis in the Environmental Impact Report to determine if the proposed project would cause significant impacts to any of the CMP intersections.

If you have any questions or comments, please contact me by phone at (714) 560-5907 or by email at [dphu@octa.net](mailto:dphu@octa.net).

Sincerely,

Dan Phu  
Section Manager, Environmental Programs

CHIEF EXECUTIVE OFFICE

Darrell Johnson  
Chief Executive Officer

**SAN CLEMENTE CENTENNIAL GENERAL PLAN DRAFT EIR**  
**School Questionnaire – Capistrano Unified School District**

1. Please confirm that the Capistrano Unified School District's service boundary includes the entirety of the City of San Clemente and SOI as shown in attached Figure 1, Citywide Aerial.

Yes, CUSD's service boundary includes the entirety of the City of San Clemente and SOI as show in Figure 1, Citywide Aerial.

2. Please provide any information available on total District-wide capacities and current enrollments at the elementary, middle school, and high school levels.

<b>School Level District-Wide</b>	<b>Capacity Permanent Buildings</b>	<b>Capacity Portable Buildings</b>	<b>Total Capacity</b>	<b>Current Enrollment</b>
Elementary Schools			22,624	21,799
Middle Schools			6,410	11,717
High Schools			10,808	15,895

3. Please confirm that the schools outlined below serve students in the City of San Clemente. Please provide any information available on the capacities and current enrollment of each of the schools.

<b>School &amp; Location</b>	<b>Site Capacity (Acres)</b>	<b>Core Facilities Admin, MPR, Library(sf)</b>	<b>Capacity Permanent Buildings (students)</b>	<b>Capacity Portable Buildings</b>	<b>Total Capacity</b>	<b>Current Enrollment</b>
Clarence Lobo Elementary 200 Avenida Vista Montana	+3.0	Lib: -210	26 – (910)	1 – (35)	945	436
Concordia Elementary 3120 Avenida del Presidente	-2.1	MPR: -825 Lib: -336	22 – (770)	7 – (245)	1,015	660
Las Palmas Elementary 1101 Calle Puente	-1.7	Admin: -373 MPR: -1,294 Lib: -700	8 – (280)	23 – (805)	1,085	769
Marblehead Elementary 2410 Via Turqueza	-2.2	Lib: -97	24 – (840)	0 – (0)	840	539
Truman Benedict Elementary 1251 Calle Sarmientoso	-4.1	MPR: -1,203 Lib: -799	22 – (770)	8 – (280)	1,050	720
Bernice Ayer Middle 1271 Calle Sarmientoso	+2.1	Gym: -9,675	26 – (910)	8 – (280)	1,190	894
Vista del Mar Elem./Middle 1130 Avenida Talega	-11.5	Ok	59 – (2,065)	8 – (280)	2,345	1714
Shorecliffs Middle 240 Via Socorro	+5.0	Lib: -1,547 Gym: -16,000	30 – (1,050)	18 – (630)	1,680	1079
San Clemente High 700 Avenida Pico	-12.78	Admin: -6,710 MPR: 6,691 Lib: -10,505 Gym: -28,317	84 – (2,940)	20 – (700)	3,640	2936

**SAN CLEMENTE CENTENNIAL GENERAL PLAN DRAFT EIR**  
***School Questionnaire – Capistrano Unified School District***

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4. Are the existing school facilities (classroom, athletic, recreational, or other facilities) adequate to serve the District under current conditions?

No. Based on the Facility Master Plan assessment completed in 2009, the above table lists inadequate core facilities: Administration, Library, and Multi-Purpose/gymnasium. The site capacity is also listed which indicates that most of the schools lack in athletic and recreational area.

5. Please indicate the District's student generation rates for residential land uses (e.g., single-family, multifamily).

2013

Detached	K-5	.1749	6-8	.0986	9-12	.1323
Attached	K-5	.2144	6-8	.0875	9-12	.1152

6. Please summarize any additional resources (facilities, personnel) needed to serve future development under the proposed Centennial General Plan.

The District is open to discussion with developers to provide mitigation above the required statutory fees to ensure sufficient facilities and resources are available to support the proposed new development.

7. Please describe any existing plans to expand school facilities that serve the City and SOI (see Figure 1). Please also describe the anticipated funding source for such improvements.

The district does not currently have any plans to expand school facilities within this area.

8. What school impact fees do you currently charge by land use (e.g., residential, commercial, office)?

2013 Fees (Adopted March 28, 2013)

Residential	\$3.20
Commercial	\$0.51
Storage	\$0.046

**SAN CLEMENTE CENTENNIAL GENERAL PLAN DRAFT EIR**  
***School Questionnaire – Capistrano Unified School District***

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9. Please provide any additional comments and/or information regarding school service San Clemente under the proposed Centennial General Plan (attach additional pages as necessary).

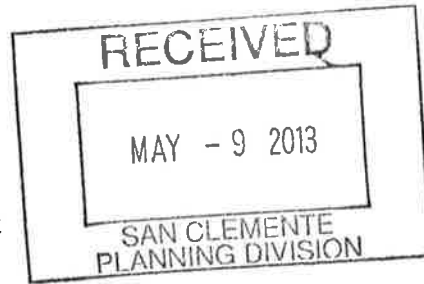
**Response Prepared By:**

John G. Forney	Executive Director, Facilities
<b>Name</b>	<b>Title</b>
Capistrano Unified School District	05/06/2013
<b>Agency</b>	<b>Date</b>





**UNITED STATES MARINE CORPS**  
MARINE CORPS INSTALLATIONS WEST-MARINE CORPS BASE  
BOX 555010  
CAMP PENDLETON, CALIFORNIA 92055-5010



5700  
G-7/CPLO  
6 MAY 13

Mr. Jeff Hook  
Principal Planner  
City of San Clemente Planning Department  
910 Calle Negocio, Suite 100  
San Clemente, CA 92673

Dear Mr. Hook:

This letter is submitted in response to your Notice of Preparation (NOP) and Scoping Meeting announcement of April 4, 2013 regarding the City of San Clemente's preparation of a new General Plan and the City's intent to prepare an Environmental Impact Report (EIR) in support of this new General Plan, to be known as the Centennial General Plan.

Marine Corps Base (MCB) Camp Pendleton has completed a review of the Initial Study, which the City has prepared in conjunction with the General Plan EIR process; and we have several comments to offer with respect to information presented in the Initial Study.

All comments from MCB Camp Pendleton are contained in enclosure (1); and in support of those comments, enclosure (2) is also provided. Should you have any questions with respect to either enclosure, the primary point of contact for this matter at MCB Camp Pendleton is the undersigned at (760) 725-6513.

Thank you for the opportunity to review and comment on this matter.

