



**U. S. Department of the Interior**  
**U.S. Geological Survey**  
**Western Ecological Research Center**  
**Sequoia-Kings Canyon Field Station**  
47050 Generals Highway  
Three Rivers, California 93271-9651  
(559) 565-3170; Fax -3177



Chairman Patrick Kruer  
ATTN: Mark Delaplaine  
California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219

22 January 2008

Dear Chairman Kruer and Members of the Commission:

I am a research scientist with over 30 years experience in the study of fires in southern California shrublands and would like to comment on the potential impacts of the proposed extension of the Foothill toll road through the Rancho Mission Viejo and San Onofre State Beach.

We live in a part of the world where humans play the dominate role in determining when and where fires occur. In southern California several studies have shown that fires are over-whelmingly tied to roads. In many parts of the region a map of where fires ignite is often nearly a carbon copy of a road map. These fires come about through both accidental ignitions such as sparks from catalytic converters as well as carelessness of discarded cigarettes. It is a well established fact that when new roads are established they bring with them a greatly increased incidence of fires.

Although roads on the scale of the toll road have the potential for acting as a fire break, which diminishes fire spread, this is generally only true under moderate weather conditions. However, under the weather conditions that lead to our most destructive fires, roads and even major highways seldom act as a barrier to fire spread.

In short, when considering projects such as this new road, it is important that the commission factor in the likelihood of increased fire incidence on the landscape and the costs this will likely have both on communities as well as the devastating impacts that frequent fires have on natural resources.

Sincerely yours,

Jon E. Keeley  
Research Ecologist  
&  
Adjunct Full Professor  
Department of Ecology and Evolutionary Biology  
University of California, Los Angeles

EXHIBIT 10  
Application No.  
CC-018-07  
TCA



**Memorandum**

TO: Elizabeth Goldstein, President, California State Parks Foundation

FROM: Peter Melewski, PE, Principal & Philip J. Clark, PE, Staff Consultant

DATE: January 23, 2008

RE: **Peer Review of Smart Mobility’s Report entitled: “An Alternative to the Proposed Foothill South Toll Road, The Refined AIP Alternative” January, 2008**

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**Objective:**

Bergmann Associates, pursuant to requests by the California State Parks Foundation and the Endangered Habitats League, has conducted a limited peer review of the above-referenced document (the Report). The peer review focused on the interchange design concepts, their operation, and associated property acquisition impacts. Design concepts for I-5 cross sections and arterial improvements were also reviewed. Bergmann Associates did not review the Runoff Management Plan or the discussion of future enhancements to the AIP-R Alternative

**Reviewers:**

The Peer Review was conducted by Philip J. Clark, PE, former Deputy Chief Engineer and Director of Design for the New York State Department of Transportation, and Peter M. Melewski, PE, former Director of Design and Superintendent of Maintenance for the New York State Thruway Authority. Also providing valuable input was Mark J. McAnany, PE, Manager of the Bergmann Transportation group. Mr. Clark field reviewed the project site on January 9, 2008.

Mr. Clark was a career employee of the New York State Department of Transportation prior to his retirement in the fall of 2006. During the preceding fifteen years, he was also a member of the American Association of State Highway and Transportation Officials’ (AASHTO) Technical Committee on Geometric Design which authors AASHTO’s “A Policy on Geometric Design of Highways and Streets”. The “Green Book”, as it is often referred to, is the national policy and guide used as the basis for design by all fifty states and the Federal Highway Administration (FHWA). Mr. Clark was also a member of the AASHTO Joint Task Force that authored “A Guide for Achieving Flexibility in Highway Design”.

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Mr. Clark's experience base for this peer review includes widening and reconstruction of the Long Island Expressway, reconstruction of the Cross Westchester Expressway, reconstruction of the Southern Tier Expressway to convert it to Interstate 86, and the Route 219 expressway extension south of Buffalo.

Mr. Melewski was employed by the New York State Thruway Authority, the longest toll road in the United States, for almost 24 years prior to joining Bergmann Associates as a Principal in the Spring of 2006. As the Director of Design, he oversaw the development and implementation of all highway, bridge, environmental, canal and ITS capital projects. He also served as the Superintendent of Maintenance, responsible for the oversight of maintenance and infrastructure management issues throughout the entire 641 mile system. Mr. Melewski has served on several national panels on transportation issues for organizations such as AASHTO and NCHRP (National Cooperative Highway Research Program).

Mr. Melewski also served as Executive Project Manager for the Tappan Zee Bridge/I-287 Corridor Study – a \$50M study to review multi-modal alternatives estimated in the billions of dollars for a critical transportation corridor north of New York City. He also supervised in-house and consultant teams working on major interchange reconstruction and mainline widening/reconstruction projects across New York State.

**Background:**

The Arterial Improvements Plus (AIP) alternative, was one of the many alternatives evaluated as part of the Foothill/Eastern Transportation Corridor Agency (TCA) Supplemental Environmental Impact Report ("SEIR") for the proposed Foothill South Toll Road Extension. The AIP alternative proposed targeted widening of Interstate Route 5, interchange modifications, and improvements to existing arterials in lieu of constructing a toll road through open space and a state park. The SEIR concluded that the AIP alternative performed similarly to the proposed toll road alternative with regard to enhanced mobility and reduced congestion. However, it was rejected from further consideration due to the costs of property acquisition, and home/business displacement.

Smart Mobility's Report presents a refined conceptual design for the AIP alternative, described as "AIP-R", that they claim provides traffic benefits similar to the original AIP, while substantially reducing the property acquisitions identified in the SEIR. The Report concludes that the AIP-R's ability to enhance regional mobility and resolve congestion is similar to that of the toll road alternatives, but will do so without the significant loss of valuable, finite environmental and recreational resources that the toll road alternatives would cause to occur.

**General Overview:**

In the project area, I-5 is characterized by heavy development immediately adjacent to the existing highway boundary and many areas where the terrain rises or falls sharply from the edge of the roadway. Under these circumstances, a relatively small change in the design approach for proposed improvements can make a considerable difference in right-of-way impacts.

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A reliable assessment of right-of-way impacts requires development of specific roadway and interchange geometrics including profiles and cross sections. This allows determination of grading limits and, hence, required right-of-way. Smart Mobility was unable to find such detailed studies by TCA for the AIP alternative and did not undertake such studies for their proposed revisions. The location and preliminary layout of major drainage features, particularly storm water retention basins, must also be determined.

Smart Mobility makes a strong case that improvements could be made by TCA to the AIP alternative that have great potential to greatly reduce the displacement of people and businesses while at the same time preserving its operational benefits. Their concepts for the various improvements are enhanced by the fact that they build off of traffic information, constraints, and opportunities already presented by TCA in the SEIR and related documents.

Smart Mobility's proposals reflect innovative concepts and context sensitive treatments that are endorsed and encouraged by the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), the Institute of Transportation Engineers (ITE), and others. The proposals do so while at the same time addressing the overall objective for the project as stated in SEIR Section 1.5.2, Purpose of the Project, and concisely stated as "Improve the projected future LOS and reduce the amount of congestion and delay on the freeway system and, as a secondary objective the arterial network, in Southern Orange County".

The concepts presented in the AIP-R proposal warrant renewed development and refinement by TCA as a part of the on-going environmental review process. There is significant potential to reduce property acquisition impacts through improvements like those suggested in the report, as well as other innovations that could be developed by TCA. Not all those improvements suggested by Smart Mobility may prove out, but the potential is great for great improvement to the alternative through renewed efforts by TCA.

The philosophy that TCA should adopt and the challenge they should accept is to develop a revised AIP alternative that Caltrans would be expected to develop if the toll road alternatives did not exist. Only then will an appropriate comparison to the toll road alternatives be possible.

Certainly, Caltrans would employ innovative and context sensitive approaches to reduce right-of-way acquisitions to the absolute minimum practical. TCA can do the same.

Additionally, if the Foothill South Toll Road is constructed, it is likely that many of the operational and safety problems that the AIP alternative would have resolved along I-5 will remain. Some, if not all, of these problems will still need to be addressed.

Accordingly, the construction costs and right-of-way impacts and costs associated with these improvements need to be estimated by TCA and added to the cost of the toll road alternatives in order to allow a true comparison between alternatives. If similar circumstances exist relative to the ancillary arterial improvements included in the AIP alternative, their construction costs and right-of-way impacts and cost should also be added to the overall cost of implementing toll road alternatives.

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## **Displacement Impacts and Costs:**

- The four general examples presented in Smart Mobility's Report relative to roadway widenings make a strong case that right-of-way impacts at these locations could be greatly reduced.
- If these examples are typical of TCA's general approach when making their assessments for the AIP alternative, Smart Mobility's contention that right-of-way impacts could be greatly reduced is well founded.

## **Interchange Concepts:**

### General

- Ramp configurations at many of the existing interchanges do not meet current-day standards. This, in itself, does not mandate reconstruction. The Forward to the AASHTO Green Book which has been adopted by FHWA as a national policy states, "The fact that new design values are presented herein does not imply that existing streets and highways are unsafe, nor does it mandate initiation of improvement projects..." Unlike new construction, the existing features of the highway and its interchanges, etc., have an operational and safety history upon which to analyze the need for improvements where problems may exist. Crash histories should be studied by TCA to determine to what extent geometrics are contributing to the problem. Often, the primary cause of crashes is related to ramp terminal design issues at mainline or crossroad interfaces. These problems can frequently be substantially resolved within existing right-of-way. In addition, single vehicle run-off-the-road crashes due to existing tight ramp radii tend to be less serious relative to personal injuries than crashes at ramp terminals which usually involve multiple vehicles. Many highway agencies currently emphasize reducing the number of crashes that result in serious injury as opposed to simply reducing the number of crashes. In the face of substantial right-of-way impacts, strong consideration should be given to retention of existing non-standard ramp geometrics when they are not significantly contributing to a serious crash problem. Reconstructing ramps to less than standards, but improved over existing, should also be considered if doing so will not result in unacceptable right-of-way impacts.
- The Report's adaptive approach for refinements to proposed detention basin configurations has the potential to eliminate many of the property impacts quantified under the original AIP alternative, where TCA typically applied a generic rectangular basin regardless of the impacts that resulted.

### Alicia Parkway

- Smart Mobility's suggestion that refinements be made to retention basin design to better fit the interchange geometry is valid. Open areas typically available within interchanges often allow storm water retention basins to be built without displacements of people and businesses.

### La Paz

- Smart Mobility's suggestion that the existing interchange configuration be retained warrants consideration. A study of the operational and safety history of the interchange by TCA will determine the appropriateness of this approach.
- There is an opportunity, via use of retaining walls, to enhance the I-5 SB off-ramp geometry without requiring the indicated building acquisitions.

### Crown Valley Parkway

- The AIP-R alternative first suggested for this location, a single point diamond interchange, is not detailed in the Report, but should be investigated for the location if the issues described below relative to the flyover cannot be satisfactorily resolved..
- The AIP-R flyover proposal for this location has potential to greatly reduce property impacts.
  - To avoid the need to change the elevation of the Parkway, the flyover ramp must pass under Crown Valley at approximately the same elevation as I-5. It will likely then have to rise on a structure in order to achieve sufficient elevation to cross over I-5 and still allow space for the adjacent southbound on-ramp. It appears the flyover ramp may have to extend further south than shown in order to achieve sufficient elevation to cross over I-5 and the northbound off-ramp.
  - Potential noise and visual impacts associated with the flyover ramp would need to be evaluated as this is a new, elevated-highway element.
  - The added cost of the flyover should be considered against the reduced right-of-way impact that can be achieved.

### Ortega

- The City of San Juan Capistrano proposals should be checked for adequacy versus projected 2025 design year traffic volumes.
- A single point diamond interchange should be considered for this location if additional capacity is necessary.

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### Avenida Pico

- The proposed single point diamond interchange, under alternative AIP-R, has merit and is a viable alternative to be evaluated for implementation at this constrained location.
- The City of San Clemente design presents additional detail for the potential single point diamond interchange layout.

### El Camino Real

- After reviewing the ramp volumes, it is not clear to the reviewers why such an expansive interchange with extensive property impacts at great costs was identified for consideration in the SEIR.
- Smart Mobility's proposed concept will result in an interchange configuration that has the northbound on and off ramps isolated from the southbound on and off ramps. Although it is usually more desirable to have on and off ramps more proximate, unless there is a crash history related to the current configuration, the extensive right-of-way impacts to rebuild the interchange as proposed by TCA does not appear warranted.
- Smart Mobility's proposed concept appears well founded and is a design approach that should be developed further.
- The possible elimination of northbound I-5 ramps to provide space for I-5 widening has merit. The current ramp separations are undesirably short and complicate weaving and traffic operations along I-5 at this location. Both sets of ramps do not seem warranted by the existing and projected traffic volumes.
- Closure of existing ramps is usually controversial.

### **Arterial Improvements:**

- Smart Mobility makes a strong case that the right-of-way takings along arterials as depicted by TCA could be greatly reduced.
- Smart Mobility makes a valid observation that retaining walls could be used along arterials to minimize right-of-way impacts.
- Smart Mobility's observations concerning the viability of at-grade intersection concepts developed by TCA make a good case that the proposed flyovers are not necessary.
- Although intersection levels of service (LOS) are "D" and "E" in some instances, levels of service as low as "F" are deemed acceptable in the SEIR. Under Section 1.5.2, Purpose of the Project, when discussing objectives, provision is made for which lead to a reduction in the length of time LOS F will occur, even if th

still operate at LOS F for a short period of time, if the strategy will result in benefits to the traveling public and more efficient movement of goods because it reduces total delay...”

### **I-5 Cross Section Concepts:**

- At the Calle Porta, San Clemente location, Smart Mobility suggests shifting the mainline of I-5 along an existing curve to confine residential property acquisitions to one side of the highway instead of two. This warrants further consideration by TCA, including other locations where this concept might be applicable.
- Smart Mobility proposes that the “road diet” concept be applied to certain frontage road locations along I-5 as a means to provide space for some of the I-5 widening and therefore reduce right-of-way acquisition and displacement of people and businesses. This concept involves reducing the numbers of lanes that currently exist on the frontage roads to the lowest number necessary to accommodate traffic volumes at an acceptable level of service.
- Lower levels of service are often deemed acceptable in return for reduction in right-of-way impacts. Although Smart Mobility’s proposed concept may not provide all the space necessary for widening I-5, it has good potential to reduce the right-of-way required.
- Reducing levels of service on adjacent roadways to provide less congestion on a major principal arterial such as I-5 warrants consideration.
- Additional traffic studies will be necessary to determine the applicability of the “road diet” recommendation, but given the potential for a narrowed cross section to reduce right-of-way impacts, these studies should be undertaken by TCA.

### **Conclusions:**

**Displacement of people and businesses for the AIP alternative can be markedly reduced.** Smart Mobility, utilizing representative examples of possible modifications to the AIP alternative, presents a strong case that there are numerous alternative approaches to the TCA design that have solid potential to greatly reduce the overall right-of-way impact and cost.

**Detailed studies are necessary to determine the extent to which displacements can be reduced.** Along a highway such as I-5, characterized by heavy development immediately adjacent to the existing highway boundary, a relatively small change in the design approach for proposed improvements can make a huge difference in right-of-way impacts. The extent to which displacements of people and businesses could be reduced for the AIP alternative can only be reliably determined through a renewed effort by TCA to explore a broad range of opportunities to do so. Some possibilities have been suggested by Smart Mobility and there are likely others that TCA could discover.

