

**SOUTH ORANGE COUNTY TRANSPORTATION
INFRASTRUCTURE IMPROVEMENT PROJECT
PHASE I HISTORICAL RESOURCE INVENTORY REPORT**

FINAL

Prepared for:

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SUMMARY OF FINDINGS

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Greenwood and Associates (GandA) has conducted a Phase I historical resources investigation of the proposed South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) alternatives. The proposed project involves locating and constructing transportation improvements in south Orange County and north San Diego County, extending across portions of Townships 6 through 9 South, Ranges 6 through 8 West, as depicted on the United States Geological Survey (USGS) 7.5' quadrangles for San Juan Capistrano, Cañada Gobernadora, Dana Point, and San Clemente.

The alternatives under consideration consisted of various transportation improvement alternatives and two No Action Alternatives. The transportation improvement alternatives include widening of Interstate 5 (I-5), arterial road improvements with and without widening I-5, and toll road corridors that would be southern extensions of the existing Foothill Transportation Corridor - North (FTC-N, State Route 241). The FTC is one of three existing Orange County toll road corridors operated by the Transportation Corridor Agencies (TCA). The northern segment of State Route 241 (SR 241) begins at an interchange with Oso Parkway and extends north to State Route 91 (SR 91) in northeast Orange County. The corridor alternatives would continue the FTC south from its existing terminus to approximately the Orange/San Diego County border.

The SOCTIIP study resulted in the identification of 13 previously designated historical resources within the Study Area, established in consultation with the Federal Highway Administration (FHWA) and the Department of Transportation (Department) taking in the alignment of each of the build alternatives. Among these are two properties currently listed on the National Register of Historic Places (NRHP), the Oscar Easley Block in the City of San Clemente and the Blas Aguilar Adobe in San Juan Capistrano. The Oscar Easley Block is also a contributing element of the "Spanish Village by the Sea." This is a discontinuous historic district designated by the City of San Clemente composed of 208 buildings and structures. The district has been identified as eligible for NRHP listing. It includes four properties currently listed individually on the NRHP. The SOCTIIP historical resources Study Area contains seven additional constituents of the historic district. Also included in the Study Area are one State Point of Historical Interest, Aguaje del Cuate (Twin Springs) in Mission Viejo, and three additional locally designated resources. The field survey conducted in the preparation of this report also identified 10 areas of sensitivity for historical resources within the Study Area. These were so designated because they were observed to contain a preponderance of construction 45 years old or older.

The objective of this investigation was to determine which of the SOCTIIP alternative alignments would have the least negative impact on historical resources within the Study Area. The numbers of designated historical resources within each SOCTIIP alternative varied from none to 13 resources. The Alternatives were rank-ordered for minimum historical resource impacts based on scores weighted for NRHP and California Register of Historical Resources

status, and other State and local designations. The presence of areas of sensitivity along alternatives was also considered. They are subdivided into long and short Alternative classes.

Comparison of the long Alternatives indicates that the FEC-AFV, FEC-APV, CC-ALPV, A7C-FECV-AF, and AIO Alternatives will have the least impacts. The Initial and Ultimate alternatives are equally ranked, with no known resources impacted. All of the short Alternatives, FEC-OHV, CC-OHV, A7C-OHV, and A7C-ALPV, including both the Initial and Ultimate Alternatives, are equally ranked: none will result in impacts to known historical resources. Considering only the presence of known or suspected historical resources, any of those named above would be a preferred Alternative. The AIP Alternative would result in the greatest impact.

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SECTION 1.0
INTRODUCTION

SECTION 1.0 INTRODUCTION

1.1 THE PROJECT

The proposed project involves locating and constructing transportation improvements in south Orange County and north San Diego County, extending across portions of Townships 6 through 9 South, Ranges 6 through 8 West, depicted on the United States Geological Survey (USGS) 7.5' quadrangles for San Juan Capistrano, Cañada Gobernadora, Dana Point, and San Clemente (Figure 1.1-1).

The alternatives under consideration consisted of various transportation improvement alternatives and two No Action Alternatives. The transportation improvement alternatives include widening of Interstate 5 (I-5), arterial road improvements with and without widening I-5, and toll road corridors that would be southern extensions of the existing Foothill Transportation Corridor - North (FTC-N, State Route 241). The FTC is one of three existing Orange County toll road corridors operated by the Transportation Corridor Agencies (TCA). The northern segment of State Route 241 (SR 241) begins at an interchange with Oso Parkway and extends north to State Route 91 (SR 91) in northeast Orange County. The corridor alternatives would continue the FTC south from its existing terminus at Oso Parkway to approximately the Orange/San Diego County border.

Most of the areas traversed by the corridor alternatives may be characterized as predominantly undeveloped land, primarily used for agriculture and grazing, with a substantial portion included in the Rancho Mission Viejo Land Conservancy, TRW lease area, San Onofre State Beach, and Marine Corps Base (MCB) Camp Pendleton. The I-5 widening and arterial improvements alternatives, as well as a number of the corridor alternatives, pass through densely urbanized and suburban areas of the cities of San Clemente, Dana Point, San Juan Capistrano, Mission Viejo, Laguna Hills, and Lake Forest. Development in these areas includes residential, commercial, light industrial, and municipal uses. Buildings date to as early as the late eighteenth century in San Juan Capistrano, but are typically of the 1925-1985 period. Substantial areas of contemporary construction were also observed.

The historical resources investigation was conducted under Section 106 of the National Historic Preservation Act (Advisory Council on Historic Preservation 2000) guidelines. Tasks included a review of historical and archival sources and a windshield survey of the proposed project alignments. This report provides the findings of the archival review and the project related field efforts and describes historical resources identified along the alignments of the SOCTIIP build alternatives. It also identifies the potential for impacts on historical resources along each alternative.

This investigation will provide the information necessary for the California Department of Transportation (the Department) and Federal Highway Administration (FHWA) review in accordance with federal law. These studies are required by the Advisory Council on Historic Preservation (ACHP) regulations (36 C.F.R. 800.1 et seq.) for implementing Section 106 of the

National Historic Preservation Act (NHPA). These regulations require federal agencies to take into consideration the potential effects of proposed projects on historic properties. Section 106 studies provide the information necessary to satisfy legal requirements for environmental documents under the National Environmental Policy Act (NEPA). Incorporated in these objectives are FHWA administrative regulations (23 C.F.R. 771 et seq.), and current practices of the State Historic Preservation Officer (SHPO) and the Department.

The SOCTIIP is also subject to compliance with the California Environmental Quality Act (CEQA), as amended through 2003. CEQA exists to ensure that governmental decision makers consider the potential significant environmental effects of proposed projects. The CEQA lead agency is responsible for determining whether a significant adverse environmental impact may occur and whether it can be mitigated to a level of insignificance. Where substantial evidence indicates that a significant adverse effect may occur, the lead decision-making agency is required to prepare an Environmental Impact Report (EIR) which discusses in detail the potential impact and feasible means of avoiding or reducing it.

In order to assist FHWA, as the lead federal agency, to meet its regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 C.F.R. 800.4 et seq.), identification of historic properties, TCA is implementing its SOCTIIP cultural resource program under Section 800.4 (b)(2), which provides for phased identification and evaluation.

1.2 THE PHASED APPROACH

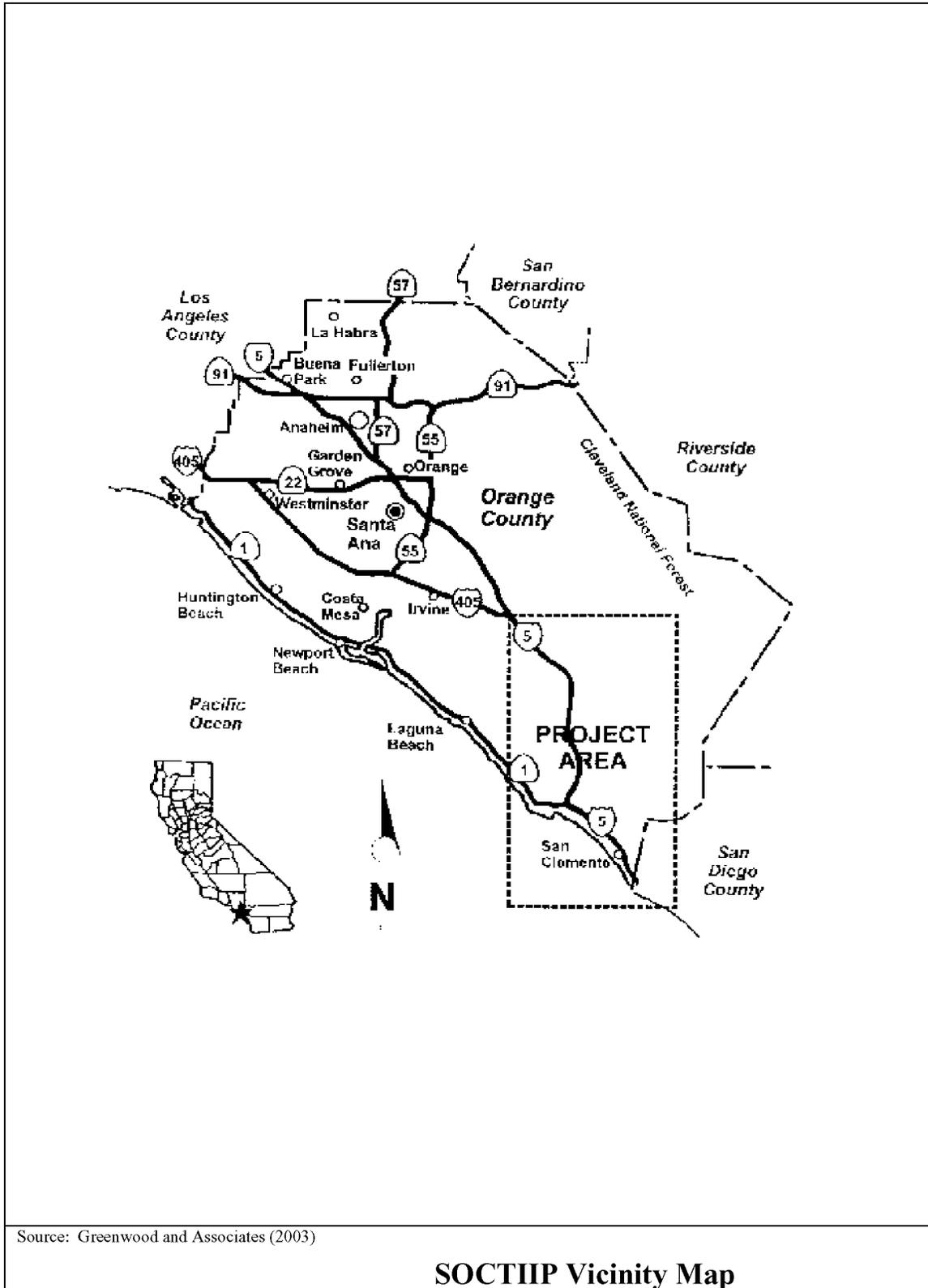
Cultural resources are protected under both federal and state regulations. This technical report is designed to meet the goals of both Section 106 and State Public Resource Codes 5020.7, 5024.1 (a), 5024.1 (g), 21083.2, 21084.1, and Executive Order W-26-92, as these regulations pertain to the need to identify and evaluate cultural resources that may be affected by the project, and also mitigation of project impacts. 36 C.F.R. Section 800.4 (b)(2) provides specifically for consideration of corridor alternatives. To quote in brief:

The [identification and evaluation] process should establish the likely presence of historic properties within the area of potential effects for each alternative or inaccessible area through background research, consultation and an appropriate level of field investigation, taking into account the number of alternatives under consideration, the magnitude of the undertaking and its likely effects, and the views of the SHPO [36 C.F.R. 800.4 (b)(2)].

The cultural resources studies are presented as a phased identification approach as allowed under C.F.R. 800.4 (b)(2) which further states, "Where alternatives under consideration consist of corridors or large land areas, or where access to properties is restricted, the agency official may use a phased process to conduct identification and evaluation efforts" (see also Advisory Council on Historic Preservation 2000). The phased approach to identification and evaluation is selected because there are multiple alternatives and the final SOCTIIP alternative has not been selected.

This avoids unnecessary impacts to resources along alignments that are not ultimately chosen. The first phase (Phase I) consists of background research and preliminary field survey of all accessible land within the Study Area defined for each proposed alignment, so that the various alternatives can be ranked based on the level of impacts to historical resources. A Study Area rather than an Area of Potential Effects (APE) has been developed for Phase I research because exact boundaries for all alternatives have not been determined. The Study Area takes into account the potential for both direct and indirect project related effects. An Area of Potential Effect (APE) will be developed once a final alternative is identified. For areas where access is limited, existing data from previous records searches and published reports will be utilized to evaluate the presence and likelihood of historical properties within that segment of the alignment.

Once the final route has been selected, TCA will implement identification and evaluation of historic properties in accordance with C.F.R. 800.4 (b)(1) and (C) which govern level of effort and evaluation of significance. Phase II will include documentation and evaluation of the National Register eligibility of all identified cultural resources within the APE that will be developed for the selected alternative. This will be conducted in consultation with FHWA, the Department, SHPO, and, as appropriate, Marine Corps Base-Pendleton (MCB-Pendleton).



<i>SOCTIP EIS/SEIR</i> <i>Phase I Historical Resources Evaluation Report</i>	Figure 1.1-1
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SECTION 2.0
PROJECT LOCATION AND DESCRIPTION

SECTION 2.0 PROJECT LOCATION AND DESCRIPTION

2.1 INTRODUCTION

This Section describes the alternatives for the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP). A detailed discussion of the project alternatives is provided in the Project Alternatives Technical Report.

2.2 BUILD ALTERNATIVES

2.2.1 OVERVIEW OF THE BUILD ALTERNATIVES

The proposed project involves locating and constructing transportation improvements in south Orange County and north San Diego County. The alternatives under consideration consist of transportation improvement alternatives and two No Action Alternatives. The transportation improvement alternatives include widening of Interstate 5 (I-5), arterial road improvements with and without widening I-5, and toll road corridors which would be southern extensions of the existing State Route 241 (SR 241) (Figure 2.2-1). SR 241 is one of three existing Orange County toll road corridors operated by the Transportation Corridor Agencies (TCA). The northern segment of SR 241 begins at an interchange with Oso Parkway and extends north to State Route 91 (SR 91) in northeast Orange County. The corridor alternatives would extend SR 241 south from its existing terminus at Oso Parkway south to approximately the Orange/San Diego County border.

Two major categories of build alternatives are considered in this technical report:

- Build alternatives which propose a southern extension of the existing FTC, in south Orange County. The corridor extension alternatives being evaluated propose the extension of existing FTC south from its current terminus at Oso Parkway to I-5 in the vicinity of the Orange/San Diego County line. This proposed segment of the corridor is frequently referred to as the Foothill Transportation Corridor-South (FTC-South or FTC-S). The corridor alternatives all propose extensions of existing SR 241 south of Oso Parkway, to I-5 or to an intersecting arterial south of Oso Parkway. In addition, as described in detail later in this Section, each corridor alternative is proposed as an initial corridor alternative and an ultimate corridor alternative. The initial corridor alternatives would be permitted and constructed based on future traffic demand through 2025. The ultimate corridor alternatives, with a wider cross section, are not anticipated to be needed or constructed until 2025 or later, based on forecasted traffic demand. The initial corridor alternatives would result in lower construction costs because the TCA would only finance and construct the road facility that is needed through 2025. The initial corridor alternatives would also result in smaller disturbance limits which would result in reduced environmental impacts. The ultimate corridor alternatives would be built after 2025 and will be evaluated in the EIS/SEIR in order to determine the extent of impacts associated with the wider ultimate cross sections. The TCA anticipates seeking environmental permits and constructing only the initial corridor

alternatives. Additional permits would be required when the ultimate corridor alternatives are constructed sometime after 2025.

- Build alternatives which propose improvements to existing I-5 and/or to Master Plan of Arterial Highways (MPAH) arterials in south Orange County and north San Diego County. The I-5, AIO and AIP Alternatives do not include any extension of existing SR 241 south of Oso Parkway.

In addition, two No Action Alternatives and several No Action scenarios, with different land use and transportation system assumptions, are also described in this Section.

The corridor, arterial and I-5 widening alternatives are described in the following sections. Figure 2.2-1, following the last page of text in this Section, shows the alignments of the corridor, arterial and I-5 alternatives.

As discussed in this Section, the corridor alternatives are subdivided into unique segments with letter codes. Each segment is unique to each alternative. However, on some segments, the corridor alternatives may share a common alignment but do not necessarily share common disturbance limits. For example, the corridor alignment on the segment immediately south of the terminus of the existing SR 241 is common to all the corridor alternatives. However, the disturbance limits on this segment may vary among the alternatives based on slight differences in the overall profile for each alternative. This is based on objectives to meet federal and state standards and to balance cut and fill earthwork for each alternative. Therefore, each segment of each corridor alternative is unique in its disturbance limits, even when several alternatives have a common alignment on that segment. Detailed maps of the corridor alignments and their associated cultural resources are provided in Appendix A.

2.2.1.1 Far East Corridor Alternatives

The Far East Corridor (FEC) alignments proposed for evaluation are listed below and are discussed in detail in the following sections.

Far East Corridor - Initial Alternatives

Far East Corridor – Complete - Initial (FEC- Initial) Alternative
Far East Corridor - Talega Variation - Initial (FEC-TV-Initial) Alternative
Far East Corridor - Cristianitos Variation - Initial (FEC-CV-Initial) Alternative
Far East Corridor - Agricultural Fields Variation - Initial (FEC-AFV-Initial) Alternative
Far East Corridor - Ortega Highway Variation - Initial (FEC-OHV-Initial) Alternative
Far East Corridor - Avenida Pico Variation - Initial (FEC-APV-Initial) Alternative
Far East Corridor-West-Initial (FEC-W-Initial) Alternative
Far East Corridor-Modified-Initial (FEC-M-Initial) Alternative

Far East Corridor - Ultimate Alternatives

Far East Corridor – Complete - Ultimate (FEC-Ultimate) Alternative

Far East Corridor - Talega Variation - Ultimate (FEC-TV-Ultimate) Alternative
Far East Corridor - Cristianitos Variation - Ultimate (FEC-CV-Ultimate) Alternative
Far East Corridor - Agricultural Fields Variation - Ultimate (FEC-AFV-Ultimate) Alternative
Far East Corridor - Ortega Highway Variation - Ultimate (FEC-OHV-Ultimate) Alternative
Far East Corridor - Avenida Pico Variation - Ultimate (FEC-APV-Ultimate) Alternative
Far East Corridor-West-Ultimate (FEC-W-Ultimate) Alternative
Far East Corridor-Modified-Ultimate (FEC-M-Ultimate) Alternative

As described earlier in the Preface, the SOCTIIP Collaborative evaluated all the build alternatives based on the findings of the technical analyses and identified the following alternatives for further consideration in the EIS/SEIR:

The SOCTIIP Collaborative further determined that the following alternatives, which are described in detail in the following Sections, would not be carried forward for detailed evaluation in the EIS/SEIR:

FEC-AF-Initial and Ultimate Alternatives
FEC-CV-Initial and Ultimate Alternatives
FEC-OHV-Initial and Ultimate Alternatives

Far East Corridor - Complete - Initial and Ultimate Alternatives

The alignment of the FEC-Initial and Ultimate Alternatives generally follows the alignment of the alternative previously referred to as the CP Alignment (Figures A-1 and A-2). As shown, the FEC Alternatives include Segments A, B, C and D. The corridor under the FEC Alternatives is approximately 26 kilometers (km) (16 miles [mi]) long, with an additional approximately 1.9 km (1.2 mi) of improvements on I-5. Table 2.2-1 summarizes the characteristics of the FEC Alternatives by segment, including the geographic extent of the segment, the length of the segment, the typical initial and ultimate cross sections on the segment, the interchanges on the segment, bridges and other crossings on the segment, and other relevant features of the segment. The individual segments which comprise the FEC-Initial and Ultimate Alternatives are described below.

Segment A. Segment A of the FEC Alternatives extends from the existing terminus of the FTC-N at Oso Parkway, on the east side of Cañada Chiquita to the southeast, south of Coto de Caza, crossing Cañada Gobernadora approximately four km (2.5 mi) north of San Juan Creek. This Segment crosses San Juan Creek and terminates at Ortega Highway. It includes realignment and potential widening of approximately 1.4 km (0.9 mi) of Ortega Highway and construction of a new connector road approximately 1.8 km (1.1 mi) long extending north from Ortega Highway to the FEC alignment. Ortega Highway at the corridor crossing is currently a two-lane facility. Under the MPAH, Ortega Highway is designated as a six lane Major Arterial. If Ortega Highway is improved to the Major Arterial designation prior to the implementation of these Alternatives, no further widening of Ortega Highway would be required. If Ortega Highway is not improved to the MPAH designation by the time these Alternatives are implemented, an approximately 1.4 km (0.9 mi) segment of Ortega Highway would be widened, to the MPAH

designation, as part of these Alternatives. These Alternatives would also result in the realignment of this same segment of Ortega Highway.

Segment B. Segment B of the FEC Alternatives starts at Ortega Highway approximately 5.5 km (3.5 mi) east of Antonio Parkway/Avenida La Pata. From Ortega Highway, Segment B extends south, east of the Rancho Mission Viejo (RMV) Land Conservancy and Cristianitos Creek, extending southwest and crossing Blind/Gabino Creek and Cristianitos Creek approximately 1.5 km (one mi) north of the Orange/San Diego County line. Segment B crosses the southeast corner of the Talega Valley Planned Community (PC), on an alignment reflected in the Talega Valley Development Agreement, before terminating just south of Avenida Pico.

Segment C. Segment C of the FEC Alternatives starts south of Avenida Pico and the Orange/San Diego County line immediately west of the San Diego Gas and Electric (SDG&E) substation. The alignment travels south, crossing the inland part of the San Onofre State Beach lease on Marine Corps Base (MCB) Camp Pendleton in San Diego County, extending across Cristianitos Road approximately 1.1 km (0.7 mi) north of I-5. This Segment terminates where the corridor crosses San Mateo Creek.

Segment D. Segment D of the FEC Alternatives starts where the corridor crosses San Mateo Creek and extends southeast to I-5, with direct connectors between the corridor and I-5 one km (0.6 mi) south of Basilone Road. I-5 would be widened from 1.0 km (0.6 mi) south of Basilone Road to 2.9 km (1.8 mi) south of Basilone Road.

Far East Corridor - Talega Variation - Initial and Ultimate Alternatives

The FEC-TV-Initial and Ultimate Alternatives alignment follows the alignment of the FEC Alternatives from Oso Parkway to south of Ortega Highway (Figures A-3 and A-4; Segment A described earlier). The FEC-TV Alternatives also include Segments E and F as described below. The corridor under the FEC-TV Alternatives is approximately 21 km (13 mi) long with approximately 4.6 km (2.9 mi) of improvements on I-5. Table 2.2-2 summarizes the characteristics of the FEC-TV Alternatives by segment.

Segment E. From Ortega Highway, the FEC-TV Alternatives extend southwest across the north part of the RMV Land Conservancy and enter the City of San Clemente approximately 3.2 km (2.0 mi) east of the City of San Juan Capistrano. The FEC-TV alignment then crosses the Talega Valley PC, crossing Avenida Vista Hermosa approximately 0.5 km (0.3 mi) north of Avenida Pico to approximately 0.4 km (0.3 mi) south of Avenida La Pata.

Segment F. From south of Avenida La Pata, Segment F of the FEC-TV Alternatives extends southwest, traversing land owned by the City of San Clemente and several existing residential developments. Segment F continues parallel to and northwest of Avenida Pico, to direct connectors at I-5, 0.9 km (0.6 mi) south of Avenida Pico. This Segment then extends 4.6 km (2.9 mi) south on I-5 to the terminus just north of Cristianitos Road.

Far East Corridor - Cristianitos Variation - Initial and Ultimate Alternatives

The alignment of the FEC-CV Alternatives follows the alignment of the FEC Alternatives from Oso Parkway to just after it crosses into San Onofre State Park, south of Avenida Pico (Figures A-5 and A-6; Segments A and B, described earlier). From that point, the FEC-CV Alternatives would become an undivided four lane arterial highway south to I-5. The FEC-CV Alternatives also include Segment G, as described below. The corridor under the FEC-CV Alternative is approximately 24 km (14 mi) long. Table 2.2-3 summarizes the characteristics of the FEC-CV Alternative by segment.

Segment G. Segment G of the FEC-CV Alternatives becomes a four lane undivided collector road just south of the Avenida Pico interchange. From that interchange, the FEC-CV alignment proceeds south to join the existing Cristianitos Road alignment south of the Camp Pendleton Guard Gate to the interchange of Cristianitos Road and I-5. Segment G includes widening to four lanes and reconstruction of existing Cristianitos Road south of the Camp Pendleton Guard Gate south to I-5 and reconstruction of the existing I-5/Cristianitos Road interchange.

The Department of the Navy (DON) has consistently indicated that this Alternative is not acceptable based on how far it encroaches into Camp Pendleton and resulting impacts to the Military Mission of the DON at Camp Pendleton.

Far East Corridor - Agricultural Fields - Initial and Ultimate Alternatives

The alignment of the FEC-AFV Alternatives follows the alignment of the FEC Alternative from Oso Parkway to just after it crosses into the San Onofre State Beach Park, south of Avenida Pico (Figures A-7 and A-8; Segments A, B and D described earlier). The FEC-AFV Alternatives also include Segment H, as described below. The corridor under the FEC-AFV Alternative is approximately 26 km (16 mi) long, with an additional approximately 1.9 km (1.2 mi) of improvements to I-5. Table 2.2-4 summarizes the characteristics of the FEC-AFV Alternatives by segment.

Segment H. Segment H extends southeast from just south of Avenida Pico as it crosses the Orange/San Diego County line. This Segment extends southeast through San Onofre State Beach on MCB Camp Pendleton and crosses Cristianitos Road 0.8 km (0.5 mi) southwest of San Mateo Road. It crosses San Mateo Creek just west of Cristianitos Creek and traverses the agricultural leased land on MCB Camp Pendleton east of San Mateo Creek to the intersection of the corridor with I-5.