Sincerely,

L. D. RANNALS  
Community Plans & Liaison Officer  
MCI-West & MCB Camp Pendleton  
By direction of the Commanding General

Enclosures (2)

Copy to:  
Chief of Staff  
AC/S G-7

Comment #	Page, Section, Para.	Comments
1	Pg 1; 1.1; Project Location	<p>Recommend that one portion of the 2nd sentence in this paragraph - specifically that portion that speaks to San Clemente's neighboring community on the southeast - be revised to read as follows: "...and Department of the Navy (DoN) owned Marine Corps Base, Camp Pendleton is located in unincorporated San Diego County to the southeast. The San Onofre State Beach, which occupies land on Camp Pendleton leased from the DoN, lies adjacent to San Clemente at the northwestern end of Camp Pendleton."</p> <p>Comment: It's desired that this sentence be revised to read as suggested above to ensure readers understand that the Department of the Navy is, in fact, the adjacent land owner (and Camp Pendleton is, in fact, the primary occupant of all land to the southeast of the city's border in San Diego County). The San Onofre State Beach is only a temporary user of this Camp Pendleton property under a lease agreement which expires in 2021. As the NOP now reads, it can easily be mis-perceived by a reader that the San Onofre State Beach is not on Camp Pendleton.</p>
2	Pg 2; 1.2.2; Surrounding Land use	<p>Recommend the 3rd and 4th sentences of this paragraph be revised to read as follows: "Marine Corps Base, Camp Pendleton occupies the land located adjacent to San Clemente to the east and southeast in San Diego County. The portion of Camp Pendleton closest to San Clemente, known as San Onofre State Beach, has been temporarily leased to the State of California and is presently used for public recreational purposes."</p> <p>Comment: Again, as in comment 1 above, the 3rd and 4th sentences of this NOP paragraph, as currently written, are somewhat mis-leading to the uninformed reader.</p>
3	Figure 2	<p>Recommend the annotation in Figure 2 be revised for the San Diego County area to depict Camp Pendleton Marine Corps Base as the primary land activity in San Diego County to the southeast of San Clemente. Would also suggest that a color-coded dotted-line or some form of shading be used to depict the actual boundaries of the San Onofre State Beach lease area on Camp Pendleton. Lastly, a "Legend note" should be added to this Figure (as is done for the City Boundary and Sphere of Influence notes), stating that the San Onofre State Beach area is leased from the Department of the Navy. Attached FYI is a graphic that provides a more accurate depiction of the State Parks lease area on Camp Pendleton.</p>
4	Pg 44; 3.8.f; Less Than Significant Impact	<p>Comment: As currently presented, this Figure gives the impression that the State Parks lease area on Camp Pendleton is much larger than it actually is. A more accurate depiction of the State Parks lease area on Camp Pendleton should be presented in this Figure, along with a Legend note stating this area is leased from DoN.</p> <p>This paragraph references the "SCE SONGS Mesa Heliport" and states it's owned by Southern California Edison. There may be a Heliport located on the Mesa side of the SONGS' lease property on Camp Pendleton; and the heliport may be controlled and managed by Southern California Edison. However, it's an inaccurate representation to imply the heliport is "owned" by SCE. It would be more accurate to state the heliport is "controlled and managed" by SCE and that it "serves to accommodate SCE or SONGS-related helo operations into or out of the SONGS facility."</p>

5	Pg 44; 3.8.f; Less Than Significant Impact – part 2	<p>Comment: While SONGS or SCE may control use of this heliport, they would not “own” it, as all the land that SONGS and its associated facilities occupy is actually owned by the Department of the Navy, and has been granted to SCE for operation of the SONGS facility under a DoN lease agreement which expires in 2023.</p> <p>If this Initial Study is going to reference the SCE SONGS Mesa Heliport facility as an airstrip worth noting in this section of the study, then there should also be references made to several other, even more significant (and much greater utilized) military helicopter landing zones located in the northern area of Camp Pendleton that are, in fact, even closer to the City of San Clemente than the SCE SONGS Mesa Heliport would be. These other military airstrips would include the Helicopter Outlying Landing Facility (HOLF), the Heavy-Lift Landing Zone (HLZ) in Camp San Mateo, several Confined Area Landing (CAL) sites, and several administrative Landing Zones (LZs), all being much closer in proximity to the city than the SCE SONGS Mesa Heliport facility.</p>
6	Pg 44; 3.8.f; Less Than Significant Impact – part 3	<p>Comment: Should you desire to include or reference these other Camp Pendleton military airstrips in the Initial Study, we can provide you specific names and locations for all of them.</p> <p>In this paragraph, please revise the words, “Marine Corps Air Station (MCAS)” to read: “Marine Corps Air Station (MCAS) Camp Pendleton.”</p>
7	Pg 50; 3.12.f; Less Than Significant Impact	<p>The same comments as addressed above in comment items 4, 5, and 6 apply here as well. Additionally change the words, “Camp Pendleton” in his paragraph to read: “MCAS Camp Pendleton.” Finally, as we measure it, MCAS Camp Pendleton is approximately 1.5 ½ statute miles from the city’s southern boundary.</p>
8	GENERAL	<p>It’s requested that the same comments made above, which address how the State Parks leased land on Camp Pendleton is characterized, also be applied to all other sections of the San Clemente General Plan Update document itself, where adjacent land use to the southeast side of San Clemente is addressed or discussed.</p>
		END OF CAMP PENDLETON COMMENTS





San Clemente

San Onofre  
State Beach  
Leasehold  
Subunit 1

U.S. Marine Corps  
Base Camp Pendleton

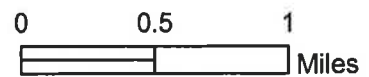
San Onofre  
State Beach  
Leasehold  
Subunit 2

San Onofre  
State Beach  
Leasehold  
Subunit 3

**Legend**

-  Camp Pendleton Boundary
-  San Onofre State Park Leasehold

ENCLOSURE (2)



## Appendix B. Alternative Land Use Plan Traffic Model Data

## Appendix

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## SCTM 2035 ICU SUMMARY - WITH FTC TESORO EXTENSION

Location	Current GP at Los Mares & RSCBP	
	AM	PM
2. Cm De Los Mares & Port Del Norte	.075	.115
3. Cm Del Rio & Cm De Los Mares	.420	.356
4. Cm Vera Cruz & Cm De Los Mares	.363	.357
5. Portico Del Sur & Cm De Los Mares	.490	.388
6. Calle Nuevo & Cm De Los Mares	.485	.491
7. Avd Vaquero & Cm De Los Mares	.440	.428
8. Marbella & Cm De Los Mares	.400	.342
9. Calle Agua & Cm De Los Mares	.515	.506
10. Cm El Molino & Cm De Los Mares	.419	.539
11. I-5 NB Ramps & Cm Estrella	.590	.504
12. I-5 SB Ramps & Cm Estrella	.390	.489
13. Cm Mira Costa & Cm Estrella	.324	.308
14. Sarmentoso & Cm Del Rio	.334	.270
15. Cm Vera Cruz & Sarmentoso	.291	.206
16. Avd Vaquero & Calle Vallarta	.256	.338
17. Avd Vaquero & Guadalajara	.269	.463
18. Cm Capistrano & Avd Vaquero	.319	.454
19. PCH & Cm Capistrano	.591	.653
20. La Pata & Cm Las Ramblas	.588	.597
21. La Pata & Cm Del Rio	.853	.773
23. La Pata & Avd Vista Hermosa	.828	.786
25. Cm Vera Cruz & Avd Vista Hermosa	.829	.898
26. Frontera & Avd Vista Hermosa	.872	.578
27. I-5 NB Ramps & Avd Vista Hermosa	.784	.637
28. I-5 SB Ramps & Avd Vista Hermosa	.588	.489
31. Cl Frontera & Faceta	.257	.206
32. FTC NB Ramps & Avd Pico	.325	.359
33. FTC SB Ramps & Avd Pico	.325	.359
34. Avd Vista Hermosa & Avd Pico	.401	.521
35. La Pata & Avd Pico	.838	.764
36. La Pata & Calle Amanecer	.307	.247
37. La Pata & Del Cerro	.316	.275
38. Calle Amanecer & Avd Pico	.679	.862
39. E. Vista Montana & Del Cerro	.542	.394
40. W. Vista Montana & Del Cerro	.525	.462
41. Calle del Cerro & Avd Pico	.700	.610
42. Avd Presidio & Avd Pico	.864	.790
43. I-5 NB Ramps & Avd Pico	.546	.703
44. I-5 SB Ramps & Avd Pico	.742	.694
45. Cm Los Molinos & Avd Pico	.596	1.018
46. Avd Vista Hermosa & Avd Pico	.293	.623