**Comparison between the AIP alternative and the toll road alternative are inconclusive until detailed studies are complete.** The AIP alternative as developed by TCA does not demonstrate the level of innovation and context sensitivity typically undertaken for projects in a tight urban environment characteristic of the I-5 corridor and its ancillary arterial network. Until TCA undertakes a study that demonstrates innovation and context sensitivity, their estimate of right-of-way impacts for the AIP alternative should be considered invalid and much greater than necessary.

**The costs and impacts for the toll road alternatives as presented in the SEIR are not representative of actual circumstances.** If the toll road is constructed, it is likely many of the operational and safety problems that the AIP alternative would have resolved along I-5 and at arterial intersections will remain. Some, if not all of these problems will still need to be addressed. The construction cost, and right-of-way cost and impacts for this work are elements of the overall true cost and impact of the toll road alternatives. Only when these are included in the analysis can a truly representative comparison be made between toll road alternatives and a revised AIP alternative.

**A refined AIP alternative should be presented in the SEIR.** Considering the high marks that the original AIP was given in the SEIR, other than the right-of-way impacts, and given that the Report suggests viable ways of significantly reducing the extent of right-of-way impacts, it is apparent that the AIP-R concepts and other refinements should be thoroughly pursued, developed, and presented in the SEIR by TCA before a final recommendation is made to decision makers.

Sincerely,



Peter M. Melewski, PE  
Principal



Philip J. Clark, PE  
Staff Consultant

CC: Michael Fitts, Endangered Habitats League  
Mark McAnany, Bergmann Associates

19. AUTHORIZATION FOR THE ACCEPTANCE OF RETROCESSION OF JURISDICTION OF LANDS FORMERLY A PART OF THE CAMP PENDLETON MARINE BASE; SAN DIEGO COUNTY - W 9405.

After consideration of Calendar Item 10 attached, and upon motion duly made and carried, the following resolution was adopted:

THE COMMISSION:

1. DETERMINES THAT THE RETROCESSION HEARING HELD ON SEPTEMBER 30, 1971, COMPLIED WITH THE STATUTES AND RULES AND REGULATIONS FOR RETROCESSION OF JURISDICTION, AND THAT THE FOLLOWING CONDITIONS HAVE BEEN SATISFIED:
  - a. THE UNITED STATES HAS REQUESTED IN WRITING THAT THE STATE OF CALIFORNIA ACCEPT THE RETROCESSION OF JURISDICTION OF THE LANDS DESCRIBED IN EXHIBIT "A", SAID LANDS BEING WITHIN THE STATE OF CALIFORNIA.
  - b. SAID REQUEST WAS MADE BY AN OFFICER OF THE UNITED STATES EMPOWERED BY A UNITED STATES STATUTE TO CEDE JURISDICTION TO THE STATE OF CALIFORNIA.
  - c. SAID REQUEST PROVIDED FOR A RETURN OF ALL JURISDICTION TO THE STATE OF CALIFORNIA.
2. DETERMINES THAT A RETROCESSION OF JURISDICTION OF THE LANDS DESCRIBED IN EXHIBIT "A", WHICH IS ATTACHED HERETO AND INCORPORATED HEREIN, IS IN THE BEST INTERESTS OF THE STATE OF CALIFORNIA.
3. AUTHORIZES THE EXECUTIVE OFFICER TO EXECUTE ON BEHALF OF THE COMMISSION A RESOLUTION ACCEPTING RETROCESSION OF JURISDICTION AND ALL OTHER NECESSARY DOCUMENTS TO MAKE IT EFFECTIVE.
4. INSTRUCTS THE EXECUTIVE OFFICER TO DISTRIBUTE CERTIFIED COPIES OF SAID RESOLUTION AS FOLLOWS:
  - a. ONE COPY FILED WITH EDMUND G. BROWN, JR., SECRETARY OF STATE, STATE OF CALIFORNIA.
  - b. ONE COPY RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY.
  - c. ONE COPY MAILED TO N. C. SIMONSON, CAPTAIN, CEC, USN, ASSISTANT COMMANDER FOR REAL PROPERTY MANAGEMENT, DEPARTMENT OF THE NAVY, WASHINGTON, D.C.

Attachment:

Calendar Item 10 (3 pages)

CALENDAR ITEM

10/71  
W 9405  
VJB

10.

AUTHORIZATION FOR THE ACCEPTANCE OF RETROCESSION OF JURISDICTION OF LANDS FORMERLY A PART OF THE CAMP PENDLETON MARINE BASE; SAN DIEGO COUNTY - W 9405.

In response to a request of N. C. Simonson, Captain, CEC, USN, Assistant Commander for Real Property Management, Department of the Navy, Washington, D.C., pursuant to Title 10, United States Code Section 2683, and pursuant to Minute Item 21, page 347, of the Commission's meeting of May 27, 1971, and pursuant to the provisions of Title 2, Article 8, Sections 2700 to 2710, inclusive, of the California Administrative Code, a hearing was held on September 30, 1971, at 10:00 a.m., in the Los Angeles Office of the State Lands Division, to determine if acceptance of retrocession of jurisdiction was in the best interests of the State.

Notice of the hearing was published in the San Diego Union on September 1, 1971, and notice was served upon the Clerk of the San Diego County Board of Supervisors on September 16, 1971, and mailed to the U. S. Navy and all parties requesting notice.

No one appeared at the hearing in opposition to the retrocession, and no adverse comments were received.

IT IS RECOMMENDED THAT THE COMMISSION:

1. DETERMINE THAT THE RETROCESSION HEARING HELD ON SEPTEMBER 30, 1971, COMPLIED WITH THE STATUTES AND RULES AND REGULATIONS FOR RETROCESSION OF JURISDICTION, AND THAT THE FOLLOWING CONDITIONS HAVE BEEN SATISFIED:
  - a. THE UNITED STATES HAS REQUESTED IN WRITING THAT THE STATE OF CALIFORNIA ACCEPT THE RETROCESSION OF JURISDICTION OF THE LANDS DESCRIBED IN EXHIBIT "A", SAID LANDS BEING WITHIN THE STATE OF CALIFORNIA.
  - b. SAID REQUEST WAS MADE BY AN OFFICER OF THE UNITED STATES EMPOWERED BY A UNITED STATES STATUTE TO CEDE JURISDICTION TO THE STATE OF CALIFORNIA.
  - c. SAID REQUEST PROVIDED FOR A RETURN OF ALL JURISDICTION TO THE STATE OF CALIFORNIA.
2. DETERMINE THAT A RETROCESSION OF JURISDICTION OF THE LANDS DESCRIBED IN EXHIBIT "A", WHICH IS ATTACHED HERETO AND INCORPORATED HEREIN, IS IN THE BEST INTERESTS OF THE STATE OF CALIFORNIA.
3. AUTHORIZE THE EXECUTIVE OFFICER TO EXECUTE ON BEHALF OF THE COMMISSION A RESOLUTION ACCEPTING RETROCESSION OF JURISDICTION AND ALL OTHER NECESSARY DOCUMENTS TO MAKE IT EFFECTIVE.
4. INSTRUCT THE EXECUTIVE OFFICER TO DISTRIBUTE CERTIFIED COPIES OF SAID RESOLUTION AS FOLLOWS:

CALENDAR ITEM 10. (CONTD.)

- a. ONE COPY FILED WITH EDMUND G. BROWN, JR., SECRETARY OF STATE, STATE OF CALIFORNIA.
- b. ONE COPY RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY.
- c. ONE COPY MAILED TO N. C. SIMONSON, CAPTAIN, CEC, USN, ASSISTANT COMMANDER FOR REAL PROPERTY MANAGEMENT, DEPARTMENT OF THE NAVY, WASHINGTON, D.C.

Attachment: Exhibit "A"

EXHIBIT "A"

A parcel of land in the County of San Diego, State of California; consisting of portions of Sections 29, 30, 31, 32, and 33, Township 9 South, Range 6 West, and Sections 3 and 4, Township 10 South, Range 6 West, of Rancho Santa Margarita, according to Record of Survey Map 794, filed January 17, 1940, in the Office of the County Recorder of said San Diego County, more particularly described as all of that certain land lying southwesterly of the right-of-way of the Atchison, Topeka and Santa Fe Railway Company Main Line, and extending southeasterly a distance of eighteen thousand, two hundred twenty feet (18,220) from the southeast boundary of an easement for construction and operation of a nuclear generating station, granted to Southern California Edison Company and San Diego Gas and Electric Company, containing four hundred five (405) acres, more or less, as delineated on a map entitled "State Beach", on file in the office of the State Lands Commission and by this reference made a part hereof.

BY AND MAIL TO  
State Lands Commission  
State Lands Division  
1600 "L" Street  
Sacramento, Calif. 95814

FREE  
C1

4574

BK 11053 PG 1031

MINUTE ITEM

11/29/73  
SCL

20. ACCEPTANCE BY STATE OF CALIFORNIA OF RETROCESSION OF CONCURRENT JURISDICTION FROM THE UNITED STATES OF 2,945 ACRES, MORE OR LESS, OR LAND AT CAMP PENDLETON MARINE BASE, SAN DIEGO COUNTY - W 9535.

After consideration of Calendar Item 18 attached, and upon motion duly made and carried, the following resolution was adopted:

THE COMMISSION:

1. DETERMINES THAT THE RETROCESSION OF JURISDICTION HEARING HELD ON NOVEMBER 27, 1973, COMPLIED WITH THE STATUTES AND REGULATIONS FOR RETROCESSION OF JURISDICTION AND THAT THE FOLLOWING CONDITIONS HAVE BEEN SATISFIED:
  - (A) THE UNITED STATES HAS REQUESTED IN WRITING THAT THE STATE OF CALIFORNIA ACCEPT THE RETROCESSION OF CONCURRENT JURISDICTION OF THE LANDS DESCRIBED IN EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF; SAID LANDS BEING WITHIN THE STATE OF CALIFORNIA.
  - (B) SAID REQUEST WAS MADE BY AN OFFICER OF THE UNITED STATES EMPOWERED BY THE UNITED STATES STATUTE TO CEDE JURISDICTION TO THE STATE OF CALIFORNIA.
  - (C) SAID REQUEST PROVIDED FOR A RETURN OF CONCURRENT JURISDICTION TO THE STATE OF CALIFORNIA TO CONTINUE FOR THE DURATION OF LEASE NF(R)-13233 BETWEEN THE STATE OF CALIFORNIA, DEPARTMENT OF PARKS AND RECREATION, AND THE UNITED STATES OF AMERICA, OR EARLIER TERMINATION THEREOF. UPON THE EXPIRATION OR EARLIER TERMINATION OF LEASE NF(R)-13233, JURISDICTION OVER THE DESCRIBED LAND SHALL AUTOMATICALLY REVERT TO THE UNITED STATES.
2. DETERMINES THAT A RETROCESSION OF CONCURRENT JURISDICTION OF THE LANDS DESCRIBED IN EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF FOR THE DURATION OF LEASE NF(R)-13233 BETWEEN THE STATE OF CALIFORNIA, DEPARTMENT OF PARKS AND RECREATION, AND THE UNITED STATES OF AMERICA, OR EARLIER TERMINATION THEREOF, IS IN THE BEST INTERESTS OF THE STATE OF CALIFORNIA. UPON THE EXPIRATION OR EARLIER TERMINATION OF LEASE NF(R)-13233, JURISDICTION OVER THE DESCRIBED LAND SHALL AUTOMATICALLY REVERT TO THE UNITED STATES.
3. AUTHORIZES THE EXECUTIVE OFFICER TO EXECUTE ON BEHALF OF THE COMMISSION, A RESOLUTION ACCEPTING RETROCESSION OF CONCURRENT JURISDICTION AND ALL OTHER NECESSARY DOCUMENTS TO MAKE IT EFFECTIVE.

RECORDED IN OFFICIAL RECORDS  
OF ORANGE COUNTY, CALIFORNIA

12:29 PM JAN - 8 1974

A WYLLIE CARLYLE, County Recorder

THE UNDERSIGNED, ACTING IN THIS CAPACITY AS THE  
STATE LANDS COMMISSION, HAS HEREBY CERTIFIED,  
THAT THE ANNEXED IS A WHOLE, TRUE AND CORRECT  
COPY OF THE ORIGINAL RECORD COPY, CONSISTING OF  
PARTS, ON FILE IN THE OFFICE OF THE STATE  
LANDS COMMISSION; THAT SAID COPY HAS BEEN COM-  
PARED BY THE UNDERSIGNED WITH THE ORIGINAL COPY  
IS A CORRECT TRANSCRIPT THEREFROM.

IN WITNESS WHEREOF, THE UNDERSIGNED  
HAS EXECUTED THIS CERTIFICATE AND  
AFFIXED THE SEAL OF THE STATE LANDS  
COMMISSION THIS 4th DAY OF  
JANUARY 1974.

EXHIBIT 12  
Application No.  
CC-018-07  
TCA

A 80  
S 38

4. AUTHORIZES THE EXECUTIVE OFFICER TO DISTRIBUTE CERTIFIED COPIES OF SAID RESOLUTION AS FOLLOWS:

- (A) ONE COPY TO BE FILED WITH THE SECRETARY OF STATE, STATE OF CALIFORNIA;
- (B) ONE COPY TO BE RECORDED IN THE OFFICE OF THE COUNTY RECORDERS OF SAN DIEGO COUNTY AND ORANGE COUNTY;
- (C) ONE COPY TO BE MAILED TO ROY MARKON, DEPUTY ASSISTANT COMMANDER FOR REAL PROPERTY MANAGEMENT, DEPARTMENT OF THE NAVY, WASHINGTON, D.C.

Attachment:

Calendar Item 18 (5 pages)

CALENDAR ITEM

11/73  
SCL  
W 9535

18.

PROPOSED ACCEPTANCE BY STATE OF CALIFORNIA OF  
RETROCESSION OF CONCURRENT JURISDICTION FROM THE UNITED STATES OF  
2,945 ACRES, MORE OR LESS, OF LAND AT  
CAMP PENDLETON MARINE BASE, SAN DIEGO COUNTY

Government Code Section 113 provides as follows:

"The Legislature of California hereby consents to the retrocession of jurisdiction by the United States of land within this state upon and subject to each and all of the following express conditions:

(a) The United States must in writing have requested state acceptance of retrocession, and unless there is an officer of the United States empowered by a United States statute to cede jurisdiction, said request shall be by the act of Congress; such retrocession may return all jurisdiction to the state or may provide for concurrent jurisdiction.

(b) When the conditions of subsection (a) of this section have been found and declared to have occurred and to exist, by the State Lands Commission, the Commission shall hold a hearing to determine whether acceptance of such retrocession is in the best interests of the state. Notice of such hearing shall be published pursuant to Section 6061 in each county in which the land or any part thereof is situated and a copy of such notice shall be personally served upon the clerk of the board of supervisors of each such county. The State Lands Commission shall make rules and regulations governing the conditions and procedure of such hearings.

(c) The determination of the State Lands Commission shall be final and jurisdiction accepted shall become effective when certified copies of its orders or resolutions have been filed in the office of the Secretary of State and recorded in the office of the county recorder of each county in which any part of the land is situate."