Far East Corridor - Ortega Highway Variation - Initial and Ultimate Alternatives

The alignment of the FEC-OHV Alternatives follows the alignment of Segment A of the FEC Alternatives, from Oso Parkway to Ortega Highway (Figures A-9 and A-10; Segment A described earlier). Only Segment A would be constructed under these Alternatives. The corridor under the FEC-OHV Alternatives is approximately 9 km (6 mi) long.

The FEC-OHV Alternatives incorporate Transportation Systems Management (TSM) technology improvements on Ortega Highway from the corridor terminus at Ortega Highway to I-5. The TSM strategies may include traffic signal coordination, real time traffic monitoring and surveillance, and traveler information. No additional lanes or road widening on Ortega Highway, beyond those improvements already assumed in the MPAH (four lanes on Ortega Highway), are assumed under these Alternatives. The TSM strategies may require construction within the existing Ortega Highway right-of-way to install surveillance, monitoring and information display equipment. Table 2.2-5 summarizes the characteristics of the FEC-OHV Alternatives.

Far East Corridor - Avenida Pico Variation - Initial and Ultimate Alternatives

The alignment of the FEC-APV - Initial and Ultimate Alternatives follows the alignment of Segments A and B of the FEC Alternatives from Oso Parkway to Avenida Pico (Figures A-11 and A-12; Segments A and B described earlier). Segments A and B are the only segments which would be constructed under these Alternatives. The corridor under the FEC-APV - Initial and Ultimate Alternatives is approximately 17 km (10.6 mi) long. The FEC-APV Alternatives incorporate TSM technology improvements on Avenida Pico from the corridor terminus at Avenida Pico to I-5. No additional lanes or road widening on Avenida Pico, beyond those improvements already assumed in the MPAH (six lanes on Avenida Pico), are assumed under this Alternative. The TSM strategies may require construction within the existing Avenida Pico right-of-way to install surveillance, monitoring and information display equipment. Table 2.2-6 summarizes the characteristics of the FEC-APV Alternatives by segment.

Far East Corridor-West Variation – Initial and Ultimate Alternatives

The alignment of the FEC-W-Initial and Ultimate Alternatives, with the individual segments identified, is shown on Figures A-33 and 34. The FEC-W alignment follows the same alignment as the FEC Alternatives on Segments C and D. The FEC-W Alternative includes Segments U, V, C and D. The corridor under the FEC-W Alternatives is approximately 25 km (15 mi) long, with approximately 1.3 km (0.8 mi) of improvements on the I-5. Table 2.2-7 summarizes the characteristics of the FEC-W Alternatives by segment and the individual segments which comprise the FEC-W Alternative are described below.

Segment U. Segment U of the FEC-W Alternatives extends from the existing terminus of the FTC-N at Oso Parkway, on the east side of Cañada Chiquita to the southeast, south of Coto de Caza, crossing Cañada Gobernadora approximately four km (2.5 mi) north of San Juan Creek.

Segment V. Segment V of the FEC-W Alternatives starts at Ortega Highway approximately 4.0 km (2.5 mi) east of Antonio Parkway/Avenida La Pata. From Ortega Highway, Segment V extends south traversing the west side of the RMV Land Conservancy, extending southeast and crosses the southeast corner of the Talega Valley PC before terminating just south of Avenida Pico.

Far East Corridor-Modified Variation – Initial and Ultimate Alternatives

The alignment of the FEC-M-Initial and Ultimate Alternatives, with the individual segments identified, is shown on Figures A-35 and 36. The FEC-M alignment follows the same alignment as the FEC Alternatives on Segments C and D. The FEC-M Alternative includes Segments W, X, C and D. The corridor under the FEC-M Alternatives is approximately 26 km (16 mi) long, with approximately 1.3 km (0.8 mi) of improvements on the I-5. Table 2.2-8 summarizes the characteristics of the FEC-M Alternatives by segment and the individual segments which comprise the FEC-M Alternative are described below.

Segment W. Segment W of the FEC-W Alternatives extends from the existing terminus of the FTC-N at Oso Parkway, on the east side of Cañada Chiquita to the southeast, south of Coto de Caza, crossing Cañada Gobernadora approximately four km (2.5 mi) north of San Juan Creek. This Segment crosses San Juan Creek and terminates at Ortega Highway. This Segment includes potential widening of approximately 1.4 km (0.9 mi) of Ortega Highway and construction of a new connector road approximately 1.8 km (1.1 mi) long extending north from Ortega Highway to the FEC alignment. Ortega Highway at the corridor crossing is currently a two lane facility. Under the MPAH, Ortega Highway is designated as a six lane Major Arterial. If Ortega Highway is improved to the Major Arterial designation prior to the implementation of these Alternatives, no further widening of Ortega Highway would be required. If Ortega Highway is not improved to the MPAH designation by the time these Alternatives are implemented, an approximately 1.4 km (0.9 mi) segment of Ortega Highway would be widened to the MPAH designation.

Segment X. Segment X of the FEC Alternatives starts at Ortega Highway approximately 5.4 km (3.4 mi) east of Antonio Parkway/Avenida La Pata. From Ortega Highway, Segment X extends south, east of the RMV Land Conservancy and Cristianitos Creek, extending southwest and crossing Cristianitos Creek approximately 2.8 km (1.7 mi) north of the Orange/San Diego County line. Segment X crosses the southeast portion of the RMV Land Conservancy and the southeast corner of the Talega Valley PC before terminating just south of Avenida Pico.

2.2.1.2 Central Corridor Alternatives

The Central Corridor (CC) alignments proposed for evaluation are listed below and are discussed in detail later in this Section.

Central Corridor - Initial Alternatives

Central Corridor – Complete - Initial (CC-Initial) Alternative
Central Corridor - Avenida La Pata Variation - Initial (CC-ALPV-Initial) Alternative
Central Corridor - Ortega Highway Variation - Initial (CC-OHV-Initial) Alternative

Central Corridor - Ultimate Alternatives

Central Corridor – Complete - Ultimate (CC-Ultimate) Alternative
Central Corridor - Avenida La Pata Variation - Ultimate (CC-ALPV-Ultimate) Alternative

Central Corridor - Ortega Highway Variation - Ultimate (CC-OHV-Ultimate) Alternative

Central Corridor - Complete - Initial and Ultimate Alternatives

The alignment of the CC - Initial and Ultimate Alternatives generally follows the alignment of the alternative previously referred to as BX (Figures A-13 and A-14). The CC Alternatives include Segments I, J and K. The corridor under the CC Alternatives is approximately 19 km (12 mi) long, with an additional approximately 4.6 km (2.9 mi) of improvements on I-5. These Alternatives would also require widening (to the MPAH designation), but no realignment, of approximately 1 km (0.6 mi) of Ortega Highway. Ortega Highway at the corridor crossing is currently a two lane facility. Under the MPAH, Ortega Highway is designated as a six lane Major Arterial. If Ortega Highway is improved to the Major Arterial designation prior to the implementation of these Alternatives, no further widening of Ortega Highway would be required. If Ortega Highway is not improved to the MPAH designation by the time these Alternatives are implemented, an approximately 1.0 km (0.6 mi) segment of Ortega Highway would be widened, to the MPAH designation, as part of these Alternatives. These Alternatives would not result in the realignment of this same segment of Ortega Highway. Table 2.2-9 summarizes the characteristics of the CC - Initial and Ultimate Alternatives by segment. The individual segments which comprise the CC Alternatives are described below.

Segment I. Segment I extends from the existing terminus of the FTC-N at Oso Parkway, crosses Cañada Chiquita approximately 2.1 km (1.3 miles) south of Oso Parkway, extending along the west side of Cañada Chiquita, crossing San Juan Creek and Ortega Highway approximately 0.4 km (0.25 mile) east of Antonio Parkway/Avenida La Pata.

Segment J. Segment J extends south from Ortega Highway, paralleling Avenida La Pata, crossing through Prima Deshecha Landfill, south to Avenida Vista Hermosa, traversing property owned by the City of San Clemente and terminating 0.43 km (0.27 mi) south of Avenida La Pata.

Segment K. Segment K of the CC Alternatives extends southwest from the crossing of Avenida La Pata, traversing several existing residential developments. Segment K continues parallel to and northwest of Avenida Pico, to direct connectors at I-5. This segment then extends 4.6 km (2.9 mi) south on I-5 to Cristianitos Road.

Central Corridor - Avenida La Pata Variation - Initial and Ultimate Alternatives

The alignment of the CC-ALPV - Initial and Ultimate Alternatives includes Segments I and J only (Segments I and J described earlier; Figures A-15 and A-16). The corridor under the CC-ALPV Alternatives is approximately 14 km (9 mi) long. Table 2.2-8 summarizes the characteristics of the CC-ALPV-Initial and Ultimate Alternatives by segment. The CC-ALPV Alternatives incorporate TSM technology improvements on Avenida Vista Hermosa from the corridor terminus at Avenida Vista Hermosa to Avenida La Pata, on Avenida La Pata from Avenida Vista Hermosa to Avenida Pico, and on Avenida Pico from Avenida La Pata to I-5. No additional lanes or road widening on Avenida Vista Hermosa, Avenida La Pata and Avenida Pico, beyond those improvements already assumed in the MPAH, are assumed under these

Alternatives. The TSM strategies may require construction within the existing arterial rights-of-way to install surveillance, monitoring and information display equipment.

Central Corridor - Ortega Highway Variation - Initial and Ultimate Alternatives

The CC-OHV Alternative includes only Segment I (Segment I described earlier; Figures A-17 and A-18). The corridor under the CC-OHV Alternative is approximately 8 km (5 mi) long. Table 2.2-9 summarizes the characteristics of the CC-OHV Alternative. The CC-OHV Alternatives incorporate TSM technology improvements on Ortega Highway from the corridor terminus at Ortega Highway to I-5. No additional lanes or road widening on Ortega Highway, beyond those improvements already assumed in the MPAH (four lanes on Ortega Highway), are assumed under these Alternatives. The TSM strategies may require construction within the existing Ortega Highway right-of-way to install surveillance, monitoring and information display equipment.

2.2.1.3 Alignment 7 Corridor Alternatives

The Alignment 7 Corridor (A7C) alignments proposed for evaluation are listed below and are discussed in detail in this Section.

Alignment 7 Corridor – Initial Alternatives

Alignment 7 Corridor – Complete - Initial (A7C-Initial) Alternative
Alignment 7 Corridor - 7 Swing Variation - Initial (A7C-7SV-Initial) Alternative
Alignment 7 Corridor - Far East Crossover Variation - Initial (A7C-FECV-Initial) Alternative
Alignment 7 Corridor - Far East Crossover (Cristianitos) Variation - Initial (A7C-FECV-C-Initial) Alternative
Alignment 7 Corridor - Far East Crossover (Agricultural Fields) Variation - Initial (A7C-FECV-AF-Initial) Alternative
Alignment 7 Corridor - Ortega Highway Variation - Initial (A7C-OHV-Initial) Alternative
Alignment 7 Corridor - Avenida La Pata Variation - Initial (A7C-ALPV-Initial) Alternative
Alignment 7 Corridor-Far East Crossover-Modified-Initial (A7C-FEC-M-Initial) Alternative

Alignment 7 Corridor - Ultimate Alternatives

Alignment 7 Corridor - Complete - Ultimate (A7C-Ultimate) Alternative
Alignment 7 Corridor - 7 Swing Variation - Ultimate (A7C-7SV-Ultimate) Alternative
Alignment 7 Corridor - Far East Crossover Variation - Ultimate (A7C-FECV-Ultimate) Alternative
Alignment 7 Corridor - Far East Crossover (Cristianitos) Variation - Ultimate (A7C-FECV-C-Ultimate) Alternative
Alignment 7 Corridor - Far East Crossover (Agricultural Fields) Variation - Ultimate (A7C-FECV-AF-Ultimate) Alternative
Alignment 7 Corridor - Ortega Highway Variation - Ultimate (A7C-OHV-Ultimate) Alternative
Alignment 7 Corridor - Avenida La Pata Variation - Ultimate (A7C-ALPV-Ultimate) Alternative
Alignment 7 Corridor-Far East Crossover-Modified-Initial (A7C-FEC-M-Ultimate) Alternative

Alignment 7 Corridor - Complete- Initial and Ultimate Alternatives

The alignment of the A7C-Initial and Ultimate Alternatives includes Segments L, M, and N (Figures A-19 and A-20). The corridor under the A7C Alternatives is approximately 19 km (11.8 mi) long, with an additional approximately 4.6 km (2.9 mi) of improvements on I-5. Table 2.2-10 summarizes the characteristics of the A7C-Initial and Ultimate Alternatives by segment. The individual segments which comprise the A7C Alternatives are described below.

Segment L. Segment L extends from the existing terminus of the FTC-N at Oso Parkway, on the east side of Cañada Chiquita and east of the Cañada Chiquita Water Reclamation Plant. It then extends south, across San Juan Creek to Ortega Highway, approximately 1.7 km (1.1 miles) east of the intersection of Antonio Parkway/Avenida La Pata. This segment includes construction of a new connector road approximately 2.2 km (1.4 mi) long, extending east from Antonio Parkway to the A7C alignment.

Segment M. Segment M extends south from Ortega Highway and across Prima Deshecha Landfill, entering the City of San Clemente and crossing the Talega PC. Segment M then extends southeast to Avenida Vista Hermosa approximately 0.5 km (0.3 mile) northwest of Avenida Pico.

Segment N. From the crossing of Avenida Vistas Hermosa, Segment N extends southwest, traversing land owned by the City of San Clemente and several existing residential developments. Segment N continues parallel to and northwest of Avenida Pico, to direct connectors at I-5. Segment N includes widening of I-5 from south of Avenida Pico to just north of Cristianitos Road.

Alignment 7 Corridor – 7 Swing Variation - Initial and Ultimate Alternatives

The alignment of the A7C-7SV-Initial and Ultimate Alternatives includes Segments L, O and P (Segment L described earlier; Figures A-21 and A-22). The corridor under the A7C-7SV Alternatives is approximately 18 km (11 mi) long, with an additional approximately 4.6 km (2.9 mi) of improvements on I-5. Table 2.2-11 summarizes the characteristics of the A7C-7SV-Initial and Ultimate Alternatives by segment. Segments O and P are described below.

Segment O. Segment O extends from Ortega Highway south across the Prima Deshecha Landfill to Avenida Vista Hermosa, traversing land owned by the City of San Clemente and terminating 0.43 km (0.27 mi) south of Avenida La Pata.

Segment P. Segment extends southwest from the crossing of Avenida La Pata, traversing several existing residential developments. Segment P continues parallel to and northwest of Avenida Pico, to direct connectors at I-5. Segment P includes widening of 4.6 km (2.9 mi) I-5 from south of Avenida Pico to just north of Cristianitos Road.

Alignment 7 - Far East Crossover Variation - Initial and Ultimate Alternatives

The alignment of the A7C-FECV Initial and Ultimate Alternatives includes Segments L, Q, R and D (Segment L described earlier; Figures A-23 and A-24). The corridor under the A7C-FECV Alternatives is approximately 25 km (15.5 mi) long, with an additional approximately 1.9 km (1.2 mi) of improvements on I-5. Table 2.2-12 summarizes the characteristics of the A7C-FECV-Initial and Ultimate Alternatives by segment. Segments Q and R are described below.

Segment Q. Segment Q extends from south of Ortega Highway, across Prima Deshecha Landfill, through the southeast corner of the Rolling Hills (Talega) PC, through the southeast corner of the RMV Land Conservancy and south to Avenida Pico.

Segment R. Segment R starts at Avenida Pico and the Orange/San Diego County line immediately west of the SDG&E substation. The alignment travels south, crossing the inland part of San Onofre State Beach on MCB Camp Pendleton in San Diego County, extending across Cristianitos Road approximately 1.1 km (0.7 mi) north of I-5. This segment terminates where the corridor crosses San Mateo Creek.

Alignment 7 Corridor - Far East Crossover (Cristianitos) Variation - Initial and Ultimate Alternatives

The alignment of the A7C-FECV-C-Initial and Ultimate Alternatives includes Segments L, Q and S (Segments L and Q described earlier; Figures A-25 and A-26). The corridor under the A7C-FECV-C Alternatives is approximately 23 km (14.3 mi) long. Table 2.1-13 summarizes the characteristics of the A7C-FECV-C Alternatives by segment. Segment S is described below.

Segment S. Segment S Alternatives becomes a four lane undivided collector road south of the Avenida Pico interchange. From that interchange, the alignment would proceed south to join the existing Cristianitos Road alignment south of the Camp Pendleton Guard Gate to the interchange of Cristianitos Road and I-5. Segment S includes widening and reconstruction of existing Cristianitos Road from south of the Camp Pendleton Guard Gate south to I-5 and reconstruction of the existing I-5/Cristianitos Road interchange.

The DON has consistently indicated that this Alternative is not acceptable based on how far into Camp Pendleton it encroaches and resulting impacts on the Military Mission of the DON at Camp Pendleton.

Alignment 7 Corridor - Far East Crossover (Agricultural Fields) Variation - Initial and Ultimate Alternatives

The alignment of the A7C-FECV-AF-Initial and Ultimate Alternatives includes Segments L, Q, T and D (Segments L, Q and D described earlier; Figures A-27 and A-28). The corridor under the A7C-FECV-AF Alternatives is approximately 25 km (15.5 miles) long. Table 2.2-14 summarizes the characteristics of the A7C-FECV-AF Alternatives by segment. Segment T is described below.

Segment T. Segment T extends southeast from Avenida Pico as it crosses the Orange/San Diego County line. This segment then extends southeast through San Onofre State Beach on MCB Camp Pendleton, crossing Cristianitos Road 0.8 km (0.5 mi) southwest of San Mateo Road. It then crosses San Mateo Creek just west of Cristianitos Creek and traverses the agricultural leased land on MCB Camp Pendleton east of San Mateo Creek.

The DON has consistently indicated that this Alternative is not acceptable based on how far into Camp Pendleton it encroaches and the resulting impacts on the Military Mission of the DON at Camp Pendleton.

Alignment 7 - Ortega Highway Variation - Initial and Ultimate Alternatives

The alignment of the A7C-OHV Alternatives includes Segment L only (Segment L described earlier; Figures A-29 and A-30). The A7C-OHV Alternatives incorporate TSM technology improvements on Ortega Highway from the corridor terminus at Ortega Highway to I-5. No additional lanes or road widening on Ortega Highway, beyond those improvements already assumed in the MPAH (four lanes on Ortega Highway), are assumed under these Alternatives. The corridor under the A7C-OHV Alternatives is approximately 7 km (4 mi) long. Table 2.2-15 summarizes the characteristics of the A7C-OHV Alternatives for Segment L.

Alignment 7 - Avenida La Pata Variation - Initial and Ultimate Alternatives

The alignment of the A7C-ALPV Alternatives includes Segments L and M (Segments L and M described earlier; Figures A-31 and A-32). Table 2.2-16 summarizes the characteristics of the A7C-ALPV Alternatives by segment. The corridor under the A7C-ALPV Alternatives is approximately 14 km (8 mi) long. The A7-ALPV Alternatives incorporate TSM technology improvements on Avenida Vista Hermosa from the corridor terminus at Avenida Vista Hermosa to Avenida La Pata, on Avenida La Pata from Avenida Vista Hermosa to Avenida Pico and on Avenida Pico from Avenida La Pata to I-5. No additional lanes or road widening on Avenida Vista Hermosa, Avenida La Pata or Avenida Pico, beyond those improvements already assumed in the MPAH, are assumed under these Alternatives. The TSM strategies may require construction within the existing arterial right-of-way to install surveillance, monitoring and information display equipment.

Alignment 7 Corridor - Far East Crossover (Modified) - Initial and Ultimate Alternative Variation

The A7C-FEC-M alignment follows an alignment similar to the A7C-FECV Alternatives on Segments L and Q and the same alignment on Segments C and D (Segments C and D described earlier; Figures A37 and 38). The A7C-FEC-M Alternative includes Segments Y, Z, C and D. The corridor under the A7C-FEC-M Alternatives is approximately 26 km (16 mi) long, with approximately 1.3 km (0.8 mi) of improvements on the I-5. Table 2.2-19 summarizes the characteristics of the A7C-FEC-W Alternatives by segment. Segment Z is described below.

Segment Y. Segment Y extends from the existing terminus of the FTC-N at Oso Parkway, on the east side of Cañada Chiquita and east of the Cañada Chiquita Water Reclamation Plant. It then extends south, across San Juan Creek to Ortega Highway, approximately 2.1 km (1.3 mi) east of the intersection of Antonio Parkway/Avenida La Pata.

Segment Z. Segment Z extends southeast from Ortega Highway, then south traversing the west side of the RMV Land Conservancy and then southeast and crosses the southeast corner of the Rolling Hills (Talega) PC before terminating just south of Avenida Pico.

2.2.1.4 Arterial Improvements Alternatives

As described earlier, the arterial improvement alternatives are:

- Arterial Improvements Only (AIO) Alternative
- Arterial Improvements Plus HOV and Mixed Spot Lanes on I-5 (AIP) Alternative

Arterial Improvements Only Alternative

The AIO Alternative assumes full buildout of the Master Plan of Arterial Highways (MPAH) and the Regional Transportation Plan (RTP; Figure A-39). The AIO Alternative incorporates the following additional improvements to the transportation system:

- Expansion of Antonio Parkway/Avenida La Pata to an eight lane Smart Street from Oso Parkway south to San Juan Creek Road, and to a six lane Smart Street from San Juan Creek Road south to Avenida Pico. Antonio Parkway/Avenida La Pata currently exists from south of Ortega Highway to the north. The MPAH shows Antonio Parkway/La Pata Avenue being extended south to south of Avenida Pico, with a six or four lane cross section. The AIO Alternative proposes adding one lane in each direction on Antonio Parkway/La Pata Avenue from Oso Parkway to San Juan Creek Road.
- Smart street improvements which include a combination of advanced traffic management strategies such as traffic signal coordination, real time traffic monitoring and surveillance, and traveler information; and modest physical improvements such as additional turn lanes at intersections and select grade separations.
- Smart street improvements/TSM strategies on Ortega Highway, Camino Las Ramblas and Avenida Pico between Antonio Parkway/Avenida La Pata and I-5.
- Focused improvements for the intersections of Antonio Parkway/Avenida La Pata with Avenida Pico, Ortega Highway, Crown Valley Parkway and Oso Parkway. These improvements would include either left turn flyovers or full grade separated intersections.

Arterial Improvements Plus HOV and Mixed Spot Lanes on I-5 Alternative

The AIP Alternative assumes full buildout of the MPAH and the RTP (Figure A-34). The AIP Alternative assumes the same arterial improvements described above for the AIO Alternative and would include the following additional improvements to the transportation system:

- The addition of one HOV lane on I-5 in each direction between El Toro Road and Cristianitos Road.
- The addition of spot mixed flow (auxiliary) lanes on the segment of I-5 between San Juan Creek Road and Ortega Highway and between Avenida Pico and El Camino Real.
- Reconstruction of a number of bridges, interchanges and other structures on the segment of the I-5 from El Toro Road to Cristianitos Road.

2.2.1.5 I-5 Alternative Improvements

The I-5 Alternative assumes full buildout of the MPAH and the RTP (Figure A-41). The I-5 Alternative assumes the following improvements to I-5:

- The addition of either one or two general purpose lanes in each direction between Cristianitos Road and north of Lake Forest Drive; and the provision of one HOV lane in each direction, except where HOV lanes are already programmed between Camino Las Ramblas and Avenida Pico. Additional mixed flow (auxiliary) lanes will be provided on several segments of I-5.
- Reconstruction of a number of bridges, interchanges and other structures on the segment of the I-5 from south of the I-5/I-405 to Cristianitos Road.

2.3 NO ACTION ALTERNATIVES

2.3.1 NO ACTION ALTERNATIVE – OCP-2000

This No Action Alternative assumes the following:

- Buildout of the Land Use Elements (LUEs) of the General Plans for the cities and unincorporated Orange County.
- Orange County Projections (OCP)-2000 population and employment projections for 2025, which assume substantial development in Community Analysis Areas (CAAs) 59, 60 and 70. This specifically assumes the construction of approximately 35,888 additional dwelling units (dus) in CAAs 59, 60 and 70 by 2025, including a total of 21,000 dus on the RMV site.
- Buildout of the MPAH, with all arterials constructed to their ultimate cross sections consistent with the MPAH.

