

Board of Directors
The Reserve Maintenance Corporation
Resolution in Opposition to the Proposed SR 241 Toll Road Extension Adjacent to
The Reserve

Whereas, The Reserve Maintenance Corporation (the “Reserve”) comprises of 419 single family homes, a ridgeline trail system, park, and significant other open and common area in the City of San Clemente generally abutting Avenue Vista Hermosa and Camino Vera Cruz (the “Reserve Community”); and

Whereas, a diverse range of well over one thousand (1,000) people reside within the Reserve Community, a significant number of which are senior citizens on fixed income, many of whom have compromised immune systems, as well as children with allergies, asthma, and/or immune deficiencies; and

Whereas, the Reserve Community is located in a valley on a slope descending southwesterly towards the Pacific Ocean generally bounded by hills to the north and Avenue Vista Hermosa to the south; and

Whereas, landslides, surficial failures, slope instability, and related geologic hazards have occurred on the land upon which the Reserve Community is located; and

Whereas, a large portion of the Reserve Community is located within the very high fire hazard severity zone as designed by Orange County Fire Authority mapping; and

Whereas, on November 10, 2016 the Foothill/Eastern Transportation Corridor Agency (“TCA”) settled various pending lawsuits challenging TCA’s routing of an extension of the State Route 241 (“SR 241”) beyond its current southern terminus at Oso Parkway to Interstate 5 (“I-5”) via the “Cristianitos Crossing” (as known as the “Green Alignment”) (the “Settlement”); and

Whereas, as part of the Settlement, TCA agreed “not to construct or provide funding for the construction of any road alignment [connecting SR 241 to I-5] that is located within, or that would Direct Impacts to, the Avoidance Area”; and

Whereas, that Avoidance Area eliminates a vast majority of routing options to connect the SR 241 to I-5 through or near undeveloped land; and

Whereas, due to the Settlement, TCA is presently exploring alternative routing options to connect the SR 241 to I-5 outside of the Avoidance Area through a wide toll road containing many lanes; and

Whereas, one of the alternative routing options being considered connects the SR 241 to I-5 via the “La Pata Crossing” (as known as the “Orange Alignment” and “Option 14”); and

Whereas, the Orange Alignment runs in extraordinary close proximity to the entire eastern border of the Reserve Community, generally at an elevation higher than the Reserve Community; and

Whereas, the Reserve and the Reserve Community’s residents are significant and material stakeholders concerning the Orange Alignment given the catastrophic impact it would have upon the Reserve and the Reserve Community’s residents; and

Whereas, the construction and operation of a toll road following the Orange Alignment would irreparably harm the health, safety, and well-being of the Reserve Community’s residents; and

Whereas, the construction and operation of a toll road following the Orange Alignment would destroy the quiet enjoyment of the homes and amenities in the Reserve Community; and

Whereas, the construction and operation of a toll road following the Orange Alignment would significantly increase air pollution and decrease ambient air quality in and about the Reserve Community, thereby creating public health problems for the Reserve Community’s residents, many of whom are sensitive receptors; and

Whereas, the construction and operation of a toll road following the Orange Alignment would generate myriad new sources of light pollution negatively impacting the Reserve Community’s residents, many of whom are sensitive receptors; and

Whereas, the construction and operation of a toll road following the Orange Alignment would cause a pervasive increase in ambient noise levels with the Reserve Community and would thereby negatively impact the Reserve Community’s residents, many of whom are sensitive receptors; and

Whereas, the construction and operation of a toll road following the Orange Alignment would create intrusive vibrations substantially affecting adjacent land uses, including portions of the Reserve Community; and

Whereas, the construction and operation of a toll road following the Orange Alignment would expose the Reserve Community’s residents and structures within the Reserve Community to major geologic hazards, particularly given the history of the same within and affecting the Reserve Community; and

Whereas, the construction and operation of a toll road following the Orange Alignment would materially impair scenic vistas and substantially degrade and/or obstruct accessible views from within the Reserve Community; and

Whereas, the construction and operation of a toll road following the Orange Alignment would substantially degrade the existing visual and aesthetic character and quality of the area about and near the Reserve Community; and

Whereas, the construction and operation of a toll road following the Orange Alignment would generate obtrusive light and glare that would adversely affect views and substantially affect other properties about and near the Reserve Community; and