On July 17, 1973, Roy Markon, Deputy Assistant Commander for Real Property Management, United States Navy, addressed a letter to Governor Reagan, requesting that the State of California accept retrocession of concurrent jurisdiction of 2,945 acres, more or less, of land within Camp Pendleton Marine Base, which has been leased to the State Department of Parks and Recreation under Lease NF(R)-13233. Such concurrent jurisdiction was to

CALENDAR ITEM NO. 18. (CONTD)

continue for the duration of Lease NF(R)-13233, or the earlier termination thereof, and upon the expiration or earlier termination of Lease NF(R)-13233, jurisdiction over the described land shall automatically revert to the United States.

On August 30, 1973, Minute Item No. 28, the State Lands Commission, authorized a public hearing for the purpose of determining whether it was in the best interest of the State to accept retrocession of concurrent jurisdiction from the United States over the lands described in the letter of July 17, 1973, and set forth in Exhibit "A" of said Minute Item.

The hearing was scheduled for November 27, 1973, at 10:00 a.m., at 1600 L Street, Sacramento, California. Notice thereof was published in the San Diego Union and Santa Ana Register, and notice of said hearing was personally served on the Clerk of the Board of Supervisors of San Diego County and Orange County. Affidavits of publication and service are on file in the records of the Division.

Copies of the Notice of Hearing were mailed to interested parties requesting the Notice. The Department of Parks and Recreation was also informed of said hearing.

The hearing was held as noticed. No objections to retrocession were received. The retrocession would be in the best interest of the State in connection with the operation and administration of San Onofre Bluffs State Beach as part of the State park system.

EXHIBITS:        A. Land Description.        B. Location Map.

IT IS RECOMMENDED THAT THE COMMISSION:

1. DETERMINE THAT THE RETROCESSION OF JURISDICTION HEARING HELD ON NOVEMBER 27, 1973, COMPLIED WITH THE STATUTES AND REGULATIONS FOR RETROCESSION OF JURISDICTION AND THAT THE FOLLOWING CONDITIONS HAVE BEEN SATISFIED:
  - (A) THE UNITED STATES HAS REQUESTED IN WRITING THAT THE STATE OF CALIFORNIA ACCEPT THE RETROCESSION OF CONCURRENT JURISDICTION OF THE LANDS DESCRIBED IN EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF; SAID LANDS BEING WITHIN THE STATE OF CALIFORNIA.
  - (B) SAID REQUEST WAS MADE BY AN OFFICER OF THE UNITED STATES EMPOWERED BY THE UNITED STATES STATUTE TO CEDE JURISDICTION TO THE STATE OF CALIFORNIA:
  - (C) SAID REQUEST PROVIDED FOR A RETURN OF CONCURRENT JURISDICTION TO THE STATE OF CALIFORNIA TO CONTINUE FOR THE DURATION OF LEASE NF(R)-13233 BETWEEN THE STATE OF CALIFORNIA, DEPARTMENT OF PARKS AND RECREATION, AND THE UNITED STATES

EXHIBIT 12 Application No. CC-018-07 TCA
---

CALENDAR ITEM NO. 18. (CONTD)

OF AMERICA, OR EARLIER TERMINATION THEREOF. UPON THE EXPIRATION OR EARLIER TERMINATION OF LEASE NF(R)-13233, JURISDICTION OVER THE DESCRIBED LAND SHALL AUTOMATICALLY REVERT TO THE UNITED STATES.

2. DETERMINE THAT A RETROCESSION OF CONCURRENT JURISDICTION OF THE LANDS DESCRIBED IN EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF FOR THE DURATION OF LEASE NF(R)-13233 BETWEEN THE STATE OF CALIFORNIA, DEPARTMENT OF PARKS AND RECREATION, AND THE UNITED STATES OF AMERICA, OR EARLIER TERMINATION THEREOF, IS IN THE BEST INTERESTS OF THE STATE OF CALIFORNIA. UPON THE EXPIRATION OR EARLIER TERMINATION OF LEASE NF(R)-13233, JURISDICTION OVER THE DESCRIBED LAND SHALL AUTOMATICALLY REVERT TO THE UNITED STATES.
3. AUTHORIZE THE EXECUTIVE OFFICER TO EXECUTE ON BEHALF OF THE COMMISSION, A RESOLUTION ACCEPTING RETROCESSION OF CONCURRENT JURISDICTION AND ALL OTHER NECESSARY DOCUMENTS TO MAKE IT EFFECTIVE.
4. AUTHORIZE THE EXECUTIVE OFFICER TO DISTRIBUTE CERTIFIED COPIES OF SAID RESOLUTION AS FOLLOWS:
  - (A) ONE COPY TO BE FILED WITH THE SECRETARY OF STATE, STATE OF CALIFORNIA;
  - (B) ONE COPY TO BE RECORDED IN THE OFFICE OF THE COUNTY RECORDERS OF SAN DIEGO COUNTY AND ORANGE COUNTY;
  - (C) ONE COPY TO BE MAILED TO ROY MARKON, DEPUTY ASSISTANT COMMANDER FOR REAL PROPERTY MANAGEMENT, DEPARTMENT OF THE NAVY, WASHINGTON, D.C.

Attachment: Exhibit "A"

## EXHIBIT "A"

BK 1053 PG 1036

W 9535

Three parcels of land in the County of Orange and the County of San Diego, State of California, being portions of fractional Section 25, T 8 S, R 7 W, SBM, and portions of Sections 25, 26, 35 and 36, T 8 S, R 7 W; Sections 1, 2, 10, 11, 12, 14, 23 and 24, T 9 S, R 7 W; Sections 29, 30, 31, 32, and 33, T 9 S, R 6 W; Sections 3 and 4, T 10 S, R 6 W of Rancho Santa Margarita, according to Record of Survey Map 794, filed January 17, 1940, in the Office of the County Recorder of said San Diego County, more particularly described as follows:

## PARCEL 1: Inland Area

For point of reference, COMMENCE at the intersection of the westerly line of said Rancho Santa Margarita with the northeasterly right-of-way line of Highway Interstate 5, said westerly line of Rancho Santa Margarita being also the line common to the Counties of Orange and San Diego; thence northeasterly along said Rancho boundary line 4,434 feet to the TRUE POINT OF BEGINNING; thence continuing with the westerly line of Rancho Santa Margarita 16,315.43 feet to an angle point therein; thence southeasterly along said boundary 1,700 feet more or less to an intersection with the westerly line of fractional Section 25, T 8 S, R 7 W, SBM; thence northerly along the west line of said Section 25, 550 feet more or less to the northwest corner thereof; thence easterly along the north line of said Section 25, 1,600 feet; thence southerly in a straight line along the easterly bank of Cristianitos Creek, but staying west of Cristianitos Road, 4,400 feet; thence westerly, at right angles, 250 feet; thence southerly, at right angles, 400 feet; thence southwesterly 1,000 feet; thence southerly, along the toe of the slope on the west side of Cristianitos Creek, 4,600 feet; thence southeasterly 800 feet to a point on the southwesterly side of Cristianitos Road; thence northeasterly in a straight line, parallel with said road 1,300 feet; thence southerly, staying to the west of the service road to the Sewage Disposal Ponds, 3,000 feet; thence westerly 1,000 feet; thence southeasterly 850 feet; thence easterly, along the south side of the Sewage Disposal Ponds, 900 feet more or less to the toe of the slope on the easterly side of San Mateo Valley; thence, generally following the toe of the slope on the easterly side of San Mateo Valley, southerly 3,500 feet; southwesterly 6,600 feet; more southwesterly 1,100 feet; southerly 1,300 feet more or less to an intersection with the northeasterly right-of-way line of said Highway Interstate 5 at a point along the northerly approach lane of Basilone Road Interchange; thence along the northwesterly right-of-way line of Highway Interstate 5, 3,370 feet, more or less, to a point; thence in a northerly direction, leaving said Highway Interstate 5, N 26° 0' 56" W, 762.95 feet; thence North 820 feet;

thence N 34° 0' 0" E, 1,770 feet; thence N 19° 0' 0" E, 1,990 feet; thence N 61° 02' 39" W, 1,250 feet; thence N 73° 09' 09" W, 530.24 feet to the northwesterly boundary of said Rancho Santa Margarita Y Las Flores, the true point of beginning, containing 2,380 acres, more or less.

**PARCEL 2: Beach Area North of Nuclear Plant**

**BEGINNING** at the intersection of the northwesterly line of an easement for construction and operation of a nuclear generating station, granted to Southern California Edison Company and San Diego Gas and Electric Company, with the Mean High Tide Line of the Pacific Ocean, said point of intersection being the most westerly corner of said easement; thence northeasterly along said northwesterly line of said easement, 1,400 feet more or less to an intersection with the southwesterly right-of-way line of Highway Interstate 5; thence northwesterly along said southwesterly right-of-way line, 6,500 feet more or less to the westerly bank of San Onofre Creek; thence southwesterly along said westerly bank of said creek, 900 feet more or less to the northeasterly right-of-way line of the Atchison, Topeka and Santa Fe Railway Company line; thence southerly to the Mean High Tide Line of the Pacific Ocean; thence along said Mean High Tide Line to the point of beginning; containing 160 acres more or less.

**PARCEL 3: Beach Area South of Nuclear Plant**

**BEGINNING** at the intersection of the southeasterly line of an easement for construction and operation of a nuclear generating station, granted to Southern California Edison Company and San Diego Gas and Electric Company, with the Mean High Tide Line of the Pacific Ocean, said point of intersection being the most southerly corner of said easement; thence northeasterly 1,000 feet more or less to an intersection with the southwesterly right-of-way line of Highway Interstate 5; thence southeasterly along said southwesterly right-of-way line of said Interstate 5 to an intersection with a line lying 18,220 feet southeasterly from said southeasterly line of said nuclear generating station; thence southwesterly at right angles to said highway right-of-way line, 1,500 feet more or less to the Mean High Tide Line of the Pacific Ocean; thence northwesterly along said Mean High Tide Line to the point of beginning, containing 405 acres more or less.

**TOGETHER WITH** the right of ingress and egress between Parcels 2 and 3 across that portion of the easement for construction and operation of a nuclear generating station granted to Southern California Edison Company and San Diego Gas and Electric Company line between the Quay Wall of said station and the Mean High Tide Line.

END OF DESCRIPTION

RETURN TO  
STATE LANDS DIVISION  
1600 L STREET  
SACRAMENTO, CAL. 95814

598

MINUTE ITEM

11/29/73  
SCL

20. ACCEPTANCE BY STATE OF CALIFORNIA OF RETROCESSION OF CONCURRENT JURISDICTION FROM THE UNITED STATES OF 2,945 ACRES, MORE OR LESS, OR LAND AT CAMP PENDLETON MARINE BASE, SAN DIEGO COUNTY - W 9535.

After consideration of Calendar Item 18 attached, and upon motion duly made and carried, the following resolution was adopted:

THE COMMISSION:

1. DETERMINES THAT THE RETROCESSION OF JURISDICTION HEARING HELD ON NOVEMBER 27, 1973, COMPLIED WITH THE STATUTES AND REGULATIONS FOR RETROCESSION OF JURISDICTION AND THAT THE FOLLOWING CONDITIONS HAVE BEEN SATISFIED:

(A) THE UNITED STATES HAS REQUESTED IN WRITING THAT THE STATE OF CALIFORNIA ACCEPT THE RETROCESSION OF CONCURRENT JURISDICTION OF THE LANDS DESCRIBED IN EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF; SAID LANDS BEING WITHIN THE STATE OF CALIFORNIA.

(B) SAID REQUEST WAS MADE BY AN OFFICER OF THE UNITED STATES EMPOWERED BY THE UNITED STATES STATUTE TO CEDE JURISDICTION TO THE STATE OF CALIFORNIA.

(C) SAID REQUEST PROVIDED FOR A RETURN OF CONCURRENT JURISDICTION TO THE STATE OF CALIFORNIA TO CONTINUE FOR THE DURATION OF LEASE NF(R)-13233 BETWEEN THE STATE OF CALIFORNIA, DEPARTMENT OF PARKS AND RECREATION, AND THE UNITED STATES OF AMERICA, OR EARLIER TERMINATION THEREOF. UPON THE EXPIRATION OR EARLIER TERMINATION OF LEASE NF(R)-13233, JURISDICTION OVER THE DESCRIBED LAND SHALL AUTOMATICALLY REVERT TO THE UNITED STATES.

2. DETERMINES THAT A RETROCESSION OF CONCURRENT JURISDICTION OF THE LANDS DESCRIBED IN EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF FOR THE DURATION OF LEASE NF(R)-13233 BETWEEN THE STATE OF CALIFORNIA, DEPARTMENT OF PARKS AND RECREATION, AND THE UNITED STATES OF AMERICA, OR EARLIER TERMINATION THEREOF, IS IN THE BEST INTERESTS OF THE STATE OF CALIFORNIA. UPON THE EXPIRATION OR EARLIER TERMINATION OF LEASE NF(R)-13233, JURISDICTION OVER THE DESCRIBED LAND SHALL AUTOMATICALLY REVERT TO THE UNITED STATES.

3. AUTHORIZES THE EXECUTIVE OFFICER TO EXECUTE ON BEHALF OF THE COMMISSION, A RESOLUTION ACCEPTING RETROCESSION OF CONCURRENT JURISDICTION AND ALL OTHER NECESSARY DOCUMENTS TO MAKE IT EFFECTIVE.

74-005105

FILE /PAGE NO.  
BOOK 1974  
RECORDED REQUEST OF  
STATE OF CALIFORNIA

JAN 8 11 44 AM '74

OFFICIAL RECORDS  
SAN DIEGO COUNTY, CALIF.  
HARLEY F. BLOOM  
RECORDER



THE UNDERSIGNED, ACTING IN THIS BEHALF FOR THE STATE LANDS COMMISSION, HAS HEREBY CERTIFIED, THAT THE ANNEXED IS A WHOLE, TRUE AND CORRECT COPY OF THE ORIGINAL RECORD COPY, CONSISTING OF PARTS, ON FILE IN THE OFFICE OF THE STATE LANDS COMMISSION; THAT SAID COPY HAS BEEN COMPARED BY THE UNDERSIGNED WITH THE ORIGINAL IS A CORRECT TRANSCRIPT THEREFROM.

IN WITNESS WHEREOF, THE UNDERSIGNED HAS SIGNED THIS CERTIFICATE AND AFFIXED THE SEAL OF THE STATE LANDS COMMISSION THIS 4th DAY OF JAN 1974.  
*James F. Bloom*

EXHIBIT 12  
Application No.  
CC-018-07  
TCA

A 80  
S 38

AND FOR

4. AUTHORIZES THE EXECUTIVE OFFICER TO DISTRIBUTE CERTIFIED COPIES OF SAID RESOLUTION AS FOLLOWS:

- (A) ONE COPY TO BE FILED WITH THE SECRETARY OF STATE, STATE OF CALIFORNIA;
- (B) ONE COPY TO BE RECORDED IN THE OFFICE OF THE COUNTY RECORDERS OF SAN DIEGO COUNTY AND ORANGE COUNTY;
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Attachment:

Calendar Item 18 (5 pages)

## CALENDAR ITEM

18.