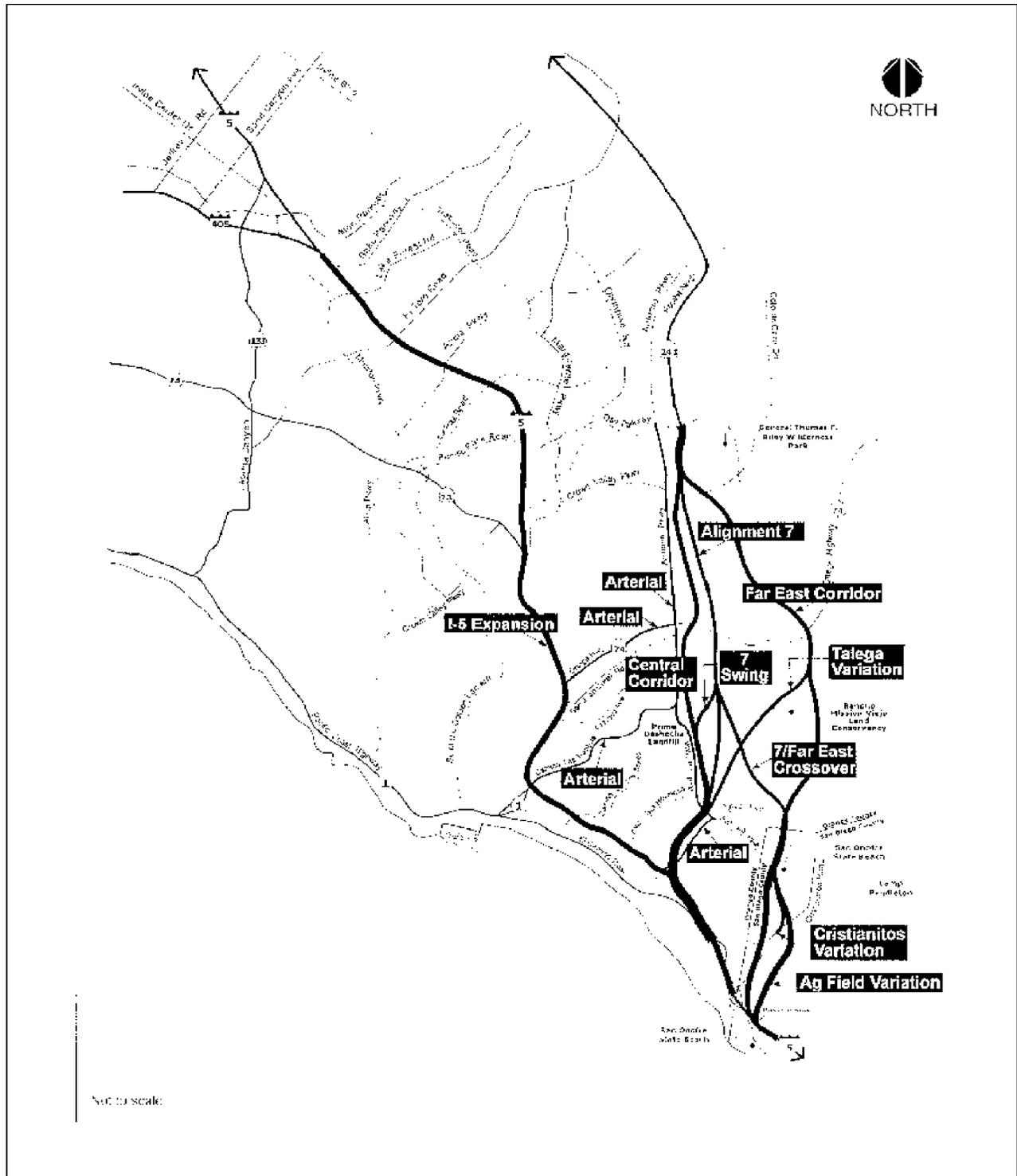
- Buildout of the RTP improvements in South Orange County.
- No extension of the existing FTC south of its existing terminus at Oso Parkway.
- An on site circulation system on the RMV property, to support the 21,000 dwelling units (dus) forecasted in OCP-2000. This on site circulation system will be defined conceptually in the traffic analysis.

2.3.2 NO ACTION ALTERNATIVE – RMV DEVELOPMENT PLAN

This No Action Alternative assumes:

- Buildout of the LUEs of the General Plans for the cities and unincorporated Orange County.
- OCP-2000 population and employment projections for 2025, which assumed substantial development in CAAs 59, 60 and 70. Under this No Action Alternative, the 21,000 dus assumed on the RMV under OCP-2000 would be excluded and the 14,000 dus proposed on the RMV by the RMV Company would be included.
- Buildout of the MPAH, with all arterials constructed to their ultimate cross sections consistent with the MPAH.
- Buildout of the RTP improvements in south Orange County.
- No extension of the existing FTC-North south of its existing terminus at Oso Parkway.
- An on site circulation system on the RMV property, to support the 14,000 dus proposed by the Company, based on the on site circulation system defined by the RMV for the 14,000 du development plan.

These No Action Alternatives are summarized in Table 2.3-1.



Source: Greenwood and Associates (2003)

Alignments of the Build Alternatives

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Phase I Historical Resources Evaluation Report

Figure 2.2-1

TABLE 2.2-1
 CHARACTERISTICS OF THE FAR EAST CORRIDOR – COMPLETE - INITIAL AND ULTIMATE ALTERNATIVES

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
A	Oso Parkway southeast to Ortega Highway.	9.4 km (5.8 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Oso Parkway. Ortega Highway (connector road). Crown Valley Parkway (future interchange constructed by others; not a part of these alternatives).	Bridge over Cañada Gobernadora. Bridge over San Juan Creek at the mainline. Bridge over San Juan Creek at the Ortega Highway connector road.	Mainline toll plaza north of Ortega Highway. Ramp toll plazas on the southbound on ramp and northbound off ramp at Ortega Highway. Realignment and potential widening (to MPAH designation) of approximately 1.4 km (0.9 mi) of Ortega Highway. Approximately 1.8 km (1.1 mi) long new connector road from Ortega Highway to the FEC alignment.
B	From Ortega Highway to just south of Avenida Pico.	7.2 km (4.5 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Avenida Pico.	Bridge over Blind/Gabino Creek. Cristianitos/Ford Road undercrossing. Bridge over Cristianitos Creek.	
C	From just south of Avenida Pico to the intersection of the corridor with I-5 where the corridor crosses San Mateo Creek.	8.1 km (5.0 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate north of Cristianitos Road: Eight lanes (six GP and two HOV). Ultimate south of Cristianitos Road: Six lanes (four GP and two HOV).	Avenida Pico. Cristianitos Road (to and from the north only).	Bridge over San Mateo Creek at I-5. Widening of I-5 bridges over San Mateo Creek.	Ramp toll plazas on the southbound on ramp and the northbound off ramp at Avenida Pico.

TABLE 2.2-1
 CHARACTERISTICS OF THE FAR EAST CORRIDOR – COMPLETE - INITIAL AND ULTIMATE ALTERNATIVES

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
D	From the intersection of where the corridor with crosses San Mateo Creek, southeast to I-5 and south on I-5 to the terminus south of Basilone Road.	3.1 km (1.9 mi) [1.2 km (0.7 mi) of corridor; 1.9 km (1.2 mi) of I-5 improvements]	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Six lanes (four GP and two HOV).	I-5 connector to and from the south only.	Bridge over San Onofre Creek at I-5. Widening of I-5 bridge over San Onofre Creek.	Reconstruction of the existing I-5/Basilone Road interchange. No direct connection to and from Basilone Road.

Note: Some interchanges are shown as occurring on two segments because they are at the terminal ends of the segments and therefore would be on the end of each segment.
 Source: CDMG and P&D Consultants (2002)

TABLE 2.2-2
 CHARACTERISTICS OF THE FAR EAST CORRIDOR – TALEGA VARIATION - INITIAL AND ULTIMATE ALTERNATIVES

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
A	Oso Parkway to Ortega Highway.	9.4 km (5.8 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Oso Parkway. Ortega Highway (connector road). Crown Valley Parkway (future interchange constructed by others; not a part of these alternatives).	Bridge over Cañada Gobernadora. Bridge over San Juan Creek at the mainline. Bridge over San Juan Creek at the Ortega Highway connector road.	Mainline toll plaza north of Ortega Parkway. Ramp toll plazas on the southbound on ramp and northbound off ramp at Ortega Highway. Realignment and potential widening (to MP/AH designation) of approximately 1.4 km (0.9 mi) of Ortega Highway. Approximately 1.8 km (1.1 mi) long new connector road from Ortega Highway to the FEC-TV alignment.
E	From Ortega Highway to 0.43 km (0.27 mi) south of Avenida La Pata.	8.2 km (5.1 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Avenida Vista Hermosa.	Avenida La Pata undercrossing. Via Sonrisa/Onda overcrossing.	Ramp toll plazas on the southbound on ramp and the northbound off ramp at Avenida Vista Hermosa.
F	From 0.43 (0.27 mi) km south of Avenida La Pata south to I-5, extending south on I-5 to Cristianitos Road.	8.0 km (5.0 mi) [3.4 km (2.1 mi) of corridor; 4.6 km (2.9 mi) of improvements on I-5]	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight lanes (six GP and two HOV) to Calle del Cerro and six lanes (four GP and two HOV) from Calle del Cerro to I-5.	Calle del Cerro (connection to Avenida Pico). I-5 connector (to and from the south only).	Camino Vera Cruz overcrossing. Calle Frontera overcrossing. Avenida San Luis Rey on I-5 overcrossing. Avenida Mendocino on I-5 overcrossing.	Reconstruction of the following interchanges on I-5: Avenida Pico, Avenida Palizada, Avenida Presidio, El Camino Real, Avenida Mendocino (northbound only; no structure) and Avenida Calafia (southbound only; no structure).

Note: Some interchanges are shown as occurring on two segments because they are at the terminal ends of the segments and therefore would be on the end of each segment.
 Source: CDMG and P&D Consultants (2002).

TABLE 2.2-3
CHARACTERISTICS OF THE FAREAST CORRIDOR – CRISTIANITOS VARIATION - INITIAL AND ULTIMATE ALTERNATIVES

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
A	Oso Parkway southeast to Ortega Highway.	9.4 km (5.8 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Oso Parkway. Ortega Highway (connector road). Crown Valley Parkway (future interchange to be constructed by others; not a part of these alternatives).	Bridge over Cañada Gobernadora. Bridge over San Juan Creek at the mainline. Bridge over San Juan Creek the Ortega Highway connector road.	Mainline toll plaza north of Ortega Highway. Ramp toll plazas on the southbound on ramp and northbound off ramp at Ortega Highway. Realignment and potential widening (to MPAH designation) of approximately 1.4 km (0.9 mi) of Ortega Highway. Approximately 1.8 km (1.1 mi) long new connector road from Ortega Highway to the FEC-CV alignment.
B	From Ortega Highway to just south of Avenida Pico.	7.2 km (4.5 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Avenida Pico.	Bridge over Blind/Gabino Creek. Cristianitos/Ford Road undercrossing. Bridge over Cristianitos Creek.	
G	From just south of Avenida Pico to the terminus on Cristianitos Road at I-5.	7.3 km (4.5 mi)	Initial and Ultimate: Four Lane Collector Road	Intersection with Cristianitos Road.	Widening of I-5 bridges over San Mateo Creek.	Widening of existing Cristianitos Road from the Corridor terminus south to I-5 and reconstruction of the existing I-5/Cristianitos Road interchange.

Source: CDMG and P&D Consultants (2002)

TABLE 2.2-4
CHARACTERISTICS OF THE FAR EAST CORRIDOR – AGRICULTURAL FIELDS VARIATION - INITIAL AND ULTIMATE ALTERNATIVES

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
A	Oso Parkway to southeast to Ortega Highway.	9.4 km (5.8 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight lanes (six GP and two HOV).	Oso Parkway. Ortega Highway (connector road). Crown Valley Parkway (future interchange to be constructed by others; not a part of these alternatives).	Bridge over Cañada Gobernadora. Bridge over San Juan Creek at the mainline. Bridge over San Juan Creek at the Ortega Highway connector road.	Mainline toll plaza north of Ortega Highway. Ramp toll plazas on the southbound on ramp and northbound off ramp at Ortega Highway. Realignment and potential widening (to MPAH designation) of approximately 1.4 km (0.9 mi) of Ortega Highway. Approximately 1.8 km (1.1 mi) long new connector road from Ortega Highway to the FEC-AFV alignment.
B	From Ortega Highway to just south of Avenida Pico.	7.2 km (4.5 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight lanes (six GP and two HOV).	Avenida Pico.	Bridge over Blind/Gabino Creek. Bridge over Cristianitos Creek.	
H	From just south of Avenida Pico southeast to the intersection of the corridor with I-5.	8.1 km (5.0 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate north of Cristianitos Road: Eight lanes (six GP and two HOV). Ultimate south of Cristianitos Road: Six Lanes (four GP and two HOV).	Avenida Pico. Cristianitos Road.	Bridge over San Mateo Creek at I-5. Widening of I-5 bridges over San Mateo Creek.	Ramp toll plazas on the southbound on ramp and the northbound off ramp at Avenida Pico.

TABLE 2.2-4
CHARACTERISTICS OF THE FAR EAST CORRIDOR – AGRICULTURAL FIELDS VARIATION - INITIAL AND ULTIMATE ALTERNATIVES

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
D	From the intersection of the corridor with I-5 south on I-5 to the terminus south of Basillone Road.	3.1 km (1.9 mi) [1.2 km (0.7 mi) of corridor and 1.9 km (1.2 mi) of improvements on I-5]	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Six lanes (four GP and two HOV).	I-5 connector (to and from the south only).	Bridge over San Onofre Creek at I-5. Widening of I-5 bridge over San Onofre Creek.	Reconstruction of the existing I-5/Basilone Road interchange. No direct connection to/from Basillone Road.

Source: CDMG and P&D Consultants (2002)

TABLE 2.2-5
CHARACTERISTICS OF THE FAR EAST CORRIDOR – ORTEGA HIGHWAY VARIATION - INITIAL AND ULTIMATE ALTERNATIVES

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
A	Oso Parkway southeast to Ortega Highway.	9.4 km (5.8 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight lanes (six GP and two HOV).	Oso Parkway. Ortega Highway. Crown Valley Parkway (future interchange to be constructed by others; not a part of these alternatives).	Bridge over Cañada Gobernadora. Bridge over San Juan Creek.	Mainline toll plaza north of Ortega Highway. TSM improvements anticipated on Ortega Highway from the corridor to I-5.

Source: CDMG and P&D Consultants (2002).

**TABLE 2.2-6
CHARACTERISTICS OF THE FAR EAST CORRIDOR – AVENIDA PICO VARIATION - INITIAL AND ULTIMATE ALTERNATIVES**

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
A	Oso Parkway southeast to Ortega Highway.	9.4 km (5.8 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Oso Parkway. Ortega Highway (connector road). Crown Valley Parkway (future interchange to be constructed by others; not a part of these alternatives).	Bridge over Cañada Gobernadora. Bridge over San Juan Creek at the mainline. Bridge over San Juan Creek at the Ortega Highway connector road.	Mainline toll plaza north of Ortega Highway. Ramp toll plazas on the southbound on ramp and northbound off ramp at Ortega Highway. Realignment and potential widening (to MPAH designation) of approximately 1.4 km (0.9 mi) of Ortega Highway.
B	From Ortega Highway to Avenida Pico.	7.3 km (4.5 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).		Bridge over Blind/Gabino Creek. Bridge over Cristianitos Creek.	Approximately 1.8 km (1.1 mi) long new connector road from Ortega Highway to the FEC-APV alignment. TSM improvements anticipated on Avenida Pico from the corridor to I-5. Direct connection to Avenida Pico.

Source: CDMG and P&D Consultants (2002)

**TABLE 2.2-7
CHARACTERISTICS OF THE FAR EAST CORRIDOR – WEST-INITIAL AND ULTIMATE ALTERNATIVES**

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
U	Oso Parkway southeast to Ortega Highway.	9.2 km (5.7 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Oso Parkway. New Ortega Highway C Street Crown Valley Parkway (future interchange constructed by others; not a part of these alternatives).	Bridge over Cañada Gobernadora. Bridge over San Juan Creek.	Mainline toll plaza north of Ortega Highway. Ramp toll plazas on the southbound on ramp and northbound off ramp at new Ortega Highway. Ramp toll plazas on the southbound on ramp and northbound off ramp at C Street
V	From Ortega Highway to just south of Avenida Pico.	6.8 km (4.2 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Avenida Pico.	Cristianitos Road undercrossing.	
C	From just south of Avenida Pico to where the corridor crosses the San Mateo Creek.	8.1 km (5.0 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate north of Cristianitos Road: Eight lanes (six GP and two HOV). Ultimate south of Cristianitos Road: Six lanes (four GP and two HOV).	Avenida Pico. Cristianitos Road (to and from the north only).	Bridge over San Mateo Creek at I-5. Widening of I-5 bridges over San Mateo Creek (ultimate only).	Ramp toll plazas on the southbound on ramp and the northbound off ramp at Avenida Pico.

**TABLE 2.2-7
CHARACTERISTICS OF THE FAR EAST CORRIDOR – WEST-INITIAL AND ULTIMATE ALTERNATIVES**

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
D	From where the corridor crosses San Mateo Creek, southeast to I-5 and south on I-5 to the terminus south of Basilone Road.	2.6 km (1.6 mi) [1.3 km (0.8 mi) of corridor; 1.3 km (0.8 mi) of I-5 improvements]	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Six lanes (four GP and two HOV).	I-5 connector to and from the south only.	Bridge over San Onofre Creek at I-5. Widening of I-5 bridge over San Onofre Creek.	Reconstruction of the existing I-5/Basilone Road interchange. No direct connection to and from Basilone Road.

Note: Some interchanges are shown as occurring on two segments because they are at the terminal ends of the segments and therefore would be on the end of each segment.
Source: CDMG and P&D Consultants (2003).

**TABLE 2.2-8
CHARACTERISTICS OF THE FAR EAST CORRIDOR – MODIFIED-INITIAL AND ULTIMATE ALTERNATIVES**

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
W	Oso Parkway southeast to Ortega Highway.	9.4 km (5.8 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Oso Parkway. New Ortega Highway Crown Valley Parkway (future interchange constructed by others; not a part of these alternatives). C Street	Bridge over Cañada Gobernadora. Bridge over San Juan Creek at the mainline. Bridge over San Juan Creek at the Ortega Highway connector road.	Mainline toll plaza north of Ortega Highway. Ramp toll plazas on the southbound on ramp and northbound off ramp at Ortega Highway. Ramp toll plazas on the southbound on ramp and northbound off ramp at C Street.
X	From Ortega Highway to just south of Avenida Pico.	7.2 km (4.5 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Avenida Pico.	Bridge over Cristianitos Creek and Cristianitos Road.	
C	From just south of Avenida Pico to where the corridor crosses the San Mateo Creek.	8.1 km (5.0 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate north of Cristianitos Road: Eight lanes (six GP and two HOV). Ultimate south of Cristianitos Road: Six lanes (four GP and two HOV).	Avenida Pico. Cristianitos Road (to and from the north only).	Bridge over San Mateo Creek at I-5. Widening of I-5 bridges over San Mateo Creek (ultimate only).	Ramp toll plazas on the southbound on ramp and the northbound off ramp at Avenida Pico.

**TABLE 2.2-8
CHARACTERISTICS OF THE FAR EAST CORRIDOR – MODIFIED-INITIAL AND ULTIMATE ALTERNATIVES**

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
D	From where the corridor crosses San Mateo Creek, southeast to I-5 and south on I-5 to the terminus south of Basillone Road.	2.6 km (1.6 mi) [1.3 km (0.8 mi) of corridor; 1.3 km (0.8 mi) of I-5 improvements].	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Six lanes (four GP and two HOV).	I-5 connector to and from the south only.	Bridge over San Onofre Creek at I-5. Widening of I-5 bridge over San Onofre Creek.	Reconstruction of the existing I-5/Basilone Road interchange. No direct connection to and from Basilone Road.

Note: Some interchanges are shown as occurring on two segments because they are at the terminal ends of the segments and therefore would be on the end of each segment.
Source: CDMG and P&D Consultants (2002).

**TABLE 2.2-9
CHARACTERISTICS OF THE CENTRAL CORRIDOR – COMPLETE - INITIAL AND ULTIMATE ALTERNATIVES**

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
I	Oso Parkway south to Ortega Highway.	7.7 km (4.8 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Oso Parkway. Ortega Highway. Crown Valley Parkway (future interchange to be constructed by others; not a part of these alternatives).	One bridge over San Juan Creek at the mainline. Two ramp bridges over San Juan Creek.	Mainline toll plaza north of Ortega Highway. Potential widening (to MPAH designation) of approximately 1.0 km (0.6 mi) of Ortega Highway.
J	From Ortega Highway south across the Landfill south to 0.43 km (0.27 mi) south of Avenida La Pata.	7.5 km (4.7 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Ortega Highway. Avenida Vista Hermosa.	Avenida La Pata and Via Sonrisa/Onda overcrossings.	Ramp toll plazas on the southbound on ramp and the northbound off ramp at Ortega Highway. Ramp toll plazas on the southbound on ramp and north bound off ramp at Avenida Vista Hermosa. Crosses Prima Deshecha Landfill.
K	From 0.43 km (0.27 mi) km south of Avenida La Pata south to I-5 and south on I-5 to Cristianitos Road.	8.0 km (5.0 mi) [3.4 km (2.1 mi) of corridor; 4.6 km (2.9 mi) of improvements on I-5]	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV) to Calle del Cerro and six lanes (four GP and two HOV) from Calle del Cerro to I-5.	Calle del Cerro (Avenida Pico). I-5 connector (to and from the south only).	Camino Vera Cruz overcrossing. Calle Frontera overcrossing.	Reconstruction of the following interchanges with I-5: Avenida Pico, Avenida Palizada, Avenida Presidio, El Camino Real, Avenida Mendocino (northbound only; no structure) and Avenida Calafia (south bound only; no structure).

Note: Some interchanges are shown as occurring on two segments because they are at the terminal ends of the segments and therefore would be on the end of each segment.
Source: CDMG and P&D Consultants (2002).

**TABLE 2.2-10
CHARACTERISTICS OF THE CENTRAL CORRIDOR – AVENIDA LA PATA VARIATION - INITIAL AND ULTIMATE ALTERNATIVES**

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
I	Oso Parkway south to Ortega Highway.	7.7 km (4.8 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Oso Parkway. Ortega Highway. Crown Valley Parkway (future interchange to be constructed by others; not a part of these alternatives).	One bridge over San Juan Creek at the mainline. Two ramp bridges over San Juan Creek at the Ortega Highway connector road.	Mainline toll plaza north of Ortega Highway. Reconstruction Potential widening (to MPAH designation) of approximately 1.0 km (0.6 mi) of Ortega Highway.
J	From Ortega Highway south across the Prima Deshecha Landfill south to Avenida Vista Hermosa.	6.7 km (4.2 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Ortega Highway. Avenida Vista Hermosa.		Ramp toll plazas on the southbound on ramp and the northbound off ramp at Ortega Highway. TSM improvements anticipated on Avenida Vista Hermosa from the corridor to Avenida La Pata; on Avenida La Pata from Avenida Vista Hermosa to Avenida Pico and on Avenida Pico from Avenida La Pata to I-5. Crosses Prima Deshecha Landfill.

Note: Some interchanges are shown as occurring on two segments because they are at the terminal ends of the segments and, therefore, would be on the end of each segment.
Source: CDMG and P&D Consultants (2002)

**TABLE 2.2-11
CHARACTERISTICS OF THE CENTRAL CORRIDOR – ORTEGA HIGHWAY VARIATION - INITIAL AND ULTIMATE ALTERNATIVES**

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
I	Oso Parkway south to Ortega Highway.	7.7 km (4.8 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Oso Parkway. Ortega Highway. Crown Valley Parkway (future interchange to be constructed by others; not a part of these alternatives).	One bridge over San Juan Creek at the mainline. Two ramp bridges over San Juan Creek at the Ortega Highway connector road.	Mainline toll plaza north of Ortega Highway. TSM improvements anticipated on Ortega Highway from the corridor to I-5.

Source: CDMG and P&D Consultants (2002).

**TABLE 2.2-12
CHARACTERISTICS OF THE ALIGNMENT 7 CORRIDOR – COMPLETE – INITIAL AND ULTIMATE ALTERNATIVES**

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
L	Oso Parkway south to Ortega Highway.	7.4 km (4.6 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight lanes (six GP and two HOV).	Oso Parkway. Ortega Highway (connector road). Crown Valley Parkway (future interchange to be constructed by others; not a part of these alternatives).	One bridge over San Juan Creek at the mainline. Bridge over Canada Chiquita at East-West Connector Road.	Mainline toll plaza north of Ortega Highway. Approximately 2.2 km (1.4 mi) long new connector road from Antonio Parkway to the A7C alignment. Ramp toll plazas on the southbound on ramp and the northbound off ramp at Ortega Highway.
M	From Ortega Highway south to 0.4 km (0.3 mi) south of Avenida La Pata.	7.7 km (4.8 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight lanes (six GP and two HOV).	Ortega Highway. Avenida Vista Hermosa.	Avenida La Pata overcrossing. Via Sonrisa/Onda overcrossing.	Ramp toll plazas on the southbound on ramp and the northbound off ramp at Avenida Vista Hermosa.
N	From 0.4 km (0.3 mi) south of Avenida La Pata south to I-5, and south on I-5 to Cristianitos Road.	8.0 km (5.0 mi) [3.4 km (2.1 mi) of corridor; 4.6 km (2.9 mi) of improvements on I-5].	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight lanes (six GP and two HOV) to Calle del Cerro and six lanes (four GP and two HOV) from Calle del Cerro to I-5.	Calle del Cerro (Avenida Pico connection). I-5 connector (to and from the south only).	Camino Vera Cruz undercrossing. Calle Frontera undercrossing. Avenida San Luis Rey on I-5 overcrossing. Avenida Mendocino on I-5 overcrossing.	Reconstruction of the following interchanges on I-5: Avenida Pico, Avenida Palizada, Avenida Presidio, El Camino Real, Avenida Mendocino (northbound only; no structure) and Avenida Calafia (southbound only; no structure).

Note: Some interchanges are shown as occurring on two segments because they are at the terminal ends of the segments and, therefore, would be on the end of each segment.
Source: CDMG and P&D Consultants (2002).

TABLE 2.2-13
CHARACTERISTICS OF THE ALIGNMENT 7 CORRIDOR – 7 SWING VARIATION - INITIAL AND ULTIMATE ALTERNATIVES

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
L	Oso Parkway south to Ortega Highway.	7.4 km (4.6 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Oso Parkway. Ortega Highway (connector road). Crown Valley Parkway (future interchange to be constructed by others; not a part of these alternatives).	One bridge over San Juan Creek at the mainline. Bridge over Canada Chiquita at the East-West Connector Road.	Mainline toll plaza north of Ortega Highway. Approximately 2.2 km (1.4 mi) long new connector from Antonio Parkway to the A7C alignment. Ramp toll plazas on the southbound on ramp and the northbound off ramp at Ortega Highway.
O	From Ortega Highway south to 0.43 km (0.27 mi) south of Avenida La Pata.	7.2 km (4.5 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Ortega Highway. Avenida Vista Hermosa.	Avenida La Pata and Via Sonrisa/Onda overcrossings.	Ramp toll plazas on the southbound on ramp and the northbound off ramp at Avenida Vista Hermosa. Crosses Prima Deshecha Landfill.
P	From 0.43 (0.27 mi) km south of Avenida La Pata south to I-5 and south on I-5 to Cristianitos Road.	8.0 km (5.0 mi) (3.4 km (2.1 mi) of corridor; 4.6 km (2.9 mi) of improvements on I-5).	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV) to Calle del Cerro and six lanes (four GP and two HOV) from Calle del Cerro to I-5.	Calle del Cerro (Avenida Pico connection). I-5 connector (to and from the south only).	Camino Vera Cruz overcrossing. Calle Frontera overcrossing. Avenida San Luis Rey on I-5 overcrossing. Avenida Mendocino on I-5 overcrossing.	Reconstruction of the following interchanges on I-5: Avenida Pico, Avenida Palizada, Avenida Presidio, El Camino Real, Avenida Mendocino (northbound only; no structure) and Avenida Calafia (southbound only; no structure).