## SCTM 2035 ICU SUMMARY - WITH FTC TESORO EXTENSION

Location	Current GP at Los Mares & RSCBP	
	AM	PM
47. N. El Cm Real & Avd Pico	.638	.857
48. Avd Presidio & Avd Salvador	.082	.156
49. N. El Cm Real & Cm Los Molinos	.512	.588
50. N. El Cm Real & La Grulla	.707	.712
51. N. El Cm Real & El Portal	.512	.538
52. I-5 NB Ramp & Avd Palizada	.675	.594
53. I-5 SB Ramp & Avd Palizada	.509	.540
54. Cm Estrella & Avd Palizada	.544	.615
55. N. El Cm Real & Avd Palizada	.535	.653
56. N. Ola Vista & Avd Palizada	.375	.381
57. N. El Cm Real & Del Mar	.266	.450
58. I-5 NB Ramp & Avd Presidio	.444	.469
59. Cm Estrella & Avd Presidio	.269	.394
61. N. El Cm Real & Avd Presidio	.357	.472
63. I-5 SB Ramps & S. El Cm Real	.415	.616
64. I-5 NB Ramps & S. El Cm Real	.405	.417
65. S. El Cm Real & San Juan	.284	.353
66. Avd Salvador & Avd San Pablo	.306	.294
67. S. El Cm Real & San Gabriel	.309	.438
68. S. El Cm Real & I-5 NB Ramps	.638	.409
69. S. El Cm Real & Mendocino	.497	.569
70. Avd Presidente & I-5 SB/Califia	.362	.687
71. S. El Cm Real & San Luis Rey	.278	.269
72. I-5 NB Ramps & Cristianitos	.245	.357
73. I-5 SB Ramps & Cristianitos	.269	.312
76. Cm Vera Cruz & Avd Pico	.541	.542
85. Avd Pedriza & Avd Pico	.490	.374
86. Avd Vista Hermosa & Avd Pedriza	.232	.381
87. Avd Talega & Avd Vista Hermosa	.825	.477
89. Avd Talega & Calle Saluda	.324	.272
90. Avd Talega & W. Cm Viento Fuerte	.382	.378
91. Avd Talega & E. Cm Viento Fuerte	.109	.121
92. Calle Saluda & A St	.328	.281
93. La Pata & Calle Saluda	.679	.944
94. El Camino Real & Cm San Clemente	.769	.507



2. Cm De Los Mares & Port Del Norte

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		10	{.006}*	20	
NBT	1.5	3200	0	.006	0	.013*
NBR	0		60	.038	140	.088
SBL	0	0	0		0	
SBT	2	3200	0	.000*	0	.000
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	10	.025*	10	.019*
EBR	0	0	30		20	
WBL	0	0	70	{.044}*	50	{.031}*
WBT	1	1600	10	.050	10	.038
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.052*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.075</b>		<b>.115</b>	

3. Cm Del Rio & Cm De Los Mares

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	460	.288*	370	.231*
NBT	1	1600	50	.031	110	.069
NBR	1	1600	10	.006	10	.006
SBL	0	0	10		10	
SBT	1	1600	80	.100*	30	.056*
SBR	0	0	70		50	
EBL	0.5		10		50	
EBT	1.5	3200	10	.013*	50	.063*
EBR	0		230	.144	360	.225
WBL	0.5		30	{.019}*	10	{.006}*
WBT	1.5	3200	30	.022	20	.013
WBR	0		10		10	
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.420</b>		<b>.356</b>	

4. Cm Vera Cruz & Cm De Los Mares

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		540	{.175}*	330	{.106}*
NBT	0.5	3200	20	.175	10	.106
NBR	1	1600	30	.019	20	.013
SBL	0	0	0		10	
SBT	1	1600	20	.019*	10	.025*
SBR	0	0	10		20	
EBL	1	1600	10	.006*	100	.063*
EBT	2	3200	220	.069	440	.138
EBR	1	1600	370	.231	440	.275
WBL	1	1600	80	.050	50	.031
WBT	2	3200	510	.163*	390	.125*
WBR	0	0	10		10	
Right Turn Adjustment					EBR	.038*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.363</b>		<b>.357</b>	

5. Portico Del Sur & Cm De Los Mares

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	50	.031*	20	.013*
SBT	0	0	0		0	
SBR	1	1600	270	.169	140	.088
EBL	1	1600	80	.050*	170	.106*
EBT	2	3200	550	.172	960	.300
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	980	.309*	810	.269*
WBR	0	0	10		50	
Right Turn Adjustment			SBR	.100*		
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.490</b>		<b>.388</b>	

6. Calle Nuevo & Cm De Los Mares

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	150	.094*	110	.069*
NBT	0	0	0		0	
NBR	1	1600	40	.025	20	.013
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	590	.209	1110	.397*
EBR	0	0	80		160	
WBL	1	1600	10	.006	40	.025*
WBT	2	3200	1250	.391*	920	.288
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .485 .491

7. Avd Vaquero & Cm De Los Mares

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		280	{.109}*	130	.081*
NBT	0	3200	0	.109	0	
NBR	0.5		70		150	.094
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	540	.169	870	.272*
EBR	1	1600	130	.081	260	.163
WBL	1	1600	90	.056	120	.075*
WBT	2	3200	1060	.331*	680	.213
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .440 .428

8. Marbella & Cm De Los Mares

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	20	{.012}*	10	{.006}*
NBT	1	1600	0	.013	0	.006
NBR	0	0	0		0	
SBL	0	0	50		40	
SBT	1	1600	0	.044*	10	.044*
SBR	0	0	20		20	
EBL	1	1600	10	.006*	10	.006
EBT	3	4800	680	.146	1340	.292*
EBR	0	0	20		60	
WBL	1	1600	0	.000	0	.000
WBT	3	4800	1590	.338*	950	.206
WBR	0	0	30		40	

TOTAL CAPACITY UTILIZATION .400 .342

9. Calle Agua & Cm De Los Mares

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	150	.094*	190	.119*
NBT	1	1600	10	.013	10	.013
NBR	0	0	10		10	
SBL	0	0	30		20	
SBT	1	1600	10	.106*	10	.050*
SBR	0	0	130		50	
EBL	1	1600	100	.063*	170	.106*
EBT	3	4800	760	.206	1060	.313
EBR	0	0	230		440	
WBL	1	1600	40	.025	20	.013
WBT	3	4800	1190	.252*	1090	.231*
WBR	0	0	20		20	