11/73  
SCL  
W 9535

PROPOSED ACCEPTANCE BY STATE OF CALIFORNIA OF  
RETROCESSION OF CONCURRENT JURISDICTION FROM THE UNITED STATES OF  
2,945 ACRES, MORE OR LESS, OF LAND AT  
CAMP PENDLETON MARINE BASE, SAN DIEGO COUNTY

Government Code Section 113 provides as follows:

"The Legislature of California hereby consents to the retrocession of jurisdiction by the United States of land within this state upon and subject to each and all of the following express conditions:

(a) The United States must in writing have requested state acceptance of retrocession, and unless there is an officer of the United States empowered by a United States statute to cede jurisdiction, said request shall be by the act of Congress; such retrocession may return all jurisdiction to the state or may provide for concurrent jurisdiction.

(b) When the conditions of subsection (a) of this section have been found and declared to have occurred and to exist, by the State Lands Commission, the Commission shall hold a hearing to determine whether acceptance of such retrocession is in the best interests of the state. Notice of such hearing shall be published pursuant to Section 6061 in each county in which the land or any part thereof is situated and a copy of such notice shall be personally served upon the clerk of the board of supervisors of each such county. The State Lands Commission shall make rules and regulations governing the conditions and procedure of such hearings.

(c) The determination of the State Lands Commission shall be final and jurisdiction accepted shall become effective when certified copies of its orders or resolutions have been filed in the office of the Secretary of State and recorded in the office of the county recorder of each county in which any part of the land is situate."

On July 17, 1973, Roy Markon, Deputy Assistant Commander for Real Property Management, United States Navy, addressed a letter to Governor Reagan, requesting that the State of California accept retrocession of concurrent jurisdiction of 2,945 acres, more or less, of land within Camp Pendleton Marine Base, which has been leased to the State Department of Parks and Recreation under Lease NF(R)-13233. Such concurrent jurisdiction was to

CALENDAR ITEM NO. 18. (CONTD)

continue for the duration of Lease NF(R)-13233, or the earlier termination thereof, and upon the expiration or earlier termination of Lease NF(R)-13233, jurisdiction over the described land shall automatically revert to the United States.

On August 30, 1973, Minute Item No. 28, the State Lands Commission, authorized a public hearing for the purpose of determining whether it was in the best interest of the State to accept retrocession of concurrent jurisdiction from the United States over the lands described in the letter of July 17, 1973, and set forth in Exhibit "A" of said Minute Item.

The hearing was scheduled for November 27, 1973, at 10:00 a.m., at 1600 L Street, Sacramento, California. Notice thereof was published in the San Diego Union and Santa Ana Register, and notice of said hearing was personally served on the Clerk of the Board of Supervisors of San Diego County and Orange County. Affidavits of publication and service are on file in the records of the Division.

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The hearing was held as noticed. No objections to retrocession were received. The retrocession would be in the best interest of the State in connection with the operation and administration of San Onofre Bluffs State Beach as part of the State park system.

EXHIBITS:           A. Land Description.                   B. Location Map.

IT IS RECOMMENDED THAT THE COMMISSION:

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CALENDAR ITEM NO. 18. (CONTD)

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Attachment: Exhibit "A"

## EXHIBIT "A"

W 9535

Three parcels of land in the County of Orange and the County of San Diego, State of California, being portions of fractional Section 25, T 8 S, R 7 W, SBM, and portions of Sections 25, 26, 35 and 36, T 8 S, R 7 W; Sections 1, 2, 10, 11, 12, 14, 23 and 24, T 9 S, R 7 W; Sections 29, 30, 31, 32, and 33, T 9 S, R 6 W; Sections 3 and 4, T 10 S, R 6 W of Rancho Santa Margarita, according to Record of Survey Map 794, filed January 17, 1940, in the Office of the County Recorder of said San Diego County, more particularly described as follows:

## PARCEL 1: Inland Area

For point of reference, COMMENCE at the intersection of the westerly line of said Rancho Santa Margarita with the northeasterly right-of-way line of Highway Interstate 5, said westerly line of Rancho Santa Margarita being also the line common to the Counties of Orange and San Diego; thence northeasterly along said Rancho boundary line 4,434 feet to the TRUE POINT OF BEGINNING; thence continuing with the westerly line of Rancho Santa Margarita 16,315.43 feet to an angle point therein; thence southeasterly along said boundary 1,700 feet more or less to an intersection with the westerly line of fractional Section 25, T 8 S, R 7 W, SBM; thence northerly along the west line of said Section 25, 550 feet more or less to the northwest corner thereof; thence easterly along the north line of said Section 25, 1,600 feet; thence southerly in a straight line along the easterly bank of Cristianitos Creek, but staying west of Cristianitos Road, 4,400 feet; thence westerly, at right angles, 250 feet; thence southerly, at right angles, 400 feet; thence southwesterly 1,000 feet; thence southerly, along the toe of the slope on the west side of Cristianitos Creek, 4,600 feet; thence southeasterly 800 feet to a point on the southwesterly side of Cristianitos Road; thence northeasterly in a straight line, parallel with said road 1,300 feet; thence southerly, staying to the west of the service road to the Sewage Disposal Ponds, 3,000 feet; thence westerly 1,000 feet; thence southeasterly 850 feet; thence easterly, along the south side of the Sewage Disposal Ponds, 900 feet more or less to the toe of the slope on the easterly side of San Mateo Valley; thence, generally following the toe of the slope on the easterly side of San Mateo Valley, southerly 3,500 feet; southwesterly 6,600 feet; more southwesterly 1,100 feet; southerly 1,300 feet more or less to an intersection with the northeasterly right-of-way line of said Highway Interstate 5 at a point along the northerly approach lane of Basilone Road Interchange; thence along the northwesterly right-of-way line of Highway Interstate 5, 3,370 feet, more or less, to a point; thence in a northerly direction, leaving said Highway Interstate 5, N 26° 0' 56" W, 762.95 feet; thence North 820 feet;

EXHIBIT "A" (CONTD)

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## PARCEL 2: Beach Area North of Nuclear Plant

BEGINNING at the intersection of the northwesterly line of an easement for construction and operation of a nuclear generating station, granted to Southern California Edison Company and San Diego Gas and Electric Company, with the Mean High Tide Line of the Pacific Ocean, said point of intersection being the most westerly corner of said easement; thence northeasterly along said northwesterly line of said easement, 1,400 feet more or less to an intersection with the southwesterly right-of-way line of Highway Interstate 5; thence northwesterly along said southwesterly right-of-way line, 6,500 feet more or less to the westerly bank of San Onofre Creek; thence southwesterly along said westerly bank of said creek, 900 feet more or less to the northeasterly right-of-way line of the Atchison, Topeka and Santa Fe Railway Company line; thence southerly to the Mean High Tide Line of the Pacific Ocean; thence along said Mean High Tide Line to the point of beginning; containing 160 acres more or less.

## PARCEL 3: Beach Area South of Nuclear Plant

BEGINNING at the intersection of the southeasterly line of an easement for construction and operation of a nuclear generating station, granted to Southern California Edison Company and San Diego Gas and Electric Company, with the Mean High Tide Line of the Pacific Ocean, said point of intersection being the most southerly corner of said easement; thence northeasterly 1,000 feet more or less to an intersection with the southwesterly right-of-way line of Highway Interstate 5; thence southeasterly along said southwesterly right-of-way line of said Interstate 5 to an intersection with a line lying 18,220 feet southeasterly from said southeasterly line of said nuclear generating station; thence southwesterly at right angles to said highway right-of-way line, 1,500 feet more or less to the Mean High Tide Line of the Pacific Ocean; thence northwesterly along said Mean High Tide Line to the point of beginning, containing 405 acres more or less.

TOGETHER WITH the right of ingress and egress between Parcels 2 and 3 across that portion of the easement for construction and operation of a nuclear generating station granted to Southern California Edison Company and San Diego Gas and Electric Company line between the Quay Wall of said station and the Mean High Tide Line.

END OF DESCRIPTION

RONALD REAGAN  
GOVERNOR

State of California  
GOVERNOR'S OFFICE  
SACRAMENTO 95814



September 25, 1974

Mr. Robert H. Carlton  
Acting Deputy Assistant  
Commander for Real Estate  
Department of the Navy  
Naval Facilities Engineering  
Command  
200 Stovall Street  
Alexandria, Virginia 22332

FILED

In the office of the Secretary of State  
of the State of California

EDMUND G. BROWN Jr., Secretary of State  
UC:9 - 1974

By *Messie R. Bushbenzer*  
Deputy Secretary of State

Dear Mr. Carlton:

Thank you for your letter requesting that the State of California accept relinquishment of legislative jurisdiction of eight parcels of land at the Marine Corps Base, Camp Pendleton, California which contains 725.68 acres of land used as right of way for Interstate Route 5.

The State of California has accepted conveyance of the property for highway purposes, and in accordance with our Streets and Highways Code, I, Ronald Reagan, Governor of the State of California, by virtue of the power vested in me by Section 77.5 of the Streets and Highways Code, hereby accept relinquishment of the jurisdiction by the United States to the State of California over the area described in the enclosed document.

In connection with the 10.23-acre parcel of land located adjacent to Interstate Route 5 and leased to the State of California for park purposes, retrocession of concurrent jurisdiction has previously been accepted by the State Lands Commission in accordance with State's statutes; no further action is required.

Sincerely,

*Ronald Reagan*  
RONALD REAGAN  
Governor

Enclosure

EXHIBIT 12  
Application No.  
CC-018-07  
TCA

WARRANTY COUNTY, CALIFORNIA  
CORANGUITE, CALIFORNIA

EXHIBIT "A"

Eight parcels of land in the County of San Diego, State of California, said parcels being a portion of that 123,600 acre tract of land acquired by the United States of America in Civil Action No. 197-50 filed December 31, 1942, in the District Court of the United States for the Southern District of California, Southern Division, said parcels also being portions of the Rancho Santa Margarita y Las Flores as described in Patent from the United States of America to Pio Pico and Andrea Pico, dated March 28, 1879 and recorded in Book 7, page 10, et seq. of Patents in the office of the San Diego County recorder, said Rancho also shown on Record of Survey No. 652, filed April 21, 1930, in the office of said Recorder and Record of Survey No. 794, filed January 12, 1940 in the office of said Recorder, and said parcels being designated as "PARCEL NO. 1", "PARCEL NO. 2", "PARCEL NO. 3", "PARCEL NO. 4", "PARCEL NO. 5", "PARCEL NO. 6", "PARCEL NO. 7", "PARCEL NO. 8", and "PARCEL NO. 9" for the purposes of this description and being described as follows:

"PARCEL NO. 1"

An easement for State highway purposes over and across the following described parcel of land:

Commencing for reference at a concrete monument with brass marker set for the witness corner to the Rancho Santa Margarita y las Flores boundary corner No. 3 as shown on said Record of Survey No. 652; thence

- (1) along the Southeasterly boundary of said Rancho N.48°04'45" E., 1,795.52 feet to the TRUE POINT OF BEGINNING, said TRUE POINT OF BEGINNING being at coordinates N=381,342.60 and E=1,652,443.71; thence
- (2) N.28°23'25"W., 188.62 feet to a point having coordinates N=381,508.54 and E=1,652,345.02; thence
- (3) S.48°04'01"W., 16.89 feet to a point having coordinates N=381,497.25 and E=1,652,341.46; thence
- (3A) N.25°55'15"W., 66.82 feet to a point having coordinates N=381,557.34 and E=1,652,312.25; thence
- (4) S.33°27'47"W., 651.56 feet to a point having coordinates N=381,013.78 and E=1,651,952.98; thence
- (5) N.41°55'15"W., 36.43 feet to a point having coordinates N=381,040.88 and E=1,651,928.65; thence
- (6) N.31°59'48"E., 64.91 feet to a point having coordinates N=381,095.93 and E=1,651,963.04; thence
- (7) along a tangent curve to the left, with a radius of 142.00 feet through and angle of 53°43'25", a distance of 133.15 feet to a point having coordinates N=381,223.74 and E=1,651,974.52; thence
- (8) tangent to last said curve N.21°43'30"W., 228.22 feet to a point having coordinates N=381,435.75 and E=1,651,890.04; thence
- (9) along a tangent curve to the right, with a radius of 558.00 feet; through and angle of 36°19'43", a distance of 353.80 feet to a point having coordinates N=381,782.98 and E=1,651,860.42; thence
- (10) tangent to last said curve, N.14°36'05"E., 272.26 feet to a point

having coordinates N=392,045.44 and E=1,651,937.07; thence

- (11) along a tangent . . . ve to the left, with a radius . . . 342.00 feet, through an angle of  $35^{\circ}45'31''$ , a distance of 213.44 feet to a point having coordinates N=382,256.10 and E=1,651,925.05; thence
- (12) tangent to last said curve, N.  $21^{\circ}09'26''$ W., 160.01 feet to a point having coordinates N=382,424.53 and E=1,651,859.86; thence
- (13) N.  $26^{\circ}13'21''$ W., 872.94 feet to a point having coordinates N=383,207.63 and E=1,651,474.14; thence
- (14) N.  $13^{\circ}13'32''$ W., 267.39 feet to a point having coordinates N=383,467.93 and E=1,651,412.97; thence
- (15) N.  $46^{\circ}41'02''$ W., 218.18 feet to a point having coordinates N=383,617.60 and E=1,651,254.22; thence
- (16) N.  $43^{\circ}18'53''$ E., 191.85 feet to a point having coordinates N=383,757.20 and E=1,651,385.83; thence
- (17) N.  $13^{\circ}09'33''$ W., 1,679.11 feet to a point having coordinates N=385,392.21 and E=1,651,003.57; thence
- (18) N.  $16^{\circ}59'54''$ W., 292.17 feet to a point having coordinates N=385,671.62 and E=1,650,918.16; thence
- (19) N.  $33^{\circ}00'42''$ W., 544.57 feet to a point having coordinates N=386,128.28 and E=1,650,621.47; thence
- (20) N.  $24^{\circ}24'00''$ W., 236.84 feet to a point having coordinates N=386,343.97 and E=1,650,523.63; thence
- (21) N.  $08^{\circ}57'10''$ W., 65.47 feet to a point having coordinates N=386,408.64 and E=1,650,513.44; thence
- (22) from a tangent which bears N.  $40^{\circ}32'47''$ W., along a curve to the left, with a radius of 2,426.00 feet, through an angle of  $01^{\circ}45'43''$ , a distance of 74.60 feet to a point having coordinates N=386,464.57 and E=1,650,464.08; thence
- (23) N.  $42^{\circ}18'30''$ W., 572.92 feet to a point having coordinates N=386,888.26 and E=1,650,078.43; thence
- (24) N.  $87^{\circ}41'16''$ W., 106.78 feet to a point having coordinates N=386,892.57 and E=1,649,971.75; thence
- (25) N.  $39^{\circ}43'42''$ W., 1,244.10 feet to a point having coordinates N=387,849.39 and E=1,649,176.58; thence
- (26) N.  $43^{\circ}28'29''$ W., 491.26 feet to a point having coordinates N=388,205.89 and E=1,648,838.57; thence
- (27) N.  $44^{\circ}19'45''$ W., 85.05 feet to a point having coordinates N=388,266.73 and E=1,648,779.14; thence
- (28) N.  $44^{\circ}08'36''$ W., 281.15 feet to a point having coordinates N=388,468.48 and E=1,648,583.34; thence
- (29) N.  $41^{\circ}23'30''$ W., 500.06 feet to a point having coordinates N=388,843.63 and E=1,648,252.69; thence
- (30) N.  $42^{\circ}50'24''$ W., 1,399.26 feet to a point having coordinates N=389,869.65 and E=1,647,301.26; thence
- (31) N.  $45^{\circ}58'03''$ W., 701.14 feet to a point having coordinates N=390,356.99 and E=1,646,797.18; thence