Note: Some interchanges are shown as occurring on two segments because they are at the terminal ends of the segments and, therefore, would be on the end of each segment.
Source: CDMG and P&D Consultants (2002).

TABLE 2.2-14
CHARACTERISTICS OF THE ALIGNMENT 7 CORRIDOR – FAR EAST CROSSOVER VARIATION - INITIAL AND ULTIMATE ALTERNATIVES

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
L	Oso Parkway south to Ortega Highway.	7.4 km (4.6 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight lanes (six GP and two HOV).	Oso Parkway. Ortega Highway (connector road). Crown Valley Parkway (future interchange to be constructed by others; not a part of these alternatives).	One bridge over San Juan Creek at the mainline. Bridge over Canada Chiquita at the East-West Connector Road.	Mainline toll plaza north of Ortega Highway. Approximately 2.2 km (1.4 mi) long new connector from Antonio Parkway to the A7C alignment. Ramp toll plazas on the southbound on ramp and the northbound off ramp at Ortega Highway.
Q	From Ortega Highway south to just south of Avenida Pico.	7.9 km (4.9 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight lanes (six GP and two HOV).	Ortega Highway. Avenida Pico.		Crosses Prima Deshecha Landfill.
R	From just south of Avenida Pico to the intersection of the corridor with I-5 where the corridor crosses San Mateo Creek.	8.1 km (5.0 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight lanes (six GP and two HOV) south to Cristianitos Road and six lanes (four GP and two HOV) south of Cristianitos Road.	Avenida Pico. Cristianitos Road (to and from the north only).	Bridge over San Mateo Creek at I-5. Widening of I-5 bridges over San Mateo Creek.	Ramp toll plazas on the southbound on ramp and the northbound off ramp at Avenida Pico.
D	From the intersection of where the corridor crosses San Mateo Creek, southeast to with I-5 and south on I-5 to the terminus south of Basilone Road.	3.1 km (1.9 mi) (1.2 km (0.7 mi) of corridor; 1.9 km (1.2 mi) of improvements to I-5).	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Six lanes (four GP and two HOV).	I-5 connector (to and from the south only).	Bridge over San Onofre Creek at I-5. Widening of I-5 bridge over San Onofre Creek.	Reconstruction of the existing I-5/Basilone Road interchange. No direct connection to/from Basilone Road.

Note: Some interchanges are shown as occurring on two segments because they are at the terminal ends of the segments and, therefore, would be on the end of each segment.
Source: CDMG and P&D Consultants (2002).

**TABLE 2.2-15
CHARACTERISTICS OF THE ALIGNMENT 7 CORRIDOR – FAR EAST CROSSOVER (CRISTIANITOS)
VARIATION – INITIAL AND ULTIMATE ALTERNATIVES**

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
L	Oso south to Ortega Highway.	7.4 km (4.6 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight lanes (six GP and two HOV).	Oso Parkway. Ortega Highway (connector road). Crown Valley Parkway (future interchange to be constructed by others; not a part of these alternatives).	One bridge over San Juan Creek at the mainline. Bridge over Canada Chiquita at the East-West Connector Road.	Mainline toll plaza north of Ortega Highway. Approximately 2.2 km (1.4 mi) long new connector from Antonio Parkway to the A7C alignment. Ramp toll plazas on the southbound on ramp and the northbound off ramp at Ortega Highway.
Q	From Ortega Highway south to just south of Avenida Pico.	7.9 km (4.9 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight lanes (six GP and two HOV).	Ortega Highway. Avenida Pico.		Crosses Prima Deshecha Landfill.
S	From just south of Avenida Pico to the corridor terminus on Cristianitos Road at I-5.	7.4 km (4.6 mi)	Initial and Ultimate: Four Lane Collector Road.	Intersection with Cristianitos Road.		Widening of existing Cristianitos Road from the Corridor terminus south to I-5 (approximately 4.0 km (1.5 mi) and reconstruction of the existing I-5/Cristianitos interchange.

Note: Some interchanges are shown as occurring on two segments because they are at the terminal ends of the segments and, therefore, would be on the end of each segment.
Source: CDMG and P&D Consultants (2002).

**TABLE 2.2-16
CHARACTERISTICS OF THE ALIGNMENT 7 CORRIDOR – FAR EAST CROSSOVER (AGRICULTURAL FIELDS)
VARIATION - INITIAL AND ULTIMATE ALTERNATIVES**

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
L	Oso Parkway south to Ortega Highway.	7.4 km (4.6 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight lanes (six GP and two HOV).	Oso Parkway. Ortega Highway (connector road). Crown Valley Parkway (future interchange to be constructed by others; not a part of these alternatives).	One bridge over San Juan Creek at the mainline. Bridge over Canada Chiquita at the East-West Connector Road.	Mainline toll plaza north of Ortega Highway. Approximately 2.2 km (1.4 mi) long new connector from Antonio Parkway to the A7C alignment. Ramp toll plazas on the southbound on ramp and the northbound off ramp at Ortega Highway. Crosses Prima Deshecha Landfill.
Q	From Ortega Highway south to just south of Avenida Pico.	7.9 km (4.9 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight lanes (six GP and two HOV).	Ortega Highway. Avenida Pico.		
RT	From just south of Avenida Pico southeast to the intersection of the corridor with I-5.	8.3 km (5.2mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate north of Cristianitos Road: Eight lanes (six GP and two HOV). Ultimate south of Cristianitos Road: Six lanes (four GP and two HOV).	Avenida Pico. Cristianitos Road.	Bridge over San Mateo Creek at I-5. Widening of I-5 bridges over San Mateo Creek.	Ramp toll plazas on the southbound on ramp and the northbound off ramp at Avenida Pico.
D	From the intersection of the corridor with I-5 south on I-5 to the terminus south of Basilonne Road.	3.1 km (1.9 mi) [1.2 km (0.7 mi) of corridor; 1.9 km (1.2 mi) of improvements on I-5].	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Six Lanes (four GP and two HOV).	I-5 connector (to and from the south only).	Bridge over San Onofre Creek at I-5. Widening of I-5 bridge over San Onofre Creek.	Reconstruction of the existing I-5/Basilone Road interchange. No direct connection to Basilone Road.

Note: Some interchanges are shown as occurring on two segments because they are at the terminal ends of the segments and, therefore, would be on the end of each segment.
Source: CDMG and P&D Consultants (2002).

TABLE 2.2-17
CHARACTERISTICS OF THE ALIGNMENT 7 CORRIDOR – ORTEGA HIGHWAY VARIATION - INITIAL AND ULTIMATE ALTERNATIVES

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
L	Oso Parkway south to Ortega Highway.	7.4 km (4.6 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Oso Parkway. Ortega Highway. Crown Valley Parkway (future interchange to be constructed by others; not a part of these alternatives).	One bridge over San Juan Creek at the mainline. Two ramp bridges over San Juan Creek.	Mainline toll plaza north of Ortega Highway. TSM improvements anticipated on Ortega Highway from the corridor to I-5.

Source: CDMG and P&D Consultants (2002).

TABLE 2.2-18
CHARACTERISTICS OF THE ALIGNMENT 7 CORRIDOR – AVENIDA LA PATA VARIATION - INITIAL AND ULTIMATE ALTERNATIVES

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
L	Oso Parkway south to Ortega Highway.	7.4 km (4.6 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Oso Parkway. Ortega Highway (connector road). Crown Valley Parkway (future interchange to be constructed by others; not a part of these alternatives).	One bridge over San Juan Creek at the mainline. Bridge over Canada Chiquita at the East-West Connector Road.	Mainline toll plaza north of Ortega Highway. Approximately 2.2 km (1.4 mi) long new connector from Antonio Parkway to the A7C alignment. Ramp toll plazas on the southbound on ramp and the northbound off ramp at Ortega Highway.
M	From Ortega Highway south to Avenida Vista Hermosa.	6.5 km (4.0 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight Lanes (six GP and two HOV).	Ortega Highway. Avenida Vista Hermosa		TSM improvements anticipated on Avenida Vista Hermosa from the Corridor to Avenida La Pata, on Avenida La Pata from Avenida Vista Hermosa to Avenida Pico and on Avenida Pico from Avenida La Pata to I-5.

Note: Some interchanges are shown as occurring on two segments because they are at the terminal ends of the segments and, therefore, would be on the end of each segment.
Source: CDMG and P&D Consultants (2002).

**TABLE 2.2-19
CHARACTERISTICS OF THE ALIGNMENT 7 CORRIDOR-FAR EAST CROSSOVER-MODIFIED-INITIAL AND ULTIMATE ALTERNATIVES**

Segment	Geographic Extent	Length in km (mi)	Typical Corridor Cross Sections	Interchanges	Bridges and Other Crossings	Other Relevant Features
W	Oso Parkway south to Ortega Highway.	8.4 km (5.2 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight lanes (six GP and two HOV).	Oso Parkway. New Ortega Highway. C Street. Crown Valley Parkway (future interchange to be constructed by others; not a part of these alternatives). Avenida Pico.	Bridge over San Juan Creek at the mainline. Ortega Highway undercrossing.	Mainline toll plaza north of Ortega Highway. Ramp toll plazas on the southbound on ramp and the northbound off ramp at New Ortega Highway (connector). Ramp toll plazas on the southbound on ramp and the northbound off ramp at C Street.
Y	From Ortega Highway south to just south of Avenida Pico.	7.8 km (4.8 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight lanes (six GP and two HOV).	Avenida Pico.	Quarry Access Road undercrossing.	
C	From just south of Avenida Pico to where the corridor crosses San Mateo Creek.	8.1 km (5.0 mi)	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Eight lanes (six GP and two HOV) south to Cristianitos Road and six lanes (four GP and two HOV) south of Cristianitos Road.	Avenida Pico. Cristianitos Road (to and from the north only).	Bridge over San Mateo Creek at I-5. Widening of I-5 bridges over San Mateo Creek (ultimate only).	Ramp toll plazas on the southbound on ramp and the northbound off ramp at Avenida Pico.
D	From where the corridor crosses San Mateo Creek, southeast to I-5 and south on I-5 to the terminus south of Basillone Road.	2.6 km (1.6 mi) [1.3 km (0.8 mi) of corridor; 1.3 km (0.8 mi) of improvements to I-5].	Initial: Four GP lanes. Could accommodate two future HOV lanes. Ultimate: Six lanes (four GP and two HOV).	I-5 connector (to and from the south only).	Bridge over San Onofre Creek at I-5. Widening of I-5 bridge over San Onofre Creek.	Reconstruction of the existing I-5/Basilone Road interchange. No direct connection to/from Basillone Road.

Source: CDMG and P&D Consultants (2003).

TABLE 2.3-1
NO ACTION ALTERNATIVES

MPAH (I), RTP and Other Circulation Assumptions	Land Use Element Assumptions	OCP-2000 Assumptions
NO ACTION ALTERNATIVE - OCP - 2000		
Build out of the MPAH and the RTP.	Build out of the General Plans, plus additional growth assumed in OCP-2000.	OCP-2000, including 35,888 additional dus in CAAs 59, 60 and 70.
On site circulation on the RMV property will be defined conceptually in the traffic analysis.	This Alternative assumes development of approximately 21,000 dus on the RMV.	
NO ACTION ALTERNATIVE - RMV DEVELOPMENT PLAN		
Build out of the MPAH and the RTP.	Build out of the General Plans and the 14,000 dus proposed by the RMV Company for the RMV site.	OCP-2000 including 35,888 additional dus in CAA 59, 60 and 70, excluding the 21,000 dus on the RMV site. This Alternative would include the 14,000 dus proposed as part of the RMV development plan.
On site circulation on the RMV property, based on the on site circulation system defined by the RMV for the 14,000 du development plan, if available from the RMV Company. If no information is available, a conceptual system will be defined in the traffic analysis.		

(1) Assumptions regarding build out of the MPAH or of committed MPAH improvements do not assume construction of the corridor.
Source: Phase II Collaborative (2002).

SECTION 3.0
RESEARCH METHODS

SECTION 3.0 RESEARCH METHODS

Background research was initiated in August 2001 and continued through March 2003. A records search was conducted at the South Central Coastal Information Center at California State University, Fullerton; and at the South Coastal Information Center, California State University, San Diego in 2001, and updated on February 3-5, 2003. The records searches identified historical resources within 1.63 kilometers (1.0 mile) of the centerline of each proposed SOCTIIP alternative. Two data classes were recovered from the archival research: (1) previously surveyed properties within and adjacent to the alignments; and (2) previously identified historical resources within and adjacent to the alignments. Sources reviewed include State Points of Historical Interest, California Historical Landmarks (revised 1995), National Register of Historic Places listings and updates through March 2003, and properties listed on the California Register of Historical Resources. The Historic Property Data File for Orange and San Diego counties maintained by the California Office of Historic Preservation was also consulted.

Background research checked local designations. Planning departments and other municipal agencies that maintain information regarding local landmark listing programs and local inventories or surveys of historical resources were consulted. Pursuant to 36 CFR 800.3(e) and (f), historical societies in southern Orange and northern San Diego counties were contacted so that they might submit their concerns regarding historical properties on or near the proposed alignments of the build alternatives. Results of this consultation are summarized in the Results and Conclusions section of this report.

Also reviewed in the course of background research were regional historical overviews, historic USGS quadrangle maps, and the Caltrans Historic Highway Bridge Inventory for Orange and San Diego counties.

The investigation concluded that there are four major themes for research in the Study Area. These are Urban and Suburban Residential Architecture, 1925-1957; Urban Commercial Architecture, 1925-1957; Planned Cities of the period 1922-1945; and Agriculture Related Development.

Within the Study Area's various alternative and improvement corridors, a number of historical resource investigations have previously been conducted. These include Phase I survey studies (large and small, linear and block), citywide architectural inventories, and focused historic architectural surveys. Details of investigations relevant to alignments of the SOCTIIP alternatives and individual site descriptions are provided in Section 6, Findings and Conclusions.

In 1996, an Historic Architectural Survey Report (HASR) for the FTC-South was prepared by Greenwood and Associates (Slawson 1996). That survey considered two build alternative alignments, one an inland corridor that branched from the I-5 south of San Clemente, and the other following the I-5 alignment through San Clemente before turning inland. The alignments closely correspond with portions of the various SOCTIIP alternatives presently being considered. One NRHP listed property, the Oscar Easley Block, was identified within the project APE for the 1996 survey. The Easley Block is also a contributing element of the locally designated "Spanish

Village by the Sea” historic district, and there were nine additional constituents of that district recorded by the earlier survey, two of which were identified as potentially eligible for individual NRHP listing. The HASR was not submitted for SHPO review and concurrence. The current study draws heavily on background research conducted for the previous effort.

3.1 Sources Consulted

Research for the current investigations was conducted at the local or regional institutions listed below:

San Juan Capistrano Public Library
San Clemente Public Library
San Clemente Historical Society Museum
University of California Los Angeles - Special Collections Library; Young Research Library;
Bruman Map Library
University of California Irvine Library, Special Collections
Los Angeles Central Public Library
San Diego Historical Society
Los Angeles Public Library, Central Branch
United State Marine Corps Base Camp Pendleton, Historical Museum
County of San Diego, Survey Records Office
San Diego State University, Love Library

The following persons were consulted for the current research effort:

Sheldon Ahsing, Associate Planner, City of San Clemente, Community Development Agency, Planning Division. Contacted in person and by telephone, October 18 and 24, 2001, April 30, 2003.

Lauren Barr, Director of Community Development, City of Laguna Woods. Contacted by telephone, February 20, 2003.

Sarah Bucher, Planner, City of Irvine Planning Department. Contacted by telephone, February 20 and 24, 2003.

Brenda Chase, Associate Planner, City of Dana Point, Community Development Department. Contacted by telephone and e-mail, February 21 and 26, 2003.

Jason Ficht, Planner, City of Mission Viejo, Planning and Zoning Department. Contacted by telephone, February 20 and 25, 2003.

Kelly Koldius, Planner, City of Laguna Niguel, Community Development Department. Contacted by telephone, February 20, 2003.

Pauline Lapr , City of San Clemente, Community Development Agency, Building Division. Contacted in person and by telephone, September 7 and October 24, 2001.

Connie Loyola, Planner, City of Lake Forest, Community Development Department. Contacted by telephone, February 21 and 24, 2003.

Julie Malloy, Planner, City of Laguna Hills, Community Development Department. Contacted by telephone, February 20, 2003.

William Ramsey, Principal Planner, City of San Juan Capistrano, Planning Department. Contacted by telephone and via email, February 24 and 25, 2003.

Carrie Walls, Engineering Technician, City of San Clemente, Public Works Department, Engineering Division. Multiple contacts in person and by telephone, August-September, 2001.

Yoon Kim, Associate Planner, City of Rancho Santa Margarita, Planning Department. Contacted by telephone, March 7, 2003.

Contact with county and local historical societies and commissions was initiated with letters of inquiry detailing the project alternatives and soliciting comment. Letters were sent to the following organizations on the dates indicated:

Dana Point Historical Society, March 13, 2003
Heritage Hill Historic Park, March 13, 2003
Irvine Historical Society and Museum, March 13, 2003
Leisure World Historical Society, March 13, 2003
Orange County Historical Commission, March 13, 2003
Orange County Historical Society, March 13, 2003
Saddleback Area Historical Society, March 13, 2003
San Clemente Historical Society, March 13, 2003
San Juan Capistrano Historical Society, March 13, 2003
San Diego Historical Society, March 13, 2003
The Heritage of San Clemente Foundation, March 13, 2003

To date, responses have been received from two of these organizations, the Orange County Historical Commission and the San Clemente Historical Society. These are included as Appendix B, along with a copy of the letter of inquiry.

An initial reconnaissance of the entire Study Area was conducted in August and September of 2001. A follow-up windshield reconnaissance survey of the Study Area was completed in March 2003. The windshield survey identified the general physical characteristics of each of the various alternative alignments. Areas of historic construction (concentrations of buildings and other built features appearing 45 years old or older) were identified, the approximate boundaries of these areas of sensitivity for historical resources recorded, and notes concerning estimated dates of construction, architectural style, age, continuity, and integrity were recorded. Data collected in the course of the windshield survey were compared with information regarding trends in development and patterns of community expansion gleaned from general histories and inventory/survey data received from municipal planning and community development departments, and with record search information. Additionally, designated historical resources within or in proximity to the Study Area were individually identified and recorded.

Based on the results of background research and fieldwork, the HRER provides a refined list of potentially sensitive areas for each alternative that require additional analysis in Phase II. Based on the information obtained, each alternative will be ranked with the fewest impacts being the highest ranked.

SECTION 4.0
BACKGROUND

SECTION 4.0 BACKGROUND

4.1 HISTORICAL OVERVIEW

The history of the Study Area and surrounding environs was researched in order to determine general themes of land use and development which would provide a framework for identifying historic properties in accordance with CEQA guidelines, establishing their relative significance, and applying the criteria for listing in the National Register of Historic Places. The following more general narrative is followed by thumbnail summaries of the individual communities traversed.

4.1.1 EARLY EUROPEAN SETTLEMENT - SPANISH PERIOD

Juan Rodriguez Cabrillo, a Portuguese captain sailing under the flag of Spain, is acknowledged as the first European explorer of Alta California, sailing the coast in the vicinity of Capistrano Bay in 1542. An island off the coast christened *Victoria* by Cabrillo, after one of his vessels, was renamed *San Clemente* 60 years later by the Spaniard Sebastian Vizcaino sailing the same waters. This was the name chosen for the City of San Clemente three centuries later.

To consolidate the Spanish claim to Alta California, an expedition led by Captain Gaspar de Portolá was dispatched from Mexico City in 1769. Portolá's objective was to locate mission sites and to establish an overland route between the first Franciscan mission, founded by his party at San Diego, and Monterey Bay. On the eighth day of their march from San Diego, July 22, 1769, he reached the outskirts of present day San Clemente. In a native village near their encampment, Spanish scouts discovered two young girls, sick and close to death. Father Francisco Gomez, accompanied by Father Juan Crespi, baptized the children, performing the first such rites in Alta California. Soldiers with the group thereafter called the place Los Cristianitos, the name presently borne by the creek and canyon east of San Clemente. Proceeding northward, the party camped near the site of San Juan Capistrano on July 24, 1769. By July 26, the members of the expedition, traveling northward, camped at present day Tomato Springs, and two days later, on the south bank of the Santa Ana River at the foot of Burruel Point near present day Olive. By the end of July 1769, the expedition departed Orange County via the Puente Hills to continue their journey north. As they went, Portolá's group blazed the trail for El Camino Real, "the king's road," which connected the various missions, presidios, and pueblos and later evolved into the modern thoroughfares through San Clemente, Capistrano Beach, San Juan Capistrano, and counties to the north. As a result of their exploratory expedition, a chain of 21 Franciscan missions, along with military presidios and civilian pueblos, was established over the next half century, stretching from Diego to Sonoma (Banks 1930:12-18; Hatheway 1991:4; Heumann 1996:3).

The seventh of the Alta California missions was founded in 1775 at San Juan Capistrano by Father Fermin Lasuen. A native rebellion at Mission San Diego soon thereafter necessitated the

father's immediate return to San Diego and the mission was abandoned. A year later Lasuen, accompanied by Father Junipero Serra, returned to reestablish Mission San Juan Capistrano. An unreliable water supply caused the mission site to be moved to its present location in 1778. The mission utilized the vast tracts of land surrounding the mission, including the areas now occupied by San Clemente, San Juan Capistrano, Dana Point, and the full extent of the present project area, for cattle grazing, agriculture, and other industry. The Native Americans in the immediate area surrounding Mission San Juan Capistrano became known as the Juaneños and were incorporated into the community and economy of mission life. Charged with making the mission self-sustaining, the Franciscans, aided by the Native American neophytes, engaged in the trade of hides and tallow (Banks 1930:22; Hatheway 1991:4).

During the years of relative prosperity and success, roughly from their founding until the secularization policy of the 1830s, California's missions occupied far more than just the immediate few city blocks of today's state historic landmarks. They became centers of agriculture and industry comprising large herds and flocks, thousands of acres of grazing land, large gardens, orchards, vineyards, shops for production of clothing, shoes, household goods, and implements. By the 1820s, Mission San Juan Capistrano controlled nearly 150 square miles of land and led the missions in sheep grazing, wool production, and finished wool products. The mission's flock numbered 17,000 head in 1800, the largest of any mission [Petershagen and Tordoff 1991:1-2].

Beginning in the late eighteenth century, the Spanish colonial government initiated the practice of granting cattle grazing rights on large parcels of land to soldiers who had participated in the exploration of Alta California and others who had provided services. With Mexican independence from Spain in 1821 came accelerated debate between civic and religious authorities over the disposition of mission lands in Alta California. The mandate for secularization was issued in 1826, but not acted upon until 1833. The vast holdings of the missions, often the finest lands, were then opened for acquisition by private citizens. Grants were made to individuals willing to work to make the land productive, and were often used as incentive for the settlement of underpopulated areas. The number of grants rose markedly in the mid-1840s as the Mexican government acted to place as much of its California land into private ownership as possible prior to the imminent takeover by the United States. More than 600 private rancho grants had been made in Alta California by 1846 (Hatheway 1991:4).

The current SOCTIIP Study Area falls within the historical boundaries of several Mexican land grant ranchos. The southernmost portion of the Study Area lies within Rancho Margarita y Las Flores, the northern boundaries of which form the present limits of San Diego County. The bulk of the Study Area is within historic Rancho Mission Viejo, coinciding with the area where the Spanish had originally established Mission San Juan Capistrano. It is an inland rancho, the southeast corner forming the boundaries of San Diego and Riverside counties. The western extent of the rancho forms the eastern limits of the City of San Juan Capistrano. It extends northward as far as the Oso Parkway/I-5 junction, and eastward to Cleveland National Forest.

The former boundaries of Rancho Trabuco contain the northernmost portion of the inland alternatives. That rancho was enveloped on the south and east by Rancho Mission Viejo. Rancho Los Deshechos included most of present day San Clemente, while the northern portion of the city and the Dana Point area were within the limits of Rancho Boca de la Playa. The northern reaches of the I-5 alternatives pass through lands of the former Rancho Cañada de los Alisos, and extend into the boundaries of Rancho San Joaquin. The rancho lands were used for grazing cattle during Spanish and Mexican eras. Later, during the initial period of American settlement, sheep ranching was also practiced. Homesteads, gardens, and fields were by and large confined to the fertile lands along the drainages (Banks 1930:40-43; Hatheway 1991:5; Title Insurance 1950:2-18).

Rancho Mission Viejo was granted by the Mexican governor of California, Pio Pico, to Augustin Olvera on April 4, 1845. Olvera almost immediately sold the 47,000-acre (19,021-hectare) rancho to John (Juan) Forster, who had already been using it for grazing. Forster was an Englishman, a former ship's captain and trader, who had married into the family of Governor Pico. He also owned Mission San Juan Capistrano, which he bought at auction with a partner in 1845 for 710 dollars. Forster lived at the mission from 1845 until 1864, when he acquired Rancho Santa Margarita y las Flores in present San Diego County and took up residence there. Hard times forced his sons to sell the land after Forster died in 1882 (Hallan-Gibson 1986:32; Robinson 1955). Within the historic boundaries of Rancho Mission Viejo lie portions of the City of San Clemente and Mission Viejo.