TOTAL CAPACITY UTILIZATION .515 .506

10. Cm El Molino & Cm De Los Mares

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	80	.050*	120	.075*
NBT	1	1600	10	.013	20	.025
NBR	0	0	10		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	70	.044*	130	.081
EBT	3	4800	1200	.267	1840	.408*
EBR	0	0	80		120	
WBL	1	1600	70	.044	90	.056*
WBT	3	4800	1490	.325*	1210	.279
WBR	0	0	70		130	

TOTAL CAPACITY UTILIZATION .419 .539

11. I-5 NB Ramps & Cm Estrella

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		130	.081*	220	
NBT	0	3200	0		0	{.191}*
NBR	1.5		280	{.029}	440	
SBL	1	1600	100	.063	60	.038*
SBT	0	0	0		0	
SBR	1	1600	260	.163	140	.088
EBL	0	0	0		0	
EBT	3	4800	670	.140	1120	.233
EBR	1	1600	440	.275	320	.200
WBL	0	0	0		0	
WBT	3	4800	1610	.335*	1320	.275*
WBR	0	0	0		0	
Right Turn Adjustment			Multi	.174*		

TOTAL CAPACITY UTILIZATION .590 .504

12. I-5 SB Ramps & Cm Estrella

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	3	4800	580	.121*	1000	.208*
SBT	0	0	0		0	
SBR	1	1600	250	.156	410	.256
EBL	0	0	0		0	
EBT	2	3200	560	.175*	490	.153*
EBR	1	1600	220	.138	190	.119
WBL	2	3200	300	.094*	410	.128*
WBT	2	3200	300	.094	380	.119
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .390 .489

13. Cm Mira Costa & Cm Estrella

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	40	.025*	50	.031*
NBT	0	0	0		0	
NBR	1	1600	360	.225	320	.200
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	170	.063*	190	.075*
EBR	0	0	30		50	
WBL	1	1600	230	.144*	210	.131*
WBT	2	3200	260	.081	320	.100
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.092*	NBR	.071*

TOTAL CAPACITY UTILIZATION .324 .308

14. Sarmentoso & Cm Del Rio

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	40	.025*	20	.013*
NBT	0	0	0		0	
NBR	1	1600	210	.131	80	.050
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	290	.181*	260	.163*
EBR	1	1600	60	.038	30	.019
WBL	1	1600	140	.088*	150	.094*
WBT	2	3200	360	.113	450	.141
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.040*		
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.334</b>		<b>.270</b>	

15. Cm Vera Cruz & Sarmentoso

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3200	260	.122*	260	.100*
NBR	0	0	130		60	
SBL	1	1600	160	.100*	80	.050*
SBT	2	3200	230	.072	290	.091
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	110	.069*	90	.056*
WBT	0	0	0		0	
WBR	1	1600	180	.113	70	.044
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.291</b>		<b>.206</b>	

16. Avd Vaquero & Calle Vallarta

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	1	1600	210	.131*	340	.219*
NBR	0	0	0		10	
SBL	1	1600	40	.025*	110	.069*
SBT	1	1600	230	.144	430	.269
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	10		10	
WBT	1	1600	0	.100*	0	.050*
WBR	0	0	150		70	
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.256</b>		<b>.338</b>	

17. Avd Vaquero & Guadalajara

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	1	1600	140	.150*	240	.269*
NBR	0	0	100		190	
SBL	1	1600	100	.063*	170	.106*
SBT	1	1600	140	.088	260	.163
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	90	.056*	140	.088*
WBT	0	0	0		0	
WBR	1	1600	70	.044	110	.069
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.269</b>		<b>.463</b>	

18. Cm Capistrano & Avd Vaquero

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	10	.006*	0	.000
NBT	2	3200	100	.031	230	.072*
NBR	d	1600	280	.175	510	.319
SBL	1	1600	50	.031	100	.063*
SBT	1	1600	140	.088*	170	.106
SBR	1	1600	10	.006	0	.000
EBL	0	0	0		10	
EBT	1	1600	10	.013*	0	.013*
EBR	0	0	10		10	
WBL	0	0	340	{.212}*}	380	{.237}*}
WBT	1	1600	10	.219	10	.244
WBR	1	1600	30	.019	80	.050
Right Turn Adjustment					NBR	.069*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.319</b>		<b>.454</b>	

19. PCH & Cm Capistrano

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3200	790	.247*	770	.241*
NBR	1	1600	270	.169	400	.250
SBL	1	1600	180	.113*	330	.206*
SBT	2	3200	620	.194	670	.209
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	370	.231*	330	.206*
WBT	0	0	0		0	
WBR	1	1600	210	.131	190	.119
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.591</b>		<b>.653</b>	

20. La Pata & Cm Las Ramblas

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	0	.000	0	.000
NBT	2	3200	1640	.513	1910	.597*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	1880	.588*	1510	.472
SBR	1	1600	0	.000	0	.000
EBL	0.5		0		0	
EBT	0	3200	0		0	
EBR	1.5		0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.588</b>		<b>.597</b>	

21. La Pata & Cm Del Rio

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	230	.144*	420	.263*
NBT	2	3200	1370	.428	1730	.541
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	1710	.534*	1270	.397*
SBR	1	1600	170	.106	250	.156
EBL	0.5		280	.175*	180	.113*
EBT	0	3200	0		0	
EBR	1.5		320	{.092}	270	{.001}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.853</b>		<b>.773</b>	

23. La Pata & Avd Vista Hermosa

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3200	220	.069*	550	.172
NBT	3	4800	590	.123	1100	.229*
NBR	1	1600	110	.069	300	.188
SBL	1	1600	160	.100	140	.088*
SBT	3	4800	1040	.217*	580	.121
SBR	1	1600	850	.531	500	.313
EBL	1	1600	600	.375*	530	.331*
EBT	2	3200	540	.169	640	.200
EBR	1	1600	220	.138	210	.131
WBL	2	3200	400	.125	290	.091
WBT	2	3200	430	.134*	440	.138*
WBR	1	1600	230	.144	210	.131
Right Turn Adjustment			SBR	.033*		

TOTAL CAPACITY UTILIZATION .828 .786

25. Cm Vera Cruz & Avd Vista Hermosa

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	140	.088*	150	.094
NBT	2	3200	180	.072	320	.116*
NBR	0	0	50		50	
SBL	1	1600	90	.056	260	.163*
SBT	2	3200	300	.188*	210	.125
SBR	0	0	350	.219	190	
EBL	1	1600	210	.131*	260	.163*
EBT	2	3200	1620	.506	1150	.359
EBR	1	1600	330	.206	160	.100
WBL	1	1600	30	.019	10	.006
WBT	2	3200	1350	.422*	1460	.456*
WBR	1	1600	170	.106	170	.106

TOTAL CAPACITY UTILIZATION .829 .898

26. Frontera & Avd Vista Hermosa

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3200	350	.109*	250	.078*
NBT	1	1600	100	.094	90	.075
NBR	0	0	50		30	
SBL	1	1600	60	.038	20	.013
SBT	1	1600	140	.088*	50	.031*
SBR	1	1600	250	.156	200	.125
EBL	1	1600	100	.063	280	.175*
EBT	2	3200	1780	.556*	1390	.434
EBR	1	1600	270	.169	210	.131
WBL	1	1600	190	.119*	40	.025
WBT	3	4800	1750	.369	1390	.294*
WBR	0	0	20		20	