- (32) N.42°20'21"W., 86.52 feet to a point having coordinates N=390,948.33 and E=1,646,258.35; thence
- (33) N.29°12'06"W., 205.68 feet to a point having coordinates N=391,127.07 and E=1,645,158.01; thence
- (34) N.42°41'50"W., 363.34 feet to a point having coordinates N=391,394.91 and E=1,645,911.62; thence
- (35) N.48°32'59"W., 591.01 feet to a point having coordinates N=391,786.73 and E=1,645,468.64; thence
- (36) N.53°51'09"W., 1146.36 feet to a point having coordinates N=392,462.33 and E=1,644,542.96; thence
- (37) along a non-tangent curve to the right from a tangent which bears N.54°24'08"W., with a radius of 2,891.00 feet, through an angle of 34°24'08", a distance of 1,735.85 feet to a point having coordinates N=393,824.29 and E=1,643,509.13; thence
- (38) N.20°00'00"W., 1,233.02 feet to a point having coordinates N=394,982.95 and E=1,643,087.41; thence
- (39) along a tangent curve to the left, having a radius of 2,386.00 feet, through an angle of 13°01'50", a distance of 542.64 feet to a point having coordinates N=395,467.47 and E=1,642,845.68; thence
- (40) N.33°01'50"W., 2420.60 feet to a point having coordinates N=397,496.85 and E=1,641,526.25; thence
- (41) N.52°08'56"W., 79.38 feet to a point having coordinates N=397,545.56 and E=1,641,463.57; thence
- (42) N.31°02'42"W., 750.45 feet to a point having coordinates N=398,188.51 and E=1,641,076.55; thence
- (43) N.33°01'50"W., 1,100.00 feet to a point having coordinates N=399,110.73 and E=1,640,476.96, last said point being distant N.75°17'30"E., 2,409.62 feet from a 1-1/2 inch iron pipe with brass disc marked "5-6-31-32", accepted as marking the Southwest corner of Section 32, T. 10 S., R. 5 W., S.B.M., as said Section Corner is shown on said Record of Survey 794, said pipe at coordinates N=398,498.95 and E=1,638,146.30; thence
- (44) N.35°19'17"W., 150.12 feet to a point having coordinates N=399,233.22 and E=1,640,390.17; thence
- (45) N.33°01'50"W., 2,150.00 feet to a point having coordinates N=401,035.74 and E=1,639,218.23; thence
- (46) N.37°46'54"W., 384.53 feet to a point having coordinates N=401,339.65 and E=1,638,982.65; thence
- (47) N.47°22'20"W., 829.88 feet to a point having coordinates N=401,901.67 and E=1,638,372.05; thence
- (48) N.50°24'51"W., 350.32 feet to a point having coordinates N=402,124.91 and E=1,638,102.07; thence
- (49) N.48°10'49"W., 1,300.01 feet to a point having coordinates N=402,991.74 and E=1,637,133.24; thence
- (50) N.35°16'47"W., 205.00 feet to a point having coordinates N=403,159.09 and E=1,637,014.84; thence
- (51) N.47°57'36"W., 1,000.00 feet to a point having coordinates N=403,828.74 and E=1,636,272.16; thence
- (52) N.55°35'00"W., 446.90 feet to a point having coordinates N=404,081.33 and E=1,635,903.49; thence

- (53) S.59°18'12"W., 329.08 feet to a point having coordinates N=403,913.34 and E=1,635,620.52; thence
- (54) S.85°54'41"W., 237.17 feet to a point having coordinates N=403,896.45 and E=1,635,383.96; thence
- (55) N.34°52'23"W., 632.13 feet to a point having coordinates N=404,415.04 and E=1,635,022.53; thence
- (56) N.02°22'36"E., 856.84 feet to a point having coordinates N=405,271.14 and E=1,635,052.06; thence
- (57) N.29°10'51"W., 364.40 feet to a point having coordinates N=405,589.29 and E=1,634,880.39; thence
- (58) N.21°58'33"W., 180.68 feet to a point having coordinates N=405,756.84 and E=1,634,812.78; thence
- (59) N.31°51'18"W., 1,100.00 feet to a point having coordinates N=406,691.16 and E=1,634,232.23; thence
- (60) N.38°58'49"W., 201.56 feet to a point having coordinates N=406,847.85 and E=1,634,105.44; thence
- (61) N.25°57'19"W., 301.60 feet to a point having coordinates N=407,119.02 and E=1,633,973.44; thence
- (62) N.31°51'18"W., 2,500.00 feet to a point having coordinates N=409,242.49 and E=1,632,654.01; thence
- (63) N.35°24'09"W., 500.96 feet to a point having coordinates N=409,650.82 and E=1,632,363.80; thence
- (64) N.33°17'14"W., 1,400.44 feet to a point having coordinates N=410,821.49 and E=1,631,595.19; thence
- (65) N.30°46'51"W., 800.14 feet to a point having coordinates N=411,508.92 and E=1,631,185.71; thence
- (66) N.26°50'20"W., 583.27 feet to a point having coordinates N=412,029.36 and E=1,630,922.37; thence
- (67) N.38°21'39"W., 540.69 feet to a point having coordinates N=412,453.32 and E=1,630,586.81; thence
- (68) N.46°36'58"W., 851.61 feet to a point having coordinates N=413,038.28 and E=1,629,967.89; thence
- (69) N.51°59'30"W., 604.67 feet to a point having coordinates N=413,310.62 and E=1,629,491.45; thence
- (70) N.53°47'50"W., 657.98 feet; thence
- (71) continuing N.53°47'50"W., 50.61 feet to a point having coordinates N=413,829.15 and E=1,628,919.67; thence
- (72) N.34°14'49"W., 50.87 feet; thence
- (73) continuing N.34°14'49"W., 763.07 feet to a point having coordinates N=414,501.97 and E=1,628,461.62, last said point being distant S.85°39'49" E., 756.74 feet from a 1-1/2 inch iron pipe with brass disc marked "13-14-23-24", accepted as marking the Northwest corner of Section 24, T. 10 S., R. 6 W., S.B.M., as said Section corner is shown on said Record of Survey No. 794, last said pipe at coordinates N=414,546.01 and E=1,627,706.16; thence
- (74) N.39°53'11"W., 702.65 feet to a point having coordinates N=415,041.13 and E=1,628,011.03; thence
- (75) N.44°52'00"W., 1,100.00 feet to a point having coordinates N=415,820.75 and E=1,627,215.02; thence

- (76) N. 00°03'02"W., 244.71 feet to a point having coordinates N=415,863.03 and E=1,626,994.00; thence
- (77) N. 09°40'56"W., 244.71 feet to a point having coordinates N=416,104.25 and E=1,626,952.84; thence
- (78) N. 44°52'00"W., 3,300.00 feet to a point having coordinates N=418,443.13 and E=1,624,624.82; thence
- (79) N. 46°57'50"W., 163.95 feet to a point having coordinates N=418,555.01 and E=1,624,504.99; thence
- (80) N. 42°38'06"W., 352.84 feet to a point having coordinates N=418,814.59 and E=1,624,266; thence
- (81) N. 46°15'24"W., 617.71 feet to a point having coordinates N=419,241.70 and E=1,623,819.74; thence
- (82) N. 34°11'02"W., 393.54 feet to a point having coordinates N=419,567.25 and E=1,623,598.63; thence
- (83) N. 21°30'27"W., 284.71 feet to a point having coordinates N=419,832.14 and E=1,623,494.24; thence
- (84) N. 06°21'32"W., 178.70 feet to a point having coordinates N=420,009.74 and E=1,623,474.46; thence
- (85) N. 82°37'53"E., 247.20 feet to a point having coordinates N=420,041.44 and E=1,623,719.62; thence
- (86) N. 07°22'07"W., 45.00 feet to a point having coordinates N=420,086.07 and E=1,623,713.84; thence
- (87) N. 04°30'05"W., 953.40 feet to a point having coordinates N=421,036.54 and E=1,623,639.02; thence
- (88) N. 07°34'25"W., 402.17 feet to a point having coordinates N=421,435.20 and E=1,623,586.01; thence
- (89) N. 07°21'34"W., 396.54 feet to a point having coordinates N=421,828.47 and E=1,623,535.22; thence
- (90) N. 16°46'22"W., 370.13 feet to a point having coordinates N=422,182.85 and E=1,623,428.41; thence
- (91) N. 25°56'48"W., 371.74 feet to a point having coordinates N=422,517.12 and E=1,623,265.76; thence
- (92) N. 35°07'15"W., 373.34 feet to a point having coordinates N=422,822.49 and E=1,623,050.97; thence
- (93) N. 43°49'36"W., 291.90 feet to a point having coordinates N=423,033.08 and E=1,622,848.84; thence
- (94) N. 47°12'17"W., 488.41 feet to a point having coordinates N=423,364.90 and E=1,622,490.45; thence
- (95) N. 47°44'33"W., 600.04 feet to a point having coordinates N=423,768.40 and E=1,622,046.34; thence
- (96) N. 47°13'06"W., 500.10 feet to a point having coordinates N=424,108.08 and E=1,621,679.29; thence
- (97) N. 48°22'52"W., 410.56 feet to a point on the Easterly sideline of the 100 foot right of way of the Atchison, Topoka and Santa Fe Railway Company, described in deed to the Southern California Railroad Company, recorded October 5, 1898, in Book 274, page 132 of Deeds, filed in the office of the County Recorder of San Diego County; thence

- (90) along said Easterly sideline N.48°22'52"W., 10,029.41 feet to a point having coordinates N=431,042.02 and E=1,613,874.59; thence
- (99) continuing along said Easterly sideline, along a tangent curve to the left, with a radius of 5,779.36 feet, through an angle of 08°22'47", a distance of 845.25 feet to a point having coordinates N=431,555.29 and E=1,613,203.96; thence
- (100) continuing along said Easterly sideline, N.56°45'39"W., 1,017.56 feet to a point having coordinates N=432,113.05 and E=1,612,352.88, last said point being on the Easterly sideline of the 100 foot right of way of the Atchison, Topeka and Santa Fe Railway Company, as said right of way is described in deed to said Company, recorded November 9, 1937 in Book 712, page 383, Official Records of said County, thence along said Easterly sideline, which is parallel and concentric to the following described centerline:

Commencing on said centerline at a point which is S.33°14'21"W., 50.00 feet from last said point, thence along the following courses:

- (101) from a tangent which bears N.56°45'39"W., along a tangent spiral curve, concave Northeasterly, having ten 27 foot chords, through an angle of 01°21'00"; thence
- (102) along a tangent curve concave Northeasterly having a radius of 5,729.36 feet, through an angle of 11°18'00", a distance of 1,129.96 feet; thence
- (103) along a tangent spiral curve having ten 27 foot chords, through an angle of 01°21'00"; thence
- (104) N.42°45'39"W., 935.16 feet; thence
- (105) along a tangent spiral curve, concave Southwesterly, having ten 27 foot chords, through an angle of 01°21'00"; thence
- (106) along a tangent curve concave Southwesterly, having a radius of 5,729.36 feet, through an angle of 04°38'00", a distance of 463.32 feet; thence
- (107) along a tangent spiral curve, concave Southwesterly, having ten 27 foot chords, through an angle of 01°21'00"; thence
- (108) N.50°05'39"W., 6,568.69 feet; thence
- (109) along a tangent spiral curve concave Southwesterly, having ten 17 foot chords, through an angle of 00°25'30"; thence
- (110) along a tangent curve concave Southwesterly, having a radius of 11,458.63 feet, through an angle of 05°14'49", a distance of 1,049.34 feet; thence
- (111) along a tangent spiral curve concave Southwesterly having ten 17 foot chords, through an angle of 00°25'30" to the centerline of said 100 foot right of way of the Atchison, Topeka and Santa Fe Railway Company, first hereinabove described; thence
- (112) leaving said centerline and commencing at a point which lies N.33°48'32" E., 50.00 feet from the Northerly terminus of the above described course (111), last said point being on said Easterly sideline of said 100 foot right of way of the Atchison, Topeka and Santa Fe Railway Company, along last said Easterly right of way, N. 56°11'28"W., 4,284.00 feet to a point having coordinates N=441,996.10 and E=1,600,012.14; thence
- (113) leaving last said Easterly right of way, N.49°12'48"W., 660.24 feet

to a point having coordinates N=442,427.40 and E=1,599,512.24;  
thence

- (114) N.41°57'46"W., 797.48 feet to a point having coordinates N=443,023.39 and E=1,598,979.01; thence
- (115) N. 48°03'01"W., 239.10 feet to a point having coordinates N=443,180.22 and E=1,598,801.18; thence
- (116) N.52°54'36"W., 304.25 feet to a point having coordinates N=443,363.71 and E=1,598,558.48; thence
- (117) N.55°51'48"W., 79.54 feet to a point having coordinates N=443,408.34 and E=1,598,492.65; thence
- (118) N.56°17'42"W., 49.89 feet to a point having coordinates N=443,436.02 and E=1,598,451.15; thence
- (119) N.58°24'18"W., 48.92 feet to a point having coordinates N=443,461.65 and E=1,598,409.48; thence
- (120) N.61°34'42"W., 70.02 feet to a point having coordinates N=443,494.98 and E=1,598,347.90; thence
- (121) N.61°51'31"W., 40.28 feet to a point having coordinates N=443,513.98 and E=1,598,312.38; thence
- (122) N.63°17'46"W., 104.13 feet to a point having coordinates N=443,560.78 and E=1,598,219.35; thence
- (123) N.63°56'35"W., 293.43 feet to a point having coordinates N=443,689.67 and E=1,597,955.75; thence
- (124) N.64°18'24"W., 2,148.00 feet to a point having coordinates N=444,620.94 and E=1,596,020.13; thence
- (125) N.63°53'45"W., 524.02 feet to a point having coordinates N=444,851.51 and E=1,595,549.57; thence
- (126) N.65°57'38"W., 176.07 feet to a point having coordinates N=444,923.24 and E=1,595,388.77; thence
- (127) N.67°52'10"W., 178.34 feet to a point having coordinates N=444,990.42 and E=1,595,223.57; thence
- (128) N.67°06'13"W., 372.44 feet to a point having coordinates N=445,135.32 and E=1,594,880.47; thence
- (129) N.56°44'20"W., 151.33 feet to a point having coordinates N=445,218.32 and E=1,594,753.94; thence
- (130) N.66°56'09"W., 550.57 feet to a point having coordinates N=445,434.01 and E=1,594,247.38; thence
- (131) N.68°15'40"W., 396.96 feet to a point having coordinates N=445,581.03 and E=1,593,878.65; thence
- (132) N.70°52'42"W., 336.70 feet to a point having coordinates N=445,691.33 and E=1,593,560.53; thence
- (133) N.77°42'04"W., 250.00 feet to a point having coordinates N=445,744.58 and E=1,593,316.27; thence
- (134) S.76°23'59"W., 101.87 feet to a point having coordinates N=445,720.63 and E=1,593,217.25; thence
- (135) N.75°47'34"W., 70.00 feet to a point having coordinates N=445,737.81 and E=1,593,149.39; thence
- (136) N.82°32'10"W., 70.86 feet to a point having coordinates N=445,747.01