Rancho Los Deshechos, a coastal property later the site of San Clemente, was granted to Felipe Carrillo in 1846. The 6,000-acre (2,428-hectare) Rancho Boca de la Playa was granted by Governor Pico on May 7, 1846 to Emigdio Vejar. After several changes of ownership, it too was acquired by the Forster family. Don Juan Forster's son, Marcos, purchased the property in 1878. By 1887, the Forsters had gained control of the adjoining Rancho Los Deshechos as well. Rancho Trabuco's "5 square leagues (approximately 15 square miles [38.8 square kilometers])" were first granted by Governor Juan Alvarado to Santiago Arguello in 1841. In 1843, Arguello sold his interest to Juan Forster, who received a grant to an additional three square leagues (approximately 9 square miles [23.3 square kilometers]) from Pico in 1846. By the 1880s, the Forster family holdings in southern California totaled more than 200,000 acres (80,940 hectares), second only to those of Abel Stearns (Title Insurance 1950:2-18; Walker 1987:88-91). San Juan Capistrano resident Juan Avila was the grantee of Rancho Niguel in 1841. Today this rancho encompasses Laguna Niguel and portions of Laguna Hills (Hallan-Gibson 1986:35).

Rancho Cañada de los Alisos, which means "glen of the alders," was granted to José Serrano by Mexican Governor Alvarado in 1842. Serrano served as "judge of the plains" in Los Angeles prior to acquiring the 10,668-acre (4,317-hectare) rancho. In the late 1880s, most of the rancho was purchased by Dwight Whiting, and it became known as the Whiting Ranch. The rancho boundaries extend eastward from I-5 to Cleveland National Forest, and take in present day Lake Forest (formerly El Toro), the Whiting Ranch Wilderness Park, Foothill Ranch, and the Portola Hills developments (Robinson 1955:4).

The northern terminus of the Study Area lies just within the historic boundaries of Rancho San Joaquin. A 49,000-acre (19,830-hectare) tract bounded on the west by the Pacific Ocean, Rancho San Joaquin was granted to José Sepulveda in two portions: the first in 1837, and the second in 1842. Today, the rancho boundaries include Irvine, Corona del Mar, and portions of Newport Beach and Laguna. The epitome of the California *ranchero*, the dapper Sepulveda was involved in local politics and known for having the fastest horses in the region. In 1864 Rancho San Joaquin was sold to James Irvine, Benjamin Flint, Thomas Flint, and Llewellyn Bixby. Irvine owned the adjacent Rancho Lomas de Santiago, and both ranchos ultimately came under his sole control.

Throughout the Spanish and Mexican periods, San Juan Capistrano was the lone settlement for 50 miles (80.4 kilometers) around. The town contained the only administrative offices and court of the Mexican government between Mission San Gabriel and San Diego. The few scattered residences in between were mostly situated around the present area of Santa Ana to the northeast. Adjacent to Mission San Juan Capistrano, the *pueblo* grew along El Camino Real and Camino Capistrano south and west of the historic quadrangle. The crude dwellings of the neophytes were gradually supplanted by more substantial adobe structures. In 1841, San Juan Capistrano was declared an official *pueblo*. The community flourished as increased American settlement, particularly during and after the 1849 Gold Rush, brought huge demand for the surrounding ranchos' primary product: cattle.

4.1.2 THE AMERICAN PERIOD

In 1846, California was ceded to the United States by Mexico, and subsequently admitted to American statehood in 1850. The Mexican ranchos in the project area were increasingly inhabited by American-born ranchers and their Indian or *mestizo* servants, laborers and cowboys. American settlement of the western frontier was given impetus by the 1849 Gold Rush; many '49ers remained to populate the state. A steady flow of settlers, mostly farmers from the east and mid-west, entered the region in the years following the Civil War. Despite the growth in numbers, no significant changes in land use or ownership occurred in the area during the first 15 years of the American period, but the momentum of settlement increased with the completion of the transcontinental railroad in 1869. The extension of the Southern Pacific Railroad into southern California in 1876, followed by an Atchison, Topeka & Santa Fe line in 1885 and the ensuing fare war between the companies, set the stage for a massive real estate boom which resulted in the founding of hundreds of new towns.

4.1.2.1 Forster City

One example of an individual enterprise in forming a community was Forster City, established at the south end of the Study Area near the San Diego County border. The settlement was conceived by Don Juan Forster as a means of generating revenue for his financially strapped Rancho Santa Margarita y Las Flores. Forster promoted his project as far as Europe, and settlers

had begun arriving in small numbers by 1876, although the Town of Forster was not actually platted until the end of 1878. The townsite extended eastward from San Onofre Creek, and from the coast northward beyond the present alignment of the San Diego Freeway. A wharf had been constructed at the mouth of San Onofre Creek by the end of 1880. Commercial and residential development within the Forster City settlement was apparently concentrated within the area of the platted townsite in the vicinity of the wharf - specifically, on the east side of San Onofre Creek near the beach. Accounts indicate that, as incentive to settle, residents were given lots within the townsite, in addition to arable acreage in the surrounding San Onofre and San Mateo valleys and coastal headlands (Slawson 1997; Swanson 1991:n.p.).

Newspaper reports, County voting records, and other sources suggest that the total population of the Forster City colony never grew beyond 50-100 persons. Discovering that they held no clear title to their Forster City plots, residents were forced to leave the Rancho Santa Margarita following the death of Juan Forster in 1882 and the subsequent sale of the rancho. The thrifty settlers and residents of the area were diligent in removing remains of the settlement, relocating both building materials and whole structures to San Juan Capistrano for reuse (Cook and Warn 1976:25; Slawson 1997).

4.1.2.2 Boom of the 1880s

The arrival of the railroad in the last quarter of the nineteenth century had dramatic effects on what is now Orange County. The Southern Pacific Railroad entered the area in 1876, followed by the Santa Fe line in 1885. Encouraged by land promotions, immigrants poured into California, swelling the population of Los Angeles and environs and spawning a land boom which dramatically changed the regional landscape. Many new towns were established, including Newport, Fullerton, Buena Park, and Aliso City (El Toro). Santa Ana and Anaheim, in particular, experienced great expansion during the boom era. In addition to the population increase, the railroads also contributed significantly to the shift from cattle and sheep ranching to an agricultural economy that contributed greatly to the prosperity of the region. The rails enabled growers to ship more diversified agricultural products to wider markets. By the late 1880s, major citrus, grain, potato, celery, and bean crops were being produced and delivered to consumers throughout the nation. The more labor intensive farming economy resulted in greater opportunities for employment on the ranches, and the trend to leasing smaller ranch tracts for farming put produce markets across the country within the reach of southern California entrepreneurs.

The population increase and agricultural prosperity prompted many business leaders in the area to argue for the creation of a new county in the Santa Ana Valley. After years of negotiation, Governor Robert Waterman officially partitioned Los Angeles County to establish Orange County on August 1, 1889. The city of Santa Ana, incorporated in 1886, was designated the county seat and became the hub of major urban development in the area (Walker 1989:76-79). By the turn of the twentieth century, inter-urban rail lines reached from Los Angeles as far as Santa Ana and Newport, but were never extended farther south.

Through the 1886-1888 peak of development, the subsequent depression of the 1890s, and the first quarter of the twentieth century, however, most of the land in the present Study Area remained rural and largely unimproved. It was traversed by a stagecoach route that followed El Camino Real between San Diego and Los Angeles, and by the California Central Railroad (later purchased by Santa Fe) that had connected San Juan Capistrano with communities to the north in 1887, and with San Diego in 1888. Free weekend excursions on the new rail connection lured Angelenos to the area and brought sporadic development to the San Juan Capistrano area. The beach resort community of San Juan-By-The-Sea was developed in 1887, but quickly faded. Before that town died, the Atchison Topeka & Santa Fe Railroad put through their rail line and built a clapboard depot there, which remained important as the only water stop between Santa Ana and Oceanside.

San Juan Hot Springs' healing waters enticed large numbers of visitor to make the 12-mile (19.3 kilometer) inland trek up San Juan Canyon and across the present Study Area along the current route of Ortega Highway. The springs were a popular destination through the 1890s. San Juan Capistrano saw increased tourist interest with the restoration of the mission in 1895 and construction of a new railroad station in 1896. The railroad had envisioned a network of residential villages along its tracks, with the stations constituting focal points between Los Angeles and San Diego (Hallan-Gibson 1986:141; Walker 1987:92-104).

The great droughts of the 1860s and 1870s had decimated the region's cattle herds and instigated the transition to dry (later irrigated) agriculture in Orange County, which came to lead the world in production of walnuts, oranges, and lima beans. By the turn of the twentieth century, bean fields extended along the coast from Newport to San Onofre in a nearly continuous band. Other crops came to include mustard, sugar beets, and avocados. Cattle grazing remained the primary use for the rugged inland hills of Rancho Mission Viejo, Rancho Trabuco, Rancho San Joaquin, and Rancho Santa Margarita in the project area (Walker 1987:90-94). Marcos Forster, Juan Forster's son, and Richard O'Neill, were among the principal ranchers.

After the decline of the 1880s boom town San Juan by-the-Sea in the 1890s, Aaron Buchheim began leasing and farming land on the palisades above the coast near the outlet of San Juan Creek and southeast of present-day Dana Point city core. He dry farmed barley, beans, and other crops. In 1908 Buchheim bought 35 acres (14.16 hectares) from the railroad in the valley east of El Camino Real (later Highway 101, now Doheny Park Road). There grew the village of Serra, named for the founder of Mission San Juan Capistrano, Father Junipero Serra. It included a small commercial "downtown" area serving about 40 permanent residents. The town was later absorbed by Doheny Park/Capistrano Beach and is currently part of Dana Point. The last original commercial building from the settlement was demolished in 1996 (Wright and Stoddard 1997:Appx. I-A).

The 100,000-acre (40,470-hectare) Irvine Ranch, incorporated as the Irvine Company in 1894, remained in the Irvine family's hands and was the largest agricultural tract in the county well

into the twentieth century. Its historic boundaries now take in the Cities of Irvine and Tustin and part of Laguna Beach. The family's main objective in buying the property was to engage in wool production for the Eastern market, but droughts during the 1870s killed most of the sheep and squatters began to encroach on the property. In 1876, James Irvine bought out his partners for \$150,000.

4.1.2.3 1920s Boom

The 1920s brought the region's second major real estate boom and saw renewed efforts in development of the Orange County coast. Coast Royal, in the South Laguna area, was opened in 1921, followed in 1923-1924 by a community near the coastal promontory known as San Juan Capistrano Point, later renamed Dana Point by the developers. The new town was given the same name. Also developed during the 1920s were the communities of San Clemente and Laguna Beach. The city of Dana Point grew on the hills and atop the steep bluffs that encircle Capistrano Bay. The natural harbor was used early as anchorage for merchant vessels in the cowhides and tallow trade based in nearby Mission San Juan Capistrano. The spectacular bay was described by writer and sailor Richard Henry Dana in his popular 1841 book *Two Years Before the Mast*.

What the railroads had been to the boom of the 1880s, the automobile was to the growth of Orange County in the 1920s. It was a time when facilitation of transportation afforded the average citizen new possibilities for recreation, exploration, and adventure. The automobile also greatly increased the practical commuting distance, opening up more areas to potential development and employment. With increased emphasis on automobile travel, the need for better roads became of critical concern. Plans for a coastal highway had been discussed for many years when the State Highway Act of 1919, a bond issue, provided financing for the State Highway system, which was then in its infancy. The Act added a number of new routes, among them a coastal road designated as Route 60 (later known as Rte 1/101, Roosevelt Coast Highway, and Pacific Coast Highway). This was to connect San Juan Capistrano with Oxnard in Ventura County, a distance of 86 miles (138.4 kilometers). Engineering designs were completed in 1920 and construction commenced in 1921. Plans to extend the highway southward from Long Beach were announced in 1921, and by 1929 the road had reached Dana Point and was pushing south through San Clemente, creating a building boom along the way. Even before road improvements, Capistrano Beach was site of an annual auto hill climbing event, and thousands made their way along dirt roads to attend.

4.1.2.4 Development of Cities and Communities in the Study Area

City of Dana Point

Preceding the more celebrated effort in San Clemente by two years, Dana Point was the first coastal community in the region to adopt a Spanish theme for its architecture. Anna Walters Walker of Laguna Beach led a number of other real estate investors in forming the San Juan

Point Corporation. They conceived the town as an “exclusive residential and rest resort,” and planned for a yacht and country club open to both men and women, numerous other recreational amenities, and a 1,200-foot (365.8-meter) pier. Residential streets were laid out, named for variously colored ships’ lanterns. The grand opening of Dana Point in 1924 drew thousands who came to hear the band concert, partake of the barbeque, and pay \$1,000 for a 60 by 100 foot (18.3 by 30.5 meter) lot. Walters Walker was responsible for building the first business in town, the Blue Lantern Fountain Lunch. The first Dana Point development had a short life. Only a handful of buildings had been constructed when, less than three months after its grand opening, the property was in foreclosure. The lack of paved highway access and a poor water supply doomed its chances (Hallan-Gibson 1986:191; Walker 1987:102-105).

The Dana Point development was reopened by Sidney H. Woodruff, successful founder of Hollywoodland, who acquired 1,400 acres (566.6 hectares) of the settlement in 1926. Promoting Dana Point as “the only romantic spot on the coast,” Woodruff had plans drawn for a 200-room hotel to be called the Dana Point Inn with polo fields, two golf courses, tennis courts, riding trails, and swimming pools. The town would surround and compliment the inn. The natural harbor was planned to include pedestrian walkways, yacht moorings, and horse rails. Woodruff hired architect Charles A. Hunter of Laguna Beach to design the inn and initial residences. Spanish or Mediterranean Revival style architecture dominated, although examples of other revival styles were included in the early development. Anna Walters Walker’s street names were retained by Woodruff. The foundation of the hotel was built and several houses completed, when the stock market Crash of 1929 hit and wiped out the developer, putting a halt to all plans. The hotel and bar were never finished, and most of the homes were not built until decades later.

Rather than limiting the architecture to the period’s popular Spanish Revival style as the neighbors had, Woodruff envisioned a “Mediterranean” village -- Spanish mixed with English and Italian influences. Thirteen spacious residences were actually built by the Western Construction Company for private owners in 1928. Most still stand on Camino Capistrano, Chula Vista, and Santa Clara at the cliff’s edge (Wright and Stoddard 1997:2).

At the beginning of the 19th century, Dana Point was the only major port between Santa Barbara and San Diego. Supplanted by later developed ports, it remained a small coastal village into the 1970s. With construction of Dana Point Harbor, a state of the art marina begun in 1966, and master-planned improvements that included a six-lane highway that passed through the community down to the Harbor and connected it with the I-5 and Pacific Coast Highway, the community was rapidly transformed. “The traditionally rural south coast then prepared itself for the development waves that began to break. The natural trading embarcadero of old became a shopping bazaar again, as well as a recreational port” (Walker 1989:62).

Community leaders sought incorporation five times in order to maintain local control, but each time the County vetoed the plan. Then, in 1989, once the area had been essentially built out, incorporation was allowed. What finally became the City of Dana Point was a stitched together

community comprising parts of several well-established communities, including Laguna Niguel, Monarch Beach and Monarch Bay, and Capistrano Beach.

Communities of Doheny Park and Capistrano Beach

Doheny Park had its beginnings in 1928 when Edward L. “Ned” Doheny, Jr., scion of the Los Angeles oil baron, laid out a town on 1,000 acres (404.7 hectares) of palisades and beaches between San Clemente and Dana Point. Doheny Park was conceived as an even more upscale and exclusive version of Hanson’s San Clemente development, and the first imposing residences were erected around the intersection of Camino Capistrano and Camino de Estrella. The development included the towered and ornately attired Capistrano Beach Club and a 1,220-foot (371.9-meter) fishing pier. Unfortunately, about one year after the development started, the young Doheny was killed. Edward Doheny, Sr. took over and managed to keep the development afloat and construction continuing through the depression. The developers of the Doheny Tract hired noted Los Angeles architect Roy C. Kelly to design the settlement’s first residences. Kelly was responsible for many or most of the 28 residences built between 1928 and 1931, which were rendered exclusively in the Spanish Colonial Revival style. Capistrano Beach became the official name of the community in 1948 (Wright and Stoddard 1997:Appx. A; Walker 1987:118-119). Some of the original Doheny houses were lost to floods in the 1930s and to I-5 freeway construction in the 1950s.

Although new residential construction ground to a halt during the Depression years of the 1930s, government work projects continued, and the era saw numerous improvements in the area’s infrastructure, including widening of the Coast Highway through Doheny Park, construction of Ortega Highway, and state parks at Doheny and San Clemente.

In 1920, ownership of a large portion of the old Rancho Los Deshechos, including all of future San Clemente, passed from the Forster family to a pair of Los Angeles distillers and wine makers, Max and Herman Goldschmidt. Prohibition in the 1920s ended the Goldschmidts' prosperity, and they were forced to relinquish title to a syndicate of 46 individuals and a trust company led by Los Angeles oil man and real estate developer H. H. Cotton (Banks 1930:44).

City of San Clemente

The conception, founding, and initial development of the City of San Clemente were primarily due to the vision and initiative of one man, Ole Hanson. The son of Norwegian immigrants, Hanson was born in 1874 in Racine, Wisconsin. Employed while still a teenager as a teacher and a retail clerk, he passed the Wisconsin bar at the age of 19. After a brief career in the manufacture of druggists' sundries, Hanson moved his family west, eventually settling in Seattle. There Hanson briefly operated a grocery store and began his career in what would become his life's passion: real estate. His interest in community building led to involvement in local politics, and his election to the Washington State Legislature in 1908 was followed by a term as

Seattle mayor in 1916. Hanson also found time to travel extensively in North America and Europe and published his impressions in a syndicated newspaper column.

Ole Hanson lost much of the wealth he had accumulated in Washington real estate in the wartime slump and journeyed to Mexico to recoup his losses. Having gained and lost another fortune in a Mexican oil venture, he returned to California in time to join in the expanding real estate boom of the early 1920s. Hanson's first venture into southern California real estate was the Slauson Avenue Tract in Los Angeles. He next became involved in a Santa Barbara development. After that city was devastated by a 1925 earthquake, planners took the opportunity to reinvent the community as a Spanish town. In Santa Barbara, Hanson refined his holistic city planning philosophy, becoming convinced of the benefits of a unified and controlled approach to development. There also Hanson met the architect and planner, J. Wilmer Hershey, who would bring his city building ambitions to fruition.

Ole Hanson believed that the ideal community should offer an alternative to what he saw as the chaos, ugliness, and lack of amenities resulting from organic, unplanned, and un-regulated growth as typified by many tract developments sprouting across the southland. In a letter to a friend he expressed his goals for the new seaside community he was determined to establish:

I vision a place where people can live together more pleasantly than any other place in America. I am going to build a beautiful city on the ocean where the whole city will be a park; the architecture will be all of one type, and the homes will be located on sites where nearly everyone will have his wonderful view preserved forever. The whole picture is very clear before me. I can see hundreds of white-walled homes bonneted with red tile, with trees, shrubs, hedges of hibiscus, palms and geraniums lining the drives, and a profusion of flowers framing the patios and gardens. I can see gay sidewalks of red Spanish tile and streets curving picturesquely over the land. I want plazas, playgrounds, schools, clubs, swimming pools, a golf course, a fishing pier and a beach enlivened by people getting a healthy joy out of their life [Banks 1930:58].

Various accounts relate that Hanson first recognized the possibilities of the San Mateo Point (future San Clemente) region while passing through the area in 1900. This may be true, but the fact that 25 years later the land was held by a syndicate led by his friend and former business associate Henry Hamilton (Ham) Cotton, may have been a consideration as well. On November 8, 1925, the *Los Angeles Examiner* announced Hanson's purchase of a 2,000-acre (809.4-hectare) tract six miles (9.66 kilometers) south of San Juan Capistrano where he would found a new city to be known as "San Clemente, the Spanish Village." With its broad beaches and coastal hills, it fulfilled Hanson's requirements for beauty. With the assistance of Prof. Leonard S. Smith, Chairman of the University of Wisconsin City Planning Department, the lay-out of the community was developed. Engineer Horace N. Taylor surveyed the tract and set out the streets to Hanson's specifications -- 80 feet (24.4 meters) wide and following the contours of the land rather than in the traditional grid, an unheard of waste of acreage in a new development. Ground

was broken by the street grading crew under the supervision of contractor Oscar F. Easley on November 25, 1925 (Banks 1930:44; Heumann 1995:6; Walker 1987:111).

The tent-style mass marketing approach employed for San Clemente, featuring Hanson's nuts-and-bolts, no nonsense sales pitch, proved highly successful; more than 1,000 people appeared on the rainy first day of sales in December 1925. Total proceeds for the day exceeded \$125,000, with lot prices starting at \$300. In less than a year, the entire 370-acre (149.7-hectare) first unit, Tract 779, had been sold and a second unit was opened for sales. By the beginning of 1929, combined sales had reached \$7,500,000. Eighteen tracts in all had been platted over 3,300 acres (1,335.5 hectares), and the new community's population approached 1,000 (Banks 1930:54-56).

The sales success of Hanson's organization was all the more remarkable considering a clause included in each sales agreement that required all plans to be submitted to an Architectural Board for approval, and that the exterior of all buildings adhere to these guidelines regardless of their use.

Any house, building or structure to be erected or placed upon any said residence or building lots in said tract shall be of Spanish type and the roofs of any such buildings or structures shall be covered with hand-made tile, and that there shall be no building, house, or structure erected on this tract of more than four stories in height, exclusive of towers [Banks 1930:62].

Plans for each new building were reviewed, and a certificate with instructions to post in a prominent place was issued upon the Committee's approval.

Santa Barbara architect J. Wilmer Hershey was engaged to design San Clemente's public buildings and to provide guidance on the massing of the structures and the architecture of individual residences. Hanson set a standard for developers by personally financing nearly all civic construction, including the municipal pier, beach club, water works, hospital, and school, all integral to his vision of San Clemente. Gravely ill from the outset, Hershey formed a partnership with two other Santa Barbara architects, Richard Sears and W.E. Hill, who together designed the first buildings, an administration building at the northwest corner of Del Mar and El Camino Real, the Community Clubhouse, and the schoolhouse. Virgil Westbrook, an architect who had also worked in Santa Barbara, was engaged to assist after Hershey's death, and ultimately became early San Clemente's most prolific architect, designing numerous private homes and public buildings. He was also responsible for many of the commercial buildings in the city's growing business district focused along El Camino Real and Avenida Del Mar. Among his credits is the Moorish influenced Oscar Easley Block of 1929, a property listed on the National Register of Historic Places that contained Hanson's offices and the Chamber of Commerce (Banks 1930: 59-61; Heumann 1995:7).

Construction activity remained brisk into 1929. Approximately 500 buildings had been erected, but the community was still by no means densely developed. Gaps remained in the city's fabric,

with numerous unimproved lots separating isolated pockets of housing in some areas. The stock market crash of October 1929 drastically slowed the momentum of growth, although eight new subdivisions were recorded between 1929 and 1931. As the Depression deepened, construction in San Clemente came to a standstill (Heumann 1995:7).

The Great Depression had a devastating impact on San Clemente, as well as other communities within the Study Area. Much of the city's population was unemployed and bank foreclosures on property were widespread. Construction and related enterprises had been the bulwark of the local economy, and with the near halt in building, the industry was in a state of collapse. Many found themselves compelled to leave, and the population dropped to 250. Ole Hanson himself, his fortunes bound to the fate of San Clemente, was forced to part with his estate; he moved from the city in 1932. A large portion of the city was now under the control of the Bank of America (formerly Hellman Bank) due to foreclosures and quit claims. Believing that Hanson's building restrictions had hindered development and anxious to revive stagnated growth, the bank petitioned the city to rescind all stipulations on construction. The principles which had guided the first phase of San Clemente's development were abandoned in 1937 (Walker 1987:114).

By the late 1930s, war loomed on the horizon, and southern California experienced an upturn in construction activity as the country prepared for a possible war. The establishment of the 126,000-acre (50,992.2-hectare) Marine Corps Base Camp Pendleton immediately south and east of San Clemente during the early days of World War II spurred a modest resurgence of the economy in this community and its neighbors. The Base provided a steady flow of customers for San Clemente's businesses and beach attractions, pumping much needed income into the local economy. By the end of the war, San Clemente was showing new signs of life, setting the stage for its participation in southern California's post-war construction boom (Heumann 1995:10; Walker 1987:114-116).

The story of San Clemente's turn-around in the years following World War II is nothing short of spectacular. After recording no new subdivisions from the end of 1931 until 1946, San Clemente was reported to be the third fastest growing community in the country by 1954. Its population jumped 121 percent, climbing from 2,009 to 4,435 between 1950 and 1952, and has continued to climb steadily. By 1978 the population had reached 30,000 and is presently approaching the 45,000 mark. Demographically, San Clemente has evolved from a semi-retirement center to a younger bedroom community, its ideal climate and unsurpassed surfing beaches remaining major draws (Heumann 1995:11).

Unit development and tracts of single family homes have now filled the lots left vacant after the "Spanish Village" era subdivisions. Multi-family residences have also been very popular since the 1950s. A consequence of the post-war growth of San Clemente has been the accelerated loss of the early Spanish style architecture which embodied Ole Hanson's vision for the city. This has occurred through both building turn-over and infrastructural improvements. Interstate 5 was completed in the early 1970s, replacing El Camino Real/Rte.101 as the primary thoroughfare and making the community more accessible, but also bisecting the city and eliminating areas of

residential development. In spite of the modern evolution of San Clemente, much evidence of the Spanish Village remains.

The former Cotton estate at San Mateo Point was purchased in 1969 by President Richard M. Nixon. He rechristened the property "La Casa Pacifica" and there established his "Western White House." Nixon's presence brought international attention and distinguished visitors to San Clemente.