TOTAL CAPACITY UTILIZATION .872 .578

27. I-5 NB Ramps & Avd Vista Hermosa

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		70	.044*	90	.056*
NBT	0	4800	0		0	
NBR	1.5		810	.253	750	.234
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1700	.531*	1290	.403*
EBR	f		240		440	
WBL	0	0	0		0	
WBT	1.5	4800	1230	{.510}	890	{.392}
WBR	1.5		1270		1060	
Right Turn Adjustment			NBR	.209*	NBR	.178*

TOTAL CAPACITY UTILIZATION .784 .637

28. I-5 SB Ramps & Avd Vista Hermosa

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1340	.419*	810	
SBT	0	4800	0		0	{.292}*}
SBR	1.5		220	.138	630	
EBL	1	1600	40	.025*	50	.031*
EBT	3	4800	590	.123	940	.196
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	460	.144*	530	.166*
WBR	f		840		460	

TOTAL CAPACITY UTILIZATION .588 .489

31. Cl Frontera & Faceta

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	20	.013*	40	.025
NBT	1	1600	130	.081	170	.106*
NBR	1	1600	70	.044	130	.081
SBL	1	1600	20	.013	40	.025*
SBT	1	1600	160	.100*	80	.050
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	10	.038	10	.019
EBR	0	0	50		20	
WBL	0	0	130		50	
WBT	1	1600	0	.144*	10	.075*
WBR	0	0	100		60	

TOTAL CAPACITY UTILIZATION .257 .206

32. FTC NB Ramps & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	0	.000	0	.000
NBT	0	0	0		0	
NBR	1	1600	0	.000	0	.000
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	690	.216	1150	.359*
EBR	f		0		0	
WBL	0	0	0		0	
WBT	2	3200	1040	.325*	830	.259
WBR	f		0		0	

TOTAL CAPACITY UTILIZATION .325 .359

33. FTC SB Ramps & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	0	.000	0	.000
SBT	0	0	0		0	
SBR	f		0		0	
EBL	0	0	0		0	
EBT	2	3200	690	.216	1150	.359*
EBR	1	1600	0	.000	0	.000
WBL	1	1600	0	.000	0	.000
WBT	2	3200	1040	.325*	830	.259
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .325 .359

34. Avd Vista Hermosa & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3200	60	.019*	250	.078
NBT	2	3200	20	.006	140	.047*
NBR	0	0	0		10	
SBL	2	3200	240	.075	180	.056*
SBT	1	1600	130	.081*	20	.013
SBR	2	3200	340	.106	170	.053
EBL	2	3200	190	.059*	250	.078*
EBT	3	4800	1150	.240	780	.163
EBR	1	1600	230	.144	60	.038
WBL	1	1600	10	.006	10	.006
WBT	3	4800	1020	.242*	1380	.340*
WBR	0	0	140		250	

TOTAL CAPACITY UTILIZATION .401 .521

35. La Pata & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	40	.025	240	.150
NBT	3	4800	260	.054*	540	.113*
NBR	d	1600	60	.038	100	.063
SBL	2	3200	630	.197*	530	.166*
SBT	2	3200	470	.147	170	.053
SBR	1	1600	960	.600	480	.300
EBL	2	3200	240	.075*	770	.241*
EBT	3	4800	920	.192	940	.196
EBR	1	1600	200	.125	100	.063
WBL	2	3200	120	.038	100	.031
WBT	3	4800	930	.194*	1110	.231*
WBR	1	1600	400	.250	590	.369

Right Turn Adjustment SBR .318\* WBR .013\*

TOTAL CAPACITY UTILIZATION .838 .764

36. La Pata & Calle Amanecer

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	80	.050*	90	.056*
NBT	2	3200	210	.069	430	.138
NBR	0	0	10		10	
SBL	1	1600	60	.038	10	.006
SBT	2	3200	530	.188*	340	.116*
SBR	0	0	70		30	
EBL	1	1600	20	.013	70	.044*
EBT	1	1600	30	.063*	10	.050
EBR	0	0	70		70	
WBL	1	1600	10	.006*	10	.006
WBT	1	1600	10	.013	10	.031*
WBR	0	0	10		40	

TOTAL CAPACITY UTILIZATION .307 .247

37. La Pata & Del Cerro

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		10	{.006}*
NBT	2	3200	50	.016	270	.088
NBR	0	0	0		0	
SBL	0	0	20		0	
SBT	2	3200	380	.191*	150	.094*
SBR	0	0	210		270	.169
EBL	1	1600	200	.125*	280	.175*
EBT	0	0	0		0	
EBR	1	1600	10	.006	10	.006
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .316 .275



38. Calle Amanecer & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		120	{.056}*	740	{.306}*
NBT	0	3200	0	.056	0	.306
NBR	0.5		60		240	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	0	.000	0	.000
EBT	3	4800	1380	.423*	1950	.456*
EBR	0	0	650		240	
WBL	1	1600	320	.200*	160	.100*
WBT	3	4800	2030	.423	1790	.373
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .679 .862

39. E. Vista Montana & Del Cerro

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	130	.081*	80	.050*
NBT	0	0	0		0	
NBR	1	1600	380	.238	150	.094
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	400	.288*	80	.125*
EBR	0	0	60		120	
WBL	1	1600	100	.063*	350	.219*
WBT	1	1600	60	.038	430	.269
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.110*		

TOTAL CAPACITY UTILIZATION .542 .394

40. W. Vista Montana & Del Cerro

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	360	.225*	280	.175*
NBT	0	0	0		0	
NBR	1	1600	10	.006	10	.006
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	470	.294*	450	.281*
EBR	1	1600	240	.150	330	.206
WBL	1	1600	10	.006*	10	.006*
WBT	2	3200	470	.147	630	.197
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .525 .462

41. Calle del Cerro & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3200	800	.250*	450	.141*
NBT	0	0	0		0	
NBR	1	1600	70	.044	60	.038
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	4800	1870	.390	1820	.379
EBR	1	1600	620	.388	830	.519
WBL	1	1600	70	.044	90	.056
WBT	3	4800	2160	.450*	2210	.460*
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.009*

TOTAL CAPACITY UTILIZATION .700 .610

42. Avd Presidio & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		300		260	
NBT	0.5	3200	70	.116*	60	.100*
NBR	1	1600	50	.031	100	.063
SBL	1	1600	290	.181*	90	.056*
SBT	1	1600	200	.125	60	.038
SBR	1	1600	20	.013	20	.013
EBL	1	1600	60	.038	110	.069
EBT	3	4800	1760	.367*	2470	.515*
EBR	1	1600	170	.106	170	.106
WBL	1	1600	320	.200*	190	.119*
WBT	4	6400	2330	.389	2260	.369
WBR	0	0	160		100	

TOTAL CAPACITY UTILIZATION .864 .790

43. I-5 NB Ramps & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	300	.188*	360	.225*
NBT	0	0	0		0	
NBR	2	3200	650	.203	960	.300
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	260	.081*	670	.209*
EBT	3	4800	1640	.342	1870	.390
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	6400	1700	.266*	1500	.234*
WBR	f		1080		980	
Right Turn Adjustment			NBR	.011*	NBR	.035*