- (137) N.49°56'48"W., 414.87 feet to a point having coordinates N=446,013.98 and E=1,592,761.57; thence
- (138) N.42°54'33"W., 809.65 feet to a point having coordinates N=446,626.99 and E=1,592,210.33; thence
- (139) N.47°44'01"W., 306.61 feet to a point having coordinates N=446,813.21 and E=1,591,983.43; thence
- (140) N.38°48'07"W., 493.81 feet to a point having coordinates N=447,198.05 and E=1,591,674.00; thence
- (141) N.28°56'03"W., 421.03 feet to a point having coordinates N=447,566.52 and E=1,591,470.30; thence
- (142) N.31°00'24"W., 475.13 feet to a point having coordinates N=447,973.76 and E=1,591,225.54; thence
- (143) N.32°20'00"W., 550.50 feet to a point having coordinates N=448,438.90 and E=1,590,931.11; thence
- (144) N.30°12'40"W., 666.89 feet to a point having coordinates N=449,015.22 and E=1,590,595.54; thence
- (145) N.31°58'22"W., 182.28 feet to a point having coordinates N=449,169.84 and E=1,590,499.02; thence
- (146) S.61°10'19"W., 20.00 feet to a point having coordinates N=449,160.20 and E=1,590,481.50; thence
- (147) N.28°49'41"W., 423.57 feet to a point having coordinates N=449,531.27 and E=1,590,277.26; thence
- (148) N.26°10'41"W., 380.44 feet to a point on the Westerly boundary of the Rancho Santa Margarita y las Flores, last said point being at coordinates N=449,872.69 and E=1,590,109.43; thence
- (149) along said Westerly boundary, N.13°24'31"E., 447.00 feet to a point having coordinates N=450,307.52 and E=1,590,213.08; thence
- (150) leaving said Westerly line from a tangent which bears S.50°08'52"E., along a curve to the left, with a radius of 540.00 feet, through an angle of 05°00'17", a distance of 47.17 feet to a point having coordinates N=450,278.91 and E=1,590,250.56; thence
- (151) S.55°09'09"E., 458.88 feet to a point having coordinates N=450,016.71 and E=1,590,627.16, last said point being distant S.67°52'53"W., 447.25 feet from a 1-1/2 inch iron pipe with brass cap marked "10-11-14-15" accepted as marking the Northwest corner of Section 14, T. 9 S.; R. 7 W., S.B.M., as shown on said Record of Survey 794, last said pipe having coordinates N=450,185.11 and E=1,591,041.50; thence
- (152) S.05°17'33"E., 129.23 feet to a point having coordinates N=449,888.03 and E=1,590,639.08; thence
- (153) S.44°14'19"E., 80.00 feet to a point having coordinates N=449,830.72 and E=1,590,694.89; thence
- (154) from a tangent which bears S.45°45'41"W., along a curve to the right, with a radius of 740.00 feet, through an angle of 02°53'18", a distance of 37.30 feet to a point having coordinates N=449,805.38 and E=1,590,667.52; thence
- (155) S.18°05'35"W., 67.76 feet to a point having coordinates N=449,740.97 and E=1,590,646.47; thence

- (150) S.14°09'29"E., 182.23 feet to a point having coordinates N=449,564.11 and E=1,590,690.60; thence
- (157) S.21°16'19"E., 440.90 feet to a point having coordinates N=449,153.25 and E=1,590,850.55; thence
- (158) S.27°07'15"E., 234.61 feet to a point having coordinates N=448,944.44 and E=1,590,957.50; thence
- (159) S.78°08'09"E., 105.48 feet to a point having coordinates N=448,922.75 and E=1,591,060.73; thence
- (160) S.28°25'21"E., 810.89 feet to a point having coordinates N=448,209.61 and E=1,591,446.69; thence
- (161) S.30°39'17"E., 546.23 feet to a point having coordinates N=447,739.71 and E=1,591,725.19; thence
- (162) S.34°08'52"E., 475.33 feet to a point having coordinates N=447,348.33 and E=1,591,992.10; thence
- (163) S.41°16'50"E., 429.55 feet to a point having coordinates N=447,023.53 and E=1,592,275.40; thence
- (164) S.47°34'17"E., 358.78 feet to a point having coordinates N=446,781.47 and E=1,592,540.23; thence
- (165) S.54°05'38"E., 326.40 feet to a point having coordinates N=446,590.05 and E=1,592,804.61; thence
- (166) S.67°37'03"E., 662.30 feet to a point having coordinates N=446,337.86 and E=1,593,417.01; thence
- (167) S.64°19'58"E., 115.00 feet to a point having coordinates N=446,288.04 and E=1,593,520.66; thence
- (168) S.64°19'58"E., 74.92 feet to a point having coordinates N=446,255.59 and E=1,593,588.19; thence
- (169) S.57°45'32"E., 593.91 feet to a point having coordinates N=445,938.75 and E=1,594,090.52; thence
- (170) S.65°38'16"E., 1,010.26 feet to a point having coordinates N=445,522.02 and E=1,595,010.82; thence
- (171) S.33°22'13"E., 58.31 feet to a point having coordinates N=445,473.32 and E=1,595,042.90; thence
- (172) S.53°09'40"E., 407.73 feet to a point having coordinates N=445,228.86 and E=1,595,369.21; thence
- (173) S.63°35'30"E., 850.07 feet to a point having coordinates N=444,850.78 and E=1,596,130.57, last said point being distant N.87°37'29"W., 157.39 feet from a 1-1/2 inch iron pipe with a brass disc marked "13-14-23-24", accepted as marking the Northeast corner of Section 23, T. 9 S., R. 7 W., S.B.M., as shown on said Record of Survey 794, last said pipe having coordinates N=444,844.26 and E=1,596,287.82; thence
- (174) S.64°20'00"E., 2,441.42 feet to a point having coordinates N=443,793.32 and E=1,598,331.09; thence
- (175) S. 63°18'48"E., 414.88 feet to a point having coordinates N=443,606.99 and E=1,598,701.78; thence
- (176) S.50°29'04"E., 335.90 feet to a point having coordinates N=443,393.26 and E=1,598,960.91; thence
- (177) S.44°36'54"E., 454.87 feet to a point having coordinates N=443,069.46 and E=1,599,280.38; thence

- (178) S.42°29'00"E., 530.78 feet to a point having coordinates N=442,603.17 and E=1,599,55.17; thence
- (179) along a tangent curve to the left with a radius of 2,879.00 feet, through an angle of 13°52'00", a distance of 695.77 feet, to a point having coordinates N=442,149.00 and E=1,609,231.87, last said point being distant N.58°09'33"W., 1,482.43 feet from a 1-1/2 inch iron pipe accepted as marking the Northwest corner of Section 30, T. 9 S., R. 6 W., S.B.M., last said pipe being at coordinate: N=441,367.53 and E=1,601,491.21; thence
- (180) S.56°12'00"E., 4,618.40 feet to a point having coordinates N=439,580.41 and E=1,604,069.69; thence
- (181) S.54°36'48"E., 546.37 feet to a point having coordinates N=439,264.01 and E=1,604,515.13; thence
- (182) S.50°05'40"E., 698.62 feet to a point having coordinates N=438,815.83 and E=1,605,051.04; thence
- (183) S.60°01'15"E., 203.04 feet to a point having coordinates N=438,714.37 and E=1,605,226.91; thence
- (184) S.50°05'40"E., 700.00 feet to a point having coordinates N=438,265.31 and E=1,605,763.89; thence
- (185) S.40°43'11"E., 214.87 feet to a point having coordinates N=438,102.45 and E=1,605,904.06; thence
- (186) S.50°05'40"E., 1,088.00 feet to a point having coordinates N=437,404.48 and E=1,606,738.67; thence
- (187) S.73°07'12"E., 217.31 feet to a point having coordinates N=437,341.38 and E=1,606,946.62 thence
- (188) S.50°05'40"E., 1,800 feet to a point having coordinates N=436,186.63 and E=1,608,327.40; thence
- (189) S.29°32'19"E., 213.60 feet to a point having coordinates N=436,000.80 and E=1,608,432.71; thence
- (190) S.50°05'40"E., 750.00 feet to a point having coordinates N=435,519.65 and E=1,609,008.03; thence
- (191) S.78°46'06"E., 72.95 feet to a point having coordinates N=435,505.44 and E=1,609,079.58; thence
- (192) S.50°05'40"E., 1,486.00 feet to a point having coordinates N=434,552.14 and E=1,610,219.50; thence
- (193) S.78°54'18"E., 456.51 feet to a point having coordinates N=434,464.29 and E=1,610,667.47; thence
- (194) S.54°10'34"E., 983.50 feet to a point having coordinates N=433,888.66 and E=1,611,464.91; thence
- (195) S.50°05'40"E., 859.00 feet to a point having coordinates N=433,337.59 and E=1,612,123.85; thence
- (196) S.39°54'20"W., 245.00 feet to a point having coordinates N=433,149.65 and E=1,611,966.68; thence
- (197) S.50°05'40"E., 710.00 feet to a point having coordinates N=432,694.16 and E=1,612,511.32; thence
- (198) S.39°54'20"W., 90.00 feet to a point having coordinates N=432,625.13 and E=1,612,453.59; thence
- (199) S.50°05'40"E., 358.05 feet to a point having coordinates N=432,395.43 and E=1,612,728.25; thence

- (200) S.49°34'53"E., 539.39 feet to a point having coordinates N=432,045.71 and E=1,613,230.30; thence
- (201) S.54°56'13"E., 143.41 feet to a point having coordinates N=431,963.32 and E=1,613,256.29; thence
- (202) S.48°23'41"E., 2,739.11 feet to a point having coordinates N=430,144.56 and E=1,615,304.42; thence
- (203) S.45°16'00"E., 276.41 feet to a point having coordinates N=429,950.02 and E=1,615,500.78; thence
- (204) S.48°22'40"E., 4,401.00 feet to a point having coordinates N=427,026.81 and E=1,618,790.71; thence
- (205) S.51°14'25"E., 400.50 feet to a point having coordinates N=426,776.07 and E=1,619,103.01; thence
- (206) S.48°22'40"E., 2,160.00 feet to a point having coordinates N=425,341.37 and E=1,620,717.70; thence
- (207) S.50°14'15"E., 462.22 feet to a point having coordinates N=425,045.72 and E=1,621,073.01; thence
- (208) S.48°22'40"E., 2,043.44 feet to a point having coordinates N=423,688.44 and E=1,622,600.56; thence
- (209) S.46°04'19"E., 621.39 feet to a point having coordinates N=423,257.34 and E=1,623,048.10; thence
- (210) S.48°31'52"E., 171.33 feet to a point having coordinates N=423,143.88 and E=1,623,176.48; thence
- (211) S.44°01'58"E., 159.16 feet to a point having coordinates N=423,029.46 and E=1,623,287.10; thence
- (212) S.39°52'30"E., 159.25 feet to a point having coordinates N=422,907.24 and E=1,623,389.20; thence
- (213) S.36°47'48"E., 159.35 feet to a point having coordinates N=422,779.64 and E=1,623,484.65; thence
- (214) S.33°43'02"E., 159.52 feet to a point having coordinates N=422,646.96 and E=1,623,573.19; thence
- (215) S.29°55'11"E., 159.65 feet to a point having coordinates N=422,508.59 and E=1,623,652.83; thence
- (216) S.27°11'51"E., 159.87 feet to a point having coordinates N=422,366.39 and E=1,623,725.89; thence
- (217) S.22°41'06"E., 159.96 feet to a point having coordinates N=422,218.81 and E=1,623,787.58; thence
- (218) S.19°36'17"E., 160.07 feet to a point having coordinates N=422,068.02 and E=1,623,841.29; thence
- (219) S.16°09'58"E., 160.19 feet to a point having coordinates N=421,914.16 and E=1,623,885.89; thence
- (220) S.11°39'23"E., 160.21 feet to a point having coordinates N=421,757.26 and E=1,623,918.26; thence
- (221) S.09°17'26"E., 160.25 feet to a point having coordinates N=421,599.11 and E=1,623,944.13; thence
- (222) S.03°43'52"E., 152.91 feet to a point having coordinates N=421,416.52 and E=1,623,954.08; thence
- (223) S.01°05'00"E., 144.17 feet to a point having coordinates N=421,302.38 and E=1,623,956.81; thence

- (225) S.03°33'51"E., 611.21 feet to a point having coordinates N=420,244.85 and E=1,624,017.27; thence
- (226) S.07°54'51"E., 331.36 feet to a point having coordinates N=419,916.64 and E=1,624,062.86; thence
- (227) S.13°21'57"E., 282.61 feet to a point having coordinates N=419,611.68 and E=1,624,128.19, last said point being distant S.26°42'20"W., 3,653.12 feet from a 1-1/2 inch iron pipe with brass disc, marked "11-12-13-14", accepted as marking the Northeast corner of Section 14, T. 10.S., R. 6 W., S.B.M., as said Section is shown on Record of Survey 794, last said pipe having coordinates N=419,851.61 and E=1,627,775.27; thence
- (228) S.19°14'48"E., 284.33 feet to a point having coordinates N=419,373.25 and E=1,624,221.92; thence
- (229) S.28°08'18"E., 285.18 feet to a point having coordinates N=419,121.77 and E=1,624,356.41; thence
- (230) S.36°00'59"E., 285.42 feet to a point having coordinates N=418,890.91 and E=1,624,524.24; thence
- (231) S.43°26'05"E., 224.56 feet to a point having coordinates N=418,727.84 and E=1,624,678.63; thence
- (232) S.44°52'00"E., 3,563.83 feet to a point having coordinates N=416,201.98 and E=1,627,192.77; thence
- (233) S.56°10'36"E., 280.45 feet to a point having coordinates N=416,045.87 and E=1,627,425.76; thence
- (234) S.21°07'01"E., 136.56 feet to a point having coordinates N=415,918.48 and E=1,627,474.96; thence
- (235) S.45°09'12"E., 1,000.01 feet to a point having coordinates N=415,213.26 and E=1,628,183.96; thence
- (236) S.48°18'00"E., 500.90 feet to a point having coordinates N=414,880.05 and E=1,628,557.95; thence
- (237) S.54°17'14"E., 927.21 feet to a point having coordinates N=414,338.81 and E=1,629,310.80; thence
- (238) N.42°52'57"E., 146.74 feet to a point having coordinates N=414,446.34 and E=1,629,410.66; thence
- (239) S.66°31'28"E., 125.00 feet to a point having coordinates N=414,396.54 and E=1,629,525.31; thence
- (240) S.26°31'22"W., 202.60 feet to a point having coordinates N=414,215.26 and E=1,629,434.84; thence
- (241) S.30°10'50"E., 424.08 feet to a point having coordinates N=413,848.67 and E=1,629,648.04; thence
- (242) S.39°47'13"E., 903.55 feet to a point having coordinates N=413,154.36 and E=1,630,226.25; thence
- (243) S.44°52'00"E., 751.22 feet to a point having coordinates ~~N=412,621.93~~ and E=1,630,756.20; thence
- (244) N.58°08'42"E., 66.40 feet to a point on the Southwesterly sideline of the 70-foot right of way of the Atchison, Topeka and Santa Fe Railway Company, described in deed to the Southern California Railway Company, recorded October 5, 1898, in Book 274, page 132 of Deeds, filed in the office of the County Recorder of San Diego County; thence
- (245) along said Southwesterly sideline, S.31°51'18"E., 1,166.92 feet to the Northwesterly side