Community of San Onofre

The community of San Onofre emerged on the former location of the "paper city" of Forster soon after the coming of the railroad. Rancher Richard O'Neill battled with the railroad to ensure sidings for his Rancho Santa Margarita, and San Onofre became one of its two principal shipping points. A rail stop labeled "San Onofre" is indicated on a 1902 map (USGS 1902) on the east side of the creek, along what was by then the Southern California Railroad Surf Line. An improved coastal road also passed through the area. Whether or not a station structure existed at the time at San Onofre is unknown. In 1907, San Onofre could be reached from Los Angeles for a \$2.00 fare (Phillips 1907:143). A small cluster of buildings developed around the rail siding adjacent to the livestock corrals of Rancho Santa Margarita. The village was a company farming town and achieved some prominence in the era between the two World Wars. By the late 1920s, it had a school, the Haven Seed Company, a rail depot, and a number of Japanese farmers. The community declined following the Marine Corps' purchase of the property and establishment of their San Onofre Recreational Beach there, which includes cottages, improved camp sites, a clubhouse, and other permanent facilities. Village buildings were removed beginning in the 1950s, and the Santa Fe depot which stood to the north of the tracks was demolished in 1954 (Rush 1965:96; Salley 1976:196; Van Bueren et al. 1988:50). The current Study Area takes in the northern portion of the Forster City/San Onofre area.

City of Mission Viejo

Rancho Mission Viejo had remained in the hands of the Forster family until hard times forced them to sell in 1882 to James Flood and Harold Blumgartner. Blumgartner was soon bought out by Richard O'Neill, whose descendants controlled all of the rancho by the early years of the twentieth century and still retain a substantial interest.

Richard O'Neill, a meat-packing plant owner turned cattleman, bought Rancho Trabuco and later bought into Rancho Mission Viejo with the help of his friend, James C. Flood, the "Silver King of Nevada," and owner of the Comstock Lode silver mine. The two men were equal partners in the enterprise, and O'Neill worked out his half as resident manager. In 1907, at 80 years of age, he obtained title to the ranch from Flood's son. O'Neill's heirs continued to farm and raise cattle and increased their holdings through a partnership with Flood's descendants. In 1940 they decided to divide the land. By 1942 the 52,000-acre (21,044.4-hectare) share owned by Richard O'Neill, Jr., was called Rancho Mission Viejo. After he died in 1944, and after years of legal

complications dating back to the 1920s, O'Neill's widow, Marguerite, obtained full control of the O'Neill land.

Cattle ranching has been the mainstay of Rancho Mission Viejo since its inception and continues to the present day. Dry farming has been an element of the enterprise in the vicinity of the project area since the 1890s, with barley currently the primary crop. Sand and gravel quarrying operations in the San Juan Creek basin began roughly 60 years ago, and also remain an aspect of ranch operations. During the 1970s and 1980s, experiments in grape cultivation were undertaken in Cañada Gobernadora but they proved unsuccessful and were abandoned. Cut crops were cultivated in the San Juan Creek bottom from early in the twentieth century until around 1980, when the practice was halted in favor of wetlands restoration (Slawson 1996).

Richard and Alice O'Neill Avery, Richard and Marguerite's descendants, sold 10,000 acres (4,047 hectares) of Rancho Mission Viejo in 1963 to Donald Bren, Philip J. Reilly, and James Toepfer, who formed the Mission Viejo Company. When the master-planned community of Mission Viejo was approved by the Orange County Board of Supervisors, the Deane brothers were hired to build the first houses. The Deane Homes were built between Jeronimo Road on the north, La Paz Road on the south, Chrisanta Drive on the west, and Spadra land on the east. La Paz was the only road into the Deane Homes, and into Mission Viejo, until 1969, when the first stretch of Marguerite Parkway opened to connect La Paz with Oso Parkway (*Los Angeles Times*: 5 May 1996). After this, the community grew steadily to the north and south. The City of Mission Viejo was officially established in 1988, largely within the historic boundaries of Rancho Trabuco. Although the headquarters for Rancho Mission Viejo under O'Neill/Flood was located outside the limits of the current Study Area, several houses and outbuildings built for the ranch foremen and hands were located along San Juan Creek, north of Ortega Highway in the Study Area. These were built between the 1940s and 1960s. Elements of the concrete operation are also within the limits.

City of Laguna Hills

The present communities of Laguna Niguel, Laguna Beach, and Laguna Hills are all within the historic boundaries of Rancho Niguel. First used as sheep pasturage by the padres of Mission San Juan Capistrano, Rancho Niguel was granted to Juan Avila in 1841. The property changed ownership several times after he sold it in 1865. On Feb. 28, 1895, Lewis Moulton purchased the Rancho Niguel from Marco Forster and Judge Richard Egan. Moulton formed a partnership with Jean Pierre Daguerre creating the Lewis F. Moulton and Company Ranch, a successful sheep and cattle venture throughout the early 1900s. Laguna Beach was the first community settled on the rancho. Its origins were as a summer beach resort community during the 1880s, popular with residents of the interior for seaside vacations. It became one of the most popular and unique beach cities along the southern California coast, and by the teens and 1920s, it had gained a reputation as an artists' colony (Hallan Gibson 1986:209-211).

When Lewis Moulton died in 1938 at the age of 84, he willed his share of the Moulton Ranch to his widow, Nellie Gail, and two daughters, Charlotte Mathis and Louise Hanson. The ranch was divided among the heirs to the Daguerre daughters and the Moulton daughters, who eventually sold the property. Eventually, Moulton and Jean Pierre Duguerre reassembled the total 26,000 acres (10,522.2 hectares) of the original Avila land grant into one holding, the Moulton Ranch. This ranch remained in operation until 1960, when it was sold to a syndicate that developed the land into the communities of Laguna Hills and Leisure World.

Incorporation efforts began in 1987 and on March 5, 1991, 86 percent of the residents voted in favor of cityhood. On December 20, 1991, Laguna Hills officially became a City. On November 14, 1995, the City Council approved annexation of the North Laguna Hills area, which became part of the incorporated city on July 1, 1996. On September 18, 2000, with overwhelming support from the 1,800 residents, the "Westside" Annexation Area officially became part of the incorporated City. The annexation added 149 acres (60.3 hectares) of residential land, which includes the Aliso Viejo Community Association's Sheep Hills Park.

City of Laguna Niguel

The name of Laguna Niguel is derived from the Spanish words *laguna*, meaning lagoon, and *nigueli*, which was the name of a Juaneño Indian village once located on Aliso Creek. The genesis of the City of Laguna Niguel was the establishment of the Laguna Niguel Corporation in 1959 by developers Cabot, Cabot and Forbes, making it one of the first master planned communities in California. The extension of the San Diego (I-5) Freeway and Crown Valley Parkway lured potential homebuyers wanting a peaceful, tranquil place to settle down and raise a family. The firm of Victor Gruen and Associates was retained to develop a detailed community plan for the approximately 7,100-acre (2,873.3-hectare) site. Land sales began in 1961 at the Monarch Bay and Laguna Terrace subdivisions. The Avco Corporation acquired the Laguna Niguel Plan in 1971 and initiated development as set forth in the original master plan under the supervision of Orange County. Wanting more control, the residents of Laguna Niguel voted in favor of incorporation, and on December 1, 1989, Laguna Niguel became the 29th city of the County of Orange.

City of Laguna Woods and Leisure World

Ninety percent of the City of Laguna Woods is contained within the senior citizen gated community of Leisure World. The balance of the City contains three additional senior residential communities and several commercial centers. Developer Ross W. Cortese created the first of two Orange County developments called Leisure World near Seal Beach in 1961. It was soon followed by a similar retirement community in Laguna Hills, built on 2,095 acres (847.8 hectares) of the former Moulton Ranch. Among the first of their kind in the country, these developments were open only to persons 52 years of age or older. They featured golf courses, swimming pools, shopping centers, and an internal transportation system within a safe and gardenlike setting. After numerous unsuccessful attempts, the City of Laguna Woods was

incorporated in 1999 as Orange County's 32nd city (Hallan-Gibson 1986:243; Internet website <http://www.lwlagunawoods.com/article.cfm?id=129>).

City of Rancho Santa Margarita

A 6,000-acre (2,428.2-hectare) parcel carved from the eastern reaches of former Rancho Trabuco was selected in the 1980s for development as Rancho Santa Margarita. Although they share the same name, the land on which this community was built was never a part of the San Diego County rancho although it was also owned by Richard O'Neill. The first homes in this master planned community were sold in 1986. Since then, the town has grown to a population of more than 48,000. It was incorporated on January 1, 2000 (Internet website http://www.cityofrsm.org/rsm_website/history.asp).

City of Irvine

The lands of the Irvine Ranch extended from the Pacific Ocean around Newport Bay, across the Tustin Plain, and through the foothills of the Santa Ana Mountains to the Santa Ana River. In 1876, the ranch headquarters were relocated from Rancho San Joaquin, which remained the center for cattle operations, to the present intersection at Irvine Boulevard and Myford Road in Tustin. During the last two decades of the nineteenth century, the Irvine Ranch followed the increasing trend to agriculture that characterized the general development of southern California during this period. As far back as the 1880s, the company leased out much of the prime agricultural land of the Irvine Ranch, generally on one-year leases, to individual tenant farmers or sharecroppers. The soils of the hilly 35,000-acre (14,164.5-hectare) coastal section of the ranch were less fertile than the rich acreage farther inland, and were used primarily for grazing of sheep and cattle. By the turn of the century, dry cultivation of cereal grains had become the dominant use, and this focus continued into the 1980s. The ranch gradually diversified into citrus and nut orchards, fruits, vegetables, and grains, all of which were grown on the plains between Newport Bay and the foothills, while the more rugged, hilly areas continued to be used for cattle grazing (Cleland 1966:101-102; Hatheway 1991:6).

Construction of the I-5 across the Irvine Ranch was completed in 1958. The vicinity of the current project area remained remote ranch land accessible only by dirt roads until the construction of University of California campus at Irvine (UCI). In 1961, the planning and architectural firm William L. Pereira and Associates created the master plan for the new campus (The Irvine Co. 1965:14). Over the following years, the Pereira firm completed the master plan for the entire 64,000-acre (25,900.8-hectare) Irvine Ranch, the "largest master planned urban environment in the United States" (Walker 1989:140).

City of San Juan Capistrano

San Juan Capistrano continued to thrive and expand through the 1920s and 1930s, fueled by visitors to the Mission and the beach, and the area's agricultural wealth. It remained a hub for

Freeway. The I-5 was pushed south to Dana Point the following year, and through San Clemente and into San Diego County in 1960 (Walker 1989:130-135).

Development in the SOCTIIP Study Area outside the corporate boundaries of San Clemente (Dana Point/Capistrano Beach, and San Juan Capistrano) from the Depression era through the 1950s was minimal. The primary incentives related to expansion of the highway system, post war development by and for new arrivals and returning veterans, and planned communities promoted as speculative ventures.

Portions of the former Rancho Santa Margarita y las Flores in San Diego County, part of the project area east and west of Interstate 5, have been established as San Onofre State Beach, and several modern park related structures and a campground built in 1990 fall within the project limits on land owned and leased from Camp Pendleton. A portion of Marine Corps Base Camp Pendleton adjacent to the interstate is also within the project limits, including several Base service and commercial structures along Basilone Road. The northern section of the Study Area is encompassed by Rancho Mission Viejo/Santa Margarita Company property and has seen light development only around areas where the alignments traverse Ortega Highway. Nursery and concrete manufacturing facilities, in addition to minor ranch related development, all established within the last 40 years, exist in these areas (Slawson 1996).

The recent trend in the SOCTIIP study area has been for increased residential tract development of the inland hills and valleys, long the preserve of cattle ranching activity. The past 10 years have seen expanded large-scale residential development by the Rancho Santa Margarita Company and others, in the inland area east of the City of Mission Viejo and Trabuco Canyon, adjacent to Crown Valley Parkway, as far east as the current terminus at Antonio Parkway. Also under development is the Ladera PC area of Rancho Mission Viejo/La Paz, and areas extending south almost to the San Juan Capistrano city limits.

More limited development has occurred in the Trampas Canyon area, east to Avenida La Pata and Cristianitos Road south of Ortega Highway, and new tracts are opening adjacent to Camino Los Mares and La Pata in eastern San Juan Capistrano. Extensive residential development has also recently occurred in the hills north of Avenida Pico in San Clemente and on former Rancho Mission Viejo lands between Avenida La Pata and Cristianitos Road, and between La Pata and the existing Marblehead development to the west.

SECTION 5.0
FIELD METHODS

SECTION 5.0 FIELD METHODS

This task investigates the presence or absence of historic properties with respect to the phased identification process, and the development of an Area of Potential Effects (APE) will be completed once a final alternative is chosen. In order to set limits to the preliminary identification process used to assess and predict the level of project effects, a map that illustrates a project Study Area was used. As indicated on the Historical Resources Study Area Maps (Appendix A), the Study Area for historical resources corresponds to the extent of the grading, remedial grading and other disturbance limits (provided by engineering) on either side of the alignment, the maximum right-of-way required, and a minimum of 100 meters (328.1 ft) of buffer in areas of open space, incorporating the maximum anticipated area of direct and indirect impacts for the project. In developed areas, the Study Area is inclusive of the first tier of buildings beyond the maximum right-of-way, at minimum. For the purposes of establishing the Study Area, all takings of property are considered full takes. The corridors vary in width according to engineering requirements. Mapping of the alignments, access roads, staging areas, potential staging areas, arterial road modifications, and any other areas affected by the SOCTIIP alternatives was considered in the development of the Study Area, and all of these areas were addressed by fieldwork. The alignments of the corridor alternatives were examined individually, generally from north to south, as access allowed. Project fieldwork began between August 23 and September 7, 2001 with an initial reconnaissance conducted of all the project alternative alignments being considered at that time. A follow-up windshield survey of the Study Area was completed on March 19 through 21, 2003. The windshield survey identified the general physical characteristics of each of the various alternative alignments. Areas of historic construction (concentrations of buildings and other built features appearing to be 45 years old or older) were identified, the approximate boundaries of these potential areas of sensitivity for historical resources were established, and notes concerning estimated dates of construction, architectural style, age, continuity, and integrity were recorded. Individual buildings or structures of particular architectural or historical interest were also noted. Data collected in the course of the windshield survey were compared with information regarding trends in development and patterns of community expansion derived from general histories and the inventory/survey facts received from municipal planning and community development departments, and with record search information.

Additionally, an attempt was made to confirm the location of all previously designated historical resources within or in proximity to the Study Area for the SOCTIIP alternatives. This was accomplished with the assistance of resource base maps generated as part of the records search. A cursory examination of each was performed and current conditions briefly recorded.

SECTION 6.0
FINDINGS AND CONCLUSIONS

SECTION 6.0 FINDINGS AND CONCLUSIONS

The SOCTIIP study resulted in the identification of 13 previously designated historical resources within the Study Area established in consultation with FHWA and the Department, incorporating the alignments of each of the build alternatives. Among these are two properties currently individually listed in the National Register of Historic Places: the Oscar Easley Block in the City of San Clemente and the Blas Aguilar Adobe in the City of San Juan Capistrano. There are no properties that have been determined eligible for the National Register of Historic Places (NRHP Status Code 2) present within the Study Area. The Study Area encompasses eight contributing elements of the locally designated "Spanish Village by the Sea," a discontinuous thematic historic district in the City of San Clemente composed of 208 buildings and structures. The district has been identified as eligible for NRHP listing, and it incorporates four properties already listed in the National Register, including the Oscar Easley Block (above). Additionally, the Study Area takes in one State Point of Historical Interest, Aguaje del Cuate (Twin Springs) in Mission Viejo, and three additional locally designated resources. The field survey conducted in the preparation of this report has further identified 10 areas of sensitivity for historical resources within the Study Area, so described because of concentrations of construction within each that appear to be 45 years or older.

Representatives of planning or community development departments for each of the 10 municipalities traversed by the Study Area were contacted for information regarding local landmarking programs and city sponsored surveys and inventories of historical properties. Of the 10 communities, four have completed citywide inventories and/or have established lists of city-designated historical landmarks. These include the Cities of Irvine (landmarks list only), Dana Point, San Juan Capistrano, and San Clemente. In general, development of the remaining communities has occurred within the past 20-40 years and historic preservation issues have not yet been addressed by municipal plans.

A review of City of Irvine's designated Historical/Archaeological Landmarks indicates that no landmarks are located in the vicinity of the SOCTIIP Study Area (City of Irvine 1999). The City of San Juan Capistrano currently includes 32 individual properties in its Inventory of Historical and Cultural Landmarks, in addition to six historic districts and four historic streets. Of these, two individual buildings, the Blas Aguilar Adobe (NRHP) and the Pablo Pryor Adobe/Hide House, are within the boundaries of the current Study Area, as are one historic district, the Mission Cemetery, and one historic street, Spring Street (City of San Juan Capistrano 1998). All are adjacent to the I-5 corridor.

Listing on the City of Dana Point Historic Register is voluntary and the Register presently comprises nine buildings. None of these is located within the project Study Area. Three buildings documented by the City's Historic Architectural Resources Inventory do lie within the Study Area, located along the I-5 corridor. Each of the three buildings has been assessed a National Register status code of 5S2, indicating that it is ineligible for National or State Register

listing, but potentially eligible for local recognition (City of Dana Point 2003; Wright and Stoddard 1997).

The City of San Clemente Community Development Department was consulted to ascertain whether any structures or other properties within the Study Area and within the city limits had been documented by earlier surveys. Eight properties within the Study Area appear on the City's Designated Historic Structures List, adopted by the City Council in April 1996 (City of San Clemente 2000). Of these, the Oscar Easley Block is currently listed on the NRHP. All eight properties are named as contributing to the City-designated "Spanish Village by the Sea" historic district. The thematic district, comprising 208 "Spanish-style" buildings and structures associated with the community's early development, was evaluated as eligible to the NRHP in 1995 (Heumann 1995).

Research included review of a listing of Orange County landmarks designated by the Orange County Historical Commission. . There are no County designated landmarks within the Study Area.

The 1996 Historic Architectural Survey Report for the FTC-South considered two build alternatives, the CP and BX Alternatives (Slawson 1996). The CP was an inland corridor, branching from the I-5 south of San Clemente, while the BX followed the I-5 alignment through San Clemente before turning inland. One NRHP listed property, the Oscar Easley Block, was identified within the project APE for the 1996 survey. There were no historical resources determined eligible for the NRHP recorded. The Easley Block is also a contributing element of the locally designated "Spanish Village by the Sea" historic district, and there were nine additional constituents of that district recorded by the earlier survey. Among them were 4100 Calle Isabella, (1927), the former residence of H.H. Cotton, banker, developer, and partner in founding of San Clemente, and Richard Nixon, 37th President of the United States, and also the Cotton Estate Gate, Avenida De Las Palmeras at Avenida Del Presidente. This was the primary entrance to the H.H. Cotton property. The Cotton Estate Gate is within the current Study Area boundaries. The residence at 4100 Calle Isabella, "La Casa Pacifica," is not. It stands at considerable distance from the various Alternative alignments and, since the earlier investigation, new homes were built between it and the I-5 corridor, eliminating possibility of secondary impacts.

6.0.1 AREAS OF SENSITIVITY FOR HISTORICAL RESOURCES (ASHR)

No previously unrecorded historical properties were identified by the current Phase I survey effort. During the fieldwork, however, 10 Areas of Sensitivity for Historical Resources (ASHR) were recorded, based upon concentration of development 45 years old or older. These areas are described in the alternative sections in which they were identified. While these areas may not yield properties that are ultimately eligible for national or state register listing, the presence of concentrations of older construction indicates an elevated likelihood for encountering such, and therefore, increased potential for impacts to historical resources for the alternative on which they are identified. Therefore, the existence and number of ASHRs will be used as one factor in ranking the alternatives.

In the following section, the known historical resources, and the areas of sensitivity recorded by the current investigation, will be summarized as they were identified for each of the SOCTIIP build alternatives.

6.1 FAR EAST CORRIDOR - COMPLETE (FEC) - INITIAL ALTERNATIVE

A portion of one ASHR has been recorded within the FEC-Initial Alternative Study Area (Table 6.1-1, Figure A-1).

6.1.1 ASHR 10

ASHR 10 is located at the southern limits of the City of San Clemente. Within the Study Area, it extends approximately 1.75 miles (2.80 km) along the east side of El Camino Real, east of the I-5 (San Diego) Freeway, between Avenida Santa Margarita and Calle del Comercio. It continues along the southeast side of Avenida Santa Margarita, north of Cristianitos Road, for roughly 0.75 mile (1.20 km) to Avenida San Luis Rey. This area takes in a part of the "South San Clemente" subdivision, developed immediately after the departure of city founding father Ole Hanson and the end of the Spanish Village era, during the late 1930s and 1940s. This was the first city tract developed without the earlier limitations on architectural style, and residences there reflect a mixture of pre-war "Traditional" and post-war Ranch styles, as well as Mediterranean/Spanish Colonial Revival, Modernistic, and other styles. The neighborhood continued to fill out through the 1950s and into the 1960s. There is commercial construction along El Camino Real which typically dates to the 1950s and 1960s, with some later infill construction represented.

6.2 FAR EAST CORRIDOR - COMPLETE (FEC) - ULTIMATE ALTERNATIVE

One locally designated historical resource has been recorded within the FEC-Ultimate Alternative Study Area (Table 6.1-1, Figure A-2). The Study Area also takes in a portion of one ASHR identified by this investigation. The recorded historical resources and ASHR along the FEC-Ultimate Alternative are listed below, with references to the Sections of this report in which they are described.

6.2.1 COTTON ESTATE GATE, AVENIDA PALOMAR AT AVENIDA DEL PRESIDENTE

The Cotton Estate Gate once served as the principal entrance to the extensive property of noted southern California financier and businessman Henry Hamilton Cotton. Cotton led the 41-member syndicate that purchased land on which San Clemente was created. His estate included a horse racetrack, numerous stables and other outbuildings, in addition to La Casa Pacifica, the grand home that later became President Richard Nixon's "Western White House." The gate is an element of the locally designated "Spanish Village by the Sea" historic district, identified as potentially eligible for NRHP listing (Heumann 1995). It is now isolated from the remainder of the estate.

ASHR 10. This area is described in Section 6.1.1.

6.3 FAR EAST CORRIDOR - TALEGA VARIATION (FEC-TV) – INITIAL ALTERNATIVE

Eight designated historical resources and six Areas of Sensitivity for Historical Resources have been recorded within the Study Area for the FEC-TV-Initial Alternative (Table 6.1-1, Figure A-3). All eight identified resources are constituents of the “Spanish Village by the Sea” historic district, locally designated by the City of San Clemente. Historical resources and ASHRs along the FEC-TV-Initial Alternative are listed below, with references to the Sections of this report in which they are described.

6.3.1 Currently listed in the NRHP:101 S. EL CAMINO REAL, OSCAR EASLEY BLOCK

The Oscar Easley Block is a Spanish Colonial Revival style commercial building constructed in 1929. It initially housed a Bank of America branch and offices of San Clemente developer Ole Hanson. The building was added to the National Register in 1987.

Seven properties previously described as eligible for inclusion on the NRHP (“Spanish Village by the Sea” historic district):

Cotton Estate Gate, Avenida Palomar at Avenida del Presidente. This property is described in Section 6.2.1.

6.3.2 413-415 N. EL CAMINO REAL

A Spanish Colonial Revival style building dating to 1928 is typical of commercial buildings erected in San Clemente's business district during the first phases of the city's development during the late 1920s through mid-1930s. Early occupants included the San Clemente Grocery and Meat Market and the Bowles Electrical Company.

6.3.3 313 N. EL CAMINO REAL

Constructed in 1927, this Spanish Colonial Revival style structure has a one story commercial section fronting on El Camino Real, and a rear section containing residential units which steps up the hillside three stories. The rear apartment fronts on Avenida de la Estrella. First occupied by San Clemente Pocket Billiards, and later by Riley's Café, it is representative of commercial buildings built during the first phases of San Clemente's development.

6.3.4 105-107 S. EL CAMINO REAL

This two-story Spanish Colonial Revival style commercial building relates to the original development of San Clemente and possesses the white stucco exterior finish and red "mission" tile stipulated for the city's early buildings. It dates to 1929. Early tenants included the San Clemente Hardware Company and the Sea Shore Café.

6.3.5 215 S. EL CAMINO REAL

Dating to 1927, the structure is a two-story commercial building relating to the period of San Clemente's initial development. Although altered, it is a contributing element of the City's "Spanish Village by the Sea" historic district (City of San Clemente 1996).

6.3.6 613 S. EL CAMINO REAL

Opened in 1926 as Fuller's Café, this was among the earliest businesses established in San Clemente along El Camino Real and was extremely popular during the early days of the city. It is a representative example of a small scale Spanish Colonial Revival commercial structure, typical of the first phase of City development during the late 1920s.

6.3.7 120 AVENIDA SAN PABLO

This is a Spanish Colonial Revival style residence dating to the initial development of the City of San Clemente in the 1920s.

Six Areas of Sensitivity for Historical Resources:

6.3.8 ASHR 5

Adjacent to the west side of the I-5 (San Diego) Freeway and located immediately north of ASHR 6 in the City of San Clemente, ASHR 5 is typified by residential construction dating to the post-war building boom of the late 1940s and 1950s. It also includes infill construction from the 1960s and 1970s. As delineated, the southern terminus of Area 5 is at Avenida los Flores, and it extends northward to Avenida Rincon. It turns west on Rincon, continuing to Calle de los Molinos. At its north end, the area includes older commercial and light industrial construction appearing to date to the 1940s and 1950s. Stylistically, the houses are generally one-story Ranch and Traditional, with Mediterranean Revival style also represented. Most of the commercial buildings display Modern attributes. The total length of Area 5 is approximately 1.0 mile (1.6 km).

6.3.9 ASHR 6

Located west of the I-5 Freeway in the heart of the City of San Clemente, ASHR 6 takes in six contributing elements of that city's "Spanish Village by the Sea" historic district, composed of buildings constructed during the 1920s and 1930s and meeting city requirements of that era for construction of "Spanish type roofs....covered with hand-made tile." Only white plastered walls were permitted, and buildings had to be less than four stories. This area is largely commercial, and includes non-contributing buildings from the 1920s and 1930s, as well as buildings erected after lifting of design restrictions during the late 1930s, 1940s, 1950s, and thereafter. In addition to Spanish Colonial/Mediterranean Revival style buildings, architectural styles observed include Commercial Broadfront, Art Moderne, and Modernistic. ASHR 6 is approximately 2.75 miles (4.5 km) in length, extending from Avenida Valencia on the south, to E. El Portal on the north.