TOTAL CAPACITY UTILIZATION .546 .703

44. I-5 SB Ramps & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1040	.325*	840	.263*
SBT	0	0	0		0	
SBR	1	1600	480	.300	270	.169
EBL	0	0	0		0	
EBT	5	8000	830	.104*	1720	.215*
EBR	1	1600	200	.125	460	.288
WBL	2	3200	1000	.313*	690	.216*
WBT	2	3200	1000	.313	1160	.363
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .742 .694

45. Cm Los Molinos & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	50		140	
NBT	1	1600	30	.156*	50	.481*
NBR	0	0	170		580	
SBL	0	0	20	{.012}*	170	{.106}*
SBT	1	1600	10	.063	50	.238
SBR	0	0	70		160	
EBL	1	1600	60	.038	110	.069
EBT	2	3200	730	.228*	880	.275*
EBR	1	1600	140	.088	320	.200
WBL	1	1600	320	.200*	250	.156*
WBT	2	3200	480	.150	1000	.313
WBR	1	1600	170	.106	180	.113

TOTAL CAPACITY UTILIZATION .596 1.018

46. Avd Vista Hermosa & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	190	.059*	540	.169*
SBT	0	0	0		0	
SBR	1	1600	250	.156	600	.375
EBL	2	3200	270	.084	500	.156*
EBT	2	3200	670	.209*	510	.159
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	360	.113	670	.209*
WBR	f		180		530	
Right Turn Adjustment			SBR	.025*	SBR	.089*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.293</b>		<b>.623</b>	

47. N. El Cm Real & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	20	.013	40	.025
NBT	2	3200	610	.294*	770	.416*
NBR	0	0	330		560	
SBL	2	3200	350	.109*	390	.122*
SBT	2	3200	620	.206	610	.206
SBR	0	0	40		50	
EBL	1	1600	90	.056	60	.038
EBT	1	1600	190	.144*	150	.119*
EBR	0	0	40		40	
WBL	2	3200	290	.091*	640	.200*
WBT	1	1600	100	.063	200	.125
WBR	1	1600	380	.238	400	.250
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.638</b>		<b>.857</b>	

48. Avd Presidio & Avd Salvador

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	1	1600	0	.013*	0	.025*
NBR	0	0	20		40	
SBL	0	0	30	{.019}*	170	{.106}*
SBT	1	1600	0	.019	0	.106
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	40		30	
WBT	1	1600	0	.050*	0	.025*
WBR	0	0	40		10	
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.082</b>		<b>.156</b>	

49. N. El Cm Real & Cm Los Molinos

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3200	760	.381*	610	.281*
NBR	0	0	460		290	
SBL	1	1600	120	.075*	70	.044*
SBT	2	3200	410	.128	890	.278
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	90	.056*	420	.263*
WBT	0	0	0		0	
WBR	1	1600	70	.044	260	.163
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.512</b>		<b>.588</b>	

50. N. El Cm Real & La Grulla

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		40		100	{.062}*
NBT	1.5	3200	960	.313*	950	.328
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	470	.191	1160	.531*
SBR	0	0	140		540	
EBL	0	0	510		140	
EBT	1	1600	0	.394*	0	.119*
EBR	0	0	120		50	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .707 .712

51. N. El Cm Real & El Portal

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	40	.025	50	.031*
NBT	2	3200	710	.225*	730	.234
NBR	0	0	10		20	
SBL	1	1600	50	.031*	140	.088
SBT	2	3200	530	.175	1000	.338*
SBR	0	0	30		80	
EBL	1	1600	130	.081*	70	.044*
EET	1	1600	50	.056	30	.038
EBR	0	0	40		30	
WBL	0	0	10		30	
WBT	1	1600	120	.175*	50	.125*
WBR	0	0	150		120	

TOTAL CAPACITY UTILIZATION .512 .538

52. I-5 NB Ramp & Avd Palizada

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	720	.450*	710	.444*
EBT	1	1600	380	.238	310	.194
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	180	.225*	150	.150*
WBR	0	0	180		90	

TOTAL CAPACITY UTILIZATION .675 .594

53. I-5 SB Ramp & Avd Palizada

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		320		210	
SBT	0	3200	0	{.268}*	0	{.287}*
SBR	1.5		760		960	
EBL	0	0	0		0	
EET	2	3200	770	.241*	810	.253*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	180	.056	140	.044
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .509 .540

54. Cm Estrella & Avd Palizada

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	10	.006	30	.019
NBT	1	1600	130	.094*	190	.181*
NBR	0	0	20		100	
SBL	1	1600	250	.156*	250	.156*
SBT	1	1600	70	.063	170	.131
SBR	0	0	30		40	
EBL	0.5		20		20	{.012}*
EBT	1.5	3200	380	.131*	380	.138
EBR	0		20		40	
WBL	1	1600	260	.163*	200	.125
WBT	2	3200	430	.216	600	.266*
WBR	0	0	260		250	

TOTAL CAPACITY UTILIZATION .544 .615

55. N. El Cm Real & Avd Palizada

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	10	.006	30	.019*
NBT	2	3200	510	.184*	640	.241
NBR	0	0	80		130	
SBL	1	1600	120	.075*	90	.056
SBT	2	3200	410	.147	810	.284*
SBR	0	0	60		100	
EBL	1	1600	150	.094	130	.081
EET	1	1600	250	.163*	230	.156*
EBR	0	0	10		20	
WBL	1	1600	180	.113*	310	.194*
WBT	1	1600	160	.100	370	.231
WBR	1	1600	170	.106	100	.063

TOTAL CAPACITY UTILIZATION .535 .653

56. N. Ola Vista & Avd Palizada

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	20		60	
NBT	1	1600	0	.175*	0	.106*
NBR	0	0	260		110	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	190	.163*	110	.094
EBR	0	0	70		40	
WBL	0	0	60	{.037}*	180	
WBT	1	1600	110	.106	260	.275*
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .375 .381

57. N. El Cm Real & Del Mar

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		40	{.025}*	80	{.050}*
NBT	1.5	3200	480	.163	580	.206
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	440	.166*	780	.300*
SBR	0	0	90		180	
EBL	1	1600	120	.075*	160	.100*
EET	0	0	0		0	
EBR	1	1600	50	.031	90	.056
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .266 .450

58. I-5 NB Ramp & Avd Presidio

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	170	.106*	200	.125*
NBT	0	0	0		0	
NBR	1	1600	160	.100	40	.025
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	360	.225*	380	.238*
EBT	2	3200	110	.034	170	.053
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	180	.113*	170	.106*
WBR	1	1600	180	.113	110	.069

TOTAL CAPACITY UTILIZATION .444 .469

59. Cm Estrella & Avd Presidio

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	50		100	
SBT	1	1600	120	.106*	100	.125*
SBR	1	1600	170	.106	90	.056
EBL	0.5		60		20	
EBT	1.5	3200	310	.138*	580	.206*
EBR	0		70		60	
WBL	1	1600	40	.025*	100	.063*
WBT	1	1600	140	.088	170	.106
WBR	1	1600	140	.088	120	.075

TOTAL CAPACITY UTILIZATION .269 .394

61. N. El Cm Real & Avd Presidio

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3200	320	.100*	490	.153*
NBR	1	1600	220	.138	260	.163
SBL	1	1600	310	.194*	340	.213*
SBT	2	3200	290	.091	590	.184
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	100	.063*	170	.106*
WBT	0	0	0		0	
WBR	1	1600	100	.063	170	.106