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- in last deed, last said point having coordinates N=411,665.80 and E=1,631,428.47; thence
- (246) along last said Northwesterly sideline, S.58°08'42"W., 15.00 feet to the Southwesterly sideline of last said 100-foot right of way, last said point having coordinates N=411,657.89 and E=1,631,415.73; thence
- (247) along last said Southwesterly sideline, S.31°51'18"E., 5,487.53 feet to a point having coordinates N=406,996.85 and E=1,634,311.89; thence
- (248) continuing along last said Southwesterly sideline, along a tangent curve to the left, with a radius of 5,779.38 feet, through an angle of 09°02'43", a distance of 912.39 feet to a point having coordinates N=406,263.03 and E=1,634,852.47; thence
- (249) leaving last said Southwesterly sideline, S.48°59'53"W., 56.59 feet to a point having coordinates N=406,225.90 and E=1,634,809.76; thence
- (250) S.31°51'18"E., 300.00 feet to a point having coordinates N=405,971.08 and E=1,634,968.09; thence
- (251) S.26°08'40"E., 100.50 feet to a point having coordinates N=405,880.87 and E=1,635,012.38; thence
- (252) S.33°08'17"E., 1,250.72 feet to a point having coordinates N=404,833.57 and E=1,635,696.10; thence
- (253) from a tangent which bears S.35°19'13"E., along a curve to the left, with a radius of 4,929.77 feet, through an angle of 12°38'23", a distance of 1,087.53 feet to a point having coordinates N=404,022.47 and E=1,636,417.24; thence
- (254) S.48°10'30"E., 921.75 feet to a point having coordinates N=403,407.79 and E=1,637,104.12; thence
- (255) N.68°00'51"E., 296.36 feet to a point having coordinates N=403,518.74 and E=1,637,378.93; thence
- (256) S.81°41'05"E., 375.54 feet to a point having coordinates N=403,464.43 and E=1,637,750.52; thence
- (257) S.39°50'00"E., 321.32 feet to a point having coordinates N=403,217.69 and E=1,637,956.34; thence
- (258) S.07°32'34"E., 637.03 feet to a point having coordinates N=402,586.17 and E=1,638,039.96; thence
- (259) S.47°57'36"E., 655.00 feet to a point having coordinates N=402,147.55 and E=1,638,526.42; thence
- (260) S.73°31'47"E., 55.53 feet to a point having coordinates N=402,131.80 and E=1,638,579.67; thence
- (261) S.45°39'42"E., 497.48 feet to a point having coordinates N=401,784.17 and E=1,638,935.48; thence
- (262) N.56°58'10"E., 57.97 feet to a point on last said Southwesterly sideline of last said 100-foot right of way of the Atchison, Topeka and Santa Fe Railway Company, last said point being at coordinates N=401,815.71 and E=1,638,984.08; thence
- (263) along last said Southwesterly sideline, S.33°01'50"E., 8,078.37 feet to a point having coordinates N=395,042.97 and E=1,643,387.49; thence
- (264) leaving last said Southwesterly sideline, S.56°58'10"W., 65.18 feet to a point having coordinates N=395,007.44 and E=1,643,332.84; thence

- (265) S.19°30'40"E., 1,172.13 feet to a point having coordinates N=393,902.61 and E=1,643,724.32; thence
- (266) along a tangent curve to the left with a radius of 2,000.00 feet, through an angle of 42°57'22", a distance of 1,499.45 feet to a point having coordinates N=392,797.10 and E=1,644,694.97, last said point being distant S.85°59'23"W., 3,922.36 feet from a 1-1/2 inch iron pipe and brass disc marked "3-4-9-10", accepted as marking the Northeast corner of Section 9, T. 11 S., R. 5 W., S.B.M., as shown on said Record of Survey 794, last said pipe being at coordinates N=393,071.41 and E=1,648,597.72; thence
- (267) S.62°28'02"E., 216.60 feet to a point having coordinates N=392,696.97 and E=1,644,877.04; thence
- (268) N.52°10'35"E., 50.65 feet to a point having coordinates N=392,728.03 and E=1,644,917.05; thence
- (269) S.53°57'02"E., 409.38 feet to a point having coordinates N=392,487.12 and E=1,645,248.03; thence
- (270) S.65°48'21"E., 446.80 feet to a point having coordinates N=392,304.01 and E=1,645,655.59; thence
- (271) S.63°07'58"E., 376.52 feet to a point having coordinates N=392,133.85 and E=1,645,991.46; thence
- (272) S.52°25'05"E., 522.84 feet to a point having coordinates N=391,814.97 and E=1,646,405.81; thence
- (273) S.43°19'56"E., 868.69 feet to a point having coordinates N=391,183.10 and E=1,647,001.93; thence
- (274) S.34°43'55"E., 505.40 feet to a point having coordinates N=390,767.75 and E=1,647,289.87; thence
- (275) S.34°41'45"E., 994.92 feet to a point having coordinates N=389,949.75 and E=1,647,856.19; thence
- (276) S.38°29'47"E., 263.60 feet to a point having coordinates N=389,743.44 and E=1,648,020.27; thence
- (277) S.41°08'08"E., 283.35 feet to a point having coordinates N=389,530.03 and E=1,648,206.67; thence
- 9 (278) S.43°19'19"E., 1,300.20 feet to a point having coordinates N=388,584.12 and E=1,649,098.74; thence
- 8 (279) S.44°22'13"E., 500.32 feet to a point having coordinates N=388,226.47 and E=1,649,448.61; thence
- 7 (280) S.42°43'36"E., 1,369.86 feet to a point having coordinates N=387,220.18 and E=1,650,378.07; thence
- 6 (281) S.42°18'30"E., 150.03 feet to a point having coordinates N=387,109.22 and E=1,650,479.05; thence
- (282) S.39°20'13"E., 466.74 feet to a point having coordinates N=386,748.23 and E=1,650,774.91; thence
- (283) S.28°29'34"E., 295.30 feet to a point having coordinates N=386,488.70 and E=1,650,915.78; thence
- (284) S.22°10'50"E., 365.95 feet to a point having coordinates N=386,149.83 and E=1,651,053.94; thence
- (285) S.17°11'49"E., 208.03 feet to a point having coordinates N=385,951.10 and E=1,651,115.44; thence

- (286) S.15°01'57"E., 138.11 feet to a point having coordinates N=385,817.71 and E=1,651,151.27; thence
- (287) S.14°15'51"E., 379.26 feet to a point having coordinates N=385,450.15 and E=1,651,244.71; thence
- (288) S.13°30'22"E., 1,837.81 feet to a point having coordinates N=383,663.18 and E=1,651,674.02; thence
- (289) S.36°00'40"E., 75.77 feet to a point having coordinates N=383,601.89 and E=1,651,718.57; thence
- (290) S.13°30'32"E., 130.00 feet to a point having coordinates N=383,475.49 and E=1,651,748.93; thence
- (291) S.02°49'31"W., 67.56 feet to a point having coordinates N=383,408.01 and E=1,651,745.60; thence
- (292) from a tangent which bears S.13°30'32"E., along a curve to the left with a radius of 2,365.00 feet, through an angle of 12°24'36", a distance of 512.25 feet to a point having coordinates N=382,926.73 and E=1,651,918.06; thence
- (293) along a non-tangent line, S.27°51'19"E., 293.85 feet to a point having coordinates N=382,666.93 and E=1,652,055.36; thence
- (294) S.25°26'35"E., 94.23 feet to a point having coordinates N=382,581.84 and E=1,652,095.84; thence
- (295) along a tangent curve to the left, with a radius of 145.00 feet, through an angle of 92°01'41", a distance of 232.90 feet to a point having coordinates N=382,515.48 and E=1,652,293.67; thence
- (296) tangent to last said curve, N.62°31'43"E., 103.01 feet to a point having coordinates N=382,563.00 and E=1,652,385.06; thence
- (297) along a tangent curve to the left, with a radius of 95.00 feet, through an angle of 75°30'42", a distance of 125.20 feet to a point having coordinates N=382,668.63 and E=1,652,433.81; thence
- (298) N.12°58'59"W., 112.83 feet to a point having coordinates N=382,778.58 and E=1,652,408.46; thence
- (299) along a tangent curve to the left with a radius of 520.00 feet, through an angle of 10°32'56", a distance of 95.74 feet to a point having coordinates N=382,869.37 and E=1,652,378.51; thence
- (300) tangent to last said curve N.23°31'55"W., 40.00 feet to a point having coordinates N=382,906.04 and E=1,652,362.54; thence
- (301) S.23°31'55"E., 465.00 feet to a point having coordinates N=382,479.71 and E=1,652,548.19; thence
- (302) N.66°28'05"E., 160.00 feet to a point having coordinates N=382,543.60 and E=1,652,694.89; thence
- (303) S.54°28'47"E., 68.65 feet to a point having coordinates N=382,503.71 and E=1,652,750.76; thence
- (304) S.04°42'30"E., 542.18 feet to a point having coordinates N=381,963.36 and E=1,652,795.27; thence
- (305) S.85°17'30"W., 29.00 feet to a point having coordinates N=381,960.98 and E=1,652,766.37; thence
- (306) S.14°32'22"W., 264.11 feet to a point having coordinates N=381,705.33 and E=1,652,700.06; thence

- (307) along a tangent curve to the left, with a radius of 400.00 feet, through an angle of  $20^{\circ}31'11''$ , a distance of 143.76 feet to a point on said Southerly boundary of said Rancho Santa Margarita y las Flores, last said point being at coordinates  $N=381,563.24$  and  $E=1,652,689.43$ ; thence
- (308) along said Southerly boundary,  $S.48^{\circ}04'45''W.$ , 330.24 feet to the TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM that portion described as follows:

Commencing for reference, at the Northwestern terminus of Course (28), hereinabove described; thence

- (309)  $N.01^{\circ}49'36''W.$ , 445.16 feet to the TRUE POINT OF BEGINNING, said TRUE POINT OF BEGINNING having coordinates  $N=388,913.41$  and  $E=1,648,569.15$ ; thence
- (310)  $S.47^{\circ}41'30''W.$ , 150.97 feet to a point on the Southwesterly sideline of the 100-foot right of way of the Atchison, Topoka and Santa Fe Railway Company, described in deed to the Southern California Railway Company, recorded October 5, 1898, in Book 274, page 132 of Deeds; filed in the office of the County Recorder of San Diego County, last said point having coordinates  $N=388,811.79$  and  $E=1,648,457.50$ ; thence
- (311) along said Southwesterly sideline,  $N.42^{\circ}18'20''W.$ , 4,380.56 feet to a point having coordinates  $N=392,051.50$  and  $E=1,645,509.01$ ; thence
- (312) leaving last said Southwesterly sideline,  $N.47^{\circ}41'40''E.$ , 100.00 feet to a point having coordinates  $N=392,118.81$  and  $E=1,645,582.97$ ; thence
- (313)  $S.63^{\circ}52'01''E.$ , 444.11 feet to a point having coordinates  $N=391,923.20$  and  $E=1,645,981.68$ ; thence
- (314)  $S.54^{\circ}22'10''E.$ , 390.91 feet to a point having coordinates  $N=391,695.47$  and  $E=1,646,299.41$ ; thence
- (315)  $S.46^{\circ}49'42''E.$ , 294.60 feet to a point having coordinates  $N=391,493.91$  and  $E=1,646,514.26$ ; thence
- (316)  $S.38^{\circ}13'29''E.$ , 346.79 feet to a point having coordinates  $N=391,221.47$  and  $E=1,645,728.84$ ; thence
- (317)  $S.18^{\circ}33'54''E.$ , 158.11 feet to a point having coordinates  $N=391,071.59$  and  $E=1,646,779.18$ ; thence
- (318)  $S.37^{\circ}00'00''E.$ , 400.00 feet to a point having coordinates  $N=390,752.14$  and  $E=1,647,019.90$ ; thence
- (319)  $S.38^{\circ}58'53''E.$ , 1,402.77 feet to a point having coordinates  $N=389,661.69$  and  $E=1,647,902.34$ ; thence
- (320)  $S.41^{\circ}42'17''E.$ , 1,002.27 feet to the TRUE POINT OF BEGINNING.

Containing 718.04 acres, more or less.

The bearings, distances and coordinates used in the above description are on the California Coordinate System, Zone 6. Multiply all distances that are Southerly of the North coordinates of 401,000 by 1.0000472 and all distances bearing Northerly of said North coordinates by 1.0000500 to obtain ground level distances.

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"PARCEL NO. 2"

An easement for State highway purposes over and across the following described parcel of land:

Beginning at the Northernly terminus of Course (152) hereinbefore described in Parcel 1; thence

- (1) along Course (151) described above in said Parcel 1, N.55°09'09"W., 458.88 feet; thence
- (2) along Course (150) described above in said Parcel 1, along a curve to the right, with a radius of 540.00 feet, through an angle of 05°00'17", a distance of 47.17 feet to the Westerly boundary of Rancho Santa Margarita y las Flores; thence
- (3) along said Westerly boundary, N.13°24'31"E., 91.36 feet to a point having coordinates N=450,396.39 and E=1,590,234.27; thence
- (4) leaving said Westerly boundary from a tangent which bears S.45°04'25"E., along a curve to the left with a radius of 460.00 feet, through an angle of 10°04'44", a distance of 80.92 feet to a point having coordinates N=450,344.57 and E=1,590,296.28; thence
- (5) S.55°09'09"E., 535.49 feet to a point having coordinates N=450,038.59 and E=1,590,735.74; thence
- (6) N.73°34'22"E., 23.47 feet to a point having coordinates N=450,045.23 and E=1,590,758.25; thence
- (7) S.61°25'38"E., 80.00 feet to a point having coordinates N=450,006.97 and E=1,590,828.51; thence
- (8) from a tangent which bears S.28°34'22"W., along a curve to the right with a radius of 740.00 feet, through an angle of 17°11'19", a distance of 222.00 feet to the Southeasterly terminus of course (153) hereinabove described in said Parcel 1; thence
- (9) along said Course (153), N.44°14'19"W., 80.00 feet; thence
- (10) along said Course (152), N.05°17'33"W., 129.23 feet to the Point of Beginning.

Containing 1.63 acres, more or less.

"PARCEL NO. 3"

An easement for State highway purposes over and across the following described parcel of land:

Beginning at the Northwesternly terminus of Course (173) hereinbefore described in Parcel 1; thence

- (1) along Course (172) described above in said Parcel 1, N.53°09'40"W., 407.73 feet; thence
- (2) along Course (171) described above in said Parcel 1, N.33°22'13"W., 32.28 feet to a point having coordinates N=445,500.28 and E=1,595,025.14; thence
- (3) leaving said Course (171), S.58°12'55"E., 381.56 feet to a point having coordinates N=445,299.30 and E=1,595,349.48; thence
- (4) S.60°02'39"E., 399.41 feet to a point having coordinates N=445,099.86 and E=1,595,695.53; thence
- (5) S.25°40'00"W., 29.60 feet to a point on said Course (173), last said point being at coordinates N=445,073.18 and E=1,595,682.71; thence
- (6) along said Course (173) N.63°35'30"W., 350.03 feet to the Point of Beginning.

Containing 0.62 acre, more or less.