6.3.10 ASHR 7

Also located in the City of San Clemente, along the east side of the I-5 Freeway, ASHR 7 lies between Avenida Solana on the north and Avenida Pizarro on the south, a distance of approximately 1.0 mile (1.60 km). It reflects the post World War II residential expansion of San Clemente and incorporates homes rendered primarily in Traditional and Ranch style variations dating to the late 1940s and 1950s, interspersed with some later 1960s and 1970s construction.

6.3.11 ASHR 8

Roughly 0.75 mile (1.2 km) in length, ASHR 8 is a residential enclave located along the west side of the San Diego Freeway, directly opposite ASHR 9. It lies adjacent to the core area of the locally designated "Spanish Village by the Sea" historic district. The streets here were laid out by San Clemente's early developers in the 1920s, but the area was not built out until the 1940s, 1950s and 1960s. Architectural styles represented include Colonial Revival, Ranch, Minimal Traditional, Split-level, and other Modern forms.

6.3.12 ASHR 9

This area is located adjacent to the east side of the I-5 Freeway in the City of San Clemente, roughly bounded by Avenida Cordoba on the north and Avenida San Gabriel on the south. The neighborhood includes two outlying elements of the "Spanish Village by the Sea" of the 1920s and 1930s, but is predominantly post-World War II residential construction dating between the 1940s and early 1960s, with later infill development. There are also a number of older (1940s and 1950s) commercial structures along El Camino Real in this part of town. Stylistically, the houses are generally Minimal Traditional, Ranch, split-level, and other Modern forms, with occasional Spanish Colonial Revival style dwellings.

ASHR 10. This area is described in Section 6.1.1.

6.4 FAR EAST CORRIDOR - TALEGA VARIATION (FEC-TV) - ULTIMATE ALTERNATIVE

The Study Area for the FEC-TV-Ultimate Alternative (Table 6.1-1, Figure A-4) incorporates the same set of eight designated historical resources and six areas of sensitivity identified for the FEC-TV-Initial Alternative. Historical resources and ASHRs along the FEC-TV-Ultimate Alternative are listed below, with references to the Sections of this report in which they are described.

One property currently listed on the National Register:

101 S. El Camino Real, Oscar Easley Block. This National Register listed property is described in Section 6.3.1

Seven properties previously described as eligible for inclusion on the NRHP (“Spanish Village by the Sea” historic district):

Cotton Estate Gate, Avenida Palomar at Avenida del Presidente. This property is described in Section 6.2.1.

413-415 N. El Camino Real. This property is described in Section 6.3.2.

313 N. El Camino Real. This property is described in Section 6.3.3.

105-107 S. El Camino Real. This property is described in Section 6.3.4.

215 S. El Camino Real. This property is described in Section 6.3.5.

613 S. El Camino Real. This property is described in Section 6.3.6.

120 Av. San Pablo. This property is described in Section 6.3.7.

Six Areas of Sensitivity for Historical Resources:

ASHR 5. This area is described in Section 6.3.8.

ASHR 6. This area is described in Section 6.3.9.

ASHR 7. This area is described in Section 6.3.10.

ASHR 8. This area is described in Section 6.3.11.

ASHR 9. This area is described in Section 6.3.12.

ASHR 10. This area is described in Section 6.1.1.

6.5 FAR EAST CORRIDOR - CRISTIANITOS VARIATION (FEC-CV) - INITIAL ALTERNATIVE

One historical property has been recorded within, or immediately adjacent to, the FEC-CV-Initial Alternative (Table 6.1-1 and Figure A-5). One ASHR has been identified. Recorded historical resource locations along the FEC-CV-Initial Alternative, with references to the Sections in which they are described, are:

One property previously described as eligible for inclusion on the NRHP (“Spanish Village by the Sea” historic district):

Cotton Estate Gate, Avenida Palomar at Avenida del Presidente. This property is described in Section 6.2.1.

One Area of Sensitivity for Historical Resources:

ASHR 10. This area is described in Section 6.1.1.

6.6 FAR EAST CORRIDOR - CRISTIANITOS VARIATION (FEC-CV) - ULTIMATE ALTERNATIVE

Historical resources recorded within the Study Area for the FEC-CV-Ultimate Alternative (Table 6.1-1, Figure A-6) do not differ from those listed for the FEC-CV-Initial Alternative. Historical resources along the FEC-CV-Ultimate Alternative, with references to the Sections in which they are described, are:

One property previously described as eligible for inclusion on the NRHP (“Spanish Village by the Sea” historic district):

Cotton Estate Gate, Avenida Palomar at Avenida del Presidente. This property is described in Section 6.2.1.

One Area of Sensitivity for Historical Resources:

ASHR 10. This area is described in Section 6.1.1.

6.7 FAR EAST CORRIDOR - AGRICULTURAL FIELDS (FEC-AFV) VARIATION – INITIAL ALTERNATIVE

There are no previously identified historical properties within the Study Area for the FEC-AFV-Initial Alternative (Table 6.1-1, Figure A-7), nor were there any Areas of Sensitivity for Historical Resources identified in the proximity of this Alternative.

6.8 FAR EAST CORRIDOR - AGRICULTURAL FIELDS (FEC-AFV) - ULTIMATE ALTERNATIVE

There are no previously identified historical properties within the Study Area for the FEC-AFV-Ultimate Alternative (Table 6.1-1, Figure A-8), nor were there any Areas of Sensitivity for Historical Resources identified in the proximity of this Alternative.

6.9 FAR EAST CORRIDOR - ORTEGA HIGHWAY VARIATION (FEC-OHV) - INITIAL ALTERNATIVE

There are no previously identified historical properties within the Study Area for FEC-OHV-Initial Alternative (Table 6.1-1, Figure A-9), nor were any Areas of Sensitivity for Historical Resources identified in the proximity of this Alternative.

6.10 FAR EAST CORRIDOR - ORTEGA HIGHWAY VARIATION (FEC-OHV) - ULTIMATE ALTERNATIVE

There are no previously identified historical properties within the Study Area for FEC-OHV-Ultimate Alternative (Table 6.1-1, Figure A-10), nor are there Areas of Sensitivity for Historical Resources in the proximity of this Alternative.

6.11 FAR EAST CORRIDOR - AVENIDA PICO VARIATION (FEC-APV) – INITIAL ALTERNATIVE

There are no previously identified historical properties within the Study Area for FEC-APV-Initial Alternative (Table 6.1-1, Figure A-11), nor are there Areas of Sensitivity for Historical Resources in the proximity of this Alternative.

6.12 FAR EAST CORRIDOR - AVENIDA PICO VARIATION (FEC-APV) - ULTIMATE ALTERNATIVE

There are no previously identified historical properties within the Study Area for FEC-APV-Ultimate Alternative (Table 6.1-1, Figure A-12), nor are there Areas of Sensitivity for Historical Resources in the proximity of this Alternative.

6.13 CENTRAL CORRIDOR - COMPLETE (CC) – INITIAL ALTERNATIVE

Eight designated historical resources and six Areas of Sensitivity for Historical Resources have been recorded within the Study Area for the CC-Initial Alternative (Table 6.1-1, Figure A-13). All eight identified resources are constituents of the “Spanish Village by the Sea” historic district, locally designated by the City of San Clemente. Historical resources and ASHRs along the CC-Initial Alternative are listed below, with references to the Sections of this report in which they are described.

One property currently listed on the National Register:

101 S. El Camino Real, Oscar Easley Block. This National Register listed property is described in Section 6.3.1.

Seven properties previously described as eligible for inclusion on the NRHP (“Spanish Village by the Sea” historic district):

Cotton Estate Gate, Avenida Palomar at Avenida del Presidente. This property is described in Section 6.2.1.

413-415 N. El Camino Real. This property is described in Section 6.3.2.

313 N. El Camino Real. This property is described in Section 6.3.3.

105-107 S. El Camino Real. This property is described in Section 6.3.4.

215 S. El Camino Real. This property is described in Section 6.3.5.

613 S. El Camino Real. This property is described in Section 6.3.6.

120 Avenida San Pablo. This property is described in Section 6.3.7.

Six Areas of Sensitivity for Historical Resources:

ASHR 5. This area is described in Section 6.3.8.

ASHR 6. This area is described in Section 6.3.9.

ASHR 7. This area is described in Section 6.3.10.

ASHR 8. This area is described in Section 6.3.11.

ASHR 9. This area is described in Section 6.3.12.

ASHR 10. This area is described in Section 6.1.1.

6.14 CENTRAL CORRIDOR - COMPLETE (CC) - ULTIMATE ALTERNATIVE

Eight designated historical resources and six Areas of Sensitivity for Historical Resources have been recorded within the Study Area for the CC-Ultimate Alternative (Table 6.1-1, Figure A-14). All eight identified resources are constituents of the “Spanish Village by the Sea” historic district, locally designated by the City of San Clemente. Historical resources and ASHRs along the CC-Ultimate Alternative are listed below, with references to the Sections of this report in which they are described.

One property currently listed on the National Register:

101 S. El Camino Real, Oscar Easley Block. This National Register listed property is described in Section 6.3.1.

Seven properties previously described as eligible for inclusion on the NRHP (“Spanish Village by the Sea” historic district):

Cotton Estate Gate, Avenida Palomar at Avenida del Presidente. This property is described in Section 6.2.1.

413-415 N. El Camino Real. This property is described in Section 6.3.2.

313 N. El Camino Real. This property is described in Section 6.3.3.

105-107 S. El Camino Real. This property is described in Section 6.3.4.

215 S. El Camino Real. This property is described in Section 6.3.5.

613 S. El Camino Real. This property is described in Section 6.3.6.

120 Avenida San Pablo. This property is described in Section 6.3.7.

Six Areas of Sensitivity for Historical Resources:

ASHR 5. This area is described in Section 6.3.8.

ASHR 6. This area is described in Section 6.3.9.

ASHR 7. This area is described in Section 6.3.10.

ASHR 8. This area is described in Section 6.3.11.

ASHR 9. This area is described in Section 6.3.12.

ASHR 10. This area is described in Section 6.1.1.

6.15 CENTRAL CORRIDOR - AVENIDA LA PATA VARIATION (CC-ALPV) - INITIAL ALTERNATIVE

There are no previously identified historical properties within the Study Area for the CC-ALPV-Initial Alternative (Table 6.1-1, Figure A-15), nor were there any Areas of Sensitivity for Historical Resources identified in the proximity of this Alternative.

6.16 CENTRAL CORRIDOR - AVENIDA LA PATA VARIATION (CC-ALPV) - ULTIMATE ALTERNATIVE

There are no previously identified historical properties within the Study Area for the CC-ALPV-Ultimate Alternative (Table 6.1-1, Figure A-16), nor were any Areas of Sensitivity for Historical Resources identified in the proximity of this Alternative.

6.17 CENTRAL CORRIDOR - ORTEGA HIGHWAY VARIATION (CC-OHV) - INITIAL ALTERNATIVE

There are no previously identified historical properties within the Study Area for the CC-OHV-Initial Alternative (Table 6.1-1, Figure A-17), nor were any Areas of Sensitivity for Historical Resources identified in the proximity of this Alternative.

6.18 CENTRAL CORRIDOR - ORTEGA HIGHWAY VARIATION (CC-OHV) - ULTIMATE ALTERNATIVE

There are no previously identified historical properties within the Study Area for the CC-OHV-Ultimate Alternative (Table 6.1-1, Figure A-18), nor were any Areas of Sensitivity for Historical Resources identified in the proximity of this Alternative.

6.19 ALIGNMENT 7 CORRIDOR – COMPLETE (A7C) – INITIAL ALTERNATIVE

Eight designated historical resources and six Areas of Sensitivity for Historical Resources have been recorded within the Study Area for the A7C-Initial Alternative (Table 6.1-1, Figure A-19). All eight identified resources are constituents of the “Spanish Village by the Sea” historic district, locally designated by the City of San Clemente. Historical resources and ASHRs along the A7C-Initial Alternative are listed below, with references to the Sections of this report in which they are described.

One property currently listed on the National Register:

101 S. El Camino Real, Oscar Easley Block. This National Register listed property is described in Section 6.3.1.

Seven properties previously described as eligible for inclusion on the NRHP (“Spanish Village by the Sea” historic district):

Cotton Estate Gate, Avenida Palomar at Avenida del Presidente. This property is described in Section 6.2.1.

413-415 N. El Camino Real. This property is described in Section 6.3.2.

313 N. El Camino Real. This property is described in Section 6.3.3.

105-107 S. El Camino Real. This property is described in Section 6.3.4.

215 S. El Camino Real. This property is described in Section 6.3.5.

613 S. El Camino Real. This property is described in Section 6.3.6.

120 Avenida San Pablo. This property is described in Section 6.3.7.

Six Areas of Sensitivity for Historical Resources:

ASHR 5. This area is described in Section 6.3.8.

ASHR 6. This area is described in Section 6.3.9.

ASHR 7. This area is described in Section 6.3.10.

ASHR 8. This area is described in Section 6.3.11.

ASHR 9. This area is described in Section 6.3.12.

ASHR 10. This area is described in Section 6.1.1.

6.20 ALIGNMENT 7 CORRIDOR - COMPLETE (A7C) - ULTIMATE ALTERNATIVE

Eight designated historical resources and six Areas of Sensitivity for Historical Resources have been recorded within the Study Area for the A7C-Ultimate Alternative (Table 6.1-1, Figure A-20). All eight identified resources are constituents of the “Spanish Village by the Sea” historic district, locally designated by the City of San Clemente. Historical resources and ASHRs along the A7C-Ultimate Alternative are listed below, with references to the Sections of this report in which they are described.

One property currently listed on the National Register:

101 S. El Camino Real, Oscar Easley Block. This National Register listed property is described in Section 6.3.1.

Seven properties previously described as eligible for inclusion on the NRHP (“Spanish Village by the Sea” historic district):

Cotton Estate Gate, Avenida Palomar at Avenida del Presidente. This property is described in Section 6.2.1.

413-415 N. El Camino Real. This property is described in Section 6.3.2.

313 N. El Camino Real. This property is described in Section 6.3.3.

105-107 S. El Camino Real. This property is described in Section 6.3.4.

215 S. El Camino Real. This property is described in Section 6.3.5.

613 S. El Camino Real. This property is described in Section 6.3.6.

120 Avenida San Pablo. This property is described in Section 6.3.7.

Six Areas of Sensitivity for Historical Resources:

ASHR 5. This area is described in Section 6.3.8.

ASHR 6. This area is described in Section 6.3.9.

ASHR 7. This area is described in Section 6.3.10.

ASHR 8. This area is described in Section 6.3.11.

ASHR 9. This area is described in Section 6.3.12.

ASHR 10. This area is described in Section 6.1.1.

6.21 ALIGNMENT 7 CORRIDOR - 7 SWING VARIATION (A7C-7SV) – INITIAL ALTERNATIVE

Eight designated historical resources and six Areas of Sensitivity for Historical Resources have been recorded within the Study Area for the A7C-7SV-Initial Alternative (Table 6.1-1, Figure A-21). All eight identified resources are constituents of the “Spanish Village by the Sea” historic district, locally designated by the City of San Clemente. Historical resources and ASHRs along the A7C-7SV-Initial Alternative are listed below, with references to the Sections of this report in which they are described.

One property currently listed on the National Register:

101 S. El Camino Real, Oscar Easley Block. This National Register listed property is described in Section 6.3.1.

Seven properties previously described as eligible for inclusion on the NRHP (“Spanish Village by the Sea” historic district):

Cotton Estate Gate, Avenida Palomar at Avenida del Presidente. This property is described in Section 6.2.1.

413-415 N. El Camino Real. This property is described in Section 6.3.2.

313 N. El Camino Real. This property is described in Section 6.3.3.

105-107 S. El Camino Real. This property is described in Section 6.3.4.

215 S. El Camino Real. This property is described in Section 6.3.5.

613 S. El Camino Real. This property is described in Section 6.3.6.

120 Avenida San Pablo. This property is described in Section 6.3.7.

Six Areas of Sensitivity for Historical Resources:

ASHR 5. This area is described in Section 6.3.8.

ASHR 6. This area is described in Section 6.3.9.

ASHR 7. This area is described in Section 6.3.10.

ASHR 8. This area is described in Section 6.3.11.

ASHR 9. This area is described in Section 6.3.12.

ASHR 10. This area is described in Section 6.1.1.

6.22 ALIGNMENT 7 CORRIDOR - 7 SWING VARIATION (A7C-7SV) - ULTIMATE ALTERNATIVE

Eight designated historical resources and six Areas of Sensitivity for Historical Resources have been recorded within the Study Area for the A7C-7SV-Ultimate Alternative (Table 6.1-1, Figure A-22). All eight identified resources are constituents of the “Spanish Village by the Sea” historic district, locally designated by the City of San Clemente. Historical resources and ASHRs along the A7C-7SV-Ultimate Alternative are listed below, with references to the Sections of this report in which they are described.

One property currently listed on the National Register:

101 S. El Camino Real, Oscar Easley Block. This National Register listed property is described in Section 6.3.1.

Seven properties previously described as eligible for inclusion on the NRHP (“Spanish Village by the Sea” historic district):

Cotton Estate Gate, Avenida Palomar at Avenida del Presidente. This property is described in Section 6.2.1.

413-415 N. El Camino Real. This property is described in Section 6.3.2.

313 N. El Camino Real. This property is described in Section 6.3.3.

105-107 S. El Camino Real. This property is described in Section 6.3.4.

215 S. El Camino Real. This property is described in Section 6.3.5.

613 S. El Camino Real. This property is described in Section 6.3.6.

120 Avenida San Pablo. This property is described in Section 6.3.7.

Six Areas of Sensitivity for Historical Resources:

ASHR 5. This area is described in Section 6.3.8.

ASHR 6. This area is described in Section 6.3.9.

ASHR 7. This area is described in Section 6.3.10.

ASHR 8. This area is described in Section 6.3.11.

ASHR 9. This area is described in Section 6.3.12.

ASHR 10. This area is described in Section 6.1.1.

6.23 ALIGNMENT 7 CORRIDOR - FAR EAST CROSSOVER VARIATION (A7C-FECV) - INITIAL ALTERNATIVE

One historical property has been recorded within, or immediately adjacent to, the A7C-FECV-Initial Alternative (Table 6.1-1, and Figure A-23). One ASHR has been identified. Recorded historical resource locations along the A7C-FECV-Initial Alternative, with references to the Sections in which they are described, are:

One property previously described as eligible for inclusion on the NRHP ("Spanish Village by the Sea" historic district):

Cotton Estate Gate, Avenida Palomar at Avenida del Presidente. This property is described in Section 6.2.1.

One Area of Sensitivity for Historical Resources:

ASHR 10. This area is described in Section 6.1.1.

6.24 ALIGNMENT 7 CORRIDOR - FAR EAST CROSSOVER VARIATION (A7C-FECV) - ULTIMATE ALTERNATIVE

Historical resources recorded within the Study Area for the A7C-FECV-Ultimate Alternative (Table 6.1-1, Figure A-24) do not differ from those recorded for the FECV-Initial Alternative. The following historical resources, with references to the Sections in which they are described, are along the A7C-FECV-Ultimate Alternative:

One property previously described as eligible for inclusion on the NRHP ("Spanish Village by the Sea" historic district):

Cotton Estate Gate, Avenida Palomar at Avenida del Presidente. This property is described in Section 6.2.1.

One Area of Sensitivity for Historical Resources:

ASHR 10. This area is described in Section 6.1.1.

6.25 ALIGNMENT 7 CORRIDOR - FAR EAST CROSSOVER (CRISTIANITOS) VARIATION (A7C-FECV-C) - INITIAL ALTERNATIVE

One historical property has been recorded within, or immediately adjacent to, the A7C-FECV-C-Initial Alternative (Table 6.1-1, and Figure A-25). One ASHR has been identified. Recorded historical resource locations along the A7C-FECV-C-Initial Alternative, with references to the Sections in which they are described, are:

One property previously described as eligible for inclusion on the NRHP (“Spanish Village by the Sea” historic district):

Cotton Estate Gate, Avenida Palomar at Avenida del Presidente. This property is described in Section 6.2.1.

One Area of Sensitivity for Historical Resources:

ASHR 10. This area is described in Section 6.1.1.

6.26 ALIGNMENT 7 CORRIDOR - FAR EAST CROSSOVER (CRISTIANITOS) VARIATION (A7C-FECV-C) – ULTIMATE ALTERNATIVE

Historical resources recorded within the Study Area for the A7C-FECV-C-Ultimate Alternative (Table 6.1-1, Figure A-26) do not differ from those recorded for the FECV-C-Initial Alternative. Historical resources along the A7C-FECV-C-Ultimate Alternative, with references to the Sections in which they are described, are:

One property previously described as eligible for inclusion on the NRHP (“Spanish Village by the Sea” historic district):

Cotton Estate Gate, Avenida Palomar at Avenida del Presidente. This property is described in Section 6.2.1.

One Area of Sensitivity for Historical Resources:

ASHR 10. This area is described in Section 6.1.1.

6.27 ALIGNMENT 7 CORRIDOR - FAR EAST CROSSOVER (AGRICULTURAL FIELDS) VARIATION (A7C-FECV-AF) - INITIAL ALTERNATIVE

There are no previously identified historical properties within the Study Area for the A7C-FECV-AF-Initial Alternative (Table 6.1-1, Figure A-27), nor were any Areas of Sensitivity for Historical Resources identified in the proximity of this Alternative.

6.28 ALIGNMENT 7 CORRIDOR - FAR EAST CROSSOVER (AGRICULTURAL FIELDS) VARIATION (A7C-FECV-AF) - ULTIMATE ALTERNATIVE

There are no previously identified historical properties within the Study Area for the A7C-FECV-AF-Ultimate Alternative (Table 6.1-1, Figure A-28), nor were any Areas of Sensitivity for Historical Resources identified in the proximity of this Alternative.

6.29 ALIGNMENT 7 CORRIDOR - ORTEGA HIGHWAY VARIATION (A7C-OHV) – INITIAL ALTERNATIVE

There are no previously identified historical properties within the Study Area for the A7C-OHV-Initial Alternative (Table 6.1-1, Figure A-29), nor were any Areas of Sensitivity for Historical Resources identified in the proximity of this Alternative.

6.30 ALIGNMENT 7 CORRIDOR - ORTEGA HIGHWAY VARIATION (A7C-OHV) - ULTIMATE ALTERNATIVE

There are no previously identified historical properties within the Study Area for the A7C-OHV-Ultimate Alternative (Table 6.1-1, Figure A-30), nor were any Areas of Sensitivity for Historical Resources identified in the proximity of this Alternative.

6.31 ALIGNMENT 7 CORRIDOR - AVENIDA LA PATA VARIATION (A7C-ALPV) - INITIAL ALTERNATIVE

There are no previously identified historical properties within the Study Area for the A7C-ALPV-Initial Alternative (Table 6.1-1, Figure A-31), nor were any Areas of Sensitivity for Historical Resources identified in the proximity of this Alternative.

6.32 ALIGNMENT 7 CORRIDOR - AVENIDA LA PATA VARIATION (A7C-ALPV) - ULTIMATE ALTERNATIVE

There are no previously identified historical properties within the Study Area for the A7C-ALPV-Ultimate Alternative (Table 6.1-1, Figure A-32), nor were any Areas of Sensitivity for Historical Resources identified in the proximity of this Alternative.

6.33 FAR EAST CORRIDOR – WEST VARIATION (FEC-W) – INITIAL ALTERNATIVE

There are no previously identified historical properties within the Study Area for the FEC-W Initial Alternative (Table 6.1-1, Figure A-33). One Area of Sensitivity for Historical Resources has been identified in the proximity of this Alternative. The location along the FEC-W-Initial Alternative, with references to the Section in which it is described, are:

One Area of Sensitivity for Historical Resources:

ASHR 10. This area is described in Section 6.1.1.

6.34 FAR EAST CORRIDOR – WEST VARIATION (FEC-W) – ULTIMATE ALTERNATIVE

There are no previously identified historical properties within the Study Area for the FEC-W-Ultimate Alternative (Table 6.1-1, Figure A-34). One Area of Sensitivity for Historical Resources was identified in the proximity of this Alternative. Its location along the FEC-W-Ultimate Alternative, and reference to the Section in which it is described, are:

One Area of Sensitivity for Historical Resources:

ASHR 10. This area is described in Section 6.1.1.

6.35 FAR EAST CORRIDOR – MODIFIED VARIATION (FEC-M) – INITIAL ALTERNATIVE

There are no previously identified historical properties within the Study Area for the FEC-M-Initial Alternative (Table 6.1-1, Figure A-35). One Area of Sensitivity for Historical Resources was identified in the proximity of this Alternative. Its location along the FEC-M-Initial Alternative, and reference to the Section in which it is described, are:

One Area of Sensitivity for Historical Resources:

ASHR 10. This area is described in Section 6.1.1.

6.36 FAR EAST CORRIDOR – MODIFIED VARIATION (FEC-M) – ULTIMATE ALTERNATIVE

There are no previously identified historical properties within the Study Area for the FEC-M-Ultimate Alternative (Table 6.1-1, Figure A-36). One Area of Sensitivity for Historical Resources was identified in the proximity of this Alternative. Its location along the FEC-M-Ultimate Alternative, and reference to the Section in which it is described, are:

One Area of Sensitivity for Historical Resources:

ASHR 10. This area is described in Section 6.1.1.

6.37 ALIGNMENT 7 CORRIDOR – FAR EAST CROSSOVER (MODIFIED) (A7C-FECV-M) – INITIAL ALTERNATIVE

There are no previously identified historical properties within the Study Area for the A7C-FECV-M-Initial Alternative (Table 6.1-1, Figure A-37). One Area of Sensitivity for Historical Resources was identified in the proximity of this Alternative. Its location along the A7C-FECV-M-Initial Alternative, and reference to the Section in which it is described, are:

One Area of Sensitivity for Historical Resources:

ASHR 10. This area is described in Section 6.1.1.

6.38 ALIGNMENT 7 CORRIDOR – FAR EAST CROSSOVER (MODIFIED) (A7C-FECV-M) ULTIMATE ALTERNATIVE

There are no previously identified historical properties within the Study Area for the A7C-FECV-M-Ultimate Alternative (Table 6.1-1, Figure A-38). One Area of Sensitivity for Historical Resources was identified in the proximity of this Alternative. Its location along the A7C-FECV-M-Ultimate Alternative, and reference to the Section in which it is described, are:

One Area of Sensitivity for Historical Resources:

ASHR 10. This area is described in Section 6.1.1.