TOTAL CAPACITY UTILIZATION .357 .472

63. I-5 SB Ramps & S. El Cm Real

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	110	.069	140	.088*
NBT	0	0	0		0	
NBR	1	1600	310	.194	320	.200
SBL	1	1600	200	.125*	340	.213
SBT	1	1600	80	.050	230	.144*
SBR	1	1600	130	.081	160	.100
EBL	0	0	0		0	
EBT	2	3200	180	.063	400	.200*
EBR	0	0	20		240	
WBL	1	1600	10	.006	20	.013*
WBT	2	3200	300	.094*	450	.141
WBR	0	0	0		0	
Right Turn Adjustment			Multi	.196*	NBR	.171*

TOTAL CAPACITY UTILIZATION .415 .616

64. I-5 NB Ramps & S. El Cm Real

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		50	{.019}*	110	
NBT	0	3200	0	.019	0	.038*
NBR	0.5		10		10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	270	.169*	220	.138*
EBT	2	3200	500	.156	550	.172
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	300	.188*	520	.241*
WBR	0	0	370	.231	250	
Right Turn Adjustment			WBR	.029*		
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.405</b>		<b>.417</b>	

65. S. El Cm Real & San Juan

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3200	580	.184*	710	.228*
NBR	0	0	10		20	
SBL	1	1600	40	.025*	130	.081*
SBT	2	3200	470	.147	450	.141
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	20		10	
WBT	1	1600	0	.075*	0	.044*
WBR	0	0	100		60	
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.284</b>		<b>.353</b>	

66. Avd Salvador & Avd San Pablo

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		90	
SBT	1	1600	0	.006*	0	.056*
SBR	0	0	10		0	
EBL	0	0	0		10	
EBT	1	1600	160	.100	370	.238*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	470	.300*	320	.206
WBR	0	0	10		10	
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.306</b>		<b>.294</b>	

67. S. El Cm Real & San Gabriel

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	10		10	
NBT	2	3200	370	.134*	750	.269*
NBR	0	0	50		100	
SBL	1	1600	190	.119*	220	.138*
SBT	2	3200	320	.103	650	.206
SBR	0	0	10		10	
EBL	0	0	10		10	
EBT	0	0	0		0	
EBR	0	0	10		10	
WBL	1	1600	90	.056*	50	.031*
WBT	0	0	0		0	
WBR	1	1600	140	.088	70	.044
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.309</b>		<b>.438</b>	

68. S. El Cm Real & I-5 NB Ramps

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	810	.506*	480	.300*
NBT	2	3200	160	.050	360	.113
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	120	.075*	250	.103*
SBR	0	0	210	.131	80	
EBL	1	1600	10	.006*	10	.006*
EBT	0	0	0		0	
EBR	1	1600	10	.006	10	.006
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.051*		
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.638</b>		<b>.409</b>

69. S. El Cm Real & Mendocino

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	20	.013	40	.025
NBT	2	3200	750	.234*	420	.131*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	90	.044	130	.075
SBR	0	0	50		110	
EBL	0	0	280		370	
EBT	1	1600	0	.263*	0	.438*
EBR	0	0	140		330	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.497</b>		<b>.569</b>

70. Avd Presidente & I-5 SB/Calafia

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	50	.031*	80	.050*
NBT	1	1600	20	.013	10	.006
NBR	0	0	0		0	
SBL	1	1600	10	.006	10	.006
SBT	1	1600	0	.025*	10	.075*
SBR	0	0	40		110	
EBL	0	0	210	{.131}*	260	{.162}*
EBT	1	1600	10	.181	10	.213
EBR	0	0	70		70	
WBL	1	1600	160	.100	310	.194
WBT	1	1600	140	.175*	370	.400*
WBR	0	0	140		270	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.362</b>		<b>.687</b>

71. S. El Cm Real & San Luis Rey

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		30		20	
NBT	1.5	3200	240	.084*	110	.044*
NBR	0	0	0		10	
SBL	0.5		0		0	
SBT	1.5	3200	20	.013	60	.031
SBR	0	0	40	.025	40	
EBL	0	0	210		90	
EBT	1	1600	30	.188*	40	.213*
EBR	0	0	60		210	
WBL	0	0	10	{.006}*	20	{.012}*
WBT	1	1600	10	.013	40	.038
WBR	0	0	0		0	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.278</b>		<b>.269</b>



72. I-5 NB Ramps & Cristianitos

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	30	.019*	40	.025*
NBT	0	0	0		0	
NBR	1	1600	150	.094	100	.063
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.138*	100	.063*
EBT	1	1600	100	.063	110	.069
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	80	.088*	320	.269*
WBR	0	0	60		110	

TOTAL CAPACITY UTILIZATION .245 .357

73. I-5 SB Ramps & Cristianitos

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	70	.044*	90	.056*
SBT	0	0	0		0	
SBR	1	1600	100	.063	130	.081
EBL	0	0	0		0	
EET	1	1600	240	.175*	110	.081*
EBR	0	0	40		20	
WBL	1	1600	80	.050*	280	.175*
WBT	1	1600	50	.031	60	.038
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .269 .312

76. Cm Vera Cruz & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		110	.069*	20	.013*
SBT	0	4800	0		0	
SBR	1.5		460	.144	340	.106
EBL	2	3200	230	.072*	390	.122*
EBT	3	4800	1260	.263	1840	.383
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1740	.379*	1690	.406*
WBR	0	0	80		260	
Right Turn Adjustment			SBR	.021*	SBR	.001*

TOTAL CAPACITY UTILIZATION .541 .542

85. Avd Pedriza & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	10	.006	90	.056*
NBT	1	1600	0	.000*	10	.019
NBR	0	0	0		20	
SBL	1	1600	80	.050*	60	.038
SBT	1	1600	10	.006	10	.006*
SBR	1	1600	420	.263	190	.119
EBL	2	3200	80	.025*	340	.106*
EET	3	4800	610	.146	1070	.227
EBR	0	0	90		20	
WBL	1	1600	20	.013	10	.006
WBT	3	4800	980	.215*	740	.173*
WBR	0	0	50		90	
Right Turn Adjustment			SBR	.200*	SBR	.033*

TOTAL CAPACITY UTILIZATION .490 .374

86. Avd Vista Hermosa & Avd Pedriza

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3200	170	.063*	360	.181*
NBR	0	0	30		220	
SBL	1	1600	120	.075*	240	.150*
SBT	2	3200	280	.088	150	.047
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	140	.088*	80	.050*
WBT	0	0	0		0	
WBR	1	1600	240	.150	180	.113
Right Turn Adjustment			WBR	.006*		
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.232</b>		<b>.381</b>	

87. Avd Talega & Avd Vista Hermosa

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	70	.044	70	.044
NBT	2	3200	90	.056*	100	.063*
NBR	0	0	90		160	.100
SBL	2	3200	310	.097*	90	.028*
SBT	2	3200	80	.050	70	.044
SBR	0	0	890	.556	410	.256
EBL	2	3200	320	.100*	360	.113
EBT	2	3200	290	.100	310	.141*
EBR	0	0	30		140	
WBL	1	1600	110	.069	320	.200*
WBT	2	3200	320	.200*	290	.122
WBR	0	0	390	.244	100	
Right Turn Adjustment			SBR	.372*	SBR	.045*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.825</b>		<b>.477</b>	