PARCEL NO. 5

An easement for State highway purposes over and across the following described parcel of land:

Commencing for reference at a concrete monument with brass marker, set for the witness corner to the Rancho Santa Margarita y las Flores boundary corner No. 3, as shown on said Record of Survey No. 652; thence

- (1) along the Southeasterly boundary of said Rancho, N.48°04'45"E., 2,369.67 feet to the TRUE POINT OF BEGINNING, said TRUE POINT OF BEGINNING having coordinates N=381,726.19 and E=1,652,870.92; thence
- (2) leaving said Southeasterly boundary, N.35°05'14"W., 106.92 feet to a point having coordinates N=381,813.68 and E=1,652,809.46; thence
- (3) from a tangent which bears N.24°13'30"W., along a curve to the right, with a radius of 450.00 feet, through an angle of 19°31'00", a distance of 153.28 feet to a point having coordinates N=381,961.39 and E=1,652,771.36; thence
- (4) N.85°17'30"E., 24.00 feet to a point having coordinates N=381,963.36 and E=1,652,795.28; thence
- (5) N.04°42'30"W., 542.18 feet to a point having coordinates N=382,503.71 and E=1,652,750.77; thence
- (6) N.54°28'47"W., 68.65 feet to a point having coordinates N=382,543.59 and E=1,652,694.90; thence
- (7) S.66°28'05"W., 160.00 feet to a point having coordinates N=382,479.71 and E=1,652,548.20; thence
- (8) N.23°31'55"W., 465.00 feet to a point having coordinates N=382,906.04 and E=1,652,362.55; thence
- (9) N.66°28'05"E., 160.00 feet to a point having coordinates N=382,969.92 and E=1,652,509.23; thence
- (10) S.23°31'55"E., 354.08 feet to a point having coordinates N=382,645.29 and E=1,652,650.60; thence
- (11) from a tangent which bears N.79°51'31"E., along a curve to the right, with a radius of 150.00 feet, through an angle of 95°25'59", a distance of 249.84 feet to a point having coordinates N=382,503.95 and E=1,652,826.51; thence
- (12) tangent to last said curve, S.04°42'30"E., 542.18 feet to a point having coordinates N=381,969.60 and E=1,652,871.01; thence
- (13) along a tangent curve to the left, with a radius of 300.00 feet, through an angle of 19°31'00", a distance of 119.22 feet to a point having coordinates N=381,854.71 and E=1,652,900.65; thence
- (14) tangent to last said curve, S.24°13'30"E., 79.53 feet to a point on said Southeasterly boundary, last said point having coordinates N=381,782.19 and E=1,652,933.29; thence
- (15) along said Southeasterly boundary, S.48°04'45"W., 83.81 feet to the TRUE POINT OF BEGINNING.

Containing 3.51 acres, more or less.

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PARCEL NO. 6

An easement for State highway purposes over and across the following described parcel of land:

Commencing for reference at a concrete monument with brass marker set for the witness corner to the Rancho Santa Margarita y las Flores boundary corner No. 3 as shown on said Record of Survey No. 652; thence

- (1) along the Southeasterly boundary of said Rancho N.48°04'45"E., 1,210.70 feet to a point having coordinates N=380,951.88 and E=1,652,008.56; thence
- (2) leaving said Southeasterly boundary, N.41°55'15"W., 119.62 feet to a point having coordinates N=381,040.88 and E=1,651,928.65; thence
- (3) N.31°59'48"E., 12.91 feet to the TRUE POINT OF BEGINNING, said TRUE POINT OF BEGINNING having coordinates N=381,051.83 and E=1,651,935.48; thence
- (4) S.77°18'05"W., 173.05 feet to a point having coordinates N=381,013.79 and E=1,651,766.67; thence
- (5) N.12°41'55"W., 20.00 feet to a point having coordinates N=381,033.30 and E=1,651,762.27; thence
- (6) N.77°18'05"E., 192.84 feet to a point having coordinates N=381,075.69 and E=1,651,950.39; thence
- (7) S.31°59'48"W., 28.13 feet to the TRUE POINT OF BEGINNING.

Containing 0.08 acre, more or less.

"PARCEL NO. 7"

An easement for State highway purposes over and across the following described parcel of land:

Commencing for reference at a concrete monument with brass marker set for the witness corner to Rancho Santa Margarita y las Flores boundary corner No. 3 as shown on said Record of Survey No. 652; thence

- (1) along the Southeasterly boundary of said Rancho N.48°04'45"E., 1,210.70 feet to a point having coordinates N=380,951.88 and E=1,652,008.56; thence
- (2) leaving said Southeasterly boundary, N.41°55'15"W., 119.62 feet to a point having coordinates N=381,040.88 and E=1,651,928.65; thence
- (3) N.31°59'48"E., 64.91 feet to a point having coordinates N=381,095.93 and E=1,651,963.04; thence
- (4) along a tangent curve to the left, with a radius of 142.00 feet through an angle of 53°43'26", a distance of 133.15 feet to a point having coordinates N=381,223.74 and E=1,651,974.52; thence
- (5) tangent to last said curve N.21°43'38"W., 228.22 feet to a point having coordinates N=381,435.75 and E=1,651,890.04; thence
- (6) along a tangent curve to the right, with a radius of 558.00 feet through an angle of 36°19'43", a distance of 353.80 feet to a point having coordinates N=381,782.98 and E=1,651,868.42; thence
- (7) tangent to last said curve, N.14°36'05"E., 272.26 feet to a point having coordinates N=382,046.44 and E=1,651,937.05; thence
- (8) along a tangent curve to the left, with a radius of 342.00 feet, through an angle of 35°45'31", a distance of 213.44 feet to a point having coordinates N=382,256.10 and E=1,651,925.05; thence
- (9) tangent to last said curve, N.21°09'26"W., 180.61 feet to a point having coordinates N=382,424.53 and E=1,651,859.86; thence
- (10) N.26°13'21"W., 825.68 feet to the TRUE POINT OF BEGINNING, said TRUE POINT OF BEGINNING having coordinates N=383,165.24 and E=1,651,495.02; thence
- (11) S.81°34'45"W., 433.76 feet to a point having coordinates N=383,101.71 and E=1,651,065.94; thence
- (12) N.09°25'15"W., 45.00 feet to a point having coordinates N=383,146.11 and E=1,651,058.57; thence
- (13) N.81°34'45"E., 420.10 feet to a point having coordinates N=383,207.63 and E=1,651,474.14; thence
- (14) S.26°13'21"E., 47.26 feet to the TRUE POINT OF BEGINNING.

Containing 0.44 acre, more or less.

NOTE: The bearings, distances and coordinates used in the above described Parcels 5, 6, and 7 are on the California Coordinate System, Zone 6. Multiply all distances used in the above descriptions by 1.0000472 to obtain ground level distances.

"PARCEL NO. 8"

An easement for State highway purposes over and across the following described parcel of land:

Commencing for reference at a 1-1/2 inch iron pipe and brass cap marked "10-11-14-15", accepted as marking the Northwest corner of Section 14, T. 9 S., R. 7 W., S.B.M., as said corner is shown on said Record of Survey No. 794, said pipe being at coordinates N=450,185.11 and E=1,591,041.50; thence

- (1) S.28°06'58"W., 1,151.11 feet to the TRUE POINT OF BEGINNING, said TRUE POINT OF BEGINNING having coordinates N=449,169.84 and E=1,590,499.02; thence
- (2) S.61°10'19"W., 20.00 feet to a point having coordinates N=449,160.20 and E=1,590,481.50; thence
- (3) S.28°49'41"E., 182.00 feet to a point having coordinates N=449,000.75 and E=1,590,569.26; thence.
- (4) S.23°17'04"E., 455.56 feet to a point having coordinates N=448,582.30 and E=1,590,749.34; thence
- (5) S.28°15'08"E., 215.73 feet to a point having coordinates N=448,392.27 and E=1,590,851.45; thence
- (6) N.59°39'13"E., 92.31 feet to a point having coordinates N=448,438.90 and E=1,590,931.11; thence
- (7) N.30°12'40"W., 666.89 feet to a point having coordinates N=449,015.22 and E=1,590,595.54; thence
- (8) N.31°58'22"W., 182.28 feet to the TRUE POINT OF BEGINNING.

Containing 1.14 acres, more or less.

"PARCEL NO. 9"

An easement for State highway purposes over and across the following described parcel of land; Beginning at the Southeastly terminus of course (194) hereinbefore described in Parcel 1; thence

- (1) along said course (194) N.54°10'34"W., 308.89 feet to a point having coordinates N=434,069.44 and E=1,611,214.46; thence
- (2) leaving said course (194), N.86°15'30"E., 27.89 feet to a point having coordinates N=434,071.26 and E=1,611,242.29; thence
- (3) N.31°54'20"E., 104.38 feet to a point having coordinates N=434,159.88 and E=1,611,297.46; thence
- (4) N.57°54'20"E., 434.74 feet to a point having coordinates N=434,390.86 and E=1,611,665.76; thence
- (5) N.20°54'20"E., 155.27 feet to a point having coordinates N=434,535.90 and E=1,611,721.16; thence
- (6) N.05°54'20"E., 179.47 feet to a point having coordinates N=434,714.42 and E=1,611,739.63; thence
- (7) N.74°04'20"E., 5.79 feet to a point having coordinates N=434,716.01 and E=1,611,745.19; thence
- (8) S.15°55'40"E., 7.50 feet to a point having coordinates N=434,708.80 and E=1,611,747.25; thence
- (9) N.74°04'20"E., 25.00 feet to a point having coordinates N=434,715.66 and E=1,611,771.29; thence
- (10) N.15°55'40"W., 12.50 feet to a point having coordinates N=434,727.68 and E=1,611,767.86; thence
- (11) S.74°04'20"W., 12.50 feet to the center of a 25.00 feet by 25.00 feet water tank pad said center having coordinates N=434,724.25 and E=1,611,755.84 and being distant N.39°54'20"E., 1,297.63 feet right of Engineer's Station 709+31.88 P.O.T. on the "B" Line of Public Works Survey, between Las Pulgas Road Undercrossing and Basilone Road Overcrossing; thence
- (12) N.74°04'20"E., 12.50 feet; thence
- (13) N.15°55'40"W., 12.50 feet to a point having coordinates N=434,739.70 and E=1,611,764.43; thence
- (14) S.74°04'20"W., 25.00 feet to a point having coordinates N=434,732.84 and E=1,611,740.39; thence
- (15) S.15°55'40"E., 7.50 feet to a point having coordinates N=434,725.63 and E=1,611,742.45; thence
- (16) S.74°04'20"W., 12.55 feet to a point having coordinates N=434,722.18 and E=1,611,730.38; thence
- (17) S.05°54'20"W., 184.92 feet to a point having coordinates N=434,538.24 and E=1,611,711.35; thence
- (18) S.20°54'20"W., 150.61 feet to a point having coordinates N=434,397.55 and E=1,611,657.61; thence
- (19) S.57°54'20"W., 433.70 feet to a point having coordinates N=434,167.12 and E=1,611,290.19; thence
- (20) S.31°54'20"W., 101.56 feet to a point having coordinates N=434,080.91 and E=1,611,230.52; thence

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- (21) S.86°15'30"W., 34.86 feet to said course (194) having coordinates N=434,079.63 and E=1,611,201.73; thence
- (22) along said course (194) S.54°10'34"E., 15.79 feet to the Point of Beginning.

Containing 0.22 acre, more or less.

NOTE: The bearings, distances and coordinates used in the above described parcels 8 and 9 are on the California Coordinate System, Zone 6. Multiply all distances used in the above description by 1.0000500 to obtain ground level distances.

LEGAL DESCRIPTION	
APPROVED: <i>[Signature]</i>	APPROVED: <i>[Signature]</i>
SEAL <i>[Seal]</i>	SAL F. ACOSTA, S.E.
DATE: <i>7/31/79</i>	DATE: <i>7/31/79</i>

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MARINE CORPS BASE CAMP PENDLETON  
OCEANSIDE, CALIFORNIA

EXHIBIT "p"

A parcel of land lying in a portion of the Rancho Santa Margarita y Los Flores as said Rancho is shown on that certain Record of Survey Map No. 652, recorded April 21, 1938, San Diego County Records, said parcel also being a portion of that certain 123,000 acre tract of land acquired by the United States of America in Civil Action No. 197-SD, filed December 31, 1942 in the District Court of the United States for the Southern Division, said parcel being more particularly described as follows:

Commencing for a POINT OF REFERENCE at a 1 1/2 inch iron pipe with brass cap marked 10-11-14-15, marking the corner common to Sections 10, 11, 14 and 15, Township 9 South, Range 7 West, San Bernardino Meridian, said point having coordinates of N=450,185.11, E=1,591,041.50 based on the California Coordinate System, Zone 6; thence

- (i) South 37°14'35" East, 6343.35 feet to a point on the southwesterly right of way line of Interstate Highway 11-SD-5, the TRUE POINT OF BEGINNING, said point having coordinates of N=445,135.32, E=1,594,880.47; thence along said right of way line (11-SD-5)
- 1.) North 56°44'20" West, 151.33 feet; thence
- 2.) North 66°56'09" West, 550.57 feet; thence
- 3.) North 68°15'40" West, 396.96 feet; thence
- 4.) North 70°52'42" West, 336.70 feet; thence
- 5.) North 77°42'04" West, 250.00 feet; thence
- 6.) South 76°23'59" West, 101.87 feet; thence
- 7.) North 75°47'34" West, 70.00 feet; thence
- 8.) North 82°32'10" West, 70.86 feet; thence
- 9.) North 49°56'48" West, 52.19 feet, to a point having coordinates of N=445,780.60, E=1,593,039.18; thence leaving said southwesterly right of way line (11-SD-5)
- 10.) South 39°10'35" West, 107.71 feet to a point on curve, said point lying on that certain course described as "along a curve to the left with a radius of 1800 feet, through an angle of 42°48', a distance of 1344.60 feet", in that certain Highway Easement Deed recorded August 11, 1937 in Book 676 at Page 401, San Diego County Records, said point being on the southwesterly right of way line of Old State Highway 11-SD-2-D as described in the aforementioned Deed (676-OR-401), said point having coordinates of N=445,697.10, E=1,592,971.13; thence along said southwesterly right of way line (11-SD-2-D) and with the aforementioned curve
- 11.) Southeasterly along said curve to the left, whose tangent bears South 49°22'15" East, with a radius of 1800.00 feet, through a central angle of 29°34'10", an arc distance of 928.95 feet; thence
- 12.) South 78°56'25" East, 412.35 feet to a point of curvature; thence along a curve to the right
- 13.) Southeasterly along the arc of a circle, the radius point of which bears south 11°03'35" West, 3940 feet from said point of curvature, through a central angle of 4°26'31" an arc distance of 305.45 feet; thence
- 14.) South 68°54'20" East, 61.29 feet; thence
- 15.) South 71°14'25" East, 375.00 feet to a point on the westerly bank of San Onofre Creek, said point having coordinates of N=445,004.71, E=1,594,912.09; thence leaving said southwesterly right of way line (11-SD-2-D)
- 16.) North 13°36'33" West, 134.38 feet along the westerly bank of San Onofre Creek to the Point of Beginning, containing 10.23 acres, more or less.

All as shown on Department of the Navy NAVFAC Dwg. No. 6013358, EFD Dwg. No. A-102092, entitled "10.23 Acre Parcel, MARINE CORPS BASE CAMP PENDLETON", attached hereto and made a part hereof.

APPROVED: *Sal F. Acosta* 1-10-78  
SAL F. ACOSTA, P.E. (Cadastral Engineer)  
Real Estate Division, WESTNAVACENGCEN

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