Whereas, the construction and operation of a toll road following the Orange Alignment would significantly impact wind hazards affecting the Reserve Community; and

Whereas, the construction and operation of a toll road following the Orange Alignment would result in substantial new shadows on the Reserve Community; and

Whereas, the construction and operation of a toll road following the Orange Alignment would conflict with established recreational uses both within and nearby the Reserve Community; and

Whereas, the construction and operation of a toll road following the Orange Alignment would conflict with adopted City of San Clemente plans and goals of the greater community in the vicinity of the Reserve Community; and

Whereas, the construction and operation of a toll road following the Orange Alignment would create additional demands for public service facilities negatively affecting the Reserve Community's residents; and

Whereas, the construction and operation of a toll road following the Orange Alignment would have a significant adverse impact on traffic and create major traffic hazards about and near the Reserve Community; and

Whereas, the construction and operation of a toll road following the Orange Alignment would substantially change traffic circulation patters, create an unusual safety hazard, and eliminate access to surrounding areas about and near the Reserve Community; and

Whereas, the construction and operation of a toll road following the Orange Alignment would permanently destroy environmentally and ecologically sensitive land about and near the Reserve Community; and

Whereas, the construction and operation of a toll road following the Orange Alignment would create a nuisance to the residents in the Reserve Community; and

Whereas, the construction and operation of a toll road following the Orange Alignment would drastically reduce the value of the homes in the Reserve Community; and

Whereas, the construction and operation of a toll road following the Orange Alignment would material increase the risk of fire within the Reserve Community, which is already in the very high fire hazard severity zone; and

Whereas, the construction and operation of a toll road following the Orange Alignment would be wholly incompatible with the residential land use in the vicinity of the Reserve Community, would substantially disrupt and divide the physical arrangement of established communities about and near the Reserve Community, and would have a substantial adverse impact upon the existing character of the vicinity of the Reserve Community; and

Whereas, the construction and operation of a toll road following the Orange Alignment would create significant costs, expenses, and liabilities for which the Reserve would be responsible and for which it is not presented funded; and

Whereas, the construction and operation of a toll road following the Orange Alignment would cause similar irreparable and sweeping negative impacts as outlined above upon tens of thousands of other residents of the City of San Clemente; and

Whereas, the construction and operation of a toll road following the Orange Alignment would divide the City of San Clemente into quadrants; and

Whereas, other transportation and public improvements and programs have been approved or are under construction which will provide traffic relief in southern Orange County thereby obviating any assertion of need for an extension of SR 241 to I-5 routed through the City of San Clemente; and

Whereas, the City Council of the City of San Clemente unanimously approved Resolution No. 16-57 opposing any extension of SR 241 to I-5 which would be routed through the City of San Clemente, with which the Reserve's Board of Directors agrees and supports; and

Whereas, on April 4, 2017 the City of San Clemente transmitted a letter to the TCA opposing any extension of SR 241 to I-5 which would be routed through the City of San Clemente, with which the Reserve's Board of Directors agrees and supports; and


Whereas, the Board of Directors of the Rancho San Clemente Community Association unanimously approved Resolution No. 1-2017 opposing any extension of SR 241 to I-5 which would be routed through the City of San Clemente, with which the Reserve's Board of Directors agrees and supports; and

Whereas, other homeowner associations, neighborhood associations, and civic groups located in the City of San Clemente have opposed any extension of SR 241 to I-5 which would be routed through the City of San Clemente, with which the Reserve's Board of Directors agrees and supports; and

Now, therefore be it resolved that the Board of Directors of The Reserve Maintenance Corporation opposes any extension of SR 241 to I-5 which would be routed through the City of San Clemente, particularly including the Orange Alignment.



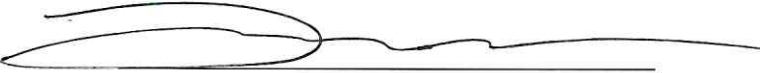
Eva O'Keefe
President



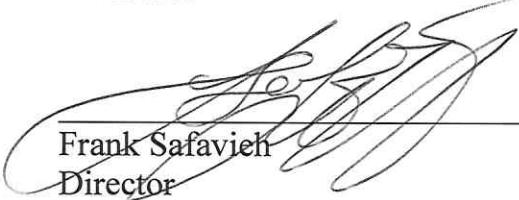
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