89. Avd Talega & Calle Saluda

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	30	.019*	70	.044*
NBT	2	3200	180	.056	570	.178
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	510	.219*	350	.147*
SBR	0	0	190		120	
EBL	1	1600	40	.025*	130	.081*
EBT	0	0	0		0	
EBR	1	1600	160	.100	60	.038
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.061*		
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.324</b>		<b>.272</b>	

90. Avd Talega & W. Cm Viento Fuerte

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	80	.050*	250	.156*
NBT	2	3200	80	.038	300	.131
NBR	0	0	40		120	
SBL	1	1600	10	.006	10	.006
SBT	2	3200	290	.094*	200	.066*
SBR	0	0	10		10	
EBL	1	1600	10	.006	10	.006
EBT	1	1600	10	.169*	10	.106*
EBR	0	0	260		160	
WBL	0	0	110	{.069}*	80	{.050}*
WBT	1	1600	10	.081	0	.056
WBR	0	0	10		10	
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.382</b>		<b>.378</b>	

91. Avd Talega & E. Cm Viento Fuerte

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	0	.000	10	.006
NBT	2	3200	40	.016	140	.059*
NBR	0	0	10		50	
SBL	0	0	10		10	{.006}*
SBT	2	3200	90	.034*	60	.025
SBR	0	0	10		10	
EBL	1	1600	10	.006*	10	.006*
EBT	0	0	10		10	
EBR	1	1600	0	.000	10	.006
WBL	0	0	100		70	
WBT	1	1600	10	.069*	10	.050*
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .109 .121

92. Calle Saluda & A St

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	20	.013*	70	.044
NBT	1	1600	210	.150	340	.256*
NBR	0	0	30		70	
SBL	0	0	0		0	
SBT	1	1600	390	.244*	260	.163
SBR	0	0	0		0	
EBL	1	1600	0	.000	0	.000
EBT	0	0	0		0	
EBR	1	1600	70	.044	40	.025
WBL	0	0	60	{.037}*	40	{.025}*
WBT	0	0	0		0	
WBR	0	0	0		0	

Right Turn Adjustment EBR .034\*

TOTAL CAPACITY UTILIZATION .328 .281

93. La Pata & Calle Saluda

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3200	1240	.413	1960	.688*
NBR	0	0	80		240	
SBL	1	1600	180	.113	250	.156*
SBT	2	3200	1850	.578*	1290	.403
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	160	.100*	160	.100*
WBT	0	0	0		0	
WBR	1	1600	360	.225	190	.119

Right Turn Adjustment WBR .001\*

TOTAL CAPACITY UTILIZATION .679 .944

94. El Camino Real & Cm San Clemente

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3200	960	.300	1260	.394
NBR	1	1600	30	.019	10	.006
SBL	1	1600	30	.019	30	.019
SBT	1	1600	1140	.713*	700	.438*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	70		50	
WBT	1	1600	0	.056*	0	.069*
WBR	0	0	20		60	

TOTAL CAPACITY UTILIZATION .769 .507

## Appendix

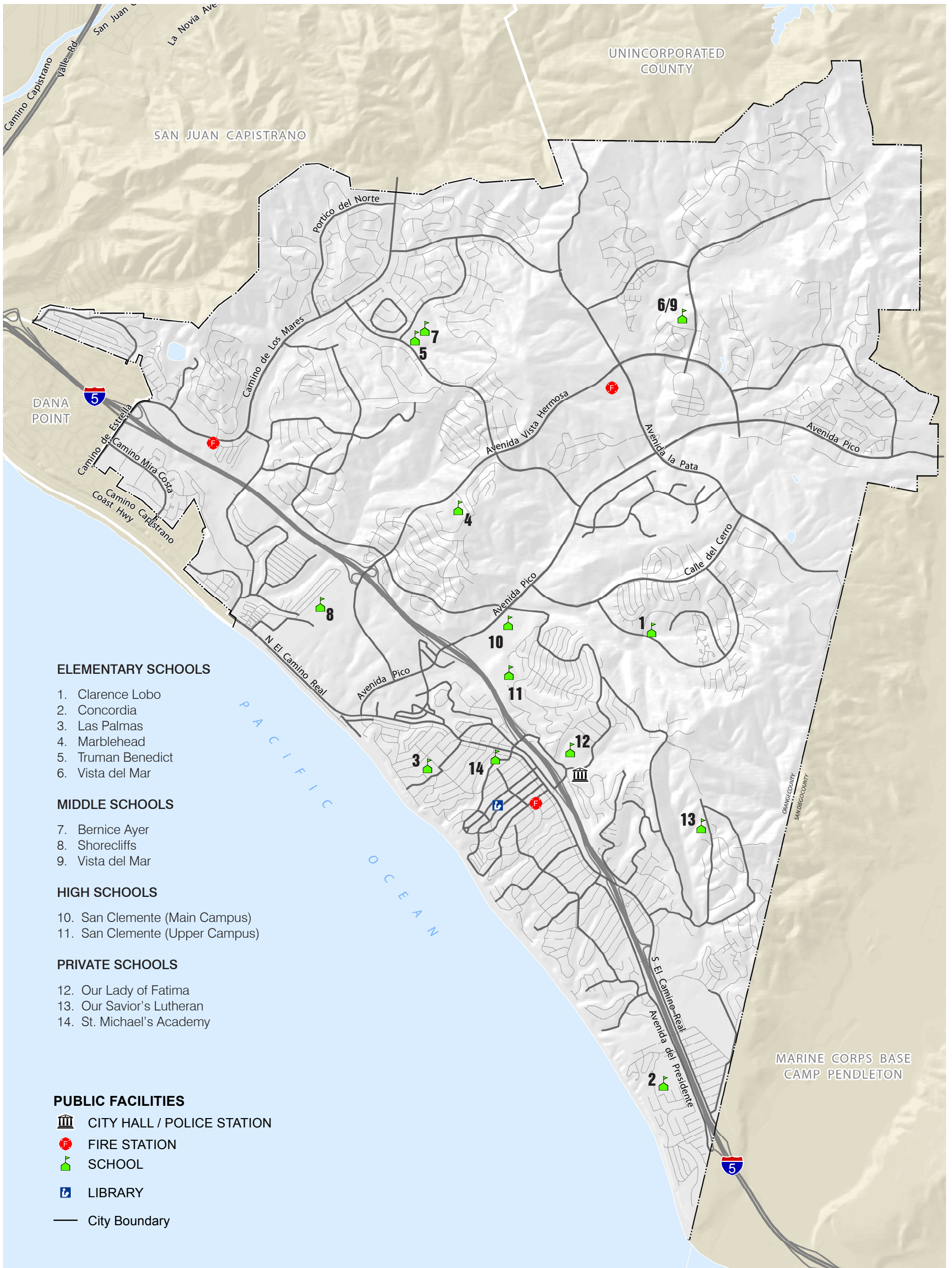
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## Appendix C. Revised Figures

## Appendix

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Public Facilities



## Appendix

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# 5. Environmental Analysis

## Future Roadway Map



Source: Fehr & Peers 2013

## Appendix

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