6.39 ARTERIAL IMPROVEMENTS (AIO) ALTERNATIVE

There are no previously identified historical properties within the Study Area for the AIO-Alternative (Table 6.1-1, Figure A-39), nor were any Areas of Sensitivity for Historical Resources identified in the proximity of this Alternative.

6.40 ARTERIAL IMPROVEMENTS WITH I-5 IMPROVEMENTS (AIP) ALTERNATIVE

Thirteen designated historical resources and 10 Areas of Sensitivity for Historical Resources have been recorded within the Study Area for the AIP Alternative (Table 6.1-1, Figure A-40). Eight of the identified resources are constituents of the “Spanish Village by the Sea” historic district, locally designated by the City of San Clemente. Historical resources and ASHRs along the AIP-Alternative are listed below, with references to the Sections of this report in which they are described.

Two properties currently listed on the National Register:

101 S. El Camino Real, Oscar Easley Block. This National Register listed property is described in Section 6.3.1.

6.40.1 BLAS AGUILAR ADOBE, 31806 EL CAMINO REAL, SAN JUAN CAPISTRANO

The original section of the Blas Aguilar Adobe was built about 1794 by Indian neophytes of Mission San Juan Capistrano. There were approximately 40 adobes constructed during the late-eighteenth century in the area immediately south of the Mission as housing for the Mission Indians. Of those, the Blas Aguilar Adobe is the last remaining adobe. The structure was occupied by the Aguilar family from its construction until 1938. It was added to the National Register in 1990 (City of San Juan Capistrano 2002).

Seven properties previously described as eligible for inclusion on the NRHP (“Spanish Village by the Sea” historic district):

Cotton Estate Gate, Avenida Palomar at Avenida del Presidente. This property is described in Section 6.2.1.

413-415 N. El Camino Real. This property is described in Section 6.3.2.

313 N. El Camino Real. This property is described in Section 6.3.3.

105-107 S. El Camino Real. This property is described in Section 6.3.4.

215 S. El Camino Real. This property is described in Section 6.3.5.

613 S. El Camino Real. This property is described in Section 6.3.6.

120 Avenida San Pablo. This property is described in Section 6.3.7.

One State Point of Historical Interest:

6.40.2 AGUAJE DEL CUATE (TWIN SPRINGS), CABOT ROAD AT CAMINO CAPISTRANO, MISSION VIEJO

A watering place associated with the early settlement of Orange County, Aguaje del Cuate was recognized as State Point of Historical Interest No. 31.

Three locally designated historical landmarks:

6.40.3 PABLO PRYOR ADOBE/HIDE HOUSE, 33751 CAMINO CAPISTRANO, SAN JUAN CAPISTRANO

Possibly the oldest standing adobe dwelling in California. Passing English sailors reported seeing the Pryor adobe from their vessels as early as 1792. Hides from Mission San Juan Capistrano were tanned and stored here between 1820 and 1840. Once owned by Mexican governor of Alta California, Pio Pico, the structure has been in the hands of the Avila-Pryor family since 1860 (City of San Juan Capistrano 2002).

6.40.4 SAN JUAN CAPISTRANO MISSION CEMETERY, ORTEGA HIGHWAY BETWEEN CERRILLOS AND RANCHO VIEJO ROADS

A San Juan Capistrano city landmark district. In use by 1868, the San Juan Capistrano Mission Cemetery has been determined ineligible for NRHP listing through a consensus determination of a federal agency and the SHPO (determination date 11/13/95) due to its lack of integrity (City of San Juan Capistrano 1998).

6.40.5 SPRING STREET, FROM EL CAMINO REAL TO I-5 FREEWAY, SAN JUAN CAPISTRANO (CITY HISTORIC STREET)

This early city street extends from Mission San Juan Capistrano at El Camino Real eastward to the I-5 (City of San Juan Capistrano 1998).

Ten Areas of Sensitivity for Historical Resources:

6.40.6 ASHR 1

Area 1 is located at the northern limits of the City of San Juan Capistrano and extends along the west side of Camino Capistrano within the Study Area for a distance of roughly 0.75 mile (1.2 km). The area takes in three farmsteads dating to the 1910-1920 period, which historically belonged to the Swanner and Williams families. Guy Williams is noted as the first to plant a commercial orange grove in the San Juan Capistrano area. He was also the first to grow avocados. The properties include residences with wood vernacular, Colonial Revival, Craftsman, and Prairie-style attributes, as well as numerous outbuildings of comparable age, and landscape features. Each has been recorded under the San Juan Capistrano Historical Resource Commission's "Buildings of Distinction" program, but none has official City designation.

6.40.7 ASHR 2

ASHR 2 is located in the City of San Juan Capistrano, northeast of the Mission complex and the historic town center, along the west side of the I-5 Freeway. Approximately 0.75 mile (1.2 km) in length, the Area is bounded on the south by Acjachema Street, and extends northward as far as the north end of Andres Pico Road. First developed during the Mission era, the existing construction corresponds with early twentieth century residential growth at what was then the northern extremity of the community. Residences include 1890-1930s vernacular structures, as well as houses with Craftsman and period revival-style features. The area includes the Mission Flats neighborhood, which once incorporated as many as 27 cabins that were moved to this location from the San Juan Hot Springs resort, 12 miles (19.3 kilometers) to the east, when that

establishment closed in 1936. The cabins were typically renovated and expanded, but still form the core of a number of homes here. Mission Flats has been recorded under the San Juan Capistrano Historical Resource Commission's "Buildings of Distinction" program, but the district does not have official City designation.

6.40.8 ASHR 3

ASHR 3 is located along the west side of the I-5 Freeway in the City of Dana Point. At its north end, it also extends westward along the north and south sides of Pacific Coast Highway as far as Doheny Park Road. This section is approximately 1.0 mile (1.6 km) long, while the I-5 portion is 1.75 miles (2.8 km) in length. The southern terminus is at Camino Estrella. A residential area, it includes homes built during the initial development of the community (then Capistrano Beach) by Edward Doheny in the 1920s and early 1930s. The Doheny houses of that period were predominantly Spanish Colonial Revival, with other period revival styles, such as English eclectic and Norman, also represented. Most of the development along this side of the Freeway dates to the post World War II population explosion in Orange County, and Ranch, Traditional, Split-level, and other Modern forms are prevalent. Two Doheny-era Spanish Colonial Revival style houses dating to 1928 are present on Via Lopez.

6.40.9 ASHR 4

ASHR 4 is opposite ASHR 3, along the east side of the I-5 Freeway, between Via California and Camino de los Mares in the City of Dana Point. It extends approximately 1.50 miles (2.4 km). Like Area 3, much of this section was laid out and initially developed by the Doheny family during the late 1920s and early 1930s. A relatively unaltered example is a Spanish Colonial Revival style house located at 34260-64 Via Velez (previously assessed a NRHP status of 5S2, potentially eligible for local listing). Most of the development in this area is later residential construction dating to the 1940s and 1950s. Homes typically display Traditional, Ranch and Split-level forms, with a range of stylistic features.

ASHR 5. This area is described in Section 6.3.8.

ASHR 6. This area is described in Section 6.3.9.

ASHR 7. This area is described in Section 6.3.10.

ASHR 8. This area is described in Section 6.3.11.

ASHR 9. This area is described in Section 6.3.12.

ASHR 10. This area is described in Section 6.1.1.

6.41 I-5 WIDENING ALTERNATIVE

There are 12 designated historical resources and 10 Areas of Sensitivity for Historical Resources recorded within the Study Area for the I-5 Widening Alternative (Table 6.1-1, Figure A-41). Eight of the identified resources are constituents of the “Spanish Village by the Sea” historic district, locally designated by the City of San Clemente. Historical resources and ASHRs along the I-5 Widening Alternative are listed below, with references to the Sections of this report in which they are described.

One property currently listed on the National Register:

101 S. El Camino Real, Oscar Easley Block. This National Register listed property is described in Section 6.3.1.

Seven properties previously described as eligible for inclusion on the NRHP (“Spanish Village by the Sea” historic district):

Cotton Estate Gate, Avenida Palomar at Avenida del Presidente. This property is described in Section 6.2.1.

413-415 N. El Camino Real. This property is described in Section 6.3.2.

313 N. El Camino Real. This property is described in Section 6.3.3

105-107 S. El Camino Real. This property is described in Section 6.3.4.

215 S. El Camino Real. This property is described in Section 6.3.5.

613 S. El Camino Real. This property is described in Section 6.3.6.

120 Avenida San Pablo. This property is described in Section 6.3.7.

One State Point of Historical Interest:

Aguaje del Cuate (Twin Springs), Cabot Road at Camino Capistrano, Mission Viejo. This property is described in Section 6.34.2.

Three locally designated historical landmarks:

Pablo Pryor Adobe/Hide House, 33751 Camino Capistrano, San Juan Capistrano. This property is described in Section 6.34.3.

San Juan Capistrano Mission Cemetery, Ortega Highway between Cerrillos and Rancho Viejo Roads, San Juan Capistrano (city landmark district). This district is described in Section 6.34.4.

Spring Street, from El Camino Real to I-5 Freeway, San Juan Capistrano. This historic street is described in Section 6.34.5.

Ten Areas of Sensitivity for Historical Resources:

ASHR 1. This area is described in Section 6.34.6.

ASHR 2. This area is described in Section 6.34.7.

ASHR 3. This area is described in Section 6.34.8.

ASHR 4. This area is described in Section 6.34.9.

ASHR 5. This area is described in Section 6.3.8.

ASHR 6. This area is described in Section 6.3.9.

ASHR 7. This area is described in Section 6.3.10.

ASHR 8. This area is described in Section 6.3.11.

ASHR 9. This area is described in Section 6.3.12.

ASHR 10. This area is described in Section 6.1.1.

6.42 NO ACTION ALTERNATIVES

There are no cultural resources associated with the two No Action Alternatives because these Alternatives do not propose construction of any SOCTIIP transportation improvements in the Study Area.

6.43 SUMMARY AND CONCLUSIONS

The objective of the Phased approach is to provide a preliminary comparison, on the basis of available information, about which alternative(s) will have the least impact on historical architectural resources. The data analyzed include site records, architectural data contained in other reports, listings of previously designated landmarks, information elicited from public records and historical societies, and the results of the field reconnaissance conducted for this investigation.

6.43.1 RANKING OF ALTERNATIVES

There are various levels of information known about each of the historical properties in the SOCTIIP Study Area. Some of the communities or planning agencies maintain lists of important local landmarks, but not all of these have applied National Register criteria for their evaluations,

nor have they consistently applied the standardized National Register status codes to historical resources. For the purpose of comparing Alternatives, Alternative selection, advance planning and management, significance and integrity are the key criteria applied to the hierarchical summary. The known resources are first grouped within one of the following four categories:

1. Listed on the NRHP, or officially determined eligible for listing;
2. Evaluated as Potentially Eligible to the NRHP but without concurrence by the State Historic Preservation Officer;
3. State or local designation;
4. Potentially sensitive historic area, based on windshield survey.

Table 6.1-1 lists resources along the Corridors, AIO, AIP and I-5 Alternatives and their resource status category. There is an inherent weighting of the resources between categories. Those listed on the NRHP have known integrity and significance and will require consideration (e.g., avoidance or mitigation of impacts), while properties not yet evaluated may or may not be significant and thus may either warrant the same recommendations or none at all. Areas or properties not assessed or needing research will be evaluated in Phase 2 once the final route has been selected.

In addition to satisfying Section 106 requirements, SOCTIIP is also subject to compliance with CEQA, as amended through 2003. Historical resources are recognized as part of the environment under CEQA (PRC §21002(b), 21083.2, and 21084.1). The California Register of Historical Resources is an authoritative guide to the state's historical resources and properties so listed are regarded as significant for the purposes of CEQA. The California Register, as instituted by the California Public Resources Code (PRC), automatically includes all California properties already listed in the National Register and those formally determined to be NRHP eligible, as well as specific listings of State Historical Landmarks and State Points of Historical Interest. The California Register may also include various other types of historical resources which meet the criteria for eligibility, including properties of local significance that have been designated under a local preservation ordinance, or that have been identified in a local historical resources inventory. These may also be eligible for listing in the California Register and are presumed to be significant resources for the purposes of CEQA (PRC §5024.1, 14 CCR §4850).

Ranking the alternatives by the number of known resources provides a simple yet realistic method of comparing the Alternatives relative to historical heritage values. Properties not yet evaluated and with unknown integrity can potentially be eligible to the NRHP, or may not be significant. Properties that are determined eligible for the NRHP have the same legal standing as listed properties.

6.43.2 OTHER CONSIDERATIONS

The I-5, based on information compiled to date, is a developed corridor and the most likely to impact important cultural resources. This highway bisects some of the oldest elements of the built environment. Demolitions would not only constitute an impact through loss of structures, but in all likelihood would result in uncovering a wide range of historical archaeological deposits.

Another issue is the relative length of the Alternatives. They range from 4 to 28 miles (6.4 to 45 km) in length. It is obvious that a shorter corridor could have fewer historical resources than a long one and represent just as much impact per mile (km). To counter or offset the most obvious of unequal comparisons, the Alternatives were grouped into long (8 to 28 mi, or 12.9 to 45 km) and short (4 to 6 mi, or 6.4 to 9.6 km) Alternatives in Table 6.1-1. The scores for the long corridors (no. = 33) range from 0 to 13, with an average of 2.91, while there were no historical resources recorded along any of the six short alternatives.

Of the long Alternatives, FEC-AFV, FEC-APV, CC-ALPV, A7C-FECV-AF, and AIO, will have the least impacts (includes Initial and Ultimate alternatives). They are equally ranked, with no known resources impacted. All of the short Alternatives, FEC-OHV, CC-OHV, A7C-OHV and A7C-ALPV, Initial and Ultimate alternatives, are also equally ranked: none will result in impacts to known historical resources.

It is recognized that there are limitations inherent in a preliminary study of this type, but it is believed that the results clearly indicate that the preponderance of historical resources is situated along the I-5 corridor, and that the potential for impacts of alternatives which include urbanized portions of the Freeway is greatest. With these caveats, the available information is sufficient to compare the Alternatives in accordance with Section 106 and CEQA.

Table 6.1-1: Summary of Potential Impacts to Historical Resources Along the Alignments of the SOCTIIP Build Alternatives						
Alternative Alignment	Total Recorded Resources	Recorded Resources per Mile	NRHP Listed or Eligible	NRHP Appears Eligible	State or Local Desig.	ASHR*
Long Alignments						
FEC-Initial (14 mi)	0	0	0	0	0	1
FEC-Ultimate (14 mi)	1	0.07	0	1	0	1
FEC-TV-Initial (13 mi)	8	0.62	1	7	0	6
FEC-TV-Ultimate (13 mi)	8	0.62	1	7	0	6
FEC-CV-Initial (14 mi)	1	0.07	0	1	0	1
FEC-CV-Ultimate (14 mi)	1	0.07	0	1	0	1
FEC-AFV-Initial (14 mi)	0	0	0	0	0	0
FEC-AFV-Ultimate (14 mi)	0	0	0	0	0	0
FEC-APV-Initial (11 mi)	0	0	0	0	0	0
FEC-APV-Ultimate (11 mi)	0	0	0	0	0	0
CC-Initial (12 mi)	8	0.62	1	7	0	6
CC-Ultimate (12 mi)	8	0.62	1	7	0	6
CC-ALPV-Initial (10 mi)	0	0	0	0	0	0
CC-ALPV-Ultimate (10 mi)	0	0	0	0	0	0
A7C-Initial (10 mi)	8	0.62	1	7	0	6
A7C-Ultimate (10 mi)	8	0.62	1	7	0	6
A7C-7SV-Initial (11 mi)	8	0.62	1	7	0	6
A7C-7SV-Ultimate (11 mi)	8	0.62	1	7	0	6
A7C-FECV-Initial (13 mi)	1	0.07	0	1	0	1
A7C-FECV-Ultimate (13 mi)	1	0.07	0	1	0	1
A7C-FECV-C-Initial (13 mi)	1	0.07	0	1	0	1
A7C-FECV-C-Ultimate (13 mi)	1	0.07	0	1	0	1
A7C-FECV-AF-Initial (13 mi)	0	0	0	0	0	0
A7C-FECV-AF-Ultimate (13 mi)	0	0	0	0	0	0
FEC-W-Initial (13 mi)	0	0	0	0	0	1
FEC-W-Ultimate (13 mi)	0	0	0	0	0	1
FEC-M-Initial (16 mi)	0	0	0	0	0	1
FEC-M-Ultimate (16 mi)	0	0	0	0	0	1
A7C-FECV-M-Initial (16 mi)	0	0	0	0	0	1
A7C-FECV-M-Ultimate (16 mi)	0	0	0	0	0	1
AIO	0	--	0	0	0	0

Table 6.1-1: Summary of Potential Impacts to Historical Resources Along the Alignments of the SOCTIIP Build Alternatives						
Alternative Alignment	Total Recorded Resources	Recorded Resources per Mile	NRHP Listed or Eligible	NRHP Appears Eligible	State or Local Desig.	ASHR*
AIP	13	--	2	7	4	10
I-5 Widening	12	--	1	7	4	10
Short Alignments						
FEC-OHV-Initial (6 mi)	0	0	0	0	0	0
FEC-OHV-Ultimate (6 mi)	0	0	0	0	0	0
CC-OHV-Initial (5 mi)	0	0	0	0	0	0
CC-OHV-Ultimate (5 mi)	0	0	0	0	0	0
A7C-OHV-Initial (4 mi)	0	0	0	0	0	0
A7C-OHV-Ultimate (4 mi)	0	0	0	0	0	0
A7C-ALPV-Initial (8 mi)	0	0	0	0	0	0
A7C-ALPV-Ultimate (8 mi)	0	0	0	0	0	0
No Action Alternatives	0	0	0	0	0	0
* Area of Sensitivity for Historical Resources						

SECTION 7.0
BIBLIOGRAPHY

SECTION 7.0
BIBLIOGRAPHY

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APPENDIX A

Build Alternatives Maps with Historical Resources

APPENDIX B

Letter of Inquiry and Responses

SECTION 8.0
GLOSSARY OF ACRONYMS

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GLOSSARY OF ACRONYMS

8.1 ACRONYMS FOR THE BUILD ALTERNATIVES

There are a number of build alternatives considered for the South Orange County Transportation Infrastructure Improvement Project. The acronyms for the build alternative are listed below.

Far East Corridor-Complete-Initial Alternative	FEC-Initial Alternative	Deleted: -
Far East Corridor-Complete-Ultimate Alternative	FEC-Ultimate Alternative	Deleted: -
Far East Corridor-Talega Variation-Initial Alternative	FEC-TV-Initial Alternative	Deleted: -
Far East Corridor-Talega Variation-Ultimate Alternative	FEC-TV-Ultimate Alternative	Deleted: -
Far East Corridor-Cristianitos Variation-Initial Alternative	FEC-CV-Initial Alternative	Deleted: -
Far East Corridor-Cristianitos Variation-Ultimate Alternative	FEC-CV-Ultimate Alternative	Deleted: -
Far East Corridor-Agricultural Fields Variation-Initial Alternative	FEC-AFV-Initial Alternative	Deleted: -
Far East Corridor-Agricultural Fields Variation-Ultimate Alternative	FEC-AFV-Ultimate Alternative	Deleted: -
Far East Corridor-Ortega Highway Variation-Initial Alternative	FEC-OHV-Initial Alternative	Deleted: -
Far East Corridor-Ortega Highway Variation-Ultimate Alternative	FEC-OHV-Ultimate Alternative	Deleted: -
Far East Corridor-Avenida Pico Variation-Initial Alternative	FEC-APV-Initial Alternative	Deleted: -
Far East Corridor-Avenida Pico Variation-Ultimate Alternative	FEC-APV-Ultimate Alternative	Deleted: -
Far East Corridor-West Variation-Initial Alternative	FEC-W-Initial Alternative	
Far East Corridor-West Variation-Ultimate Alternative	FEC-W-Ultimate Alternative	
Far East Corridor-Modified Variation-Initial Alternative	FEC-M-Initial Alternative	
Far East Corridor-Modified Variation-Ultimate Alternative	FEC-M-Ultimate Alternative	
Central Corridor-Complete-Initial Alternative	CC-Initial Alternative	Deleted: ¶
Central Corridor-Complete-Ultimate Alternative	CC-Ultimate Alternative	Deleted: -
Central Corridor-Avenida La Pata Variation-Initial Alternative	CC-ALPV-Initial Alternative	Deleted: -
Central Corridor-Avenida La Pata Variation-Ultimate Alternative	CC-ALPV-Ultimate Alternative	Deleted: -
Central Corridor-Ortega Highway Variation-Initial Alternative	CC-OHV-Initial Alternative	Deleted: -
Central Corridor-Ortega Highway Variation-Ultimate Alternative	CC-OHV-Ultimate Alternative	Deleted: -
Alignment 7 Corridor-Complete-Initial Alternative	A7C-Initial Alternative	Deleted: -
Alignment 7 Corridor-Complete-Ultimate Alternative	A7C-Ultimate Alternative	Deleted: -
Alignment 7 Corridor-7 Swing Variation-Initial Alternative	A7C-7SV-Initial Alternative	Deleted: -
Alignment 7 Corridor-7 Swing Variation-Ultimate Alternative		Deleted: -

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Ultimate Alternative	A7C-7SV-Ultimate Alternative	Deleted: Evaluation
Alignment 7 Corridor-Far East Crossover Variation-Initial Alternative	A7C-FECV-Initial Alternative	Deleted: -
Alignment 7 Corridor-Far East Crossover Variation-Ultimate Alternative	A7C-FECV-Ultimate Alternative	
Alignment 7 Corridor-Far East Crossover (Modified) Variation-Initial Alternative	A7C-FECV-M-Initial Alternative	
Alignment 7 Corridor-Far East Crossover (Modified) Variation-Ultimate Alternative	A7C-FECV-M-Ultimate Alternative	
Alignment 7 Corridor-Far East Crossover Cristianitos Variation-Initial Alternative	A7C-FECV-C-Initial Alternative	
Alignment 7 Corridor-Far East Crossover Cristianitos Variation-Ultimate Alternative	A7C-FECV-C Alternative	Deleted: -
Alignment 7 Corridor-Far East Crossover Agricultural Fields Variation-Initial Alternative	A7C-FECV-AF-Initial Alternative	Deleted: A7C-FECV-C Alternative¶
Alignment 7 Corridor-Far East Crossover Agricultural Fields Variation-Ultimate Alternative	A7C-FECV-AF-Ultimate Alternative	Deleted: -
Alignment 7 Corridor-Ortega Highway Variation-Initial Alternative	A7C-OHV-Initial Alternative	Deleted: Alignment 7 Corridor – Far East Crossover Agricultural A7C-FECV-AF Alternative¶ Fields Variation Alternative
Alignment 7 Corridor-Ortega Highway Variation-Ultimate Alternative	A7C-OHV-Ultimate Alternative	Deleted: -
Alignment 7 Corridor – Avenida La Pata Variation-Initial Alternative	A7C-ALPV-Initial Alternative	Deleted: -
Alignment 7 Corridor – Avenida La Pata Variation-Ultimate Alternative	A7C-ALPV-Ultimate Alternative	
Arterial Improvements Only Alternative	AIO Alternative	Deleted: ¶
Arterial Improvements Plus HOV and Spot Mixed Flow Lanes on I-5 Alternative	AIP Alternative	Deleted: -
I-5 Widening Alternative	J-5 Alternative	Deleted: Arterial Improvements Plus HOV and Spot Mixed-Flow AIP Alternative¶ Lanes on I-5 Alternative¶

8.2 OTHER ACRONYMS

- ACHP Advisory Council on Historic Preservation
- APE Area of Potential Effects
- ASHR Areas of Sensitivity for Historical Resources

- CAA Community Analysis Areas
- CEQA California Environmental Quality Act
- CFR Code of Federal Regulations

- Department California Department of Transportation
- DON Department of the Navy
- dus Dwelling Units

Phase I Historical Resources Inventory Report

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EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
ft	Foot/feet
FTC	Foothill Transportation Corridor
FTC-N	Foothill Transportation Corridor – North
FTC-S	Foothill Transportation Corridor – South
GandA	Greenwood and Associates
GP	General Purpose
HOV	High occupancy vehicle
HRER	Historical Resources Evaluation Report
I-5	Interstate 5
I-405	Interstate 405
km	Kilometer/kilometers
LUE	Land Use Element
MCB	Marine Corps Base Camp Pendleton
mi	Mile/miles
MPAH	Master Plan of Arterial Highways
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
no.	Number
PC	Planned Community/communities
RMV	Rancho Mission Viejo
RTP	Regional Transportation Plan
SDG&E	San Diego Gas and Electric
SHPO	State Historic Preservation Officer
SOCTIIP	South Orange County Transportation Infrastructure Improvement Project
SEIR	Subsequent Environmental Impact Report
SR 241	State Route 241
SR 91	State Route 91
TCA	Transportation Corridor Agencies
TSM	Transportation System Management

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USGS United States Geological Survey

8.3 MEASUREMENTS

The measurement units in this report are expressed in both metric and English units. For ease of translation, the following conversions are provided.

English/Metric Conversion	Metric/English Conversion
AREA	AREA
1 square foot = 0.093 square meters 1 acre = 0.405 hectares, 4047 square meters 1 square mile (640 acres) = 2.59 square kilometers	1 square meter = 10.752 square feet 1 hectare = 2.469 acres 1 square kilometer = 0.386 square miles
LENGTH	LENGTH
1 inch = 2.54 centimeters	1 centimeter = 0.394 inch
1 foot = 30.480 centimeters or 0.305 meter	1 meter = 3.28 feet
1 yard = 0.914 meter	1 meter = 1.094 yards
1 mile = 1.609 kilometers	1 kilometer = 0.621 mile
WEIGHT	WEIGHT
1 ounce = 28.35 grams	1 gram = 0.035 